

4845  
6049

See Review 4845 & 6049

U. S. COAST & GEODETIC SURVEY  
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Form 504 Ed. June, 1928	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY R. S. Patton, Director	
State: S.W. Alaska	
DESRIPTIVE REPORT	
Topographic <del>Hydrographic</del>	Sheet No. E & F
LOCALITY	
Kodiak Island	
Kodiak Harbor, St. Paul Harbor,	
Woody Island, and vicinity.	
19.33	
CHIEF OF PARTY	
H. B. Campbell	

U. S. GOVERNMENT PRINTING OFFICE: 1929

4845  
6049

Applied to Chart No. —

8534 (1935), 1:80,000, by James W. McGuire.

8545 do. 1:20,000, " James W. McGuire.

do. (Inset), 1:10,000, " do.

8546 (Confidential) 1:10,000 by La McLean 5/21/42

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4845

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. "E"

REGISTER NO. 4845

State S.W. Alaska

General locality Kodiak Island

Locality Saint Paul Harbor

Scale 1:10,000 Date of survey July & September, 1933

Vessel DISCOVERER

Chief of Party H. B. Campbell

Surveyed by James N. Jones

Inked by James N. Jones

Heights in feet above M.H.W. to ground ~~to top of rocks~~

~~Soundings to depths of rocks~~, Form line interval 100 feet

Instructions dated April 21, 1932 -- March 25, 1933

Remarks:

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 6049

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 77

REGISTER NO. 6049

State S.W. Alaska

General locality Kodiak Island

Locality Kodiak

Scale 1:5,000 Date of survey July and Sept., 1933

Vessel Discoverer

Chief of Party H.B. Campbell

Surveyed by James N. Jones

Inked by James N. Jones

Heights in feet above M.H.W. to ground ~~to tops of trees~~

~~Contours, approximately as shown, Form line interval~~ 100 feet

Instructions dated April 21, 1932 - March 25, 1933

Remarks:

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEETS "E" & "F"

U.S.C. & G.S.S. DISCOVERER

H. B. Campbell, Commanding.

Season of 1933

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AUTHORITY

This topography was done in accordance with the Director's Instructions to the Commanding Officer, U.S.C. & G.S.S. DISCOVERER, dated April 21, 1932 (Project HT-104) and March 25, 1933 (Project HT-139).

LIMITS

Topographic Sheet "E" consists of a complete revision survey of the approaches to Kodiak between Spruce Cape and Cliff Point, including Woody Island and the intermediate smaller islands and rocks.

Topographic Sheet "F" consists of a revision survey of Kodiak and Kodiak Harbor, with a small portion of Near Island.

DESCRIPTION OF COAST

The description of this area given in the U. S. Coast Pilot, Alaska, Part II, with the addition of the Coast Pilot notes submitted by the DISCOVERER for 1933, is complete.

CONTROL

Ample control was furnished for this work by third order triangulation stations established in 1907 and 1933.

### SURVEY METHODS

Standard plane table survey methods, as prescribed in the Topographic Manual, were used. In general the hydrographic signals were located by cuts from triangulation stations and the detail and shore line located by short traverses between triangulation stations or hydrographic signals located from triangulation stations.

No long traverses were run. Except in a few cases on short traverses the planetable position could be closely checked by resection on independently located topographic stations or on triangulation stations. In all cases the traverses closed well within allowable limits.

Off-lying features were located in general by rod readings taken from shore or from a nearby setup. The limits of the reefs on the north and south ends of Woody Island were located by sextant fixes, taken at low water. These locations were partially, but substantially, verified by plane table cuts. The reefs in the vicinity of triangulation station STONE were located entirely by plane table cuts and plotted using sketches made from a sounding launch at the time the hydrography in this vicinity was executed.

The lakes on Woody Island (except for the lake near triangulation station CHURCH and the lagoon near triangulation station LIME), and the roads on Woody Island were sketched from estimated distances. Locations are, therefore, approximate.

Elevations were taken to the ground. When reduction was made for height of trees, the height of trees is shown as (TT 60').

### AGREEMENT WITH FORMER SURVEYS

The area covered by Topographic Sheet "E" was surveyed in 1907

on sheet #T 2840, scale 1:20,000.

Topographic Sheet "F" covers most of the area covered by Sheet 2862 (1907-8) and is on the same scale, 1:5,000.

The larger scale of Topographic Sheet "E" (1:10,000) showed various small irregularities in the detail on sheet T 2840. In the main the prominent points agree within 10 to 20 meters and the bights agree within 75 meters. In only a few cases was a larger disagreement found. Much of the detail on T 2840 would have been unchanged if the resurvey had been made on the same scale (1:20,000).

All the dangers shown on T 2840 were verified. The changes in position were fairly small but the larger scale enabled them to be shown in more detail with the addition of important information regarding the height of the topographic rocks.

The only important natural change in topographic features was found at the mouth of the Buskin River. In this vicinity the country is low and sandy and will be subject to some shifting in the mouth of the river and to some silting.

On topographic sheet 2862 the shoreline agreed very well with topographic sheets "E" and "F", the main changes noted were in the docks, new buildings, etc.

Several small lakes and ponds shown on topographic sheets 2840 and 2862 no longer exist. They were doubtless dried up by the volcanic ash from the eruption of Katmai Volcano in 1912. This ash covers this area to a depth of from 2 to 6 inches.

Form lines on sheets "E" and "F" agree fairly well with former work. The addition of numerous elevations made for the changes.

The locations of several lakes, contours and a portion of road in the vicinity of Shahafka Cove were not redetermined. These features

are shown in pencil on sheet "F" and were transferred from sheet T 2862. These features were not checked except by inspection. While close to the beach, they are obscured by timber and intervening higher ground. A note is made on sheet "E" regarding them. The locations on sheet T 2862 are believed to be fairly accurate.

#### JUNCTIONS WITH NEW WORK

Satisfactory junctions were made with Topographic Sheets D and G, 1933.

#### LANDMARKS

A list of landmarks on Form 567 is appended. No additional description necessary.

#### RECOVERABLE PLANE TABLE POSITIONS

A list of recoverable plane table positions is appended, also descriptions of same on Form 524.

#### NAMES

The local names for the lakes on Woody Island and in the vicinity of Shahafka Cove are shown in pencil on sheet "E"; they are as follows: Crab Lagoon, Salt Lake, Upper Lake, Lower Lake, <sup>or</sup>Under Lake, Elephant Lake, Potato-Patch Lake, Dark Lake and Beaver Lake. These names are of local importance only.

The small cove northeast of triangulation station GIB has the well established local name of Gibson Bay. This name is shown in pencil on sheet "E". Derivation is unknown.

Holiday Island is locally known as Forget-me-not Island.

Crooked Island is locally known as Johnson Island. This is the name of the fox farmer who occupies this island.



One of the smaller islands is locally called St. Paul Island, but there is some confusion as to which one. Sometimes it is Bird Island, and at others Kulichkof Island.

The name "Winter Anchorage" shown off the mouth of the Buskin River on Chart 8570 is misleading. This area is seldom, if ever, used for anchorage. It is noted on topographic sheet #2862 the area eastward from Gibson Bay is called "Inner Anchorage". The area to the east of lighted beacon in the western entrance to Kodiak is used extensively as an anchorage.

STATISTICS

	Sheet "E" Scale 1:10,000	Sheet "F" Scale 1:5,000
Statute miles of shoreline ---	41.3	2.6
" " " road -----	4.5	3.1
Area, square statute miles ---	26.0	1.5

Respectfully submitted,

*James N. Jones*

James N. Jones  
Jr. H. & G. E.

Approved and forwarded:

*H. B. Campbell*  
H. B. Campbell,  
H. & G. Engineer,  
Chief of Party.

LIST OF RECOVERABLE PLANE TABLE POSITIONS

Name and Description	Latitude ° ' ,	D.M. Meters	Longitude ° ' ,	D.P. Meters	Elev.	Topo Sh. Letter
SIL0 Center of Red Silo	57 44	1381	152 30	124	--	E 1933 ✓
GAB E gable barn	57 44	1654	152 29	332	--	E 1933 ✓
SOU Highest part of rock	57 46	931	152 27	63	12' approx.	E 1933 ✓
ROK Highest part of rock	57 44	475	152 29	145	2'	E 1933 ✓
REEF Highest part of reef.	57 45	448	152 25	403	10'	E 1933 ✓
INNER HUMPBACK ROCK -- peak	57 44	1839	152 21	296	11'	E 1933
BEACON -- West entrance to Kodiak	57 46	1453	152 25	476	--	F 1933
OSCAR Center of gable, white water tower	57 46	1362	152 21	751	--	E 1933

# GEOGRAPHIC NAMES

Survey No.

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
Pacific Ocean									1
Point Arguello									2
Pedernales Point									3
Tranquillon Mountain									4
Rock Point									5
									6
									7
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Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY T-4845 (1933)

Saint Paul Harbor, Kodiak Island, S. W. Alaska

Surveyed: July - September 1933

Instructions dated: April 21, 1932 - March 25, 1933 (DISCOVERER)

Plane Table Survey - Cloth Mounted

Chief of Party: H. B. Campbell

Surveyed & Inked by: J. N. Jones

1. Condition of Records.

The records conform to the requirements of the Topographic Manual with the following exceptions:

- a. Scaled one-half meter distances were not laid off for distortion measurement.
- b. Vertical lettering was used for notes regarding rocks awash. The accepted method is to use slanting lettering for hydrographic features.

2. Compliance with Instructions for the Project.

The survey complies with the instructions.

3. Junction with Contemporary Surveys.

Satisfactory junctions were made with T-4844 (1933), T-4846 (1933) and T-6049 (1933).

4. Comparison with Prior Surveys.

a. T-2137 (1867)

This is a survey on scale of 1:40,000. A general comparison with the present survey shows good agreement in general appearance and trend of shoreline.

b. T-2803 (1906) and T-2862 (1907)

These surveys are in good agreement with the present survey except in the delineation of offlying rocks and reefs which is much more thorough on the present survey. There are no rocks shown on these surveys which are not verified on the present survey. Outlines of lakes and the 100 ft. formline shown in pencil on the present survey and T-4844 are from T-2862.

c. T-2840 (1907)

A comparison of the shoreline on this survey with the present

survey shows good agreement except details of points and coves which appear to have been sketched on T-2840. A number of rocks are brought forward and are shown in red on the present survey.

5. Field Drafting.

The field inking of the survey is satisfactory.

6. Additional Field Work Recommended.

No additional field work is required.

7. Superseding Old Surveys.

Insofar as the topography actually included on the present survey is concerned, it supersedes the following surveys for charting purposes:-

T-2137 (1867) in part  
T-2803 (1906) " "  
T-2840 (1907) " "  
T-2862 (1907-08) " "

8. Reviewed by:- A. F. Jankowski, January 1935.

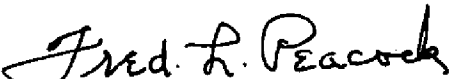
C. K. Green,  
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G. H. de  
Chief, Division of H. & T.

