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with a view to working out a technique for future larger scale operations was countered with a proposal from Jones which is believed to have more merit than the originally contemplated plan.

During the spring of 1949, Messrs. Jones and Hanson devoted considerable time to combing the beaches to retrieve otter that had died apparently from some disease. A total of 115 sea otter remains were recovered. The operation was carried on too late in the season and the animals had deteriorated to a point where it was not feasible to salvage the skins. Apparently this late winter mortality occurs more or less annually. Jones, therefore, proposes we assign personnel to Amchitka in February for the purpose of cleaning up the beaches and salvaging the pelts from all dead animals found. In addition to the salvage program, he proposes the live trapping of sea otter for restocking other islands formerly inhabited by them and where conditions appear to be satisfactory for establishing new pods.

The program along the lines suggested by Mr. Jones must of necessity be carried out during the winter months. During the summer the sea otter spend practically their entire time in the water. Any attempt to live-trap the animals in the water would probably result in heavy losses from drowning. During the winter months sea otter come out on the rocks and would be more readily captured through netting.

According to observations by both Jones and Hanson, the sea otter do not normally move any great distance. They never appear to be going anywhere when they are swimming and the pods appear to stay in the same general locality. Obviously there is some wandering but this does not seem to take on the aspects of a migration. Mr. Jones' scheme for live-trapping and restocking other islands should greatly accelerate the spread and rehabilitation of the sea otter to a point where they may become a truly valuable resource. Both Jones and Hanson feel the trapping operation can be conducted successfully during the winter months.

It is recommended that Mr. Jones' program be given a try in lieu of the original plan to carry on an experimental harvest of surplus animals since it will provide the same informational results. Based on the past year's experience it should be possible to salvage between 50 and 100 pelts; and at the same time spread the otter and accelerate the rehabilitation of the animals throughout the Aleutian Chain and in other areas formerly inhabited by them.

In addition to the winter operations an annual summer aircraft inventory should be taken of the sea otter on Amchitka, Rat, Tanaga, and the Delerof Islands. This inventory may be made

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any time from June through September, preferably the last two weeks of June and first two weeks of July. Approximately 30 days' operating time should be allowed for this inventory to provide for loss of time due to weather conditions.

EQUIPMENT AND FACILITIES:

In order to carry out a program as suggested by Mr. Jones, it will be necessary to have a vessel available for patrol and for distribution of the trapped animals during the period November through April. Because of weather conditions during the winter months a good seaworthy vessel such as the Brown Bear will be required. Alaska Fisheries plans to take the Brown Bear out of operation next year and it would be available for assignment to this work. It might be possible to effect certain operating economies through charter of a vessel such as the Crane from Alaska Fisheries during the subject period when it would not be required for Fisheries work. In the event the Brown Bear is used Mr. Bright feels that it can be operated more economically on the type of assignment for which it would be used through a reduction in the size of the crew and a reduced amount of overtime. He felt that the sea otter patrol could be carried on with a crew of 7 or 8 including the Captain, one mate, two engineers, one cook, and two or three seamen.

Shore equipment will require building facilities for quartering personnel, storing equipment, skinning the animals, drying the furs, and carrying on field laboratory observations. An excellent building is available at the Air Forces Base. This building was formerly the hospital. It is approximately 40' x 110' with two wings 25' x 38' and is of frame construction with a concrete foundation, concrete floors in a portion of the building and it is equipped with its own generators and central heating plant. This building is in good condition but is no longer in use. Only minor repairs would be required to provide the facility we need. Mr. Elkins is making application to the Alaskan Command for the transfer of this building to the Fish and Wildlife Service. A second building should be obtained adjacent to the hospital as a fur drying shed and Mr. Elkins proposes to request the former fire house for this purpose. Buildings suitable for overnight occupancy or to serve as camps for brief periods of occupancy are required at strategic locations around the Islands. Suitable buildings are available and are no longer in use by the Military. Mr. Elkins also proposes to request a number of these for our use.

Motor vehicular transportation will be required. There are a number of vehicles surplus to the needs of the Military. These vehicles are not currently in operation but one of the jeeps

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and a weapons carrier could be placed in operation with a minimum of work and would be suitable for our use. Mr. Elkins took the numbers of these vehicles and is requesting their transfer to us. A small plywood skiff was found on the Island, surplus to the needs of the Military. The damaged side of this skiff was fixed by Jones, and it is now available for our use. A Cape Cod type dory and 22 hp outboard is desirable.

There are numerous Military buildings scattered all over the Island, but the only ones occupied are a few at the air field. Everything else has been abandoned. Current military operations are on a restricted basis. There has been some talk of turning the field over to CAA for operations but it is doubtful if this will be done in the near future.

PERSONNEL:

The matter of personnel for the sea otter and Aleutian Island management program was discussed at some length with Messrs. Jones and Elkins. It was agreed that Jones from Cold Bay was in the best position to manage the Aleutian Island Refuge and to issue all necessary use permits. This matter had previously been discussed with Beals and it was agreeable to him that Jones handle the whole program. Jones is well qualified through experience, training, interest, knowledge of the area and its problems, and adaptability to the locality to head up the sea otter program. In addition to his experience since coming with the Service, his observations during three and one-half years as Military Conservation Officer on Amotika and other islands in the chain give him an invaluable background. His personal observations and study of available literature on the subject has probably made Jones the best informed and best qualified individual in the Service on this particular species. The Regional Office has already initiated action to reclassify Jones from Refuge Manager SP-6 to Refuge Manager P-2. This action is merited and as soon as the Cold Bay withdrawal order is approved and the sea otter program gets under way it is felt that the combination Cold Bay and the Aleutian Island Refuge managership will require a re-study to determine whether it should be classified in the P-3 or P-4 grade.

To date Jones has operated alone. He cannot, however, be expected to continue to handle the sea otter program, Cold Bay and the Aleutian chain without assistance. There is a serious problem in finding a suitable assistant for him in that few qualified persons would be interested in living from Cold Bay westward. Facilities are not available for families so that an unattached individual would be a requirement. We are fortunate in having

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available Mr. Elmer G. Hanson, who has been living on Anchitka Island since 1945 employed in a civilian capacity with the Air Forces. Mr. Hanson is extremely interested in the sea otter and has devoted most of his time on the Island to its study. Mr. Hanson is not a college graduate. His home is in Wisconsin and he has had extensive informal training on Wildlife. In addition, he attended Leopold's Wildlife Seminars while living in Madison, Wisconsin. He has had experience in handling animals through his Game Farm activities. He is a very keen observer of wildlife and has an intimate knowledge of the sea otter. Hanson and Jones together collected some 115 specimens from the Anchitka beaches last spring. Hanson is a bachelor and is interested in staying in Aleutian area. He and Jones work well together. Hanson holds a non-salaried Deputy Game Management appointment with the Service. At the time of our visit he expected to resign his position with the Air Forces and return to the mainland to look after some of his personal interests. Hanson's services on Anchitka will be missed during the coming year.

It is my feeling that every effort should be made to employ Hanson since he would make a very valuable addition to our Refuge personnel in the Territory. His services are badly needed at the present time to assist Jones with the sea otter work and the management of the Aleutian Islands. If he were employed, it would be desirable to base him, at least a part of the year, on Anchitka, and the remainder of the time probably at Cold Bay. Hanson is well acquainted with the Military operations and would be invaluable in our dealings with them locally, particularly in assisting with the acquisition of surplus materials required for activating the program. Mr. Elkins discussed the possibility of employment with Hanson and he indicated an interest in returning to work for us but he has to make a trip outside first to look after some of his business interests. It is believed in the best interests of the Service to employ Hanson and have him on the job on Anchitka during the coming winter as Jones' assistant in an SP-6 capacity. Funds are not currently available in the Alaska allotment, but it is recommended that sufficient additional funds be made available to cover Hanson's appointment.

It is believed that Jones and Hanson, with the aid of the Brown Bear, or other suitable vessel, for a period of six months, can satisfactorily administer the Cold Bay and Aleutian Island Refuges. Additional seasonal labor may be required as the sea otter program expands, but this could be handled through temporary employment taken preferably from the Aleut Villages and transported to the required work areas. Some shore labor may also be expected from the vessel crew as the occasion may warrant.

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ALEUTIAN TRANSPORTATION FACILITIES:

Transportation facilities throughout the Aleutians have materially improved since the war. It has been possible for Refuge Manager Jones to obtain Military air transportation out of Cold Bay through the Aleutians on a space-available basis without charge aboard Air Forces aircraft. This transportation, while not on a scheduled basis, has proven reasonably satisfactory and has been of invaluable service to Jones. In addition, commercial facilities are available through Reeves Aleutian Airways, which operates along the chain to the Pribilof Islands on a scheduled basis. I believe the current schedule calls for two trips a week. Limited vessel service is available on the mail boat although this may be greatly curtailed or even discontinued as a result of the Reeves air operations. Jones is also able to obtain passage to Anchorage from Cold Bay aboard Air Forces aircraft without charge. Occasional transportation can be obtained aboard a Coast Guard vessel but this is sporadic.

ECONOMIC USE:

The economic use of the Aleutian Islands has been well covered in the economic use plan and supplemental correspondence from the Regional Office. The recommendations contained therein appear to be in order and no attempt will be made to duplicate them here.

In addition to the economic use recommendations submitted by the Regional Office, it is strongly recommended that the Aleutian Island area west of Adak be permanently closed to commercial fishing. There is no commercial fishing activities in this area at the present time so that it will place no hardship on existing operations. Expansion of commercial fishing west of Adak would seriously increase the hazard to the sea otter. If this action is delayed too long there is serious danger the commercial fishing interests will move in and once they become established it would be practically impossible to displace them.

Jones is planning on distributing poison bait on Amchitka as the occasion will warrant with a view to removing all foxes from the Island. Once the foxes are removed, it is possible for the Island to support a limited concentration of nesting waterfowl on the numerous fresh-water ponds.

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GOLD BAY PROSPECTIVE WILDLIFE MANAGEMENT AREA

GENERAL:

The withdrawal order establishing the Cold Bay National Wildlife Management Area has not yet been approved so that the area must be administered solely in accordance with Alaska Game Laws.

PERSONNEL:

Refuge Manager SP-6 Robert D. Jones, Jr., is the only person currently assigned to the Cold Bay area. Jones is doing an excellent job of gathering wildlife information on and adjacent to the prospective Management Area and on public relations work with the Military. The Military personnel of the Base and throughout the chain and in the Alaska Command office at Anchorage are well acquainted with Jones either personally or by reputation and they all have a great deal of respect for his ability. He is obtaining excellent cooperation both at local and top command levels.

The new Commanding Officer of the Thornborough Air Forces Base at Cold Bay, Major Deane, is very much interested in Wildlife and Conservation activities. He is giving Jones excellent cooperation. Capt. Sauters, the former Base Conservation Officer, has been transferred and in accordance with Jones' request, the Commanding Officer is designating one of the actively interested enlisted personnel, also named Jones, to serve as the Military Conservation Officer. Application papers were filled out by Corp. Jones and forwarded to the Juneau office looking toward his appointment as a Deputy Game Warden without compensation. These papers were completed and forwarded at the time of our inspection. In discussing the matter with Major Deane, after Corp. Jones' papers had been sent in, he called our attention to the fact that a Military inspection party, who were on the Base at the time of our visit, had questioned the legality of Military personnel holding Deputy Game Warden appointments. We were advised the matter would be taken up with the Alaska Command at Anchorage to determine what action should be taken. This matter was later discussed with Gen. Twining's Aide, Lt. Col. Larson. He stated that since the question had been raised by the inspecting party they would have to go into the matter and, if necessary, would modify their regulations accordingly, and stated that we should let the papers go through on the appointment of Corp. Jones. Major Deane pointed out during our discussion with him that if it should be found that Military personnel could not hold Deputy Game Warden commissions, the same could be accomplished by his appointing Corp. Jones as a special Military Police assigned to wildlife work.

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FACILITIES AND EQUIPMENT:

The Military have provided Refuge Manager Jones with a quarters building consisting of a frame building with a bunk room, living room, kitchenette, and bath, plus a small room which Jones is converting to a radio room. The building is of the standard bachelor quarters type. Jones has done considerable rehabilitation and has painted the building inside and out. It is adequate and well adapted to his needs and is conveniently located. The building is in fairly good condition except for the floor in the bath room which needs some repairs. It is suggested that when the building is again painted externally, it be painted in accordance with standard Refuge building colors as provided in paragraph 6418 of the Refuge Manual.

Mr. Jones has erected a sign in front of the building designating it as the Fish and Wildlife Service headquarters. It is also suggested that a flag pole be erected and the flag flown in accordance with regulations in paragraph 1734 of the Administration Manual, when Jones is at the Station providing this will not conflict with Military regulations. Clearance should be obtained from the Base Commander for the erection of such a flag pole.

The building occupied by Jones is under agreement with the Military, but if at all possible, it would be desirable to have it transferred to the Fish and Wildlife Service as excess to the needs of the Military. I believe this question has been raised previously, but it might be well to take it up again with the Alaska Command at such time as it may appear appropriate to raise the question. An additional building suitable for storing equipment and supplies would be desirable. Should such a building be excess to the needs of the Military and available for transfer to us an appropriate request should be made.

Messing facilities are provided at the Officers' mess.

The equipment available to Jones consists of one jeep which is very well suited to his current transportation needs and one Cape Cod type dory with outboard motor well, which had just been received through transfer from Fisheries at Naknek. This dory will be of some benefit but the type vessel desired by Jones is a dory powered with an inboard motor that would be more reliable than an outboard. No other equipment is currently available or required at this stage of operations. Jones has a personal skiff which he has been using and a small inboard cabin boat which he has not yet put in the water. Conceivably we may later desire to have a vessel of the type of the Shearwater II, but this will depend on the sea otter developments in the Shumagin and Semidi Island groups. This is a matter for future determination and need not be considered at this time.

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ENFORCEMENT:

Patrol and enforcement of Alaska Game Laws in and adjacent to the Cold Bay Prospective Management Area are an important phase of Jones' activities. He is confronted with a serious problem in that no U. S. Commissioner is conveniently available. Military personnel for the most part may be handled effectively through Military courts, but civilian personnel must be taken before a U. S. Commissioner. The nearest U. S. Commissioner is at Sand Point in the Shumagin Islands, and there is no transportation available. It is suggested that the Service make every effort to have a U. S. Commissioner located at King Cove, which would be conveniently accessible.

Jones proposes to carry on extensive Caribou patrol along the lower end of the Alaska peninsula during the coming fall and early winter. The appointment of Corp. Jones as Deputy Game Management Agent at Cold Bay will provide Jones with some assistance and will make it possible to have someone look after enforcement in the Cold Bay area when Jones is away from base. A full-time assistant, however, is urgently needed since the area presently being covered by Jones extends for a distance of well over 1000 miles, and there are times when, for the sake of safety, patrol should be a two-man operation since it often carries him into extremely isolated and hazardous locations, not considered safe for a person to go into alone.

KENAI NATIONAL MOOSE RANGE

GENERAL:

Inspection of the Kenai National Moose Range was delayed until the return from the Aleutian trip, since Refuge Manager Spencer had not yet returned from his summer assignment on the Yukon-Kuskokwim Delta at the time we passed over Kenai en route to Kodiak and thence to Anchitta. Mr. Elkins had to return to Juneau from Anchorage so did not participate in the inspection. However, Mr. Spencer came to Anchorage and Refuge problems were discussed at length prior to Mr. Elkins departure.

Alaska Game Commissioner Garnet Martin and Mr. Lloyd W. Swift, Chief, Division of Wildlife Management for the Forest Service accompanied the writer on the Kenai inspection of the Moose Range. This was the first time Commissioner Martin had seen the Kenai in many years and he seemed very favorably impressed with the work being carried on there.

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PERSONNEL:

The staff of the Kenai Moose Range consists of Refuge Manager-Pilot P-3, David L. Spencer, and Refuge Manager SP-6, James D. Petersen.

Spencer has done an excellent job to date in the development of facilities and in the management of the Moose Range in the very limited time he has been on the job. More than two months of the past spring and summer were spent away from the Refuge on waterfowl assignments in the Yukon-Kuskokwim Delta and inventorying the Musk-ox on Nunivak Island.

Refuge Manager SP-6, James D. Petersen, is a willing and conscientious worker on any assignments given him. He is slow and lacks initiative and imagination in seeing what needs to be done and going ahead with the job. Apparently he has done well in keeping up the routine administrative work during Mr. Spencer's absence, and Mr. Spencer feels that he is improving in his work generally. The position held by Petersen was originally drawn with the idea that the incumbent would devote a large part of his time to handling the major law-enforcement problems of the area. Petersen has had no previous experience on law-enforcement work, consequently this phase of the Kenai Refuge administration has not made the progress that the physical development, administration and management have. In an effort to correct this weakness, the Regional Office has arranged for the assignment of Petersen to McGrath for a month or so training under Game Agent Bragg. This training period should prove valuable to the future enforcement work on the Kenai. Petersen previously attended the Forest Fire School held by the Bureau of Land Management. Mr. Petersen's progress should be watched carefully and should he fail to live up to the requirements of the position, a reassignment should be made. Law enforcement is far too important a phase of the Kenai Management to permit lax handling. Spencer cannot be expected to devote any great amount of his time to detailed enforcement work and still handle the overall Biological Management requirements. This is particularly true since Spencer must be away from the Refuge for rather extended periods to assist with other work such as the Musk-ox inventory and the waterfowl operations on the Yukon.

The Kenai Moose Range includes more than 2,000,000 acres and presents the most complex public relations problem of any area in the Territory. In view of the requirements for Spencer's services outside the Kenai and the increasingly complex management, enforcement, economic and recreational use, and public relations problems, a restudy of the personnel organization for the administration of

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the Refuge would seem to be in order. Recommended for consideration are the reclassification of Spencer to a Refuge Manager-Pilot P-4; establishment of a new position in the Refuge Manager P-2 grade to be filled by a qualified Wildlife Management graduate who has had experience in Refuge operations and who will act in charge during Spencer's absences; the retention of the present Refuge Manager SP-6 position stressing law enforcement, and ultimately a clerk-patrolman position. It is realized a staff of this size cannot be financed with the presently available funds but every effort should be made to provide sufficient money to fully staff the Kenai not later than fiscal year 1952.

QUARTERS AND FACILITIES:

Excellent progress has been made in rehabilitating existing structures and in the construction of additional buildings to meet the immediate administration requirements of the area.

The existing residence has been painted outside, the roof repaired, the house wired, generator plant installed, and an electric pump installed. The old log cabin has been rehabilitated to serve as a work shop and storage for small tools and equipment. Four Pacific huts were salvaged from surplus on Kodiak Island, barged to Kenai and used for the construction of a secondary residence, a garage, a generator house, and equipment storage space. Two of the Pacific huts were used in the construction of the secondary residence in accordance with plans furnished by this office and a very comfortable and roomy dwelling has resulted. This building has been occupied by Refuge Manager Petersen since last January. Some interior finishing work remains to be done and the outside requires painting but the quarters are very livable. The Pacific huts being used for equipment buildings require painting and one needs additional flooring. Insufficient material was on hand for completing the floor in one building and Mr. Spencer plans on making another trip to Kodiak to obtain the necessary lumber to complete the job.

All of the Pacific Hut type buildings require painting and this should be done at an early date. If these buildings are kept painted and properly maintained, they should remain serviceable for ten to fifteen years. The residence paint job should be completed in accordance with the standard Refuge colors as prescribed in paragraph 6418 of the Refuge Manual. A flag pole should be erected at the headquarters site and flown in accordance with regulations therefor. This flag pole need not be higher than the chimney stack on the residence, thus it should not interfere with the airport approaches. The headquarters plot should be fenced

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and landscaped to bring it up to standards required of Refuge headquarters sites. The double picket type wire lawn fence 42" high with a top rail or a similar chain-link type wire fence would be suitable.

The matter of constructing a suitable hangar for the Widgeon was discussed with Spencer. The Widgeon is not well adapted for winter operations, and Spencer questions the advantages of a hangar for winter protection. The snow fall is so heavy that he is afraid the entrance to the hangar would be blocked most of the time since he has no available snow removal equipment. He is afraid it would be practically impossible to get the plane out of the hangar to the runway after the first heavy snow. It was felt that we should have another year of observing winter operating conditions before going ahead with the acquisition and erection of a hangar. It may prove more desirable to place the Widgeon in winter storage at Anchorage and use a small light ski-plane for winter operations on the Kenai. A light single-engine ski-plane would provide a great deal more utility during the winter months, but it would not meet our requirements for summer operations. The Regional Office is tentatively considering assigning one of their small planes to Spencer during the coming winter on a charter basis so that we should be in a better position to determine a line of action after the coming winter's operation.

The building facilities now on hand are adequate to meet the immediate requirements of the area but at such time as additional personnel are assigned to the Refuge, it will be necessary to provide adequate quarters for them.

EQUIPMENT:

The major equipment currently available at Kenai consists of one Grumman Widgeon aircraft, one jeep, one pickup, and one 1 1/2-ton truck. The aircraft and jeep are in good condition. The pickup is in fair condition. The 1 1/2-ton truck was acquired from surplus at Kodiak and is in poor condition. There is only a limited need for truck equipment at the present time and this need is adequately met with the equipment on hand. As operations expand, a combination dump-stake truck will be required.

Boat equipment consists of a knock-down type link canoe and an outboard motor acquired from surplus. The outboard motor is in poor condition and is being returned to the factory for an estimate on overhaul. Mr. Spencer proposes to acquire a river boat suitable for operation on the Kenai River.

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As previously mentioned, the Grumman Widgeon is not adequate for winter operations and consideration should be given to providing a light ski-plane for winter operations. This may be done on a charter basis until such time as the Branch is able to acquire such a plane.

PUBLIC USE:

Public use of the Kenai Moose Range is increasing rapidly with the extension of the road system. The Seward road currently extends northward to Turnagain Arm and westward through Kenai, thence southward toward Homer and is now passable as far as Kasilof. Homesteading operations are continuing full blast. Most of the homesteaders are forced to live off the country and this presents a major enforcement problem. Much of the Moose Range is open for hunting and temporary camps are permitted throughout the open area. Pressure is now being put on the Service, and is being encouraged by Mr. F. W. Meek in the Land Planning Division of the Bureau of Land Management in the Anchorage office, for the issuance of permits to individuals for permanent cabin sites on Skilak and Hidden Lakes.

The pressure for individual cabin sites on a lease-permit basis similar to that used by the Forest Service is now strong in Anchorage and will become even stronger when the highway is connected up with Anchorage. As soon as this highway is opened to Anchorage there will be a heavy influx of weekend visitors to the Kenai and a good percentage of these people will want their own cabins on the area. Mr. Spencer and the writer discussed the problem with Mr. Meek of the Bureau of Land Management. Mr. Meek was under the impression that the Bureau of Land Management would issue permits for these cabin sites within the Moose Range after clearance was obtained from the Fish and Wildlife Service, and he had apparently been giving the Anchorage people to understand that they would be granted cabin sites in the Hidden Lake area. He was advised that the Fish and Wildlife Service would desire to issue any public use permits within the Moose Range rather than the Bureau of Land Management and that while we had no objection to the Bureau of Land Management accepting applications for permits, we would appreciate such applications being referred to us for consideration and actual issuance of use permits. This position should be confirmed in writing by the Regional Office to the Bureau of Land Management so that there may be no future misunderstanding as to who will issue permits on the Moose Range. Apparently some of the Branches of the Bureau of Land Management are still under the impression that they are the ones who will issue all use permits on the Moose Range as well as other public lands in spite of the understanding reached last year by Messrs. Griffith, Ball and Spencer with the Bureau of Land Management Regional Director Puckett

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and Fire Control Officer Robinson. Mr. Meek was given to understand that the leasing of private cabin sites was contrary to our general Refuge policies and that we did not look with favor upon it. It was pointed out that our general practice on making recreational use of the Refuges available to the public was to provide the maximum use to all the public rather than permitting the more restrictive individual cabin-site type of use.

Mr. Meek was advised that we were well aware of the demand for public recreational use of the Kenai and that the whole problem was being studied with a view to establishing and publishing a definite policy. Until such time as this policy is prepared and published, we would not be in a position to make any commitments on public use or consider applications for cabin sites. Any such applications currently submitted would have to be disapproved pending completion of a full study of the problem.

In line with our discussions with Mr. Meek, it is obvious that we will have to take action to provide recreational use of the Kenai. It is important that we take the initiative on this and act without delay before the pressure becomes too great, otherwise there is serious danger that we may lose the entire Moose Range through political pressure. With this in mind, Spencer was requested to study the problem and submit a recreational use plan that could be adopted and publicized as our long-term policy.

This matter was later discussed with the Regional Director and Mr. Elkins. Mr. Rhode felt that we should give consideration to setting aside certain areas for cabin-site lease permits. How great the demand will be for these cabin sites once we announce they are available is problematical. The cost of erecting even a small cabin would be high. We would, of necessity, require that cabins meet certain minimum standards of design and construction which would prohibit the erection of a shack, so that in the final analysis it is conceivable the actual demand would be relatively light. The benefits through forestalling public antagonism with the possible result of ultimately losing all or part of the Refuge might well overbalance the undesirable features of cabin-site leases. It is felt this matter should be left open for further consideration when the recreational use plan is submitted by Spencer.

In the meantime, there are a few isolated cabins that were erected subsequent to the Refuge being placed under active administration. These cabins are definitely trespassing and action should be taken on them before they have been in operation long enough to give the owners any reason to believe they have a possible claim to the right to prove up on the property. In order that we

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may be consistent, it is believed our recreational use plan should be submitted and our policy publicized before the cabins are ordered removed. In the meantime, written notice should be given by the Regional Office to the owners of the cabins in question advising them they are in trespass. Pending establishment and publication of the public use policy, short term temporary permits might be issued, thus precluding establishment of any proprietary interest in the land during their tenure. Copies of correspondence and use permits might well be supplied the Bureau of Land Management Regional Office.

Another problem which must be taken into consideration in the public use plan is the establishment of a policy relative to the construction of trappers' cabins. The erection of small cabins indiscriminately over the area under the guise of trappers' cabins will ultimately create a serious problem since they will be used for other purposes during the summer months. It is felt that any such structures should be of a temporary nature and required to be removed at the end of the trapping season.

The question of issuing economic use permits was discussed at some length with Messrs. Elkins, Spencer and the writer representing the Fish and Wildlife Service, and Robinson and Tyler, the Bureau of Land Management. At the same time the respective fire control responsibilities of the Fish and Wildlife Service and the Bureau of Land Management Fire Control Section were discussed for the Kenai. We reiterated our stand of a year ago in regard to the Fish and Wildlife Service issuing all use permits involving the Kenai Moose Range. It was agreed that the Bureau of Land Management, as a matter of service to the public, would accept any applications submitted to them, but that they would immediately refer the application to the Fish and Wildlife Service for processing. The Fish and Wildlife Service in turn would provide the Bureau of Land Management with a copy of the action taken and with a copy of all use permits issued on the Kenai to facilitate their keeping a check on illegitimate operations in the area.

The Bureau of Land Management questioned the necessity for both agencies duplicating the fire control set-up on the Kenai, and it was decided to delineate the responsibilities of each. The Bureau of Land Management had hoped we might be willing to assume full responsibility for fire control in the area. We told them, however, that we were not in a position to do this for other than the Moose Range since we did not have the man-power, equipment, or funds with which to combat a major fire. There is a considerable area of the peninsula outside the Moose Range, and we would not be in a position to afford other than casual protection to the area.

It was finally agreed that the Bureau of Land Management would retain their fire control set-up in the area and that the two agencies would cooperate closely in carrying on the fire suppression and presuppression activities with the Refuge personnel devoting their efforts primarily to the Kenai Moose Range and any fires which might threaten the Range. It was agreed that a copy of the Refuge fire plan would be furnished Mr. Robinson. The Regional Office should see that a copy is furnished him.

KENAI WILDLIFE MANAGEMENT:

During the course of the inspection of the Refuge, good numbers of Moose were observed on the bench land above timber line between Killey River and Tustumena Lake. Several Black Bear were observed in the same area. A scattering of Moose were observed in the burned over area toward the northern end of the peninsula north of the Kenai River. The vegetation is coming back slowly in this burned area and the Moose seem to be drifting back in. Some sections are revegetating at a satisfactory rate. Others which were apparently heavier burned and had a lighter layer of top soil are making a much slower comeback.

The Kasilof Moose wintering yard was inspected. This yard lies adjacent to the small auxiliary Kasilof Airport and much of the browsing is along the cut-back runway approach lanes. There was evidence of heavy browsing in this area, and while it had not yet reached serious proportions, there was some evidence of over-browsing. This condition should be watched carefully with a view to taking corrective action when conditions indicate such action is required in order to preserve the Range.

There is need for extensive wildlife management studies on the Moose Range, and it is felt Spencer should devote as much time as possible to this work. A cover type map of the area is required. This is a big job which must of necessity be extended over a rather long period of time because of the size of the area. There is an immediate and urgent need for the establishment of representative quadrates in the burned over area to study the plant succession, the rate of recovery from the burn, and the effect of the changing habitat on the Moose use. The large burned over area affords an excellent laboratory for studying the effects of fire as a management tool on the Moose Range, and we should make the most of our opportunity. It is now going into the third season since the fire, but should not yet be too late to pick up the desired information so that we will ultimately have a detailed chronological record of the effect of this fire on the Moose habitat.

Spencer reported observing 37 goats and 150 sheep within the boundary of the National Moose Range.

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AUGUSTINE ISLAND

Mr. Elkins had picked up rumors that sea otter had been observed around Augustine Island in Cook Inlet. On our return from Naknek to Anchorage, the Augustine Island area was searched and 6 sea otter counted along the north side of the Island. These otter were not in the usual habitat observed in the Aleutian Islands in that the kelp beds were not in evidence. Only an occasional strip of kelp was observed.

PROSPECTIVE NEW WATERFOWL REFUGES

Federal Aid Representative Robert F. Scott spent the past summer in the Arctic coastal region and in the Nome area on waterfowl nesting studies and banding work. Possible locations for additional waterfowl refuge areas were discussed with him.

The best waterfowl area Scott observed was an area of approximately 60 square miles at the mouth of the Buckland River adjacent to Eschscholtz Bay. The transects run on this area indicated a population of 200 per square mile. Scott felt this would make a first-class waterfowl refuge area, and the population indicated by the transects is far superior to any other area reported. Mr. Scott agreed to submit a separate report on this area setting forth his recommendations for the establishment of a refuge. Based on the information submitted by Scott, it is recommended the Buckland River Delta be explored further with a view to including it in the National Wildlife Refuge system.

AIRCRAFT OPERATIONS IN ALEUTIAN ISLAND AREA

For the benefit of future flight operations in the Aleutian Island area, there follows a brief summary of flight conditions encountered during the period August 11 through August 22, incident to a flight from Cold Bay to Adchitka and Rat Islands, and return. Before initiating a flight out, the chain clearance and briefing should be obtained from the Military at Fort Robinson, Anchorage.

The flight from Naknek to Cold Bay was a routine contact flight operation. Weather conditions at Cold Bay during the morning of August 12 were unfavorable and departure on the first leg of the journey out the chain as far as Umnak was delayed until 3:00 PM. The distance between Cold Bay and Cape Airways Field, Umnak, is 256 statute miles. Dutch Harbor was used as an alternate field. An effort was made to stay below the overcast on a contact

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flight operation. It was possible to maintain a fully contact flight operation past Cape Mordevinoff on Unimak Island, but thereafter patches of sea fog along the course required periodic instrument operations. Sea fog was encountered on the north side of Unalaska and Unmak Islands, but Cape Airways Field was in the clear.

It was necessary to obtain flight clearance from Adak for departure from Unmak. This clearance was requested for August 13 but delays in receiving satisfactory clearance and subsequent bad weather at Unmak resulted in delaying our departure for Adak until August 14.

The second leg of the westward trip was undertaken on August 14 with destination Adak. This flight was made at 6000 feet on top of a 3000 foot overcast, and Atka was used as an alternate airport. The distance involved was 400 miles. The flight was made in clear weather above the overcast with unrestricted visibility. Headwinds of approximately 40 miles per hour were experienced and the flight time involved was 5 hours and 5 minutes. A contact let-down through breaks in the overcast was made over the water area on the range leg between Great Sitkin Island and Adak, and a normal contact approach was made along the range leg below the overcast. Weather conditions at Adak, except for reduced ceiling and visibility during passing showers, can normally be expected to remain above instrument approach minimums during this period of the year according to aerological information obtained locally. A GOA approach control system is available so that safe approaches can be made considerably below normal instrument approach minimums.

Terminal conditions were below instrument approach minimums at Anchitka throughout August 15 and August 16. On August 17 the aerologist at Adak forecast above minimum ceiling and visibility for a brief period at the Anchitka terminal. An instrument flight clearance was filed from Adak to Anchitka to fly on top of the overcast, and Adak was used as an alternate airport. Distance involved was 192 statute miles. The top of the overcast was approximately 2000 feet and the flight was made at 5000 feet in clear weather with unrestricted visibility. Terminal conditions at Anchitka raised from 100 feet and zero visibility at the time of our departure from Adak to 500 feet ceiling and three miles visibility at the time of our arrival over the Anchitka range station with breaks in the overcast. A standard instrument approach was made, although a contact let-down over the water could have been made through breaks in the overcast. Flight time en route including climb to altitude over Adak and the instrument approach over Anchitka was two hours and twenty-eight minutes. Between one and two hours after our arrival

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at Amchitka, sea fog again closed in and ceiling and visibility remained below minimums the remainder of the day. Fog conditions lasted through August 18 and August 19.

August 20 the fog over Amchitka had dissipated by 10:30 AM., and the remainder of the day was clear with unlimited visibility until approximately 6:00 PM. when the fog again closed in around the Island. During the period of clear weather, both Amchitka and Rat Islands were circumnavigated for sea otter count, and the south side of Amchitka was flown a second time in an effort to obtain a more accurate count.

August 21 - The return trip was initiated with a flight from Amchitka to Adak and from Adak to Umnak. These flights were made at 5000 to 6000 feet, above an overcast with tops of approximately 3000 feet. The weather above the stratus cloud overcast was clear with unrestricted visibility. Much of the route had only broken to scattered stratus clouds on the north side of the Islands with solid overcast along the south side. Favorable winds were encountered and can normally be expected this time of year for east-bound flights. Terminal conditions at both Adak and Umnak were satisfactory for contact approaches, the Umnak weather being clear with unrestricted visibility.

On the morning of August 22, we departed from Umnak to Cold Bay, again flying in clear weather on top of a stratus overcast, the top of which was approximately 3000 feet. Terminal weather at Cold Bay consisted of scattered to broken clouds and a normal contact approach was made.

In general the flying conditions encountered along the chain at this time of year cannot be considered as difficult or unusually hazardous with the equipment involved. The operation must of necessity be considered as an instrument operation for the most part. The actual route flying can normally be expected to be in clear weather above stratus overcast having a top of between two and three thousand feet. Alternate airfields are available within reasonable range, and in the event of an emergency, a water landing could be made with the Widgeon in one of the many sheltered island coves. The peaks of most of the islands protrude above the stratus overcast and position can be readily identified through visual contact. GCA approach control is available at Cold Bay, Adak and Shemya.

Any pilot making this trip should pay careful attention to the weather conditions and assure himself that weather consists of sea fog and stratus clouds only and not frontal storms, since

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the former permits flight in clear weather on top of approximately 3000 foot overcast in relatively smooth air, whereas the latter might cause serious difficulties. Careful attention should be paid to wind velocity on the west-bound trip since headwinds are normally experienced and may seriously restrict the range of operation. The flight should be made only by a qualified instrument pilot with recent instrument experience. Either the Widgeon or the Goose is a satisfactory aircraft for operation along the Chain during the summer months. Visibility during the winter months is reported as better than that normally encountered during the summer but extremely high winds and icing conditions would make operations during this period of the year undesirable with the equipment we have. The addition of a second Gyro Horizon and an emergency radio receiver is recommended for any aircraft operating along the Chain to provide for possible equipment failure while operating under instrument conditions.

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