

NAVIGABILITY REPORT  
KENAI QUADRANGLE FY-80  
REPORT #1 (SHORT FORMAT)

I. Primary Policy Guidelines

A. Memorandum from Hugh C. Garner, Solicitor's Office, Washington, D.C. to Director, Bureau of Land Management, "Title to Submerged Lands for Purposes of Administering ANCSA," March 16, 1976.

B. Regional Solicitor's letter dated February 25, 1980, Kandik, Nation Decision on Navigability.

II. Source of Information

A. USGS Quadrangles (Scales 1:63,360-1:250,000)

B. Master Title Plats

Master title plats were consulted to determine land status regarding ownership, withdrawals, power projects, etc.

C. State - BLM Water Delineation Maps

In 1974 the State of Alaska submitted water delineation maps to BLM covering water bodies within the state which they considered navigable. Later, at an informal meeting between Anchorage District personnel and State of Alaska personnel, the State annotated the maps to include additional water bodies. BLM also delineated those water bodies which had appeared to be navigable under current guidelines. No work was done in southeast Alaska.

D. National Oceanic Survey Charts

E. AEIDC

The University of Alaska, AEIDC (Arctic Environmental Information and Data Center), under contract to BLM, researched historic information in Alaska and extracted the information relevant to many water bodies in Alaska. The information is arranged alphabetically by watershed. Copies of the contract data are available at the Alaska Resources Library, Anchorage District BLM, Fairbanks District BLM, and BLM State Office.

III. Selections

A. Serial No. A058730 (44,000 acres)

1. General

a. Location, Development, and Accessibility

The area selected is described as T. 5 N., R. 15 W., SM, T. 4 N., R. 15-18 W., SM, and T. 3 N., R. 15-16 W., SM. It includes Kalgin Island and land on the west coast of Redoubt Bay. The selection is to the west of Kalifonsky and Coho which are the nearest population centers. They are located across Cook Inlet approximately 23 air miles to the east of the selected area. The selection includes Kalgin Island.

b. Topography

Elevations range from sea level to 1,000 feet. The area is surrounded by water.

The USGS quadrangle map for the area shows the presence of a cabin up Deep Creek. The date on the map is 1958.

f. Land Status  
The MTPs for the area show claims along the banks of the Kaslof River. The Coho Road and other roads branching from it cross the township in the area where the river is located.

g. Investigation  
I had a conversation with John Merrick, Area Manager of the Peninsula Resource Area on May 28, 1980. He stated he believed the Kaslof River to be navigable. "Before the road was built, boats were run up and down it." As to the Ninilchik River, John Merrick stated, "There is a small boat harbor, but I don't believe it's navigable above the mean high tide."

h. Field Report

Mark Meyer and I spoke with Mr. Dave Wynnkoop of the State of Alaska, Division of Lands, in June 1980. He stated the Kaslof River was extensively used by the natives for commerce.  
Mike Lee, State of Alaska, Division of Parks, stated the Kaslof River is extensively used by fishing boats.  
Ex-Commissioner of the territory of Alaska, Stan Thompson, and Mrs. Donnis Thompson stated that Kaslof River was used for transportation of commercial goods to Tustamena Lake. Two Russian fur trading companies were competitors in this area. Mrs. Thompson said the natives historically used the Ninilchik River for fur trading and trapping.

In speaking of the Kenal area and the Ninilchik River, Mr. and Mrs. Thompson related the following specific information:

Stan Thompson: "The Ninilchik is very heavily used. There are little villages, small villages, hidden up and down it, and it was used by trappers."

Donnis Thompson: "The Ninilchik Natives have done better than most Natives at preserving their history because the old villagers still live there."

Stan: "The Anchor River is the same way. And Deep Creek."

Donnis: "The Cook Inlet, for its day, was really a place for commerce. The Russians had an experimental farm where they developed some grasses here in Kenal."

On Kaitfonsky, a village, Mrs. Thompson related the following:

Donnis: "The Native family is making a big effort to change the name to Californsky because the original Native family spelled it that way. That family had a brick factory that did extensive trading even to Fort Ross in California."

Other relevant parts of our conversation included the following:

Stan: "Packers Creek Lake was used several ways. It was used by trappers. It was used somewhat, I don't know if it was legally or illegally, for commercial fishing as well as by Natives.

Donnis: "In its day and age it was commerce; it might not have been commerce in a large scale to us, but it was commerce in a large scale at the time. There has been Eskimo travel through here, and of course, there have been Indians here since anybody knows about and then the early, early Russians...."

Stan: "Back in the fox farming days or before this (Kenal), it was famous hunting ground, and they would land at Homer, Kasliof, or Kenal. I don't know if they landed at Kenal. And a lot of European hunters would come up and they would take pack trips to the Cooper Landing area cutting across over above Tustumena or either side of Tustumena."

In the book entitled Kahltunhtana Genaga by Peter Kallifornsky, University of Alaska, August 1977, the author tells about his great-grandfather and how the family got their name. No use of rivers is specifically mentioned. The book does discuss the lifestyle and movement to Kenal and of the village where his great-grandfather lived.

Mrs. Linda Gintoli of the National Moose Range Headquarters, stated that the Kasliof River is known for its archeological sites and for the sites on Tustumena Lake. She stated that the Moose Range administration was previously not as sensitive to archeological sites and has, unfortunately, chosen some archeological sites as campgrounds. She stated it appeared perfectly logical that where the natives went, white men later either camped or settled.

Cohoe Lakes - Were not mentioned by those spoken to as a transportation route.

1. Physical and Commercial Susceptibility

The Coho Lakes, Falls Creek, and Crooked Creek are all in areas with road access. In addition, State/BLM water delineation maps indicate the state has no knowledge which would lead them to determine these water bodies are navigable.

The Kasliof River flows out of Tustumena Lake and the river drains into the ocean. The river is wide. It was floated by Mac Wheeler, hydrologist for the Bureau of Land Management and Bob Wiseman, realty specialist for the Bureau of Land Management in April of 1980. They put in at the lake and took out at the bridge on the Sterling Highway. It is their stated opinion that the river is navigable from its headwaters to the tide line.

Physical characteristics of the Kasliof River would indicate a capability of the river for commerce. The state has recently built a port at the mouth of the river. Modern transportation would include the use of motored watercraft. The river does have rapids which are noted on the map. These rapids were not seen as a hindrance to navigation by the two District Office persons mentioned who have recently floated the river. There are settlements along the river. There are roads in the area. Mr. Wynkoop stated the Kasliof River was navigable, in fact, based on use by Natives.

Future developments in the area cannot be presently known. The transfer of this land to the State offers the opportunity to develop in the area. For the above reasons the Kaslof River is navigable for its entire length.

j. Map

A Kenal 1:250,000 map of the area is attached.

k. State/BIM Water Delineation Maps

These maps show the area along the coast is believed to be navigable. They also show portions of the Kaslof River are believed to be navigable.

2. Recommendations

It is recommended that the Kaslof River is navigable its entire length. All tidal waters within the selection area are considered navigable under the Submerged Lands Act (67 STAT. 29, PL-31, May 22, 1953). The mean high tide line will be established at the time of survey.

Serial No.

Legal Description

Recommendation

A058731

R. 1-4 N., R. 12 W., SM

Kaslof River is navigable

its entire length. All other freshwater bodies are non-navigable. All tidally influenced water bodies are non-navigable.

K. Serial No. AA-5900

1. General

a. Location, Development, and Accessibility  
The area selected is described as T. 3 N., R. 11 W., SM. It is located on the Kenal B-3, B-4, 1:63,360 quadrangle maps. The Sterling Highway runs through the township. The nearest population center is Kenal located approximately six miles from the township.

b. Topography

The area selected lies below timberline. Elevations range from approximately 100 to 400 feet.

c. Lakes

Several unnamed lakes are located in the area. The lakes in Sec. 4, 29-30, 19, T. 3 N., R. 11 W., SM appear large enough for floatplane use. Raven Lake which extends into T. 2 N., R. 11 W., SM, also appears large enough for floatplane use.

d. Streams

The Kaslof River, Moosehead Rapids, Coal Creek, and several unnamed creeks lie within the selected area.

e. Historic Use

There is no information in the AEIDC contract material on Coal Creek or the unnamed lakes in the township.

For a discussion of the Kaslof River see serial number A058731, T. 1-4 N., R. 12 W., SM, which makes the Kaslof River navigable. It was extensively used by Natives to transport commerce.

f. Land Status

The MTPs for the area show a number of claims and patents on it. No additional information pertaining to the water bodies is shown on the MTP.

g. Physical and Commercial Susceptibility

The Kaslof River flows from its headwaters into Tustumena Lake. The river drains into the ocean. The river is wide. It was floated by Mac Wheeler, Hydrologist for the Bureau of Land Management and Bob Wiseman, Realty Specialist for the Bureau of Land Management in April of 1980. They put in at the lake and took out at the bridge on the Sterling Highway. It is their stated opinion that the river is navigable at its mouth to the tide line.

Moosehead Rapids are a named spot on the Kaslof River. There is no information on the rapids in the AEIDC material. District Office employee Mac Wheeler, Hydrologist, stated it was his opinion the rapids were not a hindrance to navigation. John Merrick stated he believed the Kaslof River to be navigable and that boats would run up and down to Tustumena Lake before the road was built. In light of this fact, it appears the rapids were not a hindrance to navigation.

I have no information on the Raven Lake or the large lakes which receive floatplane use which would warrant a determination of navigability under current guidelines.

- h. Field Examination  
 In June 1980, Mark Meyer and I went to Kenal and spoke with several key people in the area. Coal Creek was not mentioned by any of the persons interviewed.
- i. Map  
 A 1:250,000 map of the area is attached.
- j. State/BLM Water Delineation Maps  
 The water delineation maps show the state believes the Kaslof to be navigable.
- 2. Recommendations  
 Based on the above information, it is recommended that the Kaslof River be determined navigable in fact. It is recommended that all other freshwater bodies within the selected area be considered administratively non-navigable.

IV. Summary of Recommendations

Serial No.	Legal Description	Recommendation
A058730	T. 5 N., R. 15 W., SM T. 4 N., R. 15-18 W., SM T. 3 N., R. 15-16 W., SM	Packers Creek Lake and Redoubt Creek are navigable. Swamp Creek is tidally influenced. All other freshwater bodies are non-navigable. All tidally influenced water bodies are navigable.
A058732	T. 1 S., R. 12 W., SM T. 2 S., R. 12-14 W., SM	Ninlichik River and Deep Creek are navigable. (See Addendum) All other freshwater bodies in the township are non-navigable. All tidally influenced water bodies are navigable.
A053731	R. 1-4 N., R. 12 W., SM	Kastlof River is navigable through this township. Ninlichik River is navigable through the township. All other freshwater bodies are non-navigable. All tidally influenced water bodies are non-navigable.
A052955	T. 7-8 N., R. 14 W., SM	All freshwater bodies in the township are non-navigable. All tidally influenced waters are navigable.
A058730	T. 9 N., R. 14 W., SM T. 10 N., R. 13 W., SM	Middle River is navigable throughout T. 10 N., R. 13 W., SM. All other freshwater bodies are non-navigable.
A052969	T. 9 N., R. 17 W., SM	North Fork of the Big River running through this township is navigable. Big River Lakes in Sec. 33 of T. 9 N., R. 17 W., SM is navigable. All other freshwater bodies are non-navigable.
AA2653	T. 5 N., R. 18 W., SM	All freshwater bodies are non-navigable.

District Manager

*[Handwritten signature]*

Area Manager (acting)

*[Handwritten signature]*

Mary Jane Suttiff, Historian

*[Handwritten signature]*

Date

8/19/80

Date

8/19/80

Date

8-19-80

V. Map: Kenai 1:250,000

A058730

T. 8 N., R. 19 W., SM  
T. 5-8 N., R. 18 W., SM

AA-5900

T. 3 N., R. 11 W., SM

A-050580

T. 5 N., R. 8-10 W., SM

A058731

T. 6-8 N., R. 12 W., SM  
T. 9 N., R. 9-10 W., SM  
T. 8 N., R. 10 W., SM

The Drift River is navigable through this township. All other water bodies in this township are non-navigable.

Kasilof River is navigable in this township. All other freshwater bodies are non-navigable.

Moose River, Kenai River, Killiey River, and Brown Lake are navigable in the selected area. All other water bodies in the selected area are non-navigable.

Salamattof Lake is navigable. Swanson River and Bishop Creek are navigable in this township. All other freshwater bodies are non-navigable.





*Kennic*  
United States Department of the Interior

IN REPLY REFER TO  
2628 (962)(NAV)

BUREAU OF LAND MANAGEMENT

Alaska State Office  
701 C Street, Box 13  
Anchorage, Alaska 99513

JUL 12 1984

Memorandum

To: Chief, Branch of Conveyance Services (962)  
From: Deputy State Director for Conveyance Management (960)  
Subject: Navigable Waters in the Southcentral Region, Alaska

This memorandum identifies certain navigable water bodies totalling 523 miles in the Southcentral region of Alaska. The present navigability determinations apply only to water bodies or segments of water bodies currently under Federal jurisdiction. Title to the beds of navigable waters, if not reserved by the United States on January 3, 1959, passed to the State of Alaska at the time of Statehood.

I determine the following water bodies to be navigable:

- |                    |   |
|--------------------|---|
| 1. Susitna River   | To Indian River (128 miles).                |
| 2. Tyone River     | To and including Lake Louise (52 miles).    |
| 3. Chulitna River  | To Tokositna River (27 miles).              |
| 4. Tokositna River | To Home Lake outlet (13 miles).             |
| 5. Talkeetna River | To Chunilna Creek (6 miles).                |
| 6. Yentna River    | Entire (84 miles).                          |
| 7. Skwentna River  | To Portage Creek (63 miles).                |
| 8. Kenai River     | To and including Kenai Lake (105 miles).    |
| 9. Kasilof River   | To and including Tustumena Lake (45 miles). |

These navigability determinations are based upon criteria set forth in the Solicitor's opinion of March 16, 1976 (otherwise known as the "Garner Memorandum"), the Regional Solicitor's opinion of February 25, 1980, regarding the Alaska Native Claims Appeal Board's decision on the navigability of the Nation and Kandik rivers, and the Bureau of Land Management's Instruction Memorandum No. AK-81-78, change 1.

Ordinary Condition:

To the best of my knowledge, these water bodies were at the date of Statehood and remain today in their natural and ordinary condition.

### Commercial Craft:

At the time of Statehood the smallest customary waterborne craft used for commercial purposes on freshwater bodies in the Southcentral Alaska region were wooden riverboats. These boats, ranged from eighteen to twenty-four feet in length and were usually powered by outboard motors. (Jet units were not used on a customary basis until well into the 1960s.)

### Accessibility:

All but one river system are accessible by boat from tidewater. The Tyone River system is accessible by a Glenn Highway spur.

### Seasonal Variation:

Riverboats can be used on these water bodies at any time during the ice-free season. Navigation may be impeded by low water levels at certain times of the summer season.

1. Susitna River (Tyonek, Talkeetna, and Talkeetna Mountain Quadrangles) Navigable to Indian River.

Highway of Commerce: The Susitna River was and continues to be the principal water highway in the region. Miners and prospectors took poling boats and launches up the river to Indian River and other tributaries to mining claims in the region. The Alaska Commercial Company relied upon steamers, scows, and launches to supply its trading posts at Susitna Station, Talkeetna, and Indian River. The Alaska Engineering Commission used steamers to transport freight and supplies to work camps on the Susitna River below Kroto Creek. Beyond this point freight was transported by smaller gasoline-powered tunnel boats to work camps along the Susitna as far as Indian River.

2. Tyone River (Talkeetna Mountain and Gulkana Quadrangles)

Navigable to and including Lake Louise.

Highway of Commerce: Draining Tyone, Susitna, and Louise lakes, the Tyone River was a route of boat travel to the Copper River district during the gold rush days. Following the construction of the Glenn Highway, which facilitated access to Lake Louise, hunters, fishermen, and the like traveled the river and lakes in large boats. For example, in the summer of 1960 Leora Coffey and her husband took a large scow down Tyone River on a hunting trip. Its physical character is such that riverboats can be used for commercial purposes. Lakes Tyone, Susitna, and Louise form a continuous waterway system. During the 1950s many summer recreational cabins were built on the lakes. Operators of the Lake Louise Lodge, one of four lodges on the lake, hauled building materials and supplies to landowners on the lakes. Boats up to twenty-four feet in length were utilized.

3. Chulitna River  
(Talkeetna Quadrangle)

Navigable to Tokositna River.

Highway of Commerce: Miners relied upon the Chulitna and Tokositna rivers as a highway of travel to the Cache Creek Mining District. Explorers such as Frederick A. Cook, Belmore Brown, and C. E. Rush ascended the river in small launches with outboard motors or poling boats to a point about two miles above the mouth of the Tokositna River. The boats were comparable in nearly all respects to 1959 riverboats.

4. Tokositna River  
(Talkeetna Quadrangle)

Navigable to Home Lake outlet.

Highway of Commerce: With the Chulitna River, this river was a highway of travel to the Cache Creek mining district. In 1905 a group of prospectors took a boat up the Tokositna River to Home Lake. Hiking westward to Cache and Peter creeks they discovered gold. In subsequent years, some miners evidently used the river as a route of travel; the USGS in 1934 reported the river was navigable by "small powerboat" to Home Lake.

5. Talkeetna River  
(Talkeetna and Talkeetna  
Mountain Quadrangles)

Navigable to Chunilna Creek.

Highway of Commerce: The Talkeetna River has been used as a major route of travel relative to hunting, fishing, trapping, mining, and exploration. In 1898 Lieutenant H. G. Learnard took a thirty-five-foot flat-bottomed boat up the Talkeetna to the mouth of Chunilna Creek. In 1917 Stephen R. Capps of the USGS wrote that the Talkeetna River could be ascended some distance by poling boats. Miners on Iron Creek reportedly used riverboats to supply their claims.

6. Yentna River (Tyonek  
and Talkeetna  
Quadrangles)

Navigable.

Highway of Commerce: Miners in the Fairview and Cache Creek districts used poling boats, riverboats, and small launches to ascend the Yentna to McDougal at the mouth of Lake Creek and Youngstown near Clearwater

Creek. In 1906 the Cook expedition succeeded in reaching the confluence of the East and West forks in a forty-foot boat.

7. Skwentna River  
(Tyonek Quadrangle)

Navigable to Portage Creek.

Highway of Commerce: The Skwentna is a potential highway to the Kuskokwim basin. In 1926, a USGS party ascended the river to Happy River in a riverboat. In the same year New York sportsman William Beach ascended the river to Portage Creek in a riverboat. Although the purposes of these recorded trips on the Skwentna were not commercial, the crafts used could have served such a purpose.

8. Kenai River (Kenai and Seward Quadrangles)

Navigable to and including Kenai Lake.

Highway of Commerce: Prior to the construction of the Sterling Highway, miners, ranchers, and homesteaders between Skilak and Kenai lakes were supplied by boat. Gold from Cooper Creek was shipped down the Kenai River in shallow-draft boats. In 1898 a boat was used to transport a hydraulic dredge across Kenai Lake to Cooper Landing. With the completion of the Alaska Railroad, roadhouses on Kenai Lake kept launches for transporting hunting parties across the lake to Cooper Landing.

9. Kasilof River (Kenai Quadrangle)

To and including Tustumena Lake.

Prospectors and miners boated mining equipment and supplies to the head of Tustumena Lake. Hunters lined or pulled dories, skiffs, bidarkas, and canoes up the Kasilof to Tustumena Lake.

The Kodiak Guides Association used large river skiffs with outboard motors to take clients up the Kasilof River to Tustumena Lake. Game wardens patrolled both the lake and river in speed boats.

*Robert G. Anderson*



# United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Alaska State Office  
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Anchorage, Alaska 99513

Kenai-GS-FY'86-#2  
Seldovia-GS-FY'86-#2  
AA-6685-EE (75.4)  
AA-6701-EE (75.4)  
2628 (962) NAV

APR 08 1986

*Rec'd 4-10-86*

## Memorandum

To: Deputy State Director for Cadastral Survey (920)

From: Deputy State Director for Conveyance Management (960)

Subject: Final Navigability Determination for the South Kenai Group Survey on the Kenai and Seldovia Quadrangles

This memorandum identifies navigable and nonnavigable waters on lands included in the South Kenai Group Survey. The lands are described in table 1.

The principal water bodies in the report area are: Kasilof River, Ninilchik River, Fox River, Chakok River, Anchor River, Bradley River, Deep Creek, Sheep Creek, Tustumena Lake, and Caribou Lake. There are many small lakes and creeks located in the report area as well.

Title to the beds of navigable water bodies located in the Kenai National Moose Range did not pass to the State of Alaska when it joined the Union. These include significant portions of Fox River and Sheep Creek and all of Tustumena Lake. In accordance with a Ninth Circuit U.S. Court of Appeals decision rendered March 20, 1979, involving the lands under Tustumena Lake, lands within the exterior boundaries of the Kenai National Moose Range as they existed on January 3, 1959, are excluded from the operation of the Submerged Lands Act, made applicable to Alaska by the Statehood Act. Therefore, all water bodies located in the Moose Range need not be addressed.

The BLM no longer has an interest in the submerged lands of most of the remaining principal water bodies. Caribou Lake clearly exceeds the meanderability standard (50 acres). The beds of Anchor River, Fox River, Chakok River, Deep Creek, and

Sheep Creek are patented, IC'd, or TA'd. Lands abutting the navigable Kasilof River outside the Kenai National Moose Range (Sections 5 and 8, T. 2 N., R. 11 W., Seward Meridian) are patented. Therefore, these water bodies need not be discussed here.

For the purpose of this report, in March 1986, John Gaudio of the Navigability Section contacted three people by telephone to gather information about Ninilchik River and Bradley River. They are as follows: Hank Hoskins (271-4575) of the U.S. Fish and Wildlife Service, Anchorage; Alan Quimby (235-8191), a State biologist in Homer; and Daryl Shaw (567-3442), a businessman in Ninilchik. (See memo John Gaudio to File A-050910, March 31, 1986.)

Ninilchik River, shown as a single-line stream on the USGS Kenai A-4 and A-5 (1951 editions, minor revisions 1980 and 1977, respectively) quadrangles, flows through a small parcel in Sec. 6, T. 1 S., R. 12 W., Seward Meridian. This parcel was TA'd to the State without a navigability determination; it was selected under A-050910.

The BLM-Alaska's historian, James H. Ducker, in his "Alaska's Southcentral Region: A History," 1985, points out that the BLM determined the Ninilchik to be nonnavigable in about a half dozen ANCSA-selected sections downstream from the area in question--in T. 1 N., R. 12 W., and T. 1 S., R. 13 W., Seward Meridian (see State Director to Chief, Division of ANCSA Operations dated August 25, 1981, file AA-28297). Both Alan Quimby and Daryl Shaw stated that one could use a rubber raft or canoe at best on only the lower stretches of this stream.

Bradley River is located in a Power Site Classification. The State of Alaska is currently implementing plans to develop the river's power values. The river flows through a narrow canyon. The current is fast. Whitewater in the canyon is evident on aerial photographs. According to Hank Hoskins, the river is not boatable above the high tideline due to whitewater, rapids, and falls. This line corresponds generally with the line of mean high tide tentatively identified by Lynette Nakazawa, BLM's photo-interpreter.

All other water bodies in the report area consist of named and unnamed creeks, and a few small lakes. The creeks are typically small and shallow. Many exhibit steep gradients. Most lakes are landlocked. Those with outlets are for all practical purposes landlocked, too.

The BLM's navigability determinations are based on criteria described in a memorandum dated March 16, 1976, from the Associate Solicitor, Division of Energy and Resources, to the Director, Bureau of Land Management, subject "Title to submerged lands for purposes of administering ANCSA"; the Alaska Native Claims Appeal Board's (ANCAB) decision (RLS 76-2) of December 14, 1979 on the navigability of the Nation and

Kandik rivers; and the Regional Solicitor's February 25, 1980 interpretation of the ANCAB decision. These determinations apply to lands currently under BLM jurisdiction. The mean high tide line and the lateral extent of navigable waters are determined by Cadastral Survey at the time of survey.

I find all nonmeanderable water bodies in the report area to be nonnavigable. One could use a rubber raft or canoe at best on only the lower stretches of Ninilchik River. It is too small and shallow to be used by the BLM's smallest commercial boat, that is, an eighteen-foot wooden boat with a thousand-pound load and propeller. Bradley River is too swift and rocky to be navigated by such a craft. The creeks are too steep and/or small and typically shallow; and the lakes too small and inaccessible, to be used by the BLM's smallest commercial boat.

~~RM~~ Robert W. Arndorfer

Enclosure:  
Map

cc:

State Interest Determinations  
Division of Land and Water Management  
Alaska Department of Natural Resources  
Pouch 7-005  
Anchorage, Alaska 99510  
(w/Map)

State of Alaska  
Department of Natural Resources  
Division of Land and Water Management  
Land Title Section  
3601 C Street, Suite 960  
Anchorage, Alaska 99503  
(w/Map)

Ninilchik Native Association, Inc.  
117 Fireweed Lane  
Anchorage, Alaska 99503  
(w/Map)

Seldovia Native Association, Inc.  
P.O. Drawer L  
Seldovia, Alaska 99663  
(w/Map)

Cook Inlet Region, Inc.  
P.O. Box Drawer 4-N  
Anchorage, Alaska 99509  
(w/Map)

Table 1  
BLM Navigability Determinations: South Kenai Group Survey  
Kenai-GS-FY'86-#2  
Seldovia-GS-FY'86-#2  
Seward Meridian

T. 1 N., R. 11 W.

All nonmeanderable water bodies are nonnavigable.

T. 2 N., R. 11 W.

Kasilof River is navigable in Secs. 5 and 8. All other nonmeanderable water bodies are nonnavigable.

→ This is upstream  
from Oil 18  
East case 7 miles  
in Sale 74

T. 1 and 2 N., R. 12 W.

All nonmeanderable water bodies are nonnavigable.

T. 1 N., R. 13 W.

All nonmeanderable water bodies are nonnavigable.

T. 3 and 4 S., R. 9 W.

All nonmeanderable water bodies are nonnavigable.

T. 3 and 4 S., R. 10 W.

All nonmeanderable water bodies are nonnavigable.

T. 1 to 4 S., R. 11 W.

All nonmeanderable water bodies are nonnavigable.

T. 1 to 6 S., R. 12 W.

All nonmeanderable water bodies are nonnavigable.

T. 1 to 6 S., R. 13 W.

All nonmeanderable water bodies are nonnavigable.

T. 1 to 6 S., R. 14 W.

All nonmeanderable water bodies are nonnavigable.

T. 3, 4 and 6 S., R. 15 W.

All nonmeanderable water bodies are nonnavigable.