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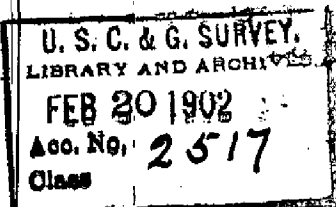
COAST AND GEODETIC SURVEY.



U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent

State: *Alaska*



DESCRIPTIVE REPORT.

Topographic Sheet No. *2517*

LOCALITY:

*Icy Strait, Chatham
Strait to Point
Adolphus*

1900.

Coast Pilot
CHIEF OF PARTY:

Herbert C. Graves

2517

Descriptive report of topographic sheet 2517 - Icy Strait,
Lynn Canal to Point Adolphus.

This sheet is the result of a reconnaissance made on September 27 and October 4th and 5th, 1901, by the Steamer Mc Arthur, Ferdinand Westdahl, Assistant C. & G. Survey Commanding, in the course of field work incidental to the revision of the third edition of Alaska Coast Pilot, Part I, for the purpose of determining the position of the prominent points in Icy Strait from Chatham Strait to Point Adolphus with sufficient accuracy to enable the Coast Pilot Party to give courses and distances through the strait, close enough for purposes of navigation, for the Alaska Coast Pilot, 1901. The positions of points between Sister Islands and Pleasant Island were known to be in error from 5 to 10 miles, and while the reconnaissance is not precisely correct it served the purpose for which it was intended, and was the best that could be done in the short time available and in the advance of a survey.

The reconnaissance was made as follows:

Rocky Islet had already been determined by Coast Survey parties in 1890, and the islet being small, its center was occupied with a theodolite, and a line of direction was determined by tangents to the shores of Chatham Strait. A cut was made on a signal erected on the south shore in the approximate position of Darn A (1890) This signal (Darn approximate) was then occupied with the theodolite, and its location was determined by the angle from Rocky Islet to Point Augusta and the cut

from Rocky Islet. The line from Darm ^A, thus located, and the middle of Rocky Islet (a little over $5\frac{1}{2}$ nautical miles long) served as a base for the location of the points in the strait. Both stations were occupied with a theodolite, and cuts were made on all prominent points and trees and other objects that might be used as signals as far westward as Point Adolphus. The vessel then occupied six positions between Sister Islands and the west side at the entrance to Port Frederick, and after determining her position by sextant angles and ranges, cuts were made on prominent points, rocks, etc., that were needed to determine other points in the strait and in Port Frederick to Hooniah Harbor.

The approximate positions of Sisters Ledge, westward of Sister Islands, and Pinta Rock and Halibut Rock, in the entrance to Port Frederick, were determined by sextant angles.

The sailing directions from the reconnaissance, and coast pilot data relating to the strait, were incorporated in the Alaska Coast Pilot, 1901, and these were checked and corrected while the volume was in press by the surveys of these waters made in 1901 by the Coast and Geodetic Survey parties in charge of Assistants J.F.Pratt and E.F.Dickens.

This reconnaissance was of great use, not only for the information it supplied, but because it allowed the arrangement of the coast pilot in its final form which would not be changed

by subsequent surveys, and would thus be easily corrected, this latter proving of great advantage in the correction of the data while in press.

The theodolite angles on shore were made by Herbert C. Graves. The sextant angles on the ship were made by Captain Ferdinand Westdahl. And the angles in the boat work of determining the rocks were made by Messrs. Crowley, Lyman, and watch officer Westdahl, Herbert C. Graves recording. The sheet was prepared in the office by Herbert C. Graves.

Respectfully submitted,

Herbert C. Graves,
H. E., C. & G. Survey,

Coast Pilot Party.

Forwarded
H. E. Ogden
Impr H. & J.

