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Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey

Field No. Office No.

LOCALITY

State

General locality

Locality

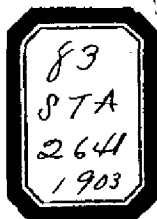
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CHIEF OF PARTY

LIBRARY & ARCHIVES

DATE

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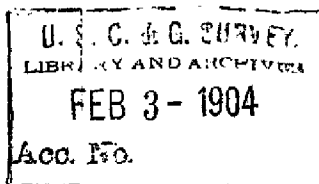


Treasury Department,
U. S. COAST AND GEODETIC SURVEY.

O. H. Tammann

Superintendent.

State: *Alaska*



DESCRIPTIVE REPORT.

Topographic Sheet No. *2641*

LOCALITY:

*Prince of Wales Id. -
Entrance to Davidson
Inlet*

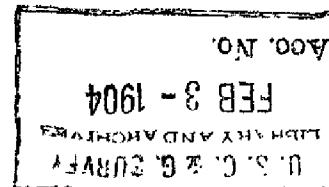
1903

CHIEF OF PARTY:

E. F. Dickinson

Asst.

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DESCRIPTIVE REPORT.

TOPOGRAPHY

of

ENTRANCE TO DAVIDSON INLET

PRINCE OF WALES ISLAND

SOUTH EASTERN ALASKA.

Scale 20,000.

Steamer "Gedney"

E.F.Dickins, Assistant C. & G. Survey

Commanding.

Plane Table Survey by C.E.Morford, Aid.

Begun September 24th 1903

Ended September 30th 1903

The area covered by this sheet includes both sides of the Entrance to Davidson Inlet, from Halibut Harbor, on the South side of Kosciusco Island, to Round Island, in Davidson Inlet, on the North, and from Cone Bay to Port Alice on the South.

The shore^{line} was run as carefully as possible with the telemeter rod, and the peaks cut in and their heights determined by vertical angles with the Plane Table; the contours however were only approximately sketched in from the shore or a boat; the whole country being densely covered with timber and underbrush, and impos^sible to get over.

The Northern side of the Entrance is formed by a chain of small islands, heavily timbered, through which there are two passes, available for small boats only. The largest and most Southerly of these islands is about 490 feet high, and on the South side is very precipitous, with cliffs rising from the water's edge to a height of from 50 to about 300 feet; these cliffs make this point very easily distinguished and a good land^{mark}.

On the Southern side of the Entrance, the hills^{rise} gradually from the shore; the highest one being a rounding peak about 1050 feet in elevation. Cone Peak, at the head of Cone Bay, is about 975 feet high, and is a perfect cone, when seen from the Westward. There are several other smaller hills along the shore, and all are heavily timbered.

The shore^{line} is very rough and rocky, with ledges running out some distance beyond the high^{water} mark, and^{at} most places there is considerable kelp growing close in along shore. Off the islands on the North and East side of Iphigenia Bay there are numerous outlying sunken rocks and reefs, which have not been investigated as yet.

Descriptive Report (2)

Halibut Harbor, on the South side of Kosciusko^k Island, is often used by the halibut-fishing schooners; It is a good anchorage for small vessels, and well protected in Northerly weather; but, owing to the numerous rocks and reefs outside its entrance, I do not recommend it, until it can be thoroughly examined.

Cone Bay, on the South side of Iphigenia Bay, is open to the Westward; and, on account of the heavy swell which is generally rolling in, is a very poor anchorage in any weather.

Port Alice, on the South side of Davidson Inlet, just inside the Entrance, is an excellent anchorage in any kind of weather. The holding ground is good, and it is impossible for any swell to enter, on account of the reefs near its entrance, which bare at low water. The hills which surround it are steep, and give good protection from all winds. Several small streams enter near the head of this arm, enabling a vessel to obtain good fresh water without much difficulty. In entering this arm, favor the South Shore, and all dangers will be avoided.

The entrance to Davidson Inlet is about 2 miles wide, and apparently clear of dangers, except two reefs about half a mile South of Whale Head. Whale Rock bares about half-tide; the other reef breaks, when there is a heavy swell rolling in; but, by keeping a mid-channel course, all dangers will be avoided.

All the country around the Inlet is heavily timbered with cedar, fir, and spruce, with a dense underbrush.

There are no inhabitants in this vicinity, except at Holbrook, which is situated at the head of the North-west. arm of the Inlet, about 14 miles from the entrance, and where there is a salmon-saltery, a small saw-mill and a few houses for the employees.

Descriptive Report (3)

Some fine marble has been discovered on the shores and islands of the Inlet, but none of the quarries have been developed as yet.

Sea-going steamers enter the Inlet occasionally during the summer months, to bring supplies to, and take away the salted salmon from Holbrook. Other-wise, there is no commerce at present.

E. J. Dickins
Assistant C. & G. Survey
Chief of Party.

From Des. Report-T-2641

U. S. G. & G. SURVEY,
LIBRARY AND ARCHIVES

FEB 11 1904

GEOGRAPHICAL POSITIONS TAKEN FROM PLANE TABLE SHEET

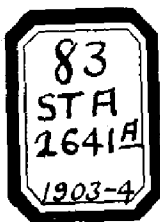
Sheet No.

ENTRANCE TO DAVIDSON INLET, S.E. ALASKA, 1903.

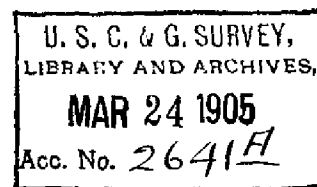
| Station | Latitude | D.M. | Longitude | D.P. | Height | Remarks |
|------------|----------|------|-----------|------|--------|-------------------|
| Lean o | 55°-49' | 532 | 133°-36' | 880 | | Pole with banner |
| Log o | 55°-48' | 1790 | 133°-36' | 746 | | " " " |
| Tim o | 55°-48' | 1125 | 133°-36' | 320 | | " " " |
| Crab o | 55°-48' | 446 | 133°-36' | 80 | | " " " |
| Tide o | 55°-47' | 1811 | 133°-36' | 24 | | " " " |
| Nail o | 55°-47' | 1490 | 133°-35' | 830 | | " " " |
| End o | 55°-47' | 1409 | 133°-35' | 320 | | " " " |
| Pile o | 55°-47' | 1820 | 133°-35' | 563 | | " " " |
| Rag o | 55°-48' | 516 | 133°-35' | 605 | | " " " |
| Oak o | 55°-48' | 1540 | 133°-35' | 750 | | " " " |
| Cone Peak | 55°-47' | 136 | 133°-38' | 830 | 975 ft | Highest point |
| Whale Head | 55°-51' | 292 | 133°-41' | 52 | 490 ft | " " |
| High o | 55°-51' | 460 | 133°-41' | 478 | 60 ft | Whitewashed rock |
| Bad o | 55°-55' | 583 | 133°-45' | 830 | | Pole with banners |
| Fred o | 55°-55' | 757 | 133°-46' | 90 | | " " " |
| Tray o | 55°-54' | 1811 | 133°-46' | 105 | | " " " |

E. J. Dickins

Assistant C. & G. Survey



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DESCRIPTIVE REPORT
DAVIDSON INLET & VICINITY

South Eastern Alaska.

1904.

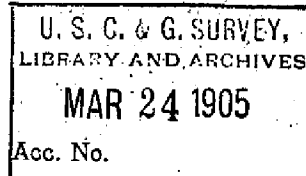
Surveyed by Party on

STEAMER GEDNEY

E.F. Dickins, Commanding.

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DESCRIPTIVE REPORT

DAVIDSON INLET & VICINITY,

SOUTH EASTERN ALASKA.

1904.

DAVIDSON INLET, is quite a large body of water bounded on the West by Kosciusko Island and on the East by a chain of Islands of varying sizes, between which open channels leading to Sea Otter Sound and El Capitan Passage. It is about 15 miles long by about 4 miles at its widest part and is separate from Iphigenia Bay by a chain of small islands through which there are two small passes which we have named "Cosmos" and "Fake" Passes and which are only navigable for small boats.

The main entrance is about two miles in width and free of dangers except Whale Rock, which bares about half tide, lying about half a mile South by compass from Whale Head, and a reef lying about half a mile S.E. $1/2$ E. magnetic from Whale Head on which there is a heavy break even with a moderate swell, the least water we found on this shoal was 14 feet, but by keeping a mid channel course all dangers will be avoided and after entering the Inlet is comparatively clear of dangers.

PORT ALICE, on the South side about a mile inside the Entrance is a good anchorage and was fully described in my last years report.

HOLBROOK, saltery and sawmill, at the head of the Inlet, were not running this summer and the watchman in charge informed me that the Company expected to put in a plant for making fish oil and fertilizer before starting up again.

In the cove at the North end of Marble Island the "Great American Marble Company" had three men at work building several small shacks and clearing trails but no visable signs of any development work being done.

SEA OTTER SOUND, opens on the West into Davidson Inlet, from which it is

separated in part, by a series of small islands, of which Clump Island and the reefs surrounding form the Southern extremity, it is bounded on the South by Heceta Island and on the East by Tuxekan Island.

EL CAPITAN PASSAGE, is the name we have applied to the channel connecting Shakan Strait with Sea Otter Sound, it is about 25 miles in length and does not average a mile in width, it is navigable for sea going vessels from Sea Otter Sound to El Capitan and apparently free from dangers.

Where this channel leaves Shakan Strait, on Chart No 8050 it is named "Klawak Passage" while on Chart No 8200 it is called "Klajak Passage" and I find that it is locally known as "Dry Pass" because in the narrows between Shakan and El Capitan it runs dry every large tide. The name KLAJAK seems to have originated from the fishing boats as it was the commencement of the inside passage used by them in going from Shakan to Klajak, the name seems to be out of place as it is at least 50 miles from Klajak and when we reach that locality we have a Klajak Inlet. I selected the name El Capitan on account of the Marble Company's Quarry and Mill which is and probable will be for a long time to come the principal industry on that passage.

THE EL CAPITAN MARBLE COMPANY'S QUARRY & WORKS, are situated near the head of the El Capitan Passage, about 6 miles to the Eastward of Shakan and about 30 miles to the Northward of the entrance to Davidson Inlet, they have done considerable work having opened up their quarry, built a mill and installed machinery and when we left there in October they were cutting out marble and sawing it into blocks and slabs for shipment. Up to the present they have been obliged to bring all their machinery and supplies through the "Dry Pass" from Shakan in small boats and lighters at high water.

Their Quarry seems to be quite extensive and the marble of good quality and they are very anxious to obtain some kind of a chart or sketch by which sea going vessels could be guided to El Capitan via Davidson Inlet, to bring in additional machinery and supplies and take away their product, I therefore

respectfully recommend that a number of copies of this tracing be struck off for distribution, I have already had several calls for them.

There is a good anchorage in from 8 to 10 fathoms, soft bottom, near the little island about a third of a mile from the mill.

CAMP TAYLOR, (Indian, "Sa-heen") is a salmon fishery and saltery situated in a little cove on the East side of El Capitan Passage about 15 miles from Shakan and about 22 miles from the entrance to Davidson Inlet, there is an anchorage in about 10 fathoms, soft bottom, in about the center of the cove. This camp was not used during the past summer.

DEWEYVILLE, (Indian, "Sa-kaa") sometimes called "Brockmans" is a salmon fishery and saltery situated on a small bay or cove on the East side of El Capitan Passage about 19 miles from Shakan and about 17 miles from the entrance to Davidson Inlet. There is a good anchorage off the saltery in from 6 to 8 fathoms, soft bottom. They were fishing here last summer and sending their catch to the Klawak Cannery.

TUXEKAN PASSAGE is the name we have applied to the strait or channel connecting El Capitan Passage with the channels running to the Southward towards Klawak. The Tuxekan Indian village is situated on this passage and is said to be the oldest and largest Indian village in this section. It certainly has more totem poles than any village I have seen in Alaska. The village is now abandoned the Indians having moved to Shakan and Klawak where they can obtain work in the canneries, the houses and totems are still in good repair.

STANEYS CONE & KOGISH MOUNTAIN, were named after two Indian chiefs who used to reside at Tuxekan.

The whole country is uniformly densely wooded with a variety of coniferous trees, mainly cedar, spruce, hemlock and fir, this growth is generally stunted and of small commercial value although some good timber is to be found scattered about in clumps, the undergrowth is very dense and difficult

to get through without cutting.

This region seems to have been pretty thoroughly prospected for minerals, as evidenced by notices of claims, deserted miners camps and by the chip of the prospectors hammers on the rocks, but there is no evidence that any valuable deposits have been discovered. These islands show almost uniformly a limestone formation but in places you find marble of very fair quality and quantity.

At present there seems to be no commercial activity in this region, except at El Capitan and Deweyville.

The shore line is generally bold and rocky, except in a few perfectly sheltered coves where sandy or muddy bottoms are found. In appearance the country is beautiful, commanding peaks offer sharp contrast to deep valleys and low islands while narrow tortuous channels open again and again into broad bays and sounds.

The Hydrography of Iphigenia Bay, Davidson Inlet and Sea Otter Sound was completed this season, but is not yet plotted. The Topography of Davidson Inlet and Sea Otter Sound was also completed and the sheets will soon be ready to forward to the Office. The El Capitan Passage and about half of the Tuxekan Passage, where the shore line is shown by dotted lines, is the result of a rough and rapid sextant reconnaissance and the shore line and islands are only sketched.

The sailing directions for Iphigenia Bay and Davidson Inlet remain the same as last year, for Sea Otter Sound and El Capitan Passage, as follows: When entering Davidson Inlet and abeam of Surf Point, about half a mile off, steer N.E. $3/4$ E. for Clump Island until Gas Rock is abeam, about $1/3$ mile off on the starboard hand, then steer N.E. \times E. $1/4$ E. until Clump Island is abeam, about $1/3$ mile off on the port hand, then steer N.E. $1/2$ N. for mouth of pass South of Cap Island, until the East end of Hoot Island is abeam, then follow the dotted line as shown in red, rounding Cap Island passing

Descriptive Report, 5.

half way between it and Dot Island and keeping a mid channel course through the narrow passage, passing about $1/4$ mile to the Eastward of Hub Rock, care should be taken and the lead used in passing through the group of islands about $1-1/2$ miles to the Northward of Hub Rock for although the least water we found was $3-1/2$ fathoms we had no opportunity to thoroughly examine the channel, after passing through this group of islands keep a mid channel course and the channel seems clear as far as El Capitan.

Respectfully submitted,

E. F. Dickins

Assistant C. & G. Survey,

Chief of Party.

San Francisco, Cal.

March 16th 1905.