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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Top Sheet No. *3278*

LOCALITY:

*Prince of Wales Sound - Perry
Is. Passage & Entrance to
Port Wells*

1912

CHIEF OF PARTY:

G. T. Rude

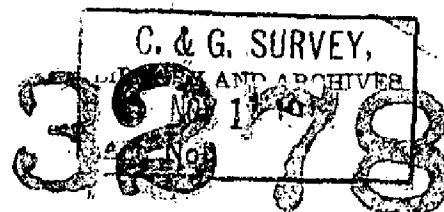
11-4845

3278

DESCRIPTIVE REPORT.

to accompany

TOPOGRAPHIC SHEET NO. A, 1912.



Locality of Survey: Perry Island Passage to Entrance to Port Wells,
Prince William Sound, Alaska.

METHOD

The principal method used in the topographic work was the ordinary plane table method of locating shore line, determining and locating elevations, etc. This was used throughout the entire survey except to locate the shore line on Esther Island eastward from Triangulation Station Two. In this short distance the shore line was determined with sextants.

CONTROL and ACCURACY

The topographic survey was controlled by a system of secondary triangulation covering the entire area. This furnished a good control, prevented many orientations of the table from bringing about a "swinging out" in azimuth, furnished continual checks on orientation, and did away with inaccuracies incidental to having a whole survey made by traverse.

The degree of accuracy of the work is about the same as can be expected in all plane table surveys. Contours were sketched according to features visible from the shore, and serve to show the general topographic nature of the area covered. The judgement of the topographer was folled in regard to the number of "set-ups" of the plane table, in order that rapid progress in the work might not be prevented by sending time on details which were worthless and inessential. In accordance with paragraph 119, General Instructions for Field Work, the survey of Culross Bay and West Twin Bay was made on another sheet before the triangulation was completed. These surveys were transferred to this topographic sheet by means of long orienting lines drawn to triangulation stations at the time the survey was made.

GENERAL DESCRIPTION

The topographic sheet itself shows all that is necessary for identifying the passage, islands, etc. When one approaches the passage from a distance, Perry Island and Lone Island can be distinguished at once from their size. The mountain on Perry Island, upon which Triangulation Station Perry is located, stands out very prominently, and will always identify the island or will serve as a land mark from great distances in all directions. On clear days when all the mountains are visible, ^{this} ~~the~~ round high peak on Perry stands out above all others on the island, the mountain on Esther Island appears higher still, and higher than them all ^{P.C.E} is the large mountain on Culross Island. These mountains are nearly all bare, trees appearing thick only to the height of a few hundred feet, as shown by the sheet. These few characteristic points in the general appearance, all of which are shown on the topographic sheet, are the first things that are noticeable when one approaches this locality, and they in themselves make the place very easy to identify.

DESCRIPTION of SHORE

The shore is nearly all rocky. Nearly all the shore line shown on Perry, Culross and Esther Islands, except in the bays, is rugged cliff of varying heights, about 25 ft. perhaps. Above this rocky ^{P.C.E} shore line there is a thin mossy soil and trees appear to heights as shown approximately on the topographic sheet. On Perry Island between Triangulation Stations Bald and Dad, the slope is very abrupt from the high mountain to the shore. Within all the bays the shore line is partly cliffs, partly broken rocks, and occasionally sand beaches as shown.

REFUGE

There are no good anchorages within the limits of this topographic sheet. Culross Bay on Culross Island, and East Twin Bay on Perry Island, furnish the best anchorages for small crafts. There are no particular dangers to be mentioned in regard to these, except the rock in the middle and the one on the east side of East Twin Bay, of which the latter one is

covered at high water.

WATERING PLACES

Several small streams might be found for watering places for small crafts. The best ones, however, are the two in Culross Bay. One of these is at the head of the bay, the other in a narrow bight on the east side very close to the head.

NAMES

Of the names of islands, points, bays and other features, as they appear on the topographic sheet, the following are the ones which have not been approved by the Board on Geographic Names, but which are recommended for approval;

Perry Island Passage;

Culross Passage;

Point Esther;

Culross Bay;

Egg Rocks;

Fool Island;

Point Perry;

East Twin Bay;

West Twin Bay.

The name "Dutch Group" of islands was taken from an old Geological Survey chart.

RECOVERABLE POINTS

A list has been prepared of all recoverable topographic stations giving their latitudes and longitudes. Descriptions of these points have been submitted as Descriptions of Topographic Stations.

Approved,

Gilbert J. Rude

Asst., C. & G. Survey.

Respectfully submitted,

Eare J. Church,

Aid, C. & G. Survey.

LIST OF TOPOGRAPHIC STATIONS
with
Positions of those which are recoverable,
as scaled from the topographic sheet.

Name	Latitude	Longitude
End *		
Breeze	60° 45' 619 ^m	148° 09' 127 ^m
Bail	60° 44' 1471 ^m	148 10 415 ^m
Bay	60° 44' 418 ^m	148 11 573 ^m
Bare	60° 44' 727 ^m	148 11 61 ^m
Bake	60° 44' 1700 ^m	148 09 278 ^m
Boon	60° 44' 1748 ^m	148 08 300 ^m
Burr	60° 44' 802 ^m	148 06 850 ^m
Burn	Can not be recovered	
Break	"	
Bring	"	
Blast	"	
Broom	"	
Fair	"	
Blank	"	
Brave	"	
Bet	"	
Bat	"	
Tide	"	
Ter	"	
Ben	"	
Bag	"	

*Position off topographic sheet, and can not be scaled off.

Name	Latitude	Longitude
Est	60° 47' 556 ^m	148° 08' 287 ^m
Stump	60° 41' 1709 ^m	147° 57' 369 ^m
Nest	60° 42' 602 ^m	147° 58' 292 ^m
Cub	60° 42' 1334 ^m	147° 58' 323 ^m
Runt	60° 44' 603 ^m	147° 59' 252 ^m
Eat	60° 43' 168 ^m	147° 56' 380 ^m
Near	Can not be recovered	
Bass	"	
Chub	"	
Flin	"	
Race	"	
Tye	"	
Tack	"	
Far	"	
Rack	"	
Ped	"	
Gee	"	
Tray	"	
Jack	"	
Jill	"	
Oar	"	
It	"	
Sell	"	
Buy	"	

Name

Name	
Whale	Can not be recovered
Stub	"
Belt	"
Ram	"
Dug	"
Lass	"
Rock	"
Diam	"
Make	"
Do	"
Care	"
Shoe	"

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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. S. Pittman
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Gap 3278^a
Top. Sheet No. *3278^a*

LOCALITY:

Port Wells,
Prince William Sound,

1914.

CHIEF OF PARTY:

J. T. Rude.

11-4045

A
3278

· DESCRIPTIVE REPORT,
to accompany Topographic Sheet No. ** ~~3278~~^a

Port Wells, Prince William Sound, Alaska.

Scale 1 - 20,000

Coast and Geodetic Survey, Steamer Taku.

Gilbert T. Rude, Assistant, Commanding.

E. E. Mumaw, D. O. Topographer.

July, 1914.

DESCRIPTIVE REPORT

To Accompany
TOPOGRAPHIC SHEET ~~A~~ 3278²

Passage Canal, Prince William Sound, Alaska.

Limits of Sheet.

Sheet A is included between parallels of latitude $60^{\circ} 44'$ and $60^{\circ} 46'$ North. It is included between meridians $148^{\circ} 12'$ and $148^{\circ} 17'$ West. The topography included between the above limits is a very small part of the sheet, but the same scale and projection was used to cover the sounding done across Port Wells.

Statistics.

Number miles of shoreline -- 4.2 statute.

Number square miles area --- 1.3 statute.

Number miles rivers and creeks - 0.0 .

Description of shore, and survey methods.

This work was done to complete a survey of all shoreline bordering on Passage Canal and the entrance from Prince William Sound. This survey connected with a previous one on the north shore of Culross Island and carried it about a mile to the south - west into Culross Passage. At about the same latitude in Culross Passage, west side, at signal Otr, the shoreline was surveyed northward around the point to station Spilt, and about two miles southwest of there into Cochrane Bay. The point south of station Spilt is rather low, the greatest elevation being about 400 feet, and is made a peninsula of about 50 feet elevation at the neck by the small bay on the north side and Culross Passage on the southeast side. South of here the mainland rises more steeply to an elevation of 800 feet on the sheet.

The shoreline on Culross Island from the "Former Signal Replaced" to signal Lou was steep-to and the bluff ran up so straight that no elevations on the island were obtainable. The contours shown were sketched. The higher elevations were rather bare or were sparsely wooded. A few small creeks are shown. The small cove southwest of signal Cul has two rocks shown but otherwise seems to be clear.

On account of its steepness the shore on the mainland from the signal Otra to station Spilt was sketched in between some half dozen intersections on whitewashed marks, located from the eastern side of Culross Passage. A traverse was run from station Spilt and resections obtained on stations Port and Wells. A three-point fix was obtained at signal "Y" using stations Wells, Pigot, and Coch, and a traverse run to the south end of the rock on the north end of which signal Id is located. The peninsula on the north end of which signal Bug is located has the appearance of an island but is connected as shown by a narrow strip of land probably awash at extreme tides. It has an elevation of about 75 feet. There were a few small water falls along these shores in July when the survey was made.

Triangulation Stations.

Of the fifteen triangulation stations on Sheet A only one station, Spilt, comes within the limits of the topography. This is on a rocky point of 20 feet elevation with a narrow cut 30 m. inshore from the station on the east side. It is possible to land with a small boat in this cut.

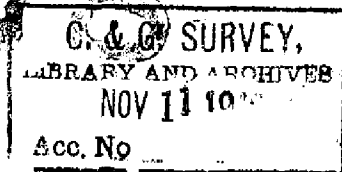
This sheet is on a scale of 1-20,000.

Everett E. Mumaw
Deck Officer

Plane Table Positions, Sheet A

Object and Description	Lat.	Meters	Long	Meters	Height	Remarks
Sta. Id, north point of rocky islet	60-45	720	148-16	254	5'	Whitewash on sharp point.
Sta. Sto, sharp point just west of small bay	60-45	617	148-15	836	0'	Whitewash on sharp point.
Sta "Y", on outer point of rock west side of small bay.	60-45	630	148-15	380	2'	Whitewashed "Y" on outer rock of point
Sta. Rock, a rock just off shore on west side of Culross Passage about 500 M. from entrance.	60-45	924	148-14	110	5'	First rock offshore south of point.
Sta. Cul, sharp point at eastern entrance to small bay.	60-45	653	148-12	672	20'	Beginning of Steep bluff.
Sta. Lou, end of topog. work east side Culross Passage.	60-45	408	148-13	228	5'	Whitewashed rock close to point.
Sta. "Former Signal"(1912) Marked by pole on point, used by topographer of 1912.	60-45	878	148-12	70	5'	Old signal on Culross Island,

3278
Data for title of
TOPOGRAPHIC SHEET No. *X. 3278*



Locality: Perry Island Passage
to
Entrance to Port Wells,
Prince William Sound,
Alaska.

Scale 1 - 20,000

(Survey includes Lone I., Dutch Group, northern half of
Perry I., southern section of Esther I., and northern section of
Culross I.)

Date of Survey: June, July and August, 1912.

Topographer: Earl F. Church.

Chief of Party: Gilbert T. Rude.

Topographic sheet inked by Earl F. Church

3278

Topographic Sheet A

Port Wells

Prince William Sound, Alaska.

Scale 1:20,000.

U. S. Coast & Geodetic Survey.

Steamer Taku

Gilbert T. Ride, Asst. Comdr.

E. E. Mumaw, Deck Officer, Topographer.

Directed by E. E. Mumaw.

July - 1914.

Contour interval: Ten feet as far as forty foot contour. Above this elevation one hundred feet.

Following contours are indicated by heavy lines: 40', 500'.