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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *S. E. Alaska*

DESCRIPTIVE REPORT.

Top Sheet No. *3326*

LOCALITY:

Sukkwan

Starvation

North Pass

Sukkwan Strait

1912

CHIEF OF PARTY:

R. B. Derickson

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Descriptive Report to accompany Reconnaissance Sheet

(Tracing Cloth) showing the North Pass of Sukkwan Straits,

S.E. Alaska.

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and South Pass of Sukkwan Straits

During the progress of the survey of Sukkwan Narrows, a reconnaissance of the North Pass from Hydaburg to its west entrance was made. Beginning at the point shown on the N.W. corner of the sheet sextant cuts were taken to previously determined points in Tlevak Strait for a location, then from this position cuts to prominent points at the entrance to North Pass were taken. From these fairly determined points, course and distance were run in the dinghy, propelled by motor, through the pass to a point north of the village of Hydaburg. The end of the line there being located by sextant angles on topographic signals in the vicinity of Hydaburg.

Course and distances were also run from the entrance to the narrow channel in the vicinity of triangulation station LAP, north along the east coast of the big island, locally known as "Goats Id". Two trips were made through the pass around the island and the shoreline was sketched by estimating distances and elevations. The location of the Islands, Rocks, and width of the channel are of course only approximate, but I believe the azimuth and general outline will answer all purposes for some time, as the pass is only servicable for small launches at high water. The pass at its west entrance is nearly choked up by a U shaped island. The narrow channel at the north-west side of U. island nearly dries at low water. The main channel separating this U. shaped island and Goats Island is the one used by the native launches at high water. It has about three feet in it at low water and is full of rocks and kelp. The channel is about fifty

meters wide and the current runs through with great force. The location of the rocks and shoals are very nearly correct as difficulty was experienced in working through the channel with the motor dinghy which was making only five knots. Some time was spent in this vicinity. The trip was made against the tide at about low water, thus the time and conditions favored a close approximation of depths and distances. After getting into the pass from the westward it widens out from half to three quarters of a mile. The shores and islands in the pass are low and rocky, the trees grow down to the high water mark.

The three houses shown north of the longest island in the pass are log houses used by Indians. The flats off these houses are covered with clam shells and dry over a considerable area at low water.

The hills on the north side of the pass are wooded and are approximately 300 to 800 feet in height. On the south side the hills are lower with a gradual undulating rise varying in height from 200 to 400 feet.

The deep bay on the south side of the pass is separated at its head from Sukkwan Straits by a low neck of land sparsely wooded. The area of water between the east entrance to the pass and Hydaburg village is full of shoals and rocks. The entire area bears indications of shoal water. This part of Sukkwan Straits with its low wooded islands bears close resemblance to the waters in the vicinity of Sitka.

In reducing this sketch work a projection on a scale of 1:20000 was constructed. The topography of Tlevak Strait, in the vicinity of the west entrance to the pass was transferred, also the completed topography and signals in the vicinity of Sukkwan Narrows were partly transferred and the sketch work or Reconnaissance, was adjusted to fit the completed surveys.

I submit this sketch, which is made on tracing cloth, as the original sheet; the notes and boat sketch can be of no further value. It is not submitted as an accurate survey, but is of much more value than the existing information shown on the present charts.

Respectfully submitted,

R. B. Alexander

Asst., Comdg.