

3715

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

E. Lester Jones
Superintendent.

State: *Alaska.*

DESCRIPTIVE REPORT.

Top. Sheet No. *3715*

LOCALITY:

Port Chatham,

Cook Inlet.

August.

1918

CHIEF OF PARTY:

Eoline R. Hand.

11-4445

3715

DESCRIPTIVE REPORT.

To accompany Topographic Sheet "A" Port Chatham, Cook Inlet, Alaska.
(surveyed August, 1918.)

Eoline R. Hand, Hyd. & Geod. Eng'r.
Chief of Party.

The bight between Claim and Kelp Points had already been surveyed, but on a 1:10000 scale. This shows it in more detail and also supplies the missing shoreline in the N.E. end of lagoon, and west of Claim Point; indicated by dotted lines on chart No. 8588. I can think of no information regarding the terrain beyond that indicated on the sheet.

The primary purpose of the survey was to furnish information for vessels coming in to the dock of the mine people. Whitney and Lass are working a chrome proposition here, and from all indications have enough ore in sight to warrant operations for a number of years. They have been blasting out ore from several holes at different times, but just now are mining out on the reef at the topographic station called "mine". I think shortly they will have removed this entire islet down to extreme low water line. The tramway shown from beach to cliff is being extended up into the hill: track is also being laid out to the wharf. So far only the ore-bearing rock is being shipped: but as this is an expensive proposition the company is installing a stamp mill (which will be seen at junction of tracks at base of cliffs) so that they may be able to ship only the "concentrates".

There is an excellent wharf with 16 feet along side, and the water has been dragged up to it: so there is no reason why steamers may not come up to it, if the tide is right. However it is not advisable to remain there, if there is any weather coming, as there is no room for manuevering. It would seem advisable to have a mooring buoy in the centre of the harbor, in line (say) with the east edge of the wharf, so a vessel may run a line to it from her starboard quarter: then a steamer backing out would be enabled to tail up into the deep water toward north end of cove until her bow cleared the dock and headed out. Otherwise a single screw boat, sure to back to port, might get into the shoal water that is off the point south of wharf.

I established a range and a beacon for approaching this wharf. They are described on the sheet, and in the list of positions and "landmarks" list. It might at first be thought the range is too close to the covering and uncovering rock off the beacon, but I regard it as being in the best position. As to the rock, there is deep water close to. The range carries a vessel over the soundings of greatest depth and well off the shoal mentioned in preceding paragraph as making out from point. The range has been dragged close to the bottom.

I issued in the field a blueprint chart of this locality, last August. The original tracing is now with the Inspector at Seattle.

The buildings shown are all the property of the mining company, and more will doubtless be erected, as the place grows. I look for a small settlement here shortly,; the management expects this and have already named the place "Chrome" and intend to ask for a post-office, when the size warrants. A small general store is now maintained by the company.

Chromium is an element, and is more or less known for its property of hardening steel, which virtue has special application just now in the manufacture of munitions, as hardening gun linings, etc. It occurs in nature as the oxide, and always in conjunction with iron, in the proportion of two parts iron to one of chrome. It is black, and noticably heavy, and is found stratified with the yellow rock in varying proportions. The "concentrate" resembles black sand, and is obtained by running the pulverized rock over watered belts, from which it is separated by gravity. It is worth over \$100.00 a ton. At present all this ore goes from this mine to Pittsburg.

P.S. Signals E. end sheet located
for wire drag work. E.R.H.

Eoline R. Hand
Hyd. & Geod. Eng'r.

3715

PLANE TABLE POSITIONS

For Topographic Sheet "A", Port Chatham, Alaska.

Surveyed in August, 1918.

Eoline R. Hand, H. & G. E. Chief of Party.

Object and Description	Latitude	D.M.	Longitude	D.P.	Height	Remarks
"ROCK" Whitewashed rock beacon in the bight between Kelp and Claim Points. On starboard hand when entering to the wharf of Whitney and Lass Chrome mine.	59-12	787 1070	151-48	750 202	4 ft.	
* RANGES- Forward	59-12	1229 628	151-49	459 493		
Back	59-12	1259 598	151-49	491 461		
Ranges established for the approach to above wharf. Diamond targets painted white, about 5 1/2 ft. square, 41 meters apart. The line determined by these ranges should pass 142 m. from "Rock" on S.W. side.						
"DIKE" The highest point, in-shore side, of great grass topped rock or islet 300 m. N.E. of Kelp Point.	59-12	924 933	151-48	66 886	20-30 ft.	
"BLUFF" A whitewashed symbol \oplus on most easterly part of Claim Point, at the south end of the high cliffs.	59-12	209 1648	151-49	163 789	10-15 ft.	
"POINT" A whitewashed spot on rocky point, W. of Claim Pt. and between it and the wharf.	59-12	546 1311	151-49	199 753	10-15 ft.	
* the line determined by these range marks should pass 142 M. from station "Rock" on bearing of N46W(true)						