

6926
a&b

Diag'd on Diag. No. 8202-3

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. "L" Office No. T-6926 a & b

LOCALITY

State Alaska

General locality Icy Strait

Locality Excursion Inlet

194 3

CHIEF OF PARTY

E. B. Roberts

G. D. Meaney

LIBRARY & ARCHIVES

DATE January 8, 1944

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. T6926a

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. K.

REGISTER NO. T-6926a

State ALASKA

General locality Icy Strait
Southeast Alaska

Locality Excursion Inlet ~~Barge Transfer Point~~

Scale 1 : 5000 Date of survey October 20 & 21, 1943

Vessel Motor Vessel PATTON

Chief of party C. D. Meaney

Surveyed by J. C. Bose

Inked by J. C. Bose

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated August 13, 1943

Remarks: Supplemented by print of plan on scale 1 inch = 100 feet.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

T6926b

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field Letter "L"

REGISTER NO. T-6926b

State SE AlaskaGeneral locality Icy Strait
Excursion InletLocality Army Munitions Deck near P.A.F. CanneryScale 1 : 5000 Date of survey October 21, 1943Vessel M.V. E. LESTER JONESChief of Party Elliott B. RobertsSurveyed by Raymond M. StoneInked by Raymond M. Stone

Heights in feet above _____ to ground to tops of trees

Contour Approximate contour Form line interval _____ feet

Instructions dated Director's letter of 13 August, 1943

Remarks: _____

DESCRIPTIVE REPORT TO ACCOMPANY

TOPOGRAPHIC SHEET (FIELD) NO. K.

6926^a

C. D. Meaney, Chief of Party

October , 1943

INSTRUCTIONS: The survey was made in accordance with Director's Instructions to Lieut. Comdr. Casper M. Durgin, Liaison Officer, dated August 13, 1943, and Instructions from Lieut. Comdr. Casper M. Durgin, dated September 27, 1943, directing the Motor Vessel PATTON to assist the Motor Vessel E. LESTER JONES.

LIMITS: The area surveyed is that part of Excursion Inlet which lies between Lat. $58^{\circ} 23.5'$ and Lat. $58^{\circ} 25.6'$. It covers the water front of the Alaska Barge Terminal, maintained by the U. S. Army.

GENERAL DESCRIPTION: The water front comprises three new, large dock units (A, B and C), two new oil docks, and the dock of the Astoria Puget Sound Cannery.

There are many newly constructed buildings, fuel tanks, and other installations. Some road construction is still in progress.

The commanding officers of the two survey vessels were furnished with copies of plans of the Barge Terminal on a large scale (1 inch = 100 feet) by the military authorities. For that reason it was not considered necessary to locate all installations and features by plane-table. It was determined by a field inspection of the print that the features, especially all those close to the water front, are correctly shown on the print.

All signals needed for control of the hydrography were located. All docks, except the cannery dock, were delineated. In addition, several points, such as corners and gables of buildings and corners of the cannery dock were located, so that a compilation of features shown on the large scale print may be made.

The shore line was delineated at the northern and the southern limits of the sheet. As nearly as could be determined by a field inspection, involving a difference in scales, the junctions with T-3460 is satisfactory.

CONTROL: Only one triangulation station - STEEP - was recovered in the area of the survey. One new point, DOCK, was located on Dock B by triangulation with not quite third order accuracy. From these two points, many additional points were located by graphic triangulation, so that traverses of appreciable length were not necessary.

DECLINATOIRE OBSERVATIONS: The magnetic meridian was drawn at two points, namely topographic signals SIG and SLATS. The declinations scaled from the sheet are as follows:

SIG 30° 23' E

SLATS 30° 15' E

The declinatoire was standardized at Seattle at station INGLEWOOD, 1940 on November 29, 1943 at 14:50. The scaled value of the declination obtained was 23° 12' E.

J. C. Bose
J. C. Bose
Topographer

Approved and forwarded:

C. D. Meaney
C. D. Meaney
Chief of Party

STATEMENT TO ACCOMPANY DESCRIPTIVE REPORT, TOPOGRAPHIC SHEET
FIELD NO. K, REGISTER NO. 6926 A

EXCURSION INLET, ALASKA, Sept. 1943, USCGS MV E. LESTER JONES.

On account of the shortage of time, and the availability of comprehensive construction plans, the entire waterfront area of the terminal development in Excursion Inlet was not surveyed.

All hydrographic signals used in the 1943 hydrography were located by planetable methods. A sufficient number of additional points, such as the corners of piers, etc., were located as graphic control for chart compilation of the detail shown on contractor's plan.

Field inspection shows that the waterfront details shown in said plan do exist as shown, and that the high water shoreline has not been changed by construction except as and where clearly indicated on contractor's plan.

It will be noted that contractor's plan does not show the high water shoreline. Resurvey was made of this feature at the north and south ends of the sheet. Portions of the old shoreline, still existing in original condition between areas of new construction, were not resurveyed because of difficulty of access. Machinery, barges, vessels, etc., made access extremely difficult in places.



Elliott B. Roberts,
Chief of Party.

DESCRIPTIVE REPORT TO ACCOMPANY SHEET FIELD NO. "L"
SE ALASKA, EXCURSION INLET, VICINITY OF ARMY MUNITIONS DOCK
AND P.A.F. CANNERY

Original Instructions: Director's letter dated 13 August 1943.

General Description Of The Coast: The area in the vicinity of the old P.A.F. Cannery consists of flat grassland as far east as the tree line as shown on topographic sheet No. T3460. The area south of the large stream, one-half mile south of the cannery, is wooded with pine and scattered broad-leaved trees.

Landmarks: No additional landmarks are involved.

Character of Control Used: The only fixed feature definitely recovered from the 1914 survey is the marine railway. No triangulation nor topographic stations were established in previous surveys. The South Gable referred to in the 1914 descriptive report is destroyed. It appears that a portion of the P.A.F. Cannery as shown on topographic sheet No. T-3460 had been rebuilt and additions made thereto since the 1914 survey was made. However, the present site is in total ruins.

The shoreline in the vicinity of the cannery and as far southeast as the large stream is changeable, whereas, the shoreline north of the cannery and the straight portion at the southeast end of the topographic sheet, (Field No. "L"), are unchangeable.

It is believed that the marine railway and the north and south ends of shoreline will be adequate control in connecting this survey with T-3460.

The orientation of the railway is not as shown on T-3460. No explanation of this difference is made, other than the possibility of an error having been made in showing this feature in the 1914 work. For purposes of relating the present topographic detail to the 1914 sheet, it is suggested that some specific point, say the inshore end of the old railway be assumed as correct on T-3460 and the orientation of the new work be controlled by the shoreline connections at its extremities.

Tidal Bench Marks (Nos. 4 and 5) were located and described as topographic stations.

A magnet meridian was not drawn on the sheet due to the fact that there was no way of connecting it with a projection or control station.

Approx. 1927 datum projection placed on sheet, by orienting with T-3460(1914), as fully explained in Desc. Report for H-6856(1943)

Previous Surveys: Previous surveys were done in 1914.

List of Signals located outside of the Highwater Line are as follows:

<u>NAME</u>	<u>OBJECT</u>
ALE	SW corner of Army Munitions Dock
BAN	15-foot piling
GAB	SE Gable of old P.A.F. Cannery
GIN	NW corner of Army Munitions Dock
SOT	Group of three piles on south side of marine railway.

Raymond M. Stet

Forwarded:

E B Roberts

Elliott B. Roberts,
Lieut. Comdr., USCGS,
Commanding

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTER NO. 6926a&b

Field No. K & L

Alaska, Icy Strait, Excursion Inlet
Surveyed in October 1943; Scale 1:5,000
Instructions dated August 13, 1943

Plane Table Survey

Aluminum Mounted

Chief of Party - E. B. Roberts; C. D. Meaney
Surveyed by - R. M. Stone; J. C. Bose
Inked by - R. M. Stone; J. C. Bose
Reviewed by - G. F. Jordan
Inspected by - H. R. Edmonston, February 29, 1944

1. Junctions with Contemporary Surveys

These two surveys cover two different areas in Excursion Inlet and do not join. There are no other contemporary topographic surveys on this special project.

2. Comparison with Prior Surveys

T-3460 (1914), on 1:20,000 scale, is the only prior survey in this area. The difference in scales does not allow the desired comparison; however, the agreement is such that satisfactory overlaps are made with the prior survey at the north and south ends of both the (a) and (b) surveys.

The areas within the limits of the surveys have been subjected to general changes by the military authorities. In addition, the descriptive report notes natural changes in the area of T-6926b.

3. Comparison with chart 8302 (latest print of 9-25-43)

a. Topography

The extensive military operations have made obsolete the charted high water features within the limited area of the present surveys.

b. Magnetic Meridian

The two magnetic observations on T-6926a are in satisfactory agreement with the charted value.

No magnetic meridian is shown on T-6926b, as explained in the descriptive report.

4. Compliance with Instructions for the Project

The surveys comply with instructions for the project. Complete delineation of all features on T-6926a was not considered necessary. Large scale construction drawings were available, as noted in the descriptive report. After checking several points on these drawings in the field they were considered satisfactory for use in compiling a complete dock area navigational chart, which was the objective of these surveys.

5. Condition of the Surveys

The surveys and descriptive reports are very good in all detail.

The lack of control on T-6926b is discussed in the descriptive report. The application of projections to H-6856 (1943) and the navigational chart are thoroughly discussed in the descriptive report of H-6856. In the same manner this office has added to T-6926b a projection on the N. A. 1927 Datum. The projection is of course approximate, but adequate for present small scale charts.

6. Additional Field Work


None.

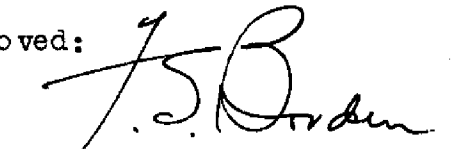
7. Superseded Surveys

T-3460 (1914) is superseded, in part.

Examined and approved:


Chief, Surveys Branch


Chief, Section of Hydrography


Chief, Division of Charts


Chief, Division of
Coastal Surveys

applied to chart 8302

6/9/44

GHE.

" " - 8304

6/10/44

GHE.