

6952  
a b & c

Diag. Cht. Nos. 8202-3 & 8002

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. A, B, C - 43 Office No. T-6952

LOCALITY

State SOUTHEAST ALASKA

General locality CHILKOOT INLET, TAIYA INLET

Locality NAHKU BAY, SKAGWAY HARBOR, PARTAGE  
COVE

1943

CHIEF OF PARTY

C. Pierce

LIBRARY & ARCHIVES

DATE June 14, 1944

B-1870-1 (1)

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&  
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a



DESCRIPTIVE REPORT  
to accompany  
Topographic Sheet A-43  
Nahku Bay  
S. E. Alaska

695<sup>2</sup><sub>#</sub><sup>a</sup>

AUTHORITY:

Insutructions dated July 20, 1942. Project CS-306. ✓

GENERAL DESCRIPTION:

Nahku Bay, locally called Long Bay, the long narrow bay, just north and around Nakutania Pt. from the mouth of Skagway River. Taiya Inlet is deep and narrow with a high steep shoreline. The steep slopes have very little top soil and are covered with a scant growth of stunted spruce and jack pine. A small stream empties into the head of the bay onto a sand and gravel alluvial beach. A float for small boat use is located on the east side of the bay near its head. ✓

CONTROL:

Triangulation control was carried into the bay by this party and was used throughout the survey. No traverse was necessary due to the close spacing of the control stations. ✓

METHOD OF SURVEY:

Planetable methods were used, the high water line throughout and the detail at the head of the bay was located by rod readings taken in most instances from triangulation stations. Hydrographic signals other than those on triangulation stations were located by cuts supplemented by rod readings. The low water line in the head of the bay was taken from the hydrographic sheet. As the shoreline is vertical except at the head there is no low water line shown. ✓

COMPARISON WITH PREVIOUS SURVEY:

A detailed comparison with Topographic Survey No. T-3990, 1922, scale 1-20000 was not made due to difference in scale. The topography appears to agree except that the direction of the axis of the bay on the 1922 survey does not agree with this survey. This is thought to be due probably to an error in orientation in the 1922 survey when the topography was carried into the bay.

LANDMARKS:

There are no landmarks for the charts in this bay. ✓

AIDS TO NAVIGATION:

No aids to navigation are located in this area. ✓

RECOVERABLE TOPOGRAPHIC STATIONS:

There are no recoverable topographic stations in this area. ✓

STATISTICS:



DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

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. A-43

REGISTER NO. 6952 a

State Southeast Alaska

General locality At head of Taiya Inlet

Locality Nahku Bay (Long Bay, local Army name)

Scale 1:5,000 Date of survey August, 1943

Vessel WESTDAHL

Chief of party Charles Pierce

Surveyed by Curtis LeFever

Inked by

Heights in feet above seaport to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated July 20, 1943

Remarks:

Statute miles of shoreline - - - - - 5.1

Statute miles of road - - - - - 2.0

RESPECTFULLY SUBMITTED:

*Curtis Le Fever*  
Curtis Le Fever,  
H. & G. Engr.

APPROVED AND FORWARDED:

*Charles Pierce*  
Charles Pierce, H. & G. E.  
Commanding Officer,  
Motor Vessel WESTDAHL.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

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. B-43

REGISTER NO. 6952 b

State Southeast Alaska

General locality Head of Taiya Inlet

Locality Skagway Harbor

Scale 1:2,000 Date of survey August, 1943

Vessel WESTDAHL

Chief of party Charles Pierce

Surveyed by Curtis LeFever

Inked by

Heights in feet above MHW ~~to ground~~ to tops of trees

Contour, Approximate contour, Form line interval.....feet

Instructions dated July 20, 1943

Remarks:

DESCRIPTIVE REPORT  
to accompany  
Topographic Sheet B-43  
Southeast Alaska

AUTHORITY:

Instructions dated July 20, 1943, Project CS-306.

GENERAL DESCRIPTION:

The small indentation on the east side of Taiya Inlet and at the mouth of the canyon of the Skagway River. The lower slopes of the surrounding mountains are covered with a sparse growth of spruce and jack pine and lead steeply up to bare rock slopes above timber line. The tops of the mountains are covered with snow most of the time, and some of the higher valleys are filled by glaciers. Skagway River carries considerable silt and its alluvial fan has extended out so that shallow water extends from Yakutania Pt. almost straight across to the eastern shoreline of the Inlet.

Skagway is a small town of wood buildings extending across the canyon from its eastern rim to the river which runs close to the western canyon wall, and up the canyon for about one mile. The large U. S. army wharf which has a 500 meter front is built along the eastern rocky wall of the inlet and has deep water at its face except for the last 50 meters at its northern end.

The rock jetty which extends almost out to deep water is built along the eastern side of the river and runs well back up the river so that it protects the town from river flood waters.

The short rectangular fill east of the jetty is used for unloading army barges which are beached along its faces during high tides.

The double row of piling extending out toward the driven dolphin piling apparently serve no purpose and are part of an abandoned project. The several dolphins are driven in from 2 to 6 fathoms of water and are used for mooring barges.

The small runway and wharf south of the main wharf is the U. S. army oil tanker berth. The tankers lay along the row of dolphin piles in 6 to 9 fathoms of water.

CONTROL:

Additional triangulation was established by this party and controls this survey. No extensive traverse was run and no adjustment was necessary.

METHOD OF SURVEY:

Planetable methods were used, a plumb-bob being used to center the point on the sheet over the set up points. Stadia was used for location of most features, being supplemented by steel tape for measurements on the wharf and buildings.

COMPARISON WITH PREVIOUS SURVEYS:

No comparison was made with Topographic Survey No. 3990, 1922, due to the difference in scale of the two surveys.

LANDMARKS FOR CHARTS:

There are no landmarks for charts in this area.

AIDS TO NAVIGATION:

No aids to navigation are located in this area.

RECOVERABLE TOPOGRAPHIC STATIONS:

No recoverable stations were established by topography.

STATISTICS:

Statute miles shoreline - - - - - 2.7

Statute miles of railroad - - - - - 2.5

Respectfully submitted:

*Curtis Le Fever*  
Curtis Le Fever,  
H. & G. Engr.

Approved and forwarded:

*Charles Pierce*  
Charles Pierce, H. & G. E.  
Commanding Officer,  
Motor Vessel WESTDAHL.

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY

REG. NO.

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. C-43

REGISTER NO. 6952 c

State Southeast Alaska

General locality Chilkoot Inlet

Locality Portage Cove, Haines, Alaska

Scale 1:5,000 Date of survey August, 1943

Vessel WESTDAHL

Chief of party Charles Pierce

Surveyed by Curtis LeFever

Inked by

Heights in feet above MHW ~~to ground~~ to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated July 20, 1943

Remarks:



DESCRIPTIVE REPORT  
to accompany  
Topographic Sheet C-43  
S. E. Alaska

AUTHORITY:

Instructions dated July 20, 1943, Project CS-306.

GENERAL DESCRIPTION:

Portage Cove, the small indentation on Chilkat Peninsula on the southwestern side of Chilkoot Inlet, 2-1/2 miles south of Indian Rock, is crescent shaped with a sand and boulder beach.

Chilkoot Barracks is located here and is now the southern end of the military highway which joins the Alcan highway north of Whitehorse Pass. There is a U. S. Army wharf on the military reserve with a front of 250 feet. There is sufficient water for large freighters at the face of the wharf.

The small village of Haines is located in the cove just north of the barracks. The city wharf is not in repair and cannot be used. All supplies for Haines are received over the government wharf. The narrow part of the peninsula is quite low compared with the surrounding mountains. It is covered with spruce and hemlock forest.

CONTROL:

Triangulation control was extended into the cove by this party and was used throughout the survey.

METHOD OF SURVEY:

Planetable methods were used. Due to the close spacing of the triangulation no extensive traverse was necessary and no adjustments were made. The shore line and other features were located by stadia or cuts, a steel tape being used for measurements on the wharf.

COMPARISON WITH PREVIOUS SURVEYS:

No detailed comparison with Topographic Survey No. T-3986, scale 1-20000, 1922, was made due to the difference in scales between the two surveys.

LANDMARKS:

There are no landmarks for charts in the area covered by this survey.

AIDS TO NAVIGATION:

Black can buoy No. 1 - 0.2 miles off Nukdik Pt. Lat. 59° 14' 40", Long. 135° 25' 08" marks the shoal extending offshore from the point and should be passed well off.

RECOVERABLE TOPOGRAPHIC STATIONS:

There are no recoverable stations in this area which were established by topography.

MAGNETIC OBSERVATIONS:

The magnetic meridian at station IND 2 1943 was observed with decli-  
natoire No. 222 which was standardized at standard station Inglewood,  
March 31, 1943. The correction to be applied is -27 minutes. ✓

STATISTICS:

Statute miles of shoreline - - - - - 4.0

Statute miles of road - - - - - 3.0

Respectfully submitted:

*Curtis Le Fever*  
Curtis Le Fever, H. & G. E.

Approved and Forwarded:

*Charles Pierce*  
Charles Pierce, H. & G. E.  
Commanding Officer,  
Motor Vessel WESTDAHL.

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
PHOTOSTAT OF

No. H

No. T

**T6952***a, b, c*

received  
registered  
verified  
reviewed  
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

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T-6952

Remarks

Decisions

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# GEOGRAPHIC NAMES

Survey No. T-6952 abo

GEOGRAPHIC NAMES										
Survey No. T-6952 abc										
Name on Survey	<div>On Chart No.    On previous survey No.    On U. S. quadrangle Maps    From local information    On local Maps    P. O. Guide or Map    Rand McNally Atlas    U. S. Light List</div>									
	A	B	C	D	E	F	G	H	K	
<u>Southeast Alaska</u>		(title)								1
<u>Chilkoot Inlet</u>		"								2
										3
<u>Portage Cove</u>										4
<u>Haines</u>										5
<u>Nukdik Pt.</u>										6
										7
<u>Taiya Inlet</u>										8
<u>Skagway</u>										9
<u>Skagway Harbor</u>										10
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<u>Nahku Bay</u>										12
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Names underlined in red approved

L. Heck 08/10/44

M 234

Names underlined in red approved  
by L. Heck on 8/10/44

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTRY NO. 6952a&b

Field No. A-B-43

Southeast Alaska; Taiya Inlet; Nahku Bay and Skagway Harbor  
Surveyed in August 1943; Scales 1:5,000 and 1:2,000  
Project C. S. 306

Plane Table Survey

Aluminum Mounted

Chief of Party - C. Pierce  
Surveyed and inked by - C. LeFever  
Reviewed by - J. A. McCormick, August 8, 1944  
Inspected by - H. R. Edmonston

1. Adjoining Surveys

T-6952a and b join each other satisfactorily. For present charting purposes, shoreline can be continued from T-3990 (1922).

2. Previous Surveys

T-2018 (1890), 1:80,000; T-2199 (1895), 1:80,000;  
T-2314 (1897), 1:10,000; T-2357 (1898), 1:20,000;  
T-3990 (1922), 1:20,000

Surveys of 1890-98 are considerably generalized, their best agreement with the present survey being in the immediate vicinity of triangulation stations. As the 1890 scheme of triangulation had no stations on the eastern shore of the Harbor proper, agreement there was very poor. High water line back of the flats on the north side of the Harbor was poorly defined because of the large range of tide. T-3990 is about 50 meters out in azimuth at the head of Nahku Bay and there have been changes in wharf detail at Skagway. Otherwise the agreement with the present survey is fairly good considering the difference in scales. The old surveys can be considered superseded in the common areas.

3. Comparison with Chart 8303 (Print of April 5, 1943)

Topography charted in this area is from surveys discussed in the preceding paragraph and from U. S. Engineers' B.P. 35800 of 1941 covering the Skagway



waterfront. Differences in wharf and piling detail between blueprint and present survey can be ascribed mostly to changes. Differences in high water line are a matter of vertical datum. The present survey is accepted as basic in the area which it actually covers.

4. Compliance with Project Instructions

Satisfactory.

5. Additional Field Work Recommended


None.

Examined and approved:

Chief, Surveys Branch

Chief, Division of Charts

Chief, Section of Hydrography

  
Chief, Division of  
Coastal Surveys

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF TOPOGRAPHIC SURVEY

REGISTRY NO. 6952c

Field No. C-43

Southeast Alaska; Chilkoot Inlet; Portage Cove  
Surveyed in August 1943; Scale 1:5,000  
Project C. S. 306

Plane Table Survey

Aluminum Mounted

Chief of Party - C. Pierce  
Surveyed and inked by - C. LePever  
Reviewed by - J. A. McCormick, August 9, 1944  
Inspected by - H. R. Edmonston

1. Adjoining Surveys

There are no contemporary surveys adjoining but, for charting purposes, topography can be satisfactorily continued from T-3986 (1922).

2. Previous Surveys

T-2018 (1890), 1:80,000; T-2179 (1894), 1:40,000;  
T-2199 (1895), 1:80,000; T-3986 (1922), 1:20,000

Surveys of 1890 to 1895, although on small scales, agree with the present survey reasonably well. Best agreement is between T-3986 and the present survey where differences are mostly a matter of a little more generalization on the older and smaller scale survey. The present survey supersedes the older surveys in the subject area.

3. Comparison with Chart 8303 (Print of April 5, 1943)

Topography charted in this area is from superseded surveys discussed in the preceding paragraph. The survey position of the can buoy in Lat.  $59^{\circ}14.7'$ , Long.  $135^{\circ}25.1'$  agrees fairly well with the chart. The one declinoire observation obtained reduces to  $37^{\circ}00'$  E. as compared with  $31^{\circ}15'$  E. on the chart. This difference would seem to substantiate the charted note that a disturbance of  $5^{\circ}$  E. had been observed in this vicinity.

4. Compliance with Project Instructions

Satisfactory.


5. Additional Field Work Recommended

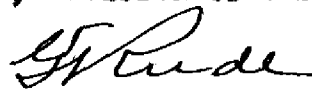
None.

Examined and approved:

  
Chief, Surveys Branch

  
Chief, Division of Charts

  
Chief, Section of Hydrography

  
Chief, Division of  
Coastal Surveys

Applied to Cht. 8202 (Before review) 7/11/44 ER.

Applied to Cht 8303 before review 8/4/44 HFL

Applied to ch 8303 (1:40,000 insert) after review 12/18/44 GHE

Exam w/ chart 8303 Sept 1964