Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic
Field No.: Office No.: 2611

LOCALITY
State: Alaska
General locality: Prince William
Locality: Sound
Province: Southern Part
Year: 1902

CHIEF OF PARTY

F. Westdahl

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DATE
Treasury Department,
U. S. Coast and Geodetic Survey.

P. H. Pittman
Superintendent.

State: Alaska

DESCRIPTIVE REPORT.
Topographic Sheet No. 2611

Locality:
Bruce William Sound
Hinchinbrook Entrance
(Southern East)

1907

Chief of Party:
J. W. Stillwell

2611

83 STA 2611 1907
Description Report

to accompany topographic sheet entitled

Treasury Department
U. S. Coast and Geodetic Survey
O. H. Kittmann, Superintendent

Topography of

Eastern Entrance to
Prince William Sound
(Southern Part)
Alaska

Executed by H. P. Flynn, Assistant
Seppie Mclachlan
J. Werdahl, Assist. Commanding

1902
Scale 40,000

This projection, like the adjoining one of the
northern part of the entrance, was made on board
and was originally of the same dimensions so as to
include upon it Point Steel Δ. The eastern end of
it was destroyed by an accident while surveying
the shore in the vicinity of Lackof Point. The table-
man in carrying the instrument from one station to
Flame-table station

Seal Rocks from the Westward

Triangulation station

Seal Rocks from the Northward
Zaikof Point from the Southward

Schooner Rock and Zaikof Point from Northward
another missed his footing and slid down a bluff about forty feet high to the rocks below. The side of the table which held the rolled under eastern end of the sheet scraped along the smooth stratum of rock and cut the sheet in two.

The part of Montague Island shown on this sheet was surveyed with the plane-table. Of the part of Hinchinbrook Island only about one mile of the northern extremity was done with the plane-table; thence as far as Holmes Δ from a whaleboat and by sextant angles; and from Holmes Δ to Pin Δ the shoreline is cut in from the ship only, with no opportunity to land a boat along shore to sketch in details on account of constant rough weather. From Pin Δ eastward for about five miles the shore-line has been cut in from the ship and details sketched in from a whaleboat as close as practicable. This is plotted on the hydrographic sheet of the Entrance on same scale, as related in the descriptive report of that sheet. It was found impracticable to land and set up a plane-table along this coast all around Cape Hinchinbrook owing to the high, steep bluffs with no bordering beach. An attempt was made to land on rocks exposed at the base of the cliffs near low water at the northern end, but
with rising tide and swell running off sea, men and boats were dangerously exposed, so much so that the use of the plane-table had to be abandoned. There are two short stretches of rock and shingle beach on the southwest side of Cape Hinchenbrooks, but they are dangerous to land upon except in smooth weather, and we did not have more than two or three such days during the entire season. Around the cape proper, from Point 3 to Point 4, there is in addition strong conflicting currents which raise a confused, choppy sea, too rough to send a boat into even. It was tried several times but hard pulling and much bailing left no time for anything else. There may be opportunities earlier in the season to make a more accurate survey of the southern coast of Hinchenbrooks Island to Point 5, but I do not think it will ever be practicable to use a plane-table unless the party could camp on shore and walk long distances to and from work.

The Seal Rocks were surveyed with the plane-table on scale 25,000 on separate piece of paper and afterwards reduced to this scale and transferred to the sheet. It was done on an exceptionally smooth day when the triangulation signal was put up. The eastern summit of the main rock was occupied with the table/
Holmes &

Cape Hinchenbrook from Southwestward

Green & (on extreme point)

Part of Cape Hinchenbrook from S.S.E. ward
Cape Hinchinbrook from the Westward
and the rod carried about to the outlying rocks in the ship dinghy. The southeast shore of Montague Island, from Squire to Bluff Δ, was surveyed in one day. Early in the morning on a promising day the party was landed near the former point and their boat returned to the ship. In the evening the party was picked up near Bluff Δ.

I have in a preceding report of the adjoining northern topographic sheet called attention to the two main ridges of mountains of which Hinchinbrook Island is composed. The southern ridge of the island comes to the sea at Cape Hinchinbrook, not so abruptly however as the northern ridge at Bear Cape. There is a narrow, bordering terrace, eroded by recent glaciers, of about three hundred feet in elevation surrounding it, and fragments of a low terrace of about fifty feet elevation parallel therewith, like at the points upon which Green and Hinchinbrook Stations are located, and some projecting points in Port Etches. The seal rocks also are remains of this low terrace. To the eastward of these this border gradually disappears and the mountains fall in steep slopes towards the sea for about twelve to fifteen miles to an open bay apparently shallow and bordered by what looks like a sand bar from
Cape Hinchinbrook from the Eastward

Coast of Hinchinbrook Island Eastward of the Cape
a distance. On the northeastern side of this sight is low, rolling land projecting several miles from the main ridge and ending at Point Steel, almost the exact counterpart of the northwestern extension from the northern ridge ending at Johnstone Point. Several rocks lie off this part of the shore line from about three miles to the westward of Point Steel and continuing around it to the northward adjoining the shore line surveyed by Assheton Pitters party. Where the mountains slope sharply to the sea so outlying rocks were few from the ship.

The sculpturing caused by transverse glacial action is finely exhibited in the accompanying photograph of the coast to the eastward of Cape Hinchenbrock. Though not included on this sheet I have inserted this brief general description of its topographic features in this report, but for the accident mentioned in the beginning it would have included had time and weather permitted its completion. I also insert herewith some outline sketches, rough and unfinished, made of portions of this coast from the ship, principally because it is the only one drawn of Point Steel, and shows the projecting low land ending in the slightly higher elevation at the point itself, which has upon it in addition a bunch of trees much taller than others in the vicinity. I also copy from my note-book a small sketch of the extremity of the point.
made from a position about half a mile nearly eastward from it. The stratification of the rocks here is almost perpendicular and flakes off in an east and east direction so that the southern face of the point is a flat and smooth looking cliff with some crumbled rock forming a slight salus at its base.

The coast of Montague Island delineated on the chart is bordered with low rocks close inshore. For about three miles southward of Lack of Point the immediate shore-line consists of rocky cliffs about fifty feet high, the rock-steps of which dip at an angle of about forty-five degrees to the eastward and flake off in directions parallel to the coast. Harder portions of the formation are left in the shape of high, pyramidal rocks, like Schooner Rock entirely detached, and Quiet 0 and Cone 0, both of which are still parts of the shore-line. Further to the South-Southeast to the limit of the chart the high southern ridge of the island forms the coast-line and slopes steeply towards the sea. There is a narrow beach composed of shingle and boulders at the base of these slopes but so full of bordering rocks as to make it dangerous to land upon except on smooth days. Driftwood is piled high upon these beaches and ground up into small pieces by

The ship has not cruised beyond the limits of the work upon this sheet, but the coast of Montague Island seems to be of the same general character apparently as far as the Wooded Islands lying off it.

For further information regarding the region represented on this sheet I beg leave to refer to the descriptive report of the hydrographic sheet of the Eastern Entrance to Prince William Sound.

Respectfully submitted,

Ferdinand V חיי
Assist. C. & G. Survey
Emily "McAlpin"