State: Alaska

DESCRIPTIVE REPORT

Topographic | Sheet No. 4598
Hydrographic | Field # 6

LOCALITY
Behm Canal
Yes Bay

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1930

CHIEF OF PARTY
F.W. Fickelberg
DESCRIPTIVE REPORT
TO ACCOMPANY TOPOGRAPHIC SHEET "G"

YES BAY, BEHM CANAL, S. E. ALASKA.

INSTRUCTIONS: Director's Instructions dated

March 7th, 1930.

LOCALITY AND EXTENT: This sheet includes a survey of

Yes Bay from its junction with Behm Canal, Latitude 55° 53',
Longitude 131° 44', to the head of Yes Bay, Latitude 55° 57',
Longitude 131° 50.5'.

GENERAL DESCRIPTION: Yes Bay enters Behm Canal from

westward between Bluff and Syble Points, about 25 miles above
Camaano Point. The southern point of the entrance, Bluff Point,
is not marked by a light as formerly, although the old light-
house structure still stands. The bay is about 5-1/2 miles
long, 3/8 mile wide, and extends in a north-westerly direction.
The entrance is free from dangers.

The shores of Yes Bay are rocky
and steep and are covered with a heavy growth of fir, trees
which extend down to the water's edge. On the northern shore,
about 2-1/2 miles above the entrance, there is an abandoned
cannery. There are two wharfs at the cannery but the south-
west one is larger and has deeper water alongside. Lake
McDonald empties into Yes Bay at the cannery. This river is
not navigable on account of numerous rapids.

There is a government hatchery
on Lake McDonald. This is reached from the head of Yes Bay
and the two are connected by a tramway over which freight and
supplies are hauled. During the summer months there is weekly
communication with Ketchikan by mail boat.

SURVEY METHODS: The triangulation stations shown
furnished control for this sheet. The usual plane-table
methods were used throughout.

All of the signals on this sheet
were located by plane-table cuts and rod readings. At least
three intersecting cuts or two cuts and a rod reading were
used to locate each signal. Shoreline was located by rod-
readings taken from plane-table set ups at the signals. From
triangulation stations Bluff Point Light and SYB, the shore-
line was located as far into the bay as topographic signals
DAY and ROLL. The shoreline just mentioned and all of the
signals on the sheet were located by Lieutenant P. C. Doran.
From topographic signals DAY and ROLL the remainder of the shoreline was located. This was done by rod readings taken from set-ups at the various signals. This work was done by Lieutenant (j.g.) J. C. Partington.

No contours or form lines were done on this sheet; these features are covered on topographic sheets "D" and "E" on a 1:20,000 scale. Heights of islands and rocks are ground elevations.

Two magnetic meridians are shown on this sheet at triangulation stations MAC and HATCH. The magnetic meridian at MAC is probably in error due to the proximity of a water tank north-west of the triangulation station. The tank is a cylindrical wooden structure with steel bands and is about 30 feet from the triangulation station.

Respectfully submitted,

J. C. Partington
Jr. Hydro. & Geod. Engineer.

Approved and forwarded,

E. W. Eickelberg,
Commanding Officer,
U.S.C. & G.S.S. EXPLORER.
# LIST OF TOPOGRAPHIC STATIONS

TO ACCOMPANY SHEET "G"

<table>
<thead>
<tr>
<th>OBJECT</th>
<th>LATITUDE</th>
<th>D.M.</th>
<th>LONGITUDE</th>
<th>D.P.</th>
<th>HEIGHT</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUG</td>
<td>55° 53'</td>
<td>560</td>
<td>131° 44'</td>
<td>163</td>
<td>(861)</td>
<td>Center of small rock</td>
</tr>
<tr>
<td>DAK</td>
<td>55° 53'</td>
<td>833</td>
<td>131° 45'</td>
<td>220</td>
<td>(824)</td>
<td>3 ft. south of Syble Point.</td>
</tr>
<tr>
<td>STIR</td>
<td>55° 53'</td>
<td>1212</td>
<td>131° 45'</td>
<td>391</td>
<td>(653)</td>
<td>Center of rocky islet.</td>
</tr>
<tr>
<td></td>
<td>785</td>
<td></td>
<td></td>
<td></td>
<td>(259)</td>
<td></td>
</tr>
<tr>
<td>CAB</td>
<td>55° 54'</td>
<td>1071</td>
<td>131° 46'</td>
<td>785</td>
<td></td>
<td>South gable of cabin.</td>
</tr>
<tr>
<td>PINK</td>
<td>55° 54'</td>
<td>(70)</td>
<td>131° 47'</td>
<td>391</td>
<td>(651)</td>
<td>South gable of red build-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ing on east dock.</td>
</tr>
<tr>
<td>RED</td>
<td>55° 54'</td>
<td>(80)</td>
<td>131° 47'</td>
<td>774</td>
<td>(268)</td>
<td>East gable of largest</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>cannery building.</td>
</tr>
</tbody>
</table>

Statute miles of shoreline = 19.6
This sheet has been examined and is approved.

E. W. Eickelberg,
Commanding Officer,
U.S.C. & G.S.S. EXPLORER.
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  

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"  

REGISTER NO. 4598  

State: ALASKA  

General locality: BERING CANAL  

Locality: YES BAY  

Scale: 1/10,000  
Date of survey: October, 1930  

Vessel: U.S.C. & G.S.S. EXPLORER  

Chief of Party: R. W. EICKELBERG  

Surveyed by: R. C. DORAN & J. C. PARTINGTON  

Inked by: J. C. PARTINGTON  

Heights in feet above High Water to ground: Approximate  

Instructions dated: March 7th, 1930  

Remarks:  

\[ \text{GPO} \]