**U.S. COAST AND GEODETIC SURVEY**
**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
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<tbody>
<tr>
<td>Field No.</td>
<td>&quot;L&quot;</td>
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<tr>
<td>Office No.</td>
<td>T-6926 a &amp; b</td>
</tr>
</tbody>
</table>

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>Alaska</th>
</tr>
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<tbody>
<tr>
<td>General locality</td>
<td>Icy Strait</td>
</tr>
<tr>
<td>Locality</td>
<td>Excursion Inlet</td>
</tr>
</tbody>
</table>

**1943**

**CHIEF OF PARTY**

- E. B. Roberts
- G. D. Meaney

**LIBRARY & ARCHIVES**

**DATE**

January 8, 1944
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.  

REGISTER No. 7-6926a

State  
ALASKA

General locality  
Icy Strait

Southeast Alaska

Locality  
Excursion Inlet

Bare Tassaford

Scale  
1 : 5000

Date of survey  
October 20 & 21, 1943

Vessel  
Motor Vessel PATTON

Chief of party  
C. D. Meany

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:  
Supplanted by print of plan on scale 1 inch = 100 feet.
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 Letter .... "L" ....

REGISTER NO.  T-6926b

State .............. SE Alaska

General locality ...... Excursion Inlet

Locality .............. Army Munitions Dock near P.A.F. Cannery

Scale .... 1:5000 .... Date of survey .... October 21, 1943

Vessel .............. M.V. E. LESTER JONES

Chief of Party ......... Elliott B. Roberts

Surveyed by .............. Raymond M. Stone

Inked 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: .......
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° 23.5' and Lat. 58° 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 plans-
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.

\[ J. C. Bose \]
Topographer

Approved and forwarded:

\[ C. D. Meany \]
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.
Original Instructions: Director's letter dated 15 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 Dec. Report for H-6856(1948)
Previous Surveys: Previous surveys were done in 1914.

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

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

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:

[Signatures]

Robert W. Bart
Chief, Surveys Branch

Chief, Division of Charts

[Signatures]

Chief, Section of Hydrography

Chief, Division of Coastal Surveys
Applied to chart 8302

6/9/44

8304

6/10/44

E.E.