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U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 2363

LOCALITY:

*St. Michael to Aphoon
Mouth, Coast of
Alaska.*

1898.

CHIEF OF PARTY:

J. F. Prady, Assistant.

2363

(Title and four pages)

Two pages of title.

JAN. 19. 1899. 01041

U. S. Coast and Geodetic Survey,
Henry S. Pritchett, Superintendent.

Hydrography,

St. Michael to Aphoon Mouth, Coast of Alaska.

by the
Party

In charge of J.F.Pratt, Assistant.

Begun July 19, 1898.

Ended Sept. 13, 1898.

Scale, $\frac{1}{80,000}$

Statute miles,

Nautical miles,

Observers: J.F.Pratt, G.R.Putnam, F.A.Young, A.L.Baldwin,
R.L.Faris, Assistants, R.E.Derickson, Aid.

Recorders: R.L.Faris, H.W.M.Edmonds, G.A.Huntley, C.Van Wyck.

Leadsman: W.Anderson, A.Hansen, C.Pollux, J.Johannsen, M.Eranct.

Statistics of Hydrography, St. Michael to Apnoon Entrance Sheet.

Date,	Letter,	Number of				Vessel.
		Vol.	Angles & Positions.	Soundings.	Miles Statute.	
1888. Aug. 1	brown A	11	24	384	16,5	St. Taku.
" 2	B	11	27	702	20,	" "
" 19	E	11	31	192	31,	" "
" 23	F	11	16	86	6	" "
Sept. 12	I	12	42	596	20,	" "
" 13	K	12	4	20	1,	" "
Total	6		144	1980	94,5	
Sept. 12	yellow B	15	36	147	45,	Str. Yukon.
Total	1		36	147	45,	
July 19	blue a	1	3	200	3,	Launch Alpha.
" 20	b	1	8	216	7,	"
" 28	e	1	10	177	5,	"
Total	3		21	593	15	
		Recapitulation.				
Str. Taku	6		144	1980	94,5	
" Yukon	1		36	147	45,	
L. Alpha	3		21	593	15,	
Grand Total	10		201	2720	154,5	8,0 sq. mi.

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Hydrography, St. Michael to Aphoon Mouth, Descriptive Report.

Navigation between St. Michael and the Aphoon Entrance.

This sheet covers the course of steamers between St. Michael and the Aphoon Entrance of the Yukon. As to the com^mer^{ce} entering ^hat mouth and the navigation at the entrance, reference may be had to the Descriptive Report for the Aphoon Entrance Sheet. The larger river steamboats go around the north of St. Michael Island and through the passage between that island and Stuart Island. They give the reefs, off Rock Point, a wide berth and after passing between the islands, a straight course is steered slightly to the westward of Point Romanoff, whose ~~the~~ hill ~~on which~~ (540 feet high) shows, in clear weather, ^{and} after leaving the Pass, as an island in the sea.

The high land of Romanoff stands well out to sea, from the higher hills in the coast range. After clearing the Pass, between Stuart and St. Michael Islands, a very broad level Flat commences and extends until a point somewhere between Pukmiktalik River and Pt. Romanoff is passed, over which, at extremely low tides, with N.E. winds, scarcely more than four feet can be carried. Owing to the protection, from heavy seas, offered by the great flats which extend for miles seaward, this passage is, in summer months, safe for the flat-bottomed steamboats that have to make this passage, although it is about 50 miles

along an open coast. During severe gales, protection may be sought in mouths of the Pikmiktalik and Pastoliak Rivers (for moderate sized boats) and under the lee of Stuart and St. Michael Islands. The most dangerous part of the passage, for river boats, is the fourteen miles around the north end of St. Michael Island, which is exposed to deep water swell from the north and northeast: this can be avoided by going through St. Michael Canal, which is the route usually taken by all the smaller craft and occasionally by some of the larger, but it is difficult for the latter, because of the rocks at the east entrance, the shoals at the west end and the sharp bends in the narrow portions of the Canal. Possibly one of the most immediately beneficial pieces of work that could be done for the Yukon commerce, from St. Michael, would be some improvement of this Canal

Coming north, from the Aphoon Entrance, after passing Pt. Romanoff, Crater Mountain, St. Michael Mt., Stevens Mt. and Stuart Mt., appear above the horizon and make excellent landmarks for navigating. Vessels can anchor in the little cove off Stebens (or AtroicB village when it is too rough for river boats to round the north end of St. Michael^h Island.

Driftwood.

Quantities of drift wood are found on the west end of St. Michael Island and on Stuart Island; much greater than on the shores ~~south of~~ of the Delta south^{of} the Passes: the fuel and in fact all

all the wood used by the Eskimos living between Rocky Point and Cape Prince of Wales is the drift wood carried by the north-westerly current from the Yukon River.

Bering's Sea Stream.

The foregoing confirm the Specific Gravity Observations, made in June 1898, by this party, which show that the water 90 miles N. W. from the Kussilvak Mouth is four fifths fresher than sea water and in the same locality drift wood was constantly encountered.

Control.

The control of this sheet is the astronomical determination, by the late Assistant Turner of St. Michael and a triangulation extending from there to the Aphoon Entrance, executed in 1898, together with a new base measurement and astronomical azimuth. The triangulation stations are shown in red.

Shoreline.

The shore line for four and one half miles N.E. of Canal Point is from a sextant reconnaissance by Mr. Derickson and from there to the west end of St Michael ~~the~~ land is from his sketch. The balance of the shoreline of Stuart and St. Michael Islands was furnished by the Office with this projection. It is probable that the shore line of the north side of Stuart Island should be shifted somewhat as indicated by the dotted red line, which is based on a tangent from Egg Island and on the single

trip of the Taku to this shore.

Soundings.

Some of the soundings on this sheet that were plotted from compass courses and bearings must be considered rather approximate in position; where such lines came near better determined ones, there has not been an attempt to use them.

Hills and Mountains.

The heights of the Hills and Mountains, given on the sheet are determined by vertical angles, in feet, above sea level, from Camp Eccentric Station.

Assistant, Chief of party.

NAUTICAL CHARTS BRANCH

SURVEY NO. H.2363

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
1956	<i>Reconst. 9380</i>	G. H. E	Before After Verification and Review <i>5710</i>
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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.