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Diag. Cht. No. 8152-1 & 8102-1

Treasury Department,  
U. S. COAST AND GEODETIC SURVEY.

*O. N. Tittmann*  
Superintendent.

State: *Alaska*

U. S. C. & G. SURVEY,  
LIBRARY AND ARCHIVES,  
SEP 26 1905  
Acc. No.

DESCRIPTIVE REPORT.

*Hyd* Sheet No. *2757a*

LOCALITY:

*Clarence Strait,*  
*Lyman Anchorage.*

*1905*

CHIEF OF PARTY:

*C. F. Dickins, Comdr.*

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SEP 26 1905

Acc. No.

LYMAN ANCHORAGE, situated on the S.W. side of Clarence Strait, about six miles W.N.W. from Street Island and about four miles S.x W. from Ship Island, is an open bight about a mile in width at its entrance and about  $3/4$  of a mile in depth. It is well sheltered from all Southerly winds but is open to the Northward.

At the South end of the bight there is a small narrow arm extending inland for about half a mile in which a perfectly secure anchorage can be found for small craft.

HADLEY, the town at the head of the bight, is the headquarters of the Brown Alaska Mining Company, here they have their smelter, ore bunkers, saw-mill, store, hotel, office and other buildings, the mines are in the hills about two miles inland and are connected with the village by both an elevated and surface tramway.

LYMAN ROCK, swash at lowest tides, lies on the western side of the Anchorage, about 450 yards W.x N. from the outer end of wharf and about 300 yards N. $3/4$  W. from Saw-mill Point, about 30 yards to the North-west there is a sunken rock with four feet over it and about the same distance to the Eastward there is another rock with eight feet over it, there is said to be a three fathom spot between this rock and the end of the wharf but we could not find it.

About 120 yards to the North-west of Lyman Rock there is a shoal with 12 feet over it and between this shoal and the rock there is a small spar buoy, which is kept up by the Hadley people.

About 200 yards off Lyman Point, on Eastern side of entrance, there is a rocky shoal with six feet of water over it, it is about 50 yards in extent and there is from 5 to 9 fathoms between it and the point and it drops off to 18 fathoms immediately on the outer side of the shoal.

( Lyman Anchorage, 2 )

Off Figgins Point, on the West side of entrance, there is a rocky ledge, which covers at high water, extending out about 150 yards with deep water immediately outside of it.

In entering the Anchorage, from either direction, keep at least  $1/4$  of a mile off shore and head in for the wharf this will avoid all dangers, There is about 30 feet of water on the outer face of the wharf but it shoals up rapidly along the sides, they are planning to extend the wharf into deeper water at an early date.

The best anchorage for moderate sized vessels is from 100 to 200 yards off the outer end of the wharf in from 14 to 16 fathoms, sticky bottom.

As a good many large steamers now stop in at Hadley and there will be much more commerce when the smelter starts, probably within a month or two, I respectfully recommend that buoys be placed to mark Lyman Rock and the shoal off Lyman Point and suggest that this latter point be called Hadley Point.

Have not inked the compass blossom on this sheet for the reason that we had no way of orienting the survey except by the published sheet and concluded it could be done much closer and better in the Office where they can use the original sheet.

Respectfully submitted,

*E. L. Dickins*

Assistant C. & G. Survey,

Commanding.

Sheet 2757 a & b

Skowl Arm & Lipman Anchorage

In many cases the end of one line and the beginning of the next line is determined by the same position angles. The boat turned from one direction to another without any break in the time, and sometimes there is a loss of time noted, in either case it is impossible to determine when and where the <sup>line</sup> ~~beginning~~ <sup>ends</sup> off from the records. One important position is left without angles to determine it. A rock seems to determine the end of the line, and the end of the line determines the location of the rock. A note refers to a boat sheet, but the boat sheet

has not been received in the  
archives.

Otherwise the work seems to be  
well executed

J. C. Linn

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DESCRIPTIVE REPORT.

*Hydrog* Sheet No. *2757b*

LOCALITY:

*Clarence Strait*

*McKenzie Inlet*

1905

CHIEF OF PARTY:

*"E. F. Dickins, Comdg"*

2757b

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**Mc Kenzie Inlet:**

Is the South branch of Skowl Arm and extends about 5 miles in a S.E.x S. direction with an average width of about  $\frac{3}{8}$  of a mile. Off the North-east of the entrance lies a rocky ledge, (which we have named "Omar Ledge") the summit of which never covers, it bears  $W.1\frac{1}{2} N.$  (mag) distant 1100 yards from "Khayyam Point" (which we also named), about half way between it and the point there is a reek awash at low tide with deep water all round it, and about  $\frac{5}{8}$  of a mile S.E.x S.  $1\frac{1}{4} S.$  (mag) and about 300 yards off shore there is still another shoal the summit of which is awash at low tide.

About a mile inside the entrance there are two round wooded islands, lying abreast of each other, the channel leads between these islands and kelp extends from the islands a short distance into the channel, which is rather narrow, but a careful mid-channel course leads though in safety, the least mid-channel depth we found was 10 fathoms, After passing the islands the Inlet is deep and free of dangers, a good anchorage will be found abreast of "Peaceek Island" and just above the small wooded islet lying close to the West shore, about 300 yards below the wharf in from 7 to 9 fathoms, soft bottom. A good sized stream of water enters at the head of the Inlet.

The "Omar Mining Company" have their wharf, ore bunkers and other buildings at the head of the Inlet and have a tram-way up to their mine which is about three miles inland.

**Sailing Directions:**

A mid-channel course up Skowl Arm is free of all dangers, when about abreast of Kasaan Village and the Inlet opens between the two islands at its entrance, steer S.E.x S. keeping a careful mid-channel course between the islands and after passing

(Mc Kenzie Inlet, 2 )

them the Inlet is deep and free of dangers and a midchannel course is clear to the anchorage, which is about 300 yards below the Omar Mining Company's wharf, in from 7 to 9 fathoms soft bottom. There is about 16 feet of water along-side the outer face of the wharf at low tide.

Just East of "Khayyam Point" there is a small indentation or bay, about a mile in depth and about  $3/8$  of a mile in width, at the head of which there is a Salmon Saltery. In entering this bay keep about 300 yards to the Eastward of "Khayyam Point" and steer E.S.E. for the Saltery a good anchorage will be found about 150 yards off the wharf in from 6 to 8 fathoms soft bottom. The Saltery is owned by Mr Thomson but he had never heard of any name for the bay.

Respectfully submitted,

*E. L. Dickins*

Assistant C. & G. Survey,

Commanding.