

2764

Diag. Chart No. 8551-1 & 8552

83
SHA
2764
1906

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES,
MAR 26 1907
REG. No.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Fittmann
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Nyxc Sheet No. *2764*

LOCALITY:

*Cape Clear to
Cape Resurrection
Reconnaissance*

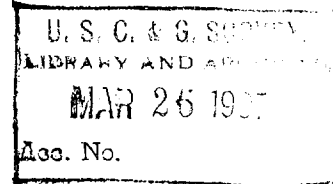
1906

CHIEF OF PARTY:

W. C. Hodgkins

2764

2764



Descriptive Report
to accompany Hydrographic Sheet No. 2764
Reconnaissance, Cape Cleare to Cape Resurrection, Alaska
1905

The information given on this sheet is of a general and preliminary nature, consisting of a sketch of the shore line as seen from a distance of several miles and of soundings made in the course of trips between Montague Strait and Resurrection Bay.

The relative positions of the headlands and of other points capable of identification were approximately fixed by bearings and sextant angles and the shore line was sketched as carefully as its distance permitted, but the delineation of the coast can be considered only a rough approximation.

The soundings are believed to be located with sufficient precision and to give sufficient information for the ordinary needs of navigation considering the depth of the water throughout the area examined.

The passages into Prince William Sound, between Cape Puget and Cape Cleare, are indicated on this sheet but will be considered in the report to accompany Hydrographic Sheet No. 2807, the present report being devoted exclusively to the off shore work.

The general aspect of this coast is bold, rugged, and forbidding. The headlands rise abruptly in high cliffs and steep, rocky slopes and are bordered by a fringe of broken fragments and pinnacle rocks. The country back from the shore is composed of high, snowy mountains.

The heavy swell which generally runs here dashes in heavy surf upon this inhospitable shore and only upon rare occasions of unusually calm weather is it possible to make a landing, except in the shelter of some cove or under the lee of some island or reef.

No evidence was seen of any reefs lying far enough off shore to make them a danger to careful navigators except in the vicinity of Danger Island, off the southern end of Latouche Island, and on the opposite side of the strait, off the southwestern points of Montague Island. From these latter points, reefs seem to extend for a distance of about a quarter of a mile while Danger Island is surrounded by an extensive area of foul ground, which extends to Latouche Island. Danger Island is very low and flat, the higher parts being covered with spruce trees while the lower parts are nothing but salt marsh. At night or in thick weather, the island is hard to distinguish from the offing, on account of its being so low and being seen projected against the great bulk of Latouche Island, immediately behind it. A vessel whose position is not definitely known should not approach it within the thirty fathom curve, and the same may be said of the Montague Island shore, as the banks are bold-to.

The most southern tree on Danger Island was stripped of most of its branches and had a number of cross boards nailed upon it, these boards and the trunk of the tree being covered with white cloth. This made an excellent landmark.

The whole area of sea bottom included on this sheet is part of the great plateau of glacial mud which fills this part of the Gulf of Alaska. The depth on this great bank varies from 50 fathoms, or less, to 100 fathoms, or more. the bottom is usually composed of a tenacious clay-like mud, of varying tints of bluish, brownish, or greenish gray. Pebbles and broken shells are sometimes found and fine black or gray specks are quite common.

The nearest settlement of any importance is Seward, on Resurrection Bay, the starting point for the building of the Alaska Central Railway, which is projected to extend to the vicinity of Fairbanks, on the Tanana River and which has actually been completed for some forty miles from Seward.

At Seward moderate amounts of provisions can be purchased, also kerosene oil and sometimes coal in small lots. Fresh water is laid on to the wharf.

There is a small settlement at the copper mine on Latouche Island, which will be further referred to in connection with Hydrographic Sheet No. 2807.

There are in this region none of the aids to navigation or other facilities which are ordinarily to be looked for in more settled countries.

W. C. Hodgkins

Report.

Oct 14, 1908

Hydrographic Sheet No. 2764

Assistant Hodgkins reports that there are no records for this sheet. However Asst. Denson turned in a sounding book for one line of soundings, plotted on this sheet in the field. This as plotted was found to be much in error. It was replotted by F. C. Dorn and the soundings inked in red, the soundings as plotted in the field being erased.

There being no records for the rest of the sheet, it cannot, of course, be verified.

Geo. L. Flower
Chief Draftsman

Note - June 17, 1919.

This was a purely graphic reconnaissance similar to preliminary plane table work, whence the absence of records.

W. C. Hodgkins