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Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*O. A. Tutsmann*  
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

Sheet No. *2787*

LOCALITY:

*Cordova Bay, Prince  
of Wales Island  
S.E. Alaska*

1905

CHIEF OF PARTY:

*B. J. Dickins*

*Sailing Directions*

2787

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DESCRIPTIVE REPORT

CORDOVA BAY, PRINCE OF WALES ISLAND.

S. E. ALASKA.

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Scale  $\frac{1}{20,000}$

SURVEYED BY PARTY ON STEAMER GEDNEY

E. F. DICKINS, COMMANDING.

JUNE 1905.

CORDOVA BAY has its entrance on the North side of Dixon Entrance between Cape Muzen and Point Marsh, a distance of about 12 miles, and extends in a general Northerly direction for about 35 miles. The bay proper, the average width of which is about 3-1/2 miles, ends at Lime Point about 20 miles above the entrance, the upper part being called Hetta Inlet. The shores are rugged and densely timbered. At present there are no settlements of any kind on Cordova Bay, and the only commerce it has are the vessels passing through enroute to Hunter Bay and Hetta Inlet.

DEWEY ROCKS are a cluster of about half a dozen small bare rocks, the largest being about 25 feet elevation. They lie about 6 miles W x S (magnetic) from Point Marsh, and do not cover more than 1/4 of a mile area. There seem to be no outlying dangers.

BARRIER ISLANDS are quite an extensive group of timbered islands of all shapes and sizes, lying about 1-1/2 miles to the Northward of Dewey Rocks, and extending to the Eastward towards Point Mexico and the entrance to Hunter Bay. There is said to be a channel between them and Point Mexico which is used by the mail boat and small steamers bound for Hunter Bay Cannery, but the larger steamers bound for that place go to the Westward and Northward of the Barrier Islands. This locality has not been examined and should not be navigated without the assistance of a pilot.

ROUND ISLAND is the name we have applied to the Westernmost of the Barrier Islands. It should not be approached too close as there are several rocks, which are awash at half tide, lying about 1/4 of a mile off shore.

BOAT ROCKS are two small bare rocks about 15 feet in elevation, lying to the Northward of the Barrier Islands and N.N.W. (magnetic) distant about 2-3/4 miles from Round Island.

BIRD ROCKS are two bare rocks, the largest one being about 25 feet elevation, lying in the bight between Barrier Islands and Shipwreck Point about 3-5/8 miles N 1/2 W (magnetic) from Boat Rocks.

SHIP ISLANDS are a group of small timbered islands lying about half a mile off Shipwreck Point on the Eastern side of the Bay. There is a channel between them and the Point which we used in the "Gadney"

KASSA INLET has its entrance on the Eastern side of the Bay just above the Ship Islands. It is about half a mile in width and seems to extend some distance to the Northward and Eastward, but we did not have time to examine it. We found a good anchorage in a little cove on the South side of the Inlet about two miles above its entrance and established a tide-gauge there

POINT WEBSTER is a heavily timbered point on the East side of the Bay about 12 miles above Round Island. There are a number of outlying rocks and reefs along the shore in this vicinity, which should not be approached nearer than half a mile.

HASSIAH INLET has its entrance on the Eastern side of the Bay about 2 miles above Point Webster. We found a perfectly landlocked anchorage easy of access, in the Southeast arm of the Inlet, in from 10 to 12 fathoms with soft bottom. We had a tide-gauge at this place. In entering, we kept to the North of Mabel Island rounding the point about a quarter of a mile off shore and steering about S.E. x E. 1/4 E. (mag) making a mid-channel course passing to the Eastward of Helen Island, and anchoring in about the middle of the Southeast arm of the Inlet in from 10 to 12 fms. soft bottom.

NUTQUA INLET has its entrance on the East side of the Bay just South of Lime Point. It is about 2 miles in width at its mouth, and seems to be quite an extensive inlet but it has not been examined.

LIME POINT is the dividing point between Cordova Bay, Hetta and Nutqua Inlets, and probably derived its name from the bird lime on the outer extremity of the point, which shows white and makes it quite a prominent landmark when coming up the Bay. About a quarter of a mile off the Southern extremity of the point, in the entrance to Nutqua Inlet, there is quite a prominent white rock about 20 feet in elevation.

LONG ISLAND on the Western shore of the Bay, between Kaigahnee and Tlevak Straits, is thickly wooded, and rises to an elevation of about 1500 feet. It is quite a prominent feature from Dixon Entrance. Its Eastern shore is very rugged and broken with a number of outlying islets and rocks but none of them are more than half a mile off shore. There are also a number of indentations in the shore and probably some good anchorages. The largest inlet is situated about the center of the island, and is about a mile in width at its entrance and about 3 miles in depth. It is apparently free from dangers, but was not carefully examined. We anchored over night with the "Gedney" near the head of the inlet in 13 fathoms, soft bottom. We named the Inlet after Coning our ship's writer who was drowned by the capsizing of a whale boat.

TLEVAK STRAIT has its entrance on the Western side of the Bay, between Long and Sukkwan Islands. It is about 3 miles in width at its mouth and extends in a N W x W direction, but we had no time to examine it.

JACKSON ISLAND lies on the Western side of the Bay just off the entrance to Tlevak Strait. It is about a mile in length North and South and about half a mile in width; it is several hundred feet in elevation and is heavily timbered. There is said to be a good anchorage to the North of the Island.

LACEY ISLAND is a small wooded islet on the Western side of the Bay about a mile to the Eastward of Jackson Island. It should not be approached too close as there seems to be foul ground around it.

MELLEN ROCK is a small bare rock about 50 feet in extent and about 12 feet in elevation. It lies about 3/4 of a mile off the Western shore of the Bay and bears S 1/4 W (mag) distant 2 miles from Lime Point.

SUKKWAN ISLAND on the Western shore of the Bay between Tlevak and Sukkwan Straits, is thickly wooded, and rises to an elevation of from 1500 to 2000 feet. Its Eastern shore is rugged and broken with a number of outlying islets and rocks, but none except Mellen Rock are more than half a mile off shore.

*E. L. Dickins  
Assistant C. & G. Surveyor  
Chief of Party*

SAILING DIRECTIONS FOR CORDOVA BAY AND HETTA INLET, S.E. ALASKA.

In coming from the Eastward, pass Marsh Point Reef at least  $\frac{3}{4}$  of a mile off and steer  $W \frac{1}{2} S$  (mag) for  $6\text{-}\frac{1}{2}$  miles; this will pass about half a mile to the South of the Dewey Rocks, then steer  $N.W. \times W. \frac{3}{8} W.$  (mag) for  $2\text{-}\frac{1}{4}$  miles, passing the extreme Western point of Round Island at least  $\frac{3}{4}$  of a mile off, to avoid the outlying rocks which lie over  $\frac{1}{4}$  of a mile off and <sup>are</sup> ~~are~~ covered at half tide. From Round Island to Lacey Island keep a mid-channel course  $N.W. \frac{3}{8} W.$  (mag) for 13 miles; this should bring Lacey Island abeam  $1\text{-}\frac{1}{4}$  miles off. Then steer  $N.W. \times N. \frac{5}{8} N.$  (mag) for  $4\text{-}\frac{1}{8}$  miles, passing about  $\frac{1}{2}$  mile to the Eastward of Mellen Rock, bringing Lime Point abeam about half a mile off; then steer  $N.N.W.$  (mag) for 5 miles for Copper City Point. This course is nearing the bold East shore to within  $\frac{1}{3}$  of a mile, and the distance off when abeam of Copper City should be  $\frac{3}{4}$  of a mile. Then steer  $N \times W$  (mag) for  $2\text{-}\frac{1}{2}$  miles, bringing Hetta Point abeam about half a mile off: then steer  $N.W. \times W.$  (mag) about  $3\text{-}\frac{3}{4}$  miles until Corbin Point is abeam about  $\frac{1}{8}$  of a mile off, then steer  $N.W. \times N. \frac{1}{4} N.$  (mag) about  $2\text{-}\frac{1}{8}$  miles passing through the channel East of Jumbo Island and about 150 yards to West of Dell Island until the North tangent of Dell Island is abeam, then steer  $N. \times E. \frac{1}{8} E.$  (mag) for about  $1\text{-}\frac{1}{2}$  miles and anchor about  $\frac{1}{8}$  of a mile off the Sulzer Landing in from 14 to 16 fathoms, soft bottom.



If bound for COPPER HARBOR, when a half mile off Hetta Point steer N.W. x W (mag) for 2 miles, which will bring you abreast of the entrance to the harbor about  $\frac{1}{4}$  of a mile off; then steer N.E. x E.  $\frac{1}{8}$  E. (mag) for  $1\frac{1}{8}$  miles to the smelter wharf, or anchor on the South side of the harbor opposite the wharf in from 18 to 20 fathoms, soft bottom.

If bound for DEER BAY, from  $\frac{1}{8}$  of a mile off Corbin Point steer W x S  $\frac{1}{4}$  S. for  $\frac{3}{4}$  of a mile well into the entrance, then steer W x N  $\frac{1}{2}$  N. for about  $\frac{1}{4}$  mile to anchorage in from 12 to 14 fathoms, soft bottom.

Above Sulzer the Inlet is not navigable except for small launches and boats by way of Sulzer Passage on the North side of Gould Island, but care should be exercised for the channel is foul. Gould Passage on the South side of the island is very narrow and runs dry at half tide.

Cordova Bay and Hetta Inlet  
Sheets "A" & "B"

Observers.

C.F. Deichman, C.C.  
Wm. G. Insley, Mate.

Recorders.

C. H. Halliday, Asst. Surg.

Coxswain of Launch.

Wm. Sikemeyer, M.A.A. 1st cl.

Tide Observers.

A. G. Janse,	Seaman
P. H. Coning,	Chief Writer
Robert Hill,	Q.M. 3rd cl.
H. Hanson,	Q.M. 3rd cl.
A. Johnson,	Q.M. 3rd cl.

Leadsman.

Torger Underberg,	Seaman
August Hultgren,	Seaman
Carl Johansen,	Seaman.

1905.	Letter	Book	Soundings	Angles	Miles	Vessel
June 14	a	1	310	73	21.0	Launch 27
June 15	b	1	406	62	18.0	" 27
June 16	c	1	197	62	16.5	" 27
June 17	d	1	111	30	17.5	" 27
June 19	e	1	206	102	22.5	" 27
June 20	f	2	211	68	14.0	" 27
June 21	g	2	134	60	20.0	" 27
June 22	h	2	124	74	20.0	" 27
June 23	i	2	190	88	15.0	" 27
June 24	j	2	158	90	22.0	" 27
June 26	k	2	129	78	21.5	" 27
June 27	l	3	346	98	16.0	" 27
June 27	m	3	251	84	21.0	" 27
June 30	n	3	53	68	10.0	" 27
July 1	o	3	124	90	21.0	" 27
July 3	p	3	101	48	20.0	" 27
July 4	q	3	145	74	25.5	" 27
July 5	r	3	71	50	20.0	" 27
July 6	s	4	63	48	16.0	" 27
TOTAL			3330	1347	357.5	

Department of Commerce and Labor

Sheet 2787 and 2788

Cordova Bay and Hella Inlet

The field work is good. As the plan of reference used differed from that determined by the Tidal Division, it was necessary to change a majority of the soundings either in part or as a whole.

It was found necessary to change the plotting of the passage West of Jumbo Island, but as the change was based on the most probable location of two protracted positions end of line 68<sup>a</sup> and beginning of line 69<sup>a</sup> the original plotting was retained and a subsketch made reflecting the angles for those two positions, and locating both near Rudic which gives the development as shown in subsketch.

A replotting of a part off the West end of Gould Island, made a change seemingly for the better:

The curves in many places were changed to agree better with the soundings.

March 7 1906 J. C. Down.



2788

COAST AND GEODETIC SURVEY,  
DEPARTMENT OF COMMERCE AND LABOR,  
FEB 13 1906  
No. 70.

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

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*O. A. Gussmann*  
Superintendent.

State: *Alaska*

DESCRIPTIVE REPORT.

*Hyd.* Sheet No. *2788*

LOCALITY:

*Beva Inlet,*  
*Prince of Wales Island*  
*S.E. Alaska*

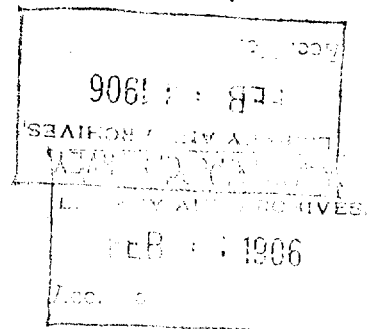
1905

CHIEF OF PARTY:

*E. A. Dickins*

8822

2788



DESCRIPTIVE REPORT

HETTA INLET, PRINCE OF WALES ISLAND,  
S.E. ALASKA.

Scale  $\frac{1}{20,000}$

SURVEYED BY PARTY ON STEAMER GEDNEY

E.F.DICKINS, COMMANDING.

JUNE 1905.

HETTA INLET is the name applied to the upper part of Cordova Bay, from Lime Point Northward, for a distance of 17-1/2 miles to its head, where there is a rough trail or portage across to Cholmondeley Sound a distance of about 4 miles. The Mail for Sulzer and Coppermount is brought across this portage once a week. The hills and ridges on both sides of the Inlet are heavily timbered.

COPPER CITY is located on the East side of the Inlet about 5 miles above Lime Point, and consists of a cluster of about half a dozen houses belonging to a Copper Mining Co. At present the mine is idle and the property in charge of a watchman. Anchorage can be found about 1/8 mile off the beach directly in front of the buildings in from 16 to 20 fathoms, but the holding ground is not good.

HETTAH is an Indian village on the Eastern side of the Inlet about 2-1/4 miles above Copper City, and consists of a collection of about a dozen shacks located on the point and in the bight. There is said to be quite a fresh water lake a short distance inland from the head of the bight. This is quite a resort for salmon and during the fishing season the Klawak Cannery Co. employ the Indians, furnishing them with nets and boats, and keeping a steam tug employed transporting the salmon caught to their cannery at Klawak, a distance of about 50 miles. An anchorage can be obtained in the bight off the village but the holding ground is not good.

COPPER HARBOR is an indentation on the Eastern side of the Inlet about 11 miles above Lime Point. It is about a mile in depth by a quarter of a mile in width. At the head of the bight is located the works of the Alaska Copper Company, consisting of a smelter, saw-mill, store, post-office and hotel.

They have a weekly mail from Ketchikan, and occasional steamers from Seattle and elsewhere with supplies for the mine. There is a good wharf and fresh water can be obtained from hydrant on the wharf. The mine is located on the South slope of Copper Mountain about a mile from and about 3000 feet above the wharf, and is connected with the smelter by an aerial tram. They had about 80 men employed about the mine and works, and their ore bunkers were full of ore. I have been informed that their smelter started up shortly after our departure.

COPPER MOUNTAIN is quite a prominent peak of about 3850 feet elevation and situated about a mile and a half to the Northward of Copper Harbor. It is bare of timber above 2000 feet elevation. The Mountain was cloud-capped during our stay in the vicinity so we had no opportunity to determine its position. There are a number of fresh water lakes around the Mountain, and the saw-mill, tramway and dynamo at the mine are run by water power obtained from one of the lakes.

CORBIN-MINE is a Copper mine located on the Eastern shore of the Inlet about 1-1/2 miles above the entrance to Copper Harbor. They have a surface tram from their wharf to the mine, a distance of about 1/8 of a mile. They had a few men employed taking out ore which was shipped on lighters to the smelter at Copper Harbor.

JUMBO ISLAND is situated in the middle of the Inlet about 2-1/3 miles above the entrance to Copper Harbor. It is about half a mile in length by a quarter of a mile in width and is densely wooded. The channels on either side of the Island are about 300 yards wide but the one on the West side of the Island is not recommended.

3

DELL ISLAND is a small round wooded island about 100 yards in diameter lying close to the Eastern shore about 1-1/4 miles above Jumbo Island.

The channel inside the Island is about 50 yards in width and apparently free of dangers but we do not recommend its use except for small craft.

SULZER on the North side of the Inlet, about 5-1/2 miles above the entrance to Copper Harbor is named after Congressman Sulzer of New York, and is the Headquarters of a number of mines scattered around the slopes of Copper Mountain on which nothing but development work is being done at present. The Village consists of a general merchandise store and a few dwellings. They have a weekly mail from Ketchikan by way of the portage, and occasional steamers from Seattle and elsewhere with supplies.

GOULD ISLAND is about 5-1/2 miles above the entrance to Copper Harbor. It is about a mile in length by a half mile in width, and practically closes up the Inlet, leaving only a narrow passage on each side. The Island is densely wooded and there is said to be some good copper claims on it. Gould Passage on the South side of the Island is very narrow and runs dry about half tide. Sulzer Passage on the North side of the Island is navigable for small launches and boats, but is foul for about a mile above Sulzer and care should be taken in using it.

PORTAGE BAY is the local name applied to the portion of the Inlet above Gould Id. From the head of this there is a very poor trail across to the head of Cholmondeley Sound, a distance of about 4 miles, which is used by foot travelers and by the mail carrier once a week, who packs the mail on his back during the Summer months and on a small hand sled when the snow is on the ground during the Winter.



SUKKWAN STRAIT has its entrance on the Western side of the Inlet about 5 miles above Lime Point. It is about a mile wide at its entrance and extends in a Northwesterly direction. The Western shore of the Inlet above the Strait is generally bold and apparently free from outlying dangers.

DEER BAY is on the Western side of the Inlet about 2-1/2 miles above the entrance to Copper Harbor. It is about 3/4 of a mile in length by about a quarter of a mile in width and affords a good sheltered anchorage in about the center of the Bay in from 14 to 16 fathoms, soft bottom. There is no one residing on the Bay at present but on the North shore inside the island there are a couple of shacks which were formerly used as a saltery.

*E. J. Dickins  
 Assistant U. S. Surveyor  
 Chief of Party*

*2*

1504

Report  
on  
Hydrographic Sheet  
Nos. 2787 and 2788.  
Cordova Bay and Hetta Inlet,  
Prince of Wales Island,  
S.E. Alaska.  
Assistant Dickins  
1906.

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The field work is good. As the plane of reference used differed from that determined by the Tidal Division, it was necessary to change a majority of the soundings either in part or as a whole.

It was found necessary to change the plotting of the passage west of Jumbo Island, but as the change was based on the most probable location of two protracted positions end of line 68a and beginning of line 69a, the original plotting was retained and a subsketch made rejecting the angles for those two positions and locating both near "Rud"  $\odot$  which gives the development as shown in subsketch.

A replotting of a part off the west end of Gould Island made a change seemingly for the better.

The curves in many places were changed to agree better with the soundings.

3/7/06.

F.C. Donn (Signed).