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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

J. H. Tittmann
Superintendent.

State: *Washington*

DESCRIPTIVE REPORT.

Topographic Sheet No. 3055

LOCALITY:

*United States and Canada
Boundary Survey, Stuart
Island, Turn Pt., Boundary
Ref. Monument*

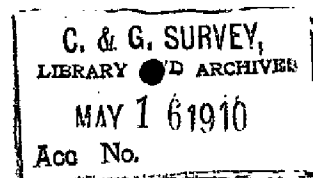
1909

CHIEF OF PARTY:

Fremont Morse

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COAST AND
GEOD. SURVEY
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Assistant in Charge



Descriptive Report to accompany Topographic Sheet entitled,
"Topography in the Vicinity of the Turn Pt. Boundary Reference
Monument, Stuart Island, Washington."

The water boundary between the United States and Canada in
Haro Strait makes a turn at a point midway between Turn Pt., on
the Northwest end of Stuart Island, and Pt. Fairfax, on the South-
east end of Moresby Island, and it was as a reference mark for this
turning point that the monument was erected on Turn Pt.

There is a stake light and a fog signal on Turn Pt.; but as
the light is set up on a post, it was not considered sufficiently
permanent to come under the head of existing light houses, which,
according to the agreement of the Commissioners, were to be used as
reference marks.

The light stands close to the edge of the bluff at the ex-
tremity of the point, and as it was deemed certain that if a per-
manent light house is erected later it will not be placed any
closer to the edge of the bluff, and a monument placed outside
the present location of the light will not in any way interfere
with subsequent building operations, a site for the monument was
selected close beside the present light and nearer the point. As
the light had already been connected with the triangulation of the
Strait nothing more than the measurement of a direction and the
distance from the light was necessary for the determination of the
geographical position of the monument.

The light house equipment consists of a stake light, a trumpet

fog signal house, a double keepers dwelling, a barn and outhouses. On the North side of the point there is a comparatively flat shelf of rock below the bluff, and here a long boom rigged out from shore and supported on a concrete pier and by a topping lift attached to one of the trees on the bank above, serves as a mooring place for the small gasoline launch and row boats belonging to the station. A flight of steps leads down the bluff and to the landing. On the West side of the point there is a similar shelf of rock with an inclined tramway leading down to it, and it is here that the supplies for the station are usually landed. Ordinarily a landing can be made on one side or the other of the point, though not in stormy weather. All through the Summer months the launch above referred to is kept at the boom, but in Winter it is hauled out and stored in a boat house standing in the mouth of the first gulch South from the point, and not shown on the sheet.

A high, precipitous and rocky bluff South of the point is the most striking feature shown on the sheet. There is deep water close up to it, and a ship of the deepest draft could lie alongside the base of it.

A path leading from the light house over the hill to Prevost Harbor is shown on the sheet. The distance by this trail to the landing is about a mile and a half, and to the Post Office a mile. A daily mail, except Sundays, and a school in the neighborhood make this light station much less isolated than such stations usually are.

As already indicated the monument can be reached from the water side in ordinary weather by boat. It may also be reached by taking the mail boat from Bellingham. to Prevost Harbor.

Fremont Moise,

Assistant, C. & G. Survey,

Chief of Party, U.S. & C.B.S.