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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: _____

11-5613

DESCRIPTIVE REPORT.

Top Sheet No. *3549.*

LOCALITY:

191

CHIEF OF PARTY:

3549

TOPOGRAPHIC SHEET #3549

of

NORTH COAST OF PRINCE OF WALES ISLAND.

from Pt. Baker to Pt. Colpoys.
Alaska

by

WIRE DRAG PARTY NO. 4

L.O. Colbert, Chief of Party.

Harry Leypoldt, Topographer.

Charles Shaw, Topographer.

Scale 1-20000 ~~map~~ Season, 1915.

*Heights in feet of tops of trees
above high water.*

Contours interval 100 feet

3549

DESCRIPTIVE REPORT

To Accompany

TOPOGRAPHIC SHEET No. 3549.

-oOo-

Harry Leypoldt, Assistant,
Charles Shaw, Deck Officer.
Topographers.

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D E S C R I P T I V E R E P O R T

To Accompany

TOPOGRAPHIC SHEET No. 3549

-oOo-

This sheet extends from the eastern point of the small bay lying about one mile eastward from Point Baker to Point Colpoys, the northeastern point of Prince of Wales Island, where Sumner Strait meets Clarence Strait. Red Bay was not resurveyed, as the present chart conforms well with the shoreline as observed in a number of trips into the bay.

The shore is low, with rocky ledges extending off about 100 meters at low water in places. At the heads of bights, sand and gravel beaches are frequent, with mud near the creeks. Kelp fringes the shore almost unbrokenly throughout the length of the sheet.

From close inshore, the various points assume an almost identical appearance, and, depending on position, appear as a succession of low, sloping headlands. The distinctive feature shown on this sheet is Red Bay Mountain, height 3,020 feet. The upper part is bare and has a gray appearance. Mt. Calder, not on sheet, and located to the southward, is visible from this part of Sumner Strait, but is very different in contour from Red Bay Mountain and they are not likely to be confused, although their structure is probably the same. These peaks are useful in navigating with the small gas boats,

which are plentiful in this region. In coming from Wrangell, after passing Vichnefski ~~Rock~~, heading for Mt. Calder, will take you clear of McArthur Reef and, continuing the same course, takes you off the entrance to Red Bay, which is somewhat difficult to pick out at night. Red Bay Mountain, together with the Eye Opener Light, form good marks for finding the entrance to Red Bay.

The regular steamer track leads well offshore in this vicinity and no inshore dangers are important, except for the small gasboats, which hold inshore at times to get favorable eddies. The best policy to follow is to keep outside the limit of the kelp, as the depth increases rapidly.

Temporary anchorage may be found off signal East Base in 12 to 15 fathoms fair holding bottom. In heavy weather this anchorage is too exposed, and Totem Bay across the Strait affords shelter, but is difficult of entry. Just abreast and to the ^{we}~~east~~ward of the fish trap near signal Rik, is a good temporary anchorage in 8 fathoms, soft bottom. A reef makes out from the small island to eastward and should be avoided. Port Protection forms the only secure anchorage in heavy weather in this vicinity.

The lower hills are densely wooded with hemlock, spruce, pine and yellow cedar, with considerable underbrush. Second growth timber is prominent in some places. The higher ridges are bare, as shown on sheet.

Commercially, this is a fairly important region, due to the presence of fish traps and marble quarries. A quarry

is being operated in Red Bay, as shown on sheet, by the Vermont Marble Company, who operate quarries at Tokeen, West Coast Prince of Wales Island, and in Vermont.

The tramways shown between Red Bay and Point Colpoys, lead from the beach to marble prospects of the same company. Due to the narrow, winding shoal channel into Red Bay, the marble is placed on lighters and towed out of the bay and then loaded into barges. The Vermont Marble Company is operating on a small scale, as this was the first season quarrying in this vicinity, but the venture has gone well beyond the prospecting stage.

There is no dock in Red Bay. A small landing-float, not connected with the shore, is moored about 50 meters off the general store and bunk house ^{which are} located as shown.

The fish trap near signal Rik, in the cove locally known as Buster Bay, was a commercial failure as it was about 100 feet too short in length, the current holding the fish off shore at this point. The disheartening feature for the cannery was to see seine boats fishing just off the trap and load their boats in a short time. The trap is owned and operated by the Alaska Sanitary Canning Company, located at Wrangell, Alaska.

The two traps near Point Colpoys were fishing for the Lake Bay Cannery. The one nearest Point Colpoys was driven to prevent other companies from driving here and did not fish well, but the other trap fished exceedingly well this past summer.

Currents in Sumner Strait were very peculiar, apparently following no definite rule, with the exception that if the main current in the deeper water was unfavorable for progress closer inshore, a favorable eddy would usually be found, often running in the same direction for two tides. The current would average about $1\frac{1}{2}$ knots at its height.

The mail facilities depend on the small launch UNCLE DAN, which delivers mail and freight for the West Coast, Prince of Wales Island, and calls at Red Bay on its trip from Wrangell, but not on its return.

The shoreline was done by Mr. Charles Shaw, Deck Officer, under the instruction of Mr. Harry Leyboldt, Assistant. The contours were done by Mr. Shaw under instruction of Mr. P. S. Donnell, Assistant.

From setups on shore, very few cuts could be obtained on the surrounding hills, so recourse was had to anchoring off shore and taking sextant cuts. The KING & WING was excellent for this purpose, for, being a halibut boat, she was equipped for deep water anchorage, having enough tackle to anchor in 300 fathoms.

Sheet was inked by Mr. Harry Leyboldt.

Respectfully submitted.

Harry Leyboldt

Assistant, U.S. C. & G. Survey.

Memorandum.

The shoreline of Red Bay was traced from Chart No. 8168. The fresh water lake shown on the lake was sketched from memory by Mr. P. S. Donnell who took a pleasure trip to the top of the Red Bay mountain one Sunday. Most of the contour features of this section are due his observations at that time. ^{shown} The probable courses of the small streams are shown by dotted lines. The Contour interval is 100 feet. The elevations were taken to the tops of the trees. The scale of the sheet is 1-20000.

L. O. Polk

Asst. C. & G. Survey, Chief of Party.

From Des. Report T-³549

GEOGRAPHIC POSITIONS FOR

TOPOGRAPHIC SHEET NUMBER ~~740~~

Prince of Wales Id., from Pt Baker to Pt. Colpoys.

	<u>Latitude</u>			<u>Meters.</u>	<u>Longitude</u>			<u>Meters.</u>
Sumner	56	21	27.46	849.3	133	37	01.79	30.7
Twin	56	21	25.80	798.0	133	36	03.12	53.5
Gun	56	21	04.11	127.1	133	34	20.17	346.6
Clu	56	20	48.76	1507.9	133	32	08.62	147.9
Sid	56	20	33.64	1040.5	133	29	23.85	417.5
Rik	56	20	08.54	264.2	133	24	11.67	200.5
West	56	20	17.73	548.4	133	21	25.28	434.4
East	56	19	37.54	1161.2	133	16	55.28	950.2
Pine	56	20	04.10	126.8	133	16	19.06	327.4
Colpoys	56	20	09.39	290.4	133	11	55.08	946.4

Chart B/60 Extension fully app'd 2-5-70 H. Radt