TOPOGRAPHIC SHEET
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, Season, 1915.

Heights in feet of tops of trees
above high water.
Contour interval 100 feet.
DESCRIPTIVE REPORT
To Accompany
TOPOGRAPHIC SHEET No. 3549.
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Harry Leyboldt, Assistant,
Charles Shaw, Deck Officer.
Topographers.
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 Vichnefiski 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 eastward 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 pros-
ppecting 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, 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 1½ 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 Leypoldt, 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 Leypoldt.

Respectfully submitted.

Harry Leypoldt
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 shown of the contour features of this section are due his observations at that time. 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. A. Rollins
Asst. C. & G. Survey, Chief of Party.
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Chart 8160 Extension falls app'd 2-5-72 H.Rahl