DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

O. H. TITTMANN, SUPERINTENDENT

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ATLANTIC COAST

PART IV

POINT JUDITH TO NEW YORK

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DEPARTMENT OF COMMERCE,
U. S. COAST AND GEODETIC SURVEY,
Washington, D. C., November 27, 1914.

This publication covers the coast from Point Judith to Sandy Hook, including Long Island Sound, New York Harbor, Hudson River, and tributaries. It is based mainly upon the work of the United States Coast and Geodetic Survey, including the results of special examinations by a party on the Coast and Geodetic Survey steamer *Hydrographer* in 1913.

The first edition of this volume was prepared by Lieut. George H. Peters, United States Navy, assisted by Ensign Edwin H. Tillman, United States Navy, and Mr. John Ross. The present (sixth) edition has been prepared by Herbert C. Graves, assisted by J. T. Watkins, nautical experts in the office of J. J. Gilbert, inspector of hydrography and topography, Coast and Geodetic Survey.

Great courtesy has been shown by the United States engineers and local authorities in furnishing information for use in this publication.

The aids to navigation are corrected to November 27, 1914.

Navigators are requested to notify the Superintendent of the Coast and Geodetic Survey of any errors or omissions they may find in this publication, or of additional matter which they think should be inserted for the information of mariners.

O. H. TITTMANN,
Superintendent.

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NOTE.

The courses and bearings given in degrees are *true*, reading clockwise from 0° at north to 360°, and are followed by the equivalent *magnetic* value in points in parentheses. General directions, such as northeastward, west-southwestward, etc., are magnetic.

Distances are in *nautical miles*, and may be converted approximately to statute miles by adding 15 per cent to the distances given.

Currents are expressed in knots, which are nautical miles per hour.

Except where otherwise stated, all depths are at *mean low water*.

NAVIGATIONAL AIDS AND THE USE OF CHARTS.

The Coast and Geodetic Survey is charged with the survey of the coasts, harbors, and tidal estuaries of the United States and its insular possessions and issues the following publications relating to these waters as guides to navigation: Charts, Coast Pilots, Tide Tables, a catalogue of these Publications, and Notice to Mariners, the last named published weekly by the Bureau of Lighthouses and Coast and Geodetic Survey.

CHARTS show all necessary corrections as to lights, beacons, buoys, recently discovered dangers, and wrecks which have been received to date of issue, *stamped* near lower left corner of chart, being hand corrected since date of printing, which date, except in case of a new chart or new edition is *printed* at the lower left corner.

All small but important corrections that can be made by hand are published in Notices to Mariners. Such changes, occurring subsequent to the date of issue of the chart, should be applied by hand to the charts immediately after receipt of the notices.

When new information involving extensive changes is received, new editions of the charts are prepared and printed; the old editions are then canceled and should no longer be issued from the agencies. The date of the edition of a chart is printed about midway its lower margin, but on some of the earlier ones this date is shown on the face of the chart, generally below the title.

All the notes on a chart should be read carefully, as in some cases they relate to the aids to navigation or to dangers that can not be clearly charted.

The charts are various in character, according to the objects which they are designed to subserve. The most important distinctions are the following:

1. Sailing charts, mostly on a scale of approximately $\frac{1}{1,200,000}$ which exhibit the approaches to a large extent of coast, give the offshore soundings, and enable the navigator to identify his position as he approaches from the open sea.

2. General charts of the coast, on scales of $\frac{1}{400,000}$ and $\frac{1}{200,000}$ intended especially for coastwise navigation.

3. Coast charts, on a scale of $\frac{1}{80,000}$ by means of which the navigator is enabled to avail himself of the channels for entering the larger bays and harbors.

4. Harbor charts, on larger scales, intended to meet the needs of local navigation.

COAST PILOTS, relating to the surveyed waters of the United States, Porto Rico, and a part of Alaska, and Sailing Directions of the

Philippine Islands, contain full nautical descriptions of the coast, harbors, dangers, and directions for coasting and entering harbors. Similar information relating to parts of Alaska and Hawaii is published in Coast Pilot Notes.

Coast Pilots are corrected for important information received to the date of issue, which is stamped on the correction sheets accompanying the volume. From time to time, as the material accumulates, supplements are issued, containing the more important corrections since the publication of the volume. The supplements are printed on one side of the paper only, so that they may be cut and pasted in the appropriate places in the volume. Supplements and other corrections for any volume can be furnished on application, provided the volume itself has not been superseded by a subsequent edition.

Tide Tables.—The Coast and Geodetic Survey Tide Tables are issued annually in advance of the year for which they are made, and contain the predicted time and height of the tides for each day in the year at the principal ports of the world, including the United States and its possessions. A table of tidal differences is given by means of which the tides at more than 3,000 intermediate ports may be obtained. Separate reprints from the general Tide Tables are issued for the Atlantic and Pacific coasts of the United States and its dependencies.

Agencies for the sale of the Charts, Coast Pilots, and Tide Tables of the Coast and Geodetic Survey are established in many ports of the United States and in some foreign ports. They can also be purchased in the office of the Coast and Geodetic Survey, Washington, D. C. If ordered by mail, prepayment is obligatory. Remittances should be made by postal money order or express order, payable to the "assistant in charge of the office." Postage stamps, checks, and drafts can not be accepted. The sending of money in an unregistered letter is unsafe. Only catalogue numbers of charts need be mentioned. The catalogue of charts and other publications of the Survey can be obtained free of charge on application at any of the sale agencies or to the Coast and Geodetic Survey Office, Washington, D. C.

Other Publications.—Lists of Lights, Buoys, and other Daymarks of the United States, its insular possessions, and the Great Lakes, are published by the Bureau of Lighthouses. Notice to Mariners, relating to the same waters, are published weekly by the Bureau of Lighthouses and Coast and Geodetic Survey. These publications can be obtained free of charge on application to the Division of Publications, Department of Commerce, Washington, D. C.

USE OF CHARTS.

Accuracy of Chart.—The value of a chart depends upon the character and accuracy of the survey on which it is based, and the larger the scale of the chart the more important do these become. In these respects the source from which the information has been compiled is a good guide.

This applies particularly to the charts of the Alaska Peninsula, Aleutian Islands, Arctic Ocean, and part of Bering Sea and the Philippine Islands. The early Russian and Spanish surveys were

not made with great accuracy, and until they are replaced by later surveys these charts must be used with caution.

With respect to these regions the fullness or scantiness of the soundings is another method of estimating the completeness of a chart. When the soundings are sparse or unevenly distributed it may be taken for granted that the survey was not in great detail.

A wide berth should therefore be given to every rocky shore or patch, and this rule should invariably be followed, viz, that instead of considering a coast to be clear unless it is shown to be foul, the contrary should be assumed.

With respect to a well-surveyed coast only a fractional part of the soundings obtained are shown on the chart, a sufficient number being selected to clearly indicate the contour of the bottom. When the bottom is uneven the soundings will be found grouped closely together, and when the slopes are gradual fewer soundings are given. Each sounding represents an actual measure of depth and location at the time the survey was made.

Shores and shoals where sand and mud prevail, and especially bar harbors and the entrances of bays and rivers exposed to strong tidal currents and a heavy sea, are subject to continual change of a greater or less extent, and important ones may have taken place since the date of the last survey. In localities which are noted for frequent and radical changes, such as the entrance to a number of estuaries on the Atlantic, Gulf, and Pacific coasts, notes are printed on the charts calling attention to the fact.

It should also be remembered that in coral regions and where rocks abound it is always possible that a survey with lead and line, however detailed, may have failed to find every small obstruction. For these reasons when navigating such waters the customary sailing lines and channels should be followed, and those areas avoided where the irregular and sudden changes in depth indicate conditions which are associated with pinnacle rocks or coral heads.

Dredged Channels.—These are generally shown on the chart by two broken lines to represent the side limits of the improvement. Before completion of the project the depth given is that shown by the latest survey received from the engineer in charge. After completion the depth given is the one proposed to be maintained by redredging when necessary.

The actual depth of a completed channel may be greater than the charted depth shortly after dredging, and less when shoaling occurs as a result of storms or other causes. These changes are of too frequent occurrence and uncertain duration to chart. Therefore when a vessel's draft approximates the charted depth of a dredged channel, the latest information should be obtained before entering.

Danger Curves.—The curves of depth will be found useful in giving greater prominence to outlying dangers. It is a good plan to trace out with a colored pencil the curve next greater than the draft of the vessel using the chart, and regard this as a "danger curve," which is not to be crossed without precaution.

Isolated soundings shoaler than surrounding depths should be avoided, as there is always the possibility that the shoalest spot may not have been found.

Caution in Using Small-Scale Charts.—It is obvious that dangers to navigation can not be shown with the same amount of

detail on small-scale charts as on those of larger scale, therefore in approaching the land or dangerous banks regard should be had to the scale of the chart used. A small error in laying down a position means only yards on a large-scale chart, whereas on a small scale the same amount of displacement means large fractions of a mile.

For the same reason, bearings to near objects should be used in preference to objects farther off, although the latter may be more prominent, as a small error in bearing or in laying it down on the chart has a greater effect in misplacing the position the longer the line to be drawn.

Distortion of Printed Charts.—The paper on which charts are printed has to be dampened. On drying, distortion takes place from the inequalities in the paper, which varies with the paper and the amount of the original dampening; but it is not sufficient to affect ordinary navigation. It must not, however, be expected that accurate series of angles taken to different points will always exactly agree, when carefully plotted upon the chart, especially if the lines to objects be long. The larger the chart the greater the amount of this distortion.

Buoys.—Too much reliance should not be placed on buoys always maintaining their exact position, especially when in exposed positions; it is safer, when possible, to navigate by bearings or angles to fixed objects on shore and by the use of soundings.

Gas buoys and other unwatched lights can not be implicitly relied on; the light may be altogether extinguished, or, if intermittent, the apparatus may get out of order.

Lights.—The distances given in the light lists and on the charts for the visibility of lights are computed for a height of 15 feet for the observer's eye. The table of distances of visibility due to height, published in the light list, affords a means of ascertaining the effect of a greater or less height of the eye. The glare of a powerful light is often seen far beyond the limit of visibility of the actual rays of the light, but this must not be confounded with the true range. Again, refraction may often cause a light to be seen farther than under ordinary circumstances.

When looking for a light the fact may be forgotten that from aloft the range of vision is increased. By noting a star immediately over the light a bearing may be afterwards obtained from the standard compass.

The actual power of a light should be considered when expecting to make it in thick weather. A weak light is easily obscured by haze, and no dependence can be placed on its being seen.

The power of a light can be estimated by its candlepower as given in the light lists and in some cases by noting how much its visibility in clear weather falls short of the range due to the height at which it is placed. Thus a light standing 200 feet above the sea and recorded as visible only 10 miles in clear weather is manifestly of little brilliancy, as its height would permit it to be seen over 20 miles if of sufficient power.

Fog Signals.—Sound is conveyed in a very capricious way through the atmosphere. Apart from the wind, large areas of silence have been found in different directions and at diffeernt distances from the origin of the sound signal, even in clear weather. Therefore too much confidence should not be felt as to hearing a fog signal. The

apparatus, moreover, for sounding the signal may require some time before it is in readiness to act. A fog often creeps imperceptibly toward the land and is not observed by those at a lighthouse until it is upon them, whereas a vessel may have been in it for many hours while approaching the land. In such a case no signal may be sounded. When sound travels against the wind it may be thrown upward; in such a case a man aloft might hear it when it is inaudible on deck. The conditions for hearing a signal will vary at the same station within short intervals of time; mariners must not, therefore, judge their distance from a fog signal by the force of the sound and must not assume that a signal is not sounding because they do not hear it.

Taken together, these facts should induce the utmost caution when nearing the land or danger in fog. The lead is generally the only safe guide and should be faithfully used.

SUBMARINE BELLS have an effective range of audibility greater than signals sounded in air, and a vessel equipped with receiving apparatus can determine the approximate bearing of the signal. These signals can be heard also on vessels not equipped with receiving apparatus by observers below the water line, but a bearing of the signal can not then be readily determined.

TIDES.—A knowledge of the tide, or vertical rise and fall of the water, is of great and direct importance whenever the depth at low water approximates to or is less than the draft of the vessel and wherever docks are constructed so as to be entered and left near the time of high water. But under all conditions such knowledge may be of indirect use, as it often enables the mariner to estimate in advance whether at a given time and place the current will be running flood or ebb. In using the tables slack water should not be confounded with high or low tide nor a flood or ebb current with flood or ebb tide. In some localities the rise or fall may be at a stand while the current is at its maximum velocity.

THE TIDE TABLES published by the Coast and Geodetic Survey give the predicted times and heights of high and low waters for most of the principal ports of the world and tidal differences and constants for obtaining the tides at all important ports.

PLANE OF REFERENCE FOR SOUNDINGS ON CHARTS.—For the Atlantic coast of the United States and Porto Rico the plane of reference for soundings is the mean of all low waters; for the Pacific coast of the United States and Alaska, with the two exceptions noted below, and for the Hawaiian and Philippine Islands, it is the mean of the lower low waters. For Puget Sound, Wash., the plane of reference is 2 feet below mean lower low water, and for Wrangell Strait, Alaska, it is 3 feet below mean lower low water.

For the Atlantic coast of the Canal Zone, Panama, the plane of reference for soundings is mean low water, and for the Pacific coast of the same it is low-water springs.

For foreign charts many different planes of reference are in use, but that most frequently adopted is low-water springs.

It should be remembered that whatever plane of reference is used for a chart there may be times when the tide falls below it. When the plane is mean low water or mean lower low water there will generally be as many low waters or lower low waters below those

planes as above them. Also the wind may at times cause the water to fall below the plane of reference.

Tidal Currents.—In navigating coasts where the tidal range is considerable special caution is necessary. It should be remembered that there are indrafts into all bays and bights, although the general set of the current is parallel to the shore.

The turn of the tidal current offshore is seldom coincident with the time of high and low water on the shore.

At the entrance to most harbors without important tributaries or branches the current turns at or soon after the times of high and low water within. The diurnal inequality in the velocity of current will be proportionately but half as great as in the height of the tides. Hence, though the heights of the tide may be such as to cause the surface of the water to vary but little in level for 10 or 12 hours, the ebb and flow will be much more regular in occurrence.

A swift current often occurs in narrow openings between two bodies of water, because the water at a given instant may be at different levels.

Along most shores not seriously affected by bays, tidal rivers, etc., the current usually turns soon after high and low waters.

Where there is a large tidal basin with a narrow entrance, the strength of the current in the entrance may occur near the time of high and low water, and slack water at about half tide, outside.

The swiftest current in straight portions of tidal rivers is usually in the mid-channel, but in curved portions the strongest current is toward the outer edge of the curve.

Counter currents and eddies may occur near the shores of straits, especially in bights and near points.

Tide Rips and Swirls occur in places where strong currents occur, caused by a change in the direction of the current, and especially over shoals or in places where the bottom is uneven. Such places should be avoided if exposed also to a heavy sea, especially with the wind opposing the current; when these conditions are at their worst the water is broken into heavy choppy seas from all directions, which board the vessel, and also make it difficult to keep control, owing to the baring of the propeller and rudder.

Current Arrows on charts show only the usual or mean direction of a tidal stream or current. It must not be assumed that the direction of the current will not vary from that indicated by the arrow. In the same manner, the velocity of the current constantly varies with circumstances, and the rate given on the chart is a mean value, corresponding to an average range of tide. At some stations but few observations have been made.

Fixing Position.—The most accurate method available to the navigator of fixing a position relative to the shore is by plotting with a protractor sextant angles between well-defined objects on the chart; this method, based on the "three-point problem" of geometry, should be in general use.

In many narrow waters, also, where the objects may yet be at some distance, as in coral harbors or narrow passages among mud banks, navigation by sextant and protractor is invaluable, as a true position can in general be obtained only by its means. Positions by bearings are too rough to depend upon, and a small error in either taking or

plotting a bearing might under such circumstances put the ship ashore.

For its successful employment it is necessary: First, that the objects be well chosen; and, second, that the observer be skillful and rapid in his use of the sextant. The latter is only a matter of practice.

Near objects should be used either for bearings or angles for position in preference to distant ones, although the latter may be more prominent, as a small error in the bearing or angle or in laying it on the chart has a greater effect in misplacing the position the longer the line to be drawn.

On the other hand, distant objects should be used for direction because less affected by a small error or change of position.

The three-arm protractor consists of a graduated circle with one fixed and two movable radial arms. The zero of the graduation is at the fixed arm and by turning the movable arms each one can be set at any desired angle with reference to the fixed arm.

To plot a position, the two angles observed between the three selected objects are set on the instrument, which is then moved over the chart until the three beveled edges in case of a metal instrument, or the radial lines in the case of a transparent or celluloid instrument, pass respectively and simultaneously through the three objects. The center of the instrument will then mark the ship's position, which may be pricked on the chart or marked with a pencil point through the center hole.

The tracing-paper protractor, consisting of a graduated circle printed on tracing paper, can be used as a substitute for the brass or celluloid instrument. The paper protractor also permits the laying down for simultaneous trial of a number of angles in cases of fixing important positions. Plain tracing paper may also be used if there are any suitable means of laying off the angles.

The value of a determination depends greatly on the relative positions of the objects observed. If the position sought lies on the circle passing through the three objects it will be indeterminate, as it will plot all around the circle. An approach to this condition, which is called a revolver, must be avoided. In case of doubt select from the chart three objects nearly in a straight line, or with the middle object nearest the observer. Near objects are better than distant ones, and, in general, up to 90° the larger the angles the better, remembering always that large as well as small angles may plot on or near the circle and hence be worthless. If the objects are well situated, even very small angles will give for navigating purposes a fair position, when that obtained by bearings of the same objects would be of little value.

Accuracy requires that the two angles be simultaneous. If under way and there is but one observer, the angle that changes less rapidly may be observed both before and after the other angle and the proper value obtained by interpolation.

A single angle and a range give in general an excellent fix, easily obtained and plotted.

The Compass.—It is not intended that the use of the compass to fix the position should be given up; there are many circumstances in which it may be usefully employed, but errors more readily creep into a position so fixed. Where accuracy of position is desired, angles should invariably be used, such as the fixing of a rock or

shoal, or of additions to a chart, as fresh soundings or new buildings. In such cases angles should be taken to several objects, the more the better; but five objects is a good number, as the four angles thus obtained prevent any erorrs.

When only two objects are visible, a sextant angle can be used to advantage with the compass bearings and a better fix obtained than by two bearings alone.

Doubling the Angle on the Bow.—The method of fixing by doubling the angle on the bow is invaluable. The ordinary form of it, the so-called "bow and beam bearing," the distance from the object at the latter position being the distance run between the times of taking the two bearings, gives the maximum of accuracy, and is an excellent fix for a departure, but does not insure safety, as the object observed and any dangers off it are abeam before the position is obtained.

By taking the bearings at two points and four points on the bow, a fair position is obtained before the object is passed, the distance of the latter at the second position being, as before, equal to the distance run in the interval, allowing for current. Taking afterwards the beam bearing gives, with slight additional trouble, the distance of the object when abeam; such beam bearings and distances, with the times, should be continuously recorded as fresh departures, the importance of which will be appreciated in cases of being suddenly shut in by fog.

A graphic solution of the problem for any two bearings of the same object is frequently used. The two bearings are drawn on the chart, and the course is then drawn by means of the parallel rulers so that the distance measured from the chart between the lines is equal to the distance made good by the vessel between the times of taking the bearings.

Danger Angle.—The utility of the danger angle in passing outlying rocks or dangers should not be forgotten. In employing the horizontal danger angle, however, charts compiled from early Russian and Spanish sources, referred to in a preceding paragraph, should not be used.

Soundings.—In thick weather, when near, or approaching the land or danger, soundings should be taken continuously and at regular intervals, and, with the character of the bottom, systematically recorded. By marking the soundings on tracing paper, according to the scale of the chart, along a line representing the track of the ship, and then moving the paper over the chart parallel with the course until the observed soundings agree with those of the chart, the ship's position will in general be quite well determined.

Sumner's Method.—Among astronomical methods of fixing a ship's position the great utility of Sumner's method should be well understood, and this method should be in constant use. The Sumner line—that is, the line drawn through the two positions obtained by working the chronometer observation for longitude with two assumed latitudes, or by drawing through the position obtained with one latitude a line at right angles to the bearing of the body as obtained from the azimuth tables—gives at times invaluable information, as the ship must be somewhere on that line, provided the chronometer is correct. If directed toward the coast, it marks the bearing of a definite point; if parallel with the coast, the distance of the latter is shown. Thus the direction of the line may often be usefully taken

as a course. A sounding at the same time with the observation may often give an approximate position on the line. A very accurate position can be obtained by observing two or more stars at morning or evening twilight, at which time the horizon is well defined. The Sumner lines thus obtained will, if the bearings of the stars differ three points or more, give an excellent result. A star or planet at twilight and the sun afterwards or before may be combined; also two observations of the sun with sufficient interval to admit of a considerable change of bearing. In these cases one of the lines must be moved for the run of the ship. The moon is often visible during the day and in combination with the sun gives an excellent fix.

Change of Variation of the Compass.—The gradual change in the variation must not be forgotten in laying down positions by bearings on charts. The magnetic compasses placed on the charts for the purpose of facilitating plotting become in time slightly in error, and in some cases, such as with small scales, or when the lines are long, the displacement of position from neglect of this change may be of importance. The compasses are reengraved for every new edition if the error is appreciable. Means for determining the amount of this error are provided by printing the date of constructing the compass and the annual change in variation near its edge.

The change in the magnetic variation in passing along some parts of the coast of the United States is so rapid as to materially affect the course of a vessel unless given constant attention. This is particularly the case in New England and parts of Alaska, where the lines of equal magnetic variation are close together and show rapid changes in magnetic variation from place to place, as indicated by the large differences in variation given on neighboring compass roses.

Local Magnetic Disturbance.—The term "local magnetic disturbance" or "local attraction" has reference only to the effects on the compass of magnetic masses external to the ship. Observation shows that such disturbance of the compass in a ship afloat is experienced only in a few places.

Magnetic laws do not permit of the supposition that it is the visible land which causes such disturbance, because the effect of a magnetic force diminishes in such rapid proportion as the distance from it increases that it would require a local center of magnetic force of an amount absolutely unknown to affect a compass half a mile distant.

Such deflections of the compass are due to magnetic minerals in the bed of the sea under the ship, and when the water is shallow, and the force strong, the compass may be temporarily deflected when passing over such a spot, but the area of disturbance will be small, unless there are many centers near together.

The law which has hitherto been found to hold good as regards local magnetic disturbances is, that north of the magnetic equator the north end of the compass needle is attracted toward any center of disturbance; south of the magnetic equator it is repelled.

It is very desirable that whenever an area of local magnetic disturbance is noted, the position should be fixed, and the facts reported as far as they can be ascertained.

Use of Oil for Modifying the Effect of Breaking Waves.—Many experiences of late years have shown that the utility of oil for this purpose is undoubted and the application simple.

The following may serve for the guidance of seamen, whose attention is called to the fact that a very small quantity of oil skillfully applied may prevent much damage both to ships (especially of the smaller classes) and to boats by modifying the action of breaking seas.

The principal facts as to the use of oil are as follows:

1. On free waves, i. e., waves in deep water, the effect is greatest.

2. In a surf, or waves breaking on a bar, where a mass of liquid is in actual motion in shallow water, the effect of the oil is uncertain, as nothing can prevent the larger waves from breaking under such circumstances, but even here it is of some service.

3. The heaviest and thickest oils are most effectual. Refined kerosene is of little use; crude petroleum is serviceable when nothing else is obtainable; but all animal and vegetable oils, such as waste oil from the engines, have great effect.

4. A small quantity of oil suffices, if applied in such a manner as to spread to windward.

5. It is useful in a ship or boat, either when running or lying-to, or in wearing.

6. No experiences are related of its use when hoisting a boat at sea or in a seaway, but it is highly probable that much time would be saved and injury to the boat avoided by its use on such occasions.

7. In cold water the oil, being thickened by the lower temperature and not being able to spread freely, will have its effect much reduced. This will vary with the description of oil used.

8. For a ship at sea the best method of application appears to be to hang over the side, in such a manner as to be in the water, small canvas bags, capable of holding from 1 to 2 gallons of oil, the bags being pricked with a sail needle to facilitate leakage of the oil. The oil is also frequently distributed from canvas bags or oakum inserted in the closet bowls.

The positions of these bags should vary with the circumstances. Running before the wind, they should be hung on either bow—e. g., from the cathead—and allowed to tow in the water.

With the wind on the quarter the effect seems to be less than in any other position, as the oil goes astern while the waves come up on the quarter.

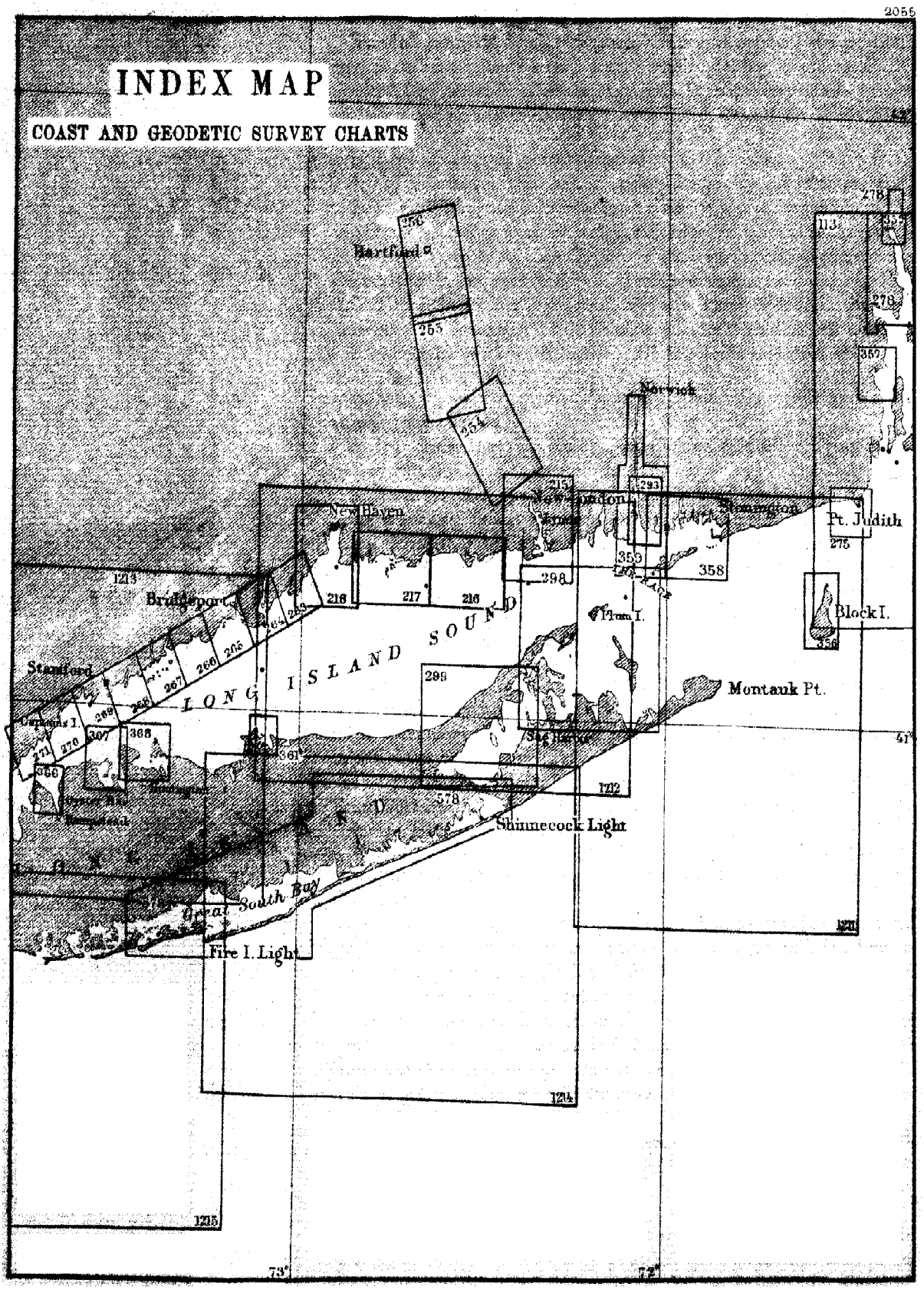
Lying-to, the weather bow, and another position farther aft, seem the best places from which to hang the bags. using sufficient line to permit them to draw to windward while the ship drifts.

9. Crossing a bar with a flood tide, to pour oil overboard and allow it to float in ahead of the boat, which would follow with a bag towing astern, would appear to be the best plan. As before remarked, under these circumstances the effect can not be so much trusted.

On a bar, with the ebb tide running, it would seem to be useless to try oil for the purpose of entering.

10. For boarding a wreck, it is recommended to pour oil overboard to windward of her before going alongside. The effect in this case must greatly depend upon the set of the current and the circumstances of the depth of water.

11. For a boat riding in bad weather from a sea anchor, it is recommended to fasten the bag to an endless line rove through a block on the sea anchor, by which means the oil can be diffused well ahead of the boat and the bag readily hauled on board for refilling, if necessary.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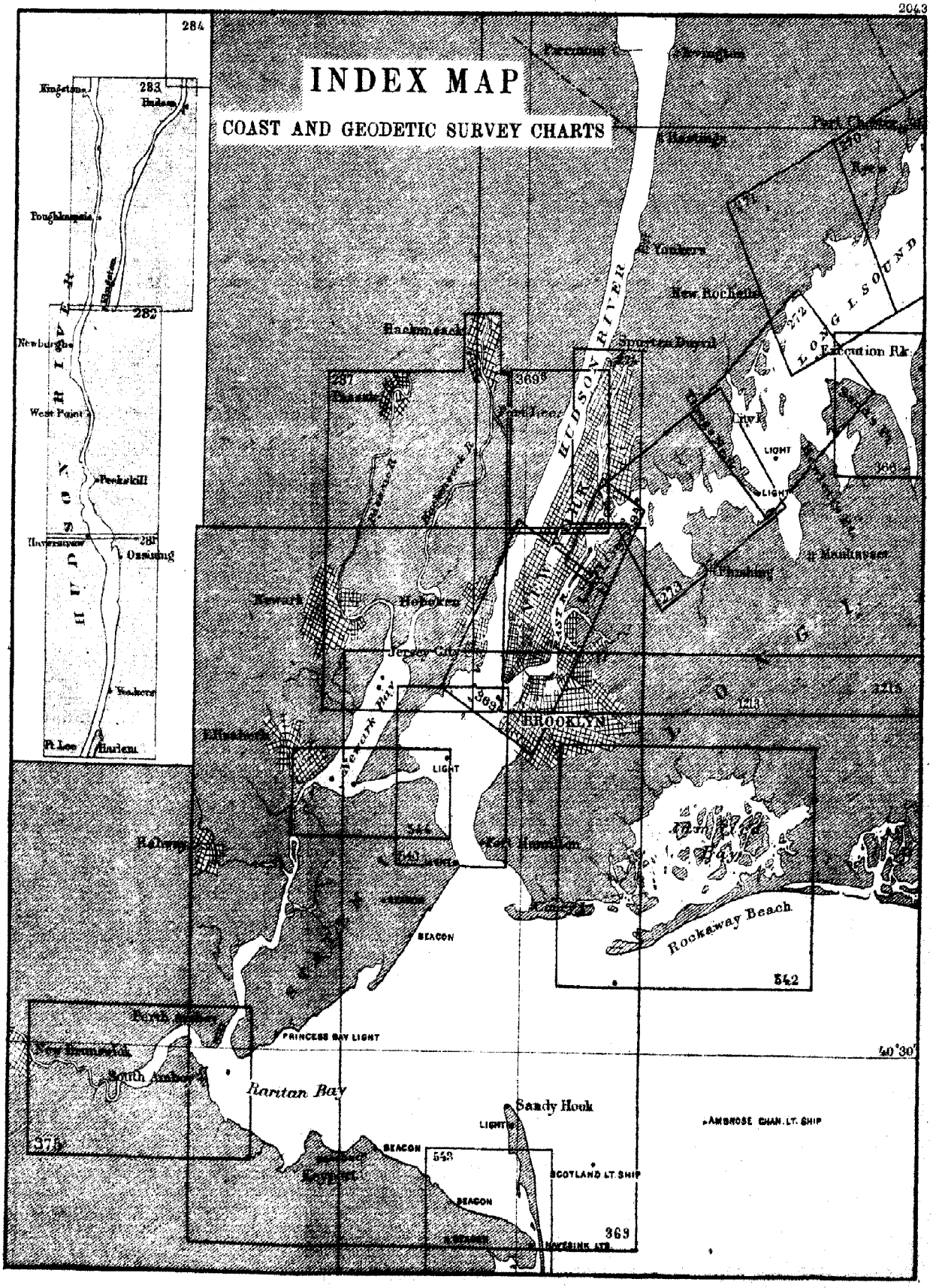
New Haven
Bridgeport
Stamford
Pt. Judith
Block I.
Montauk Pt.
Shinnecock Light
Fire I. Light
Great South Bay
LONG ISLAND SOUND
41°
73°
72°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40°30'

UNITED STATES COAST PILOT.

ATLANTIC COAST—PART IV.

POINT JUDITH TO NEW YORK.[1]

The information contained in this volume, Part IV of the "United States Coast Pilot Atlantic Coast," relates to the coast and inland waters from Point Judith to Sandy Hook, including Long Island Sound, New York Harbor, and tributaries, and embraces the coast of a part of Rhode Island, Connecticut, and New York.

Block Island Sound, Fishers Island Sound, and Long Island Sound are regions of bowlders, and all broken ground is liable to be of this character. In these waters there is generally little or no natural change in the shore, shoals, and other features.

The outside coast of Long Island is a sand beach, without bowlders, and large changes occur in a few years in the vicinity of the inlets.

Harbors and ports.—The more important places, either commercially or as harbors of refuge, are Point Judith Harbor and Great Salt Pond, in Block Island Sound; Gardiners Bay and Greenport; and Stonington and Mystic River, in Fishers Island Sound.

New London Harbor is the most important of the anchorages sought for shelter in the eastern part of Long Island Sound. Niantic Bay and the approach between Bartlett Reef and Hatchett Reef are used to some extent by sailing vessels bound foreign, and having unfavorable winds on reaching the eastern part of the sound. Small vessels can select anchorage eastward or westward of Kelsey Point Breakwater, also in Duck Island Roads. Off Madison there is anchorage sheltered from northerly winds. New Haven Harbor is an important harbor of refuge. There is anchorage for large vessels in the bight outside of Bridgeport Harbor lighthouse and in the harbor. Cockenoe Island Harbor is sometimes used by small vessels; but Sheffield Island Harbor is preferred, and is sometimes used by tows. Westward of Norwalk Islands seagoing vessels can anchor toward the north shore, and with good ground tackle hold on in northerly winds. Captain Harbor affords good shelter, but is not much used except by

[1] Shown on the following general charts: 1108, approaches to New York, from Nantucket Shoals to Five Fathom Bank; 51, Nantucket Shoals to Montauk Point; 52, Montauk Point to New York and Long Island Sound. The coast and harbor charts are shown on the index maps.

local vessels. On the south shore Huntington Bay and Hempstead Harbor are available for large vessels; Oyster Bay is also used, and Manhassett Bay is available for light-draft vessels. City Island Harbor is a great resort for coasters.

System of buoyage.—In conformity with section 4678 of the Revised Statutes of the United States, the following order is observed in coloring and numbering buoys in United States waters, viz:

In approaching the channel, etc., from seaward, red buoys, with even numbers, will be found on the starboard side.

In approaching the channel, etc., from seaward, black buoys, with odd numbers, will be found on the port side.

Buoys painted with red and black horizontal stripes will be found on obstructions, with channel ways on either side of them and may be left on either hand in passing in.

Buoys painted with white and black perpendicular stripes will be found in midchannel, and must be passed close-to to avoid danger.

All other distinguishing marks to buoys will be in addition to the foregoing, and may be employed to mark particular spots.

Perches, with balls, cages, etc., will, when placed on buoys, be at turning points, the color and number indicating on what side they shall be passed.

Nun buoys, properly colored and numbered, are usually placed on the starboard side, and can buoys on the port side of channels.

Day beacons (except such as are on the sides of channels, which will be colored like buoys) are constructed and distinguished with special reference to each locality, and particularly in regard to the background upon which they are projected.

Aids to navigation.—The lighthouses and other aids to navigation are the principal guides, and mark the approach and channels to the important ports. The buoyage accords with the system adopted in United States waters. The principal coast lights are described in the text of this volume. For a complete description of all lighted aids see the Light List, Atlantic and Gulf Coasts of the United States, published by the Lighthouse Service, which can be obtained, free of charge, from the Division of Publications, Department of Commerce, Washington, D. C.

Pilots.—In Connecticut pilotage is compulsory for all inward and outward bound foreign or registered vessels, drawing 9 or more feet of water, if spoken by a pilot before entering port. Rates have been established for Bridgeport, and otherwise there are no regular fees.

Pilotage is compulsory for foreign vessels, vessels from a foreign port, and all vessels sailing under register which enter New York Harbor by the way of Sandy Hook. For East River, pilotage is compulsory for foreign and registered vessels if spoken.

Pilots cruise off the entrance of New York Harbor, and are always available. Local pilots can be obtained on inquiry at most of the larger ports covered by this volume. The masters of towboats are licensed pilots.

Towboats are stationed at Westerly, New London, Connecticut River, New Haven, Bridgeport, South Norwalk, City Island, New York Harbor and tributaries, and the important ports on the Hudson River.

Harbor masters are appointed for the principal ports, and they have charge of the anchorage and berthing of vessels in their respective harbors. The anchorage regulations for the port of New York are given in Appendix I. The laws prohibit the dumping of ashes or other materials in the channels.

Navigation laws of the United States are published by the Bureau of Navigation, Department of Commerce, at intervals of four years, the present edition being that of 1911. A supplement is issued after every session of Congress. The volume and supplements can be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., price $1 for the volume and 5 cents each for the supplements.

Rules of the Road.—International and inland "Rules to prevent collisions of vessels," lines within which the inland rules apply, and "Regulation of motor boats" are published by the Bureau of Navigation, Department of Commerce.

Pilot Rules for certain inland waters of the Atlantic and Pacific coasts and of the coast of the Gulf of Mexico are published by the Steamboat-Inspection Service in Form 804.

Copies of these pamphlets are furnished by the officers of the Steamboat-Inspection Service, and can also be had from the Division of Publications, Department of Commerce, Washington, D. C.

Quarantine.—The quarantine laws of Connecticut govern the ports in that State and local boards of health have the power to make sanitary regulations for the ports under their control. The laws of the State of New York govern the ports of that State, including those on the shore of Long Island. The quarantine laws for the city of New York control vessels westward of Execution Rocks.

Ordinarily there is no special boarding station for vessels coming through the Sound bound to New York. During periods when the necessity for such course has been felt, health officers have been detailed and temporary boarding stations established at or near the Sound entrance of East River. The health officer of the port of New York has his headquarters just above Fort Wadsworth, Staten Island.

In general, the minimum requirements of quarantine are in accordance with the regulations of the United States Public Health Service. National quarantine regulations will be found at the stations of the service and at American consulates, and will be furnished to vessels upon application, either by officers of the service or by the bureau in Washington, D. C. Every vessel should be provided with the quarantine regulations. There is a national quarantine station at Perth Amboy, N. J.

Marine hospital.—Information as to relief furnished seamen will be found in the regulations of the United States Public Health Service, which can be consulted at all stations of the service. Such stations are located at ports of

any importance, and if not in charge of a service officer relief will be provided by collectors of customs upon application.

The following stations are in charge of a service officer:

Vineyard Haven (marine hospital), Mass.

New Bedford, Mass.

Newport, R. I.

Providence, R. I.

New London, Conn.

New Haven, Conn.

Stapleton (marine hospital), Staten Island, N. Y.

Albany, N. Y.

Bridge regulations.—Regulations for lighting bridges over navigable waters, also for lights on sheer booms, piers, dams, and similar obstructions to navigation are prescribed by the Department of Commerce. A copy of these regulations will be sent free of charge to any shipmaster, pilot, or bridge owner on application to the Division of Publications, Department of Commerce, Washington, D. C. The lighthouse inspectors have immediate authority over lighting of structures in their respective districts and are charged with the enforcement of the regulations.

Regulations for the operation of drawbridges are prescribed by the Secretary of War, and extracts from these regulations are given in the description of the waters affected under the heading "Bridge regulations."

Fish weirs.—That fishing structures and appliances in navigable waters of the United States shall be lighted for the safety of navigation, as follows:

"The lights shall be displayed between sunset and sunrise. They shall be placed at each end of the structure excepting where the inner end terminates in such situation that there is no practicable navigation between it and the high-water line of the adjacent coast, in which case no inner light shall be displayed. The outer light shall be white and the inner light shall be red. The size, capacity, and manner of maintenance of the lights shall be such as may be specified in the War Department permit authorizing the erection of the structure or appliance.

"When several structures or appliances are placed on one line with no navigable passage between them, they will be considered, for lighting purposes, as one structure."

Regulations for avoiding survey boats, prescribed by the Secretary of War, direct that all vessels navigating the tidal waters of the Harbor of New York and its adjacent and tributary waters within a radius of 150 miles (statute) of the Battery, New York, on approaching or passing within 600 feet of floating plant of any character employed by the United States on hydrographic work within the limits named, and which display a black drum and a red flag, shall slow down in passing to a speed of 6 miles (statute) per hour and shall give the craft displaying the said signals as wide a berth as practicable and not less than 100 feet.

Lighthouse tenders when working on buoys in channels or other frequented waters may display a red flag (international signal-code letter B) and a black ball at the fore, as a warning to other vessels to slow down in passing.

The wire drags, some of which are over 2 miles long, used by the Coast and Geodetic Survey in sweeping for dangers to navigation, may be crossed by vessels without danger of fouling at any point except between the towing launches and the large buoys near them, where the towline approaches the surface of the water. Steamers passing over the drag are requested to change course so as to cross it approximately at right angles, as a diagonal course may cause the propeller to foul the supporting buoys and attached wires.

Supplies.—Coal, gasoline, fresh water, and supplies of all kinds are obtainable at New London, New Haven, Bridgeport, and at various points on East River, New York Harbor and tributaries, and Arthur Kill. Limited quantities of such supplies are also obtainable at Greenport, Sag Harbor, Stonington, Noank, Mystic, Saybrook Point, South Norwalk, Stamford, Greenwich, Port Chester, New Rochelle, City Island, Port Jefferson, Northport, Oyster Bay, and at the principal cities and towns on the Hudson River.

LARGEST DRY DOCKS AND MARINE RAILWAYS.

Port.	Name.	Length over blocks.	Depth on sill at high water.	Capacity.
Connecticut:		*Feet.*	*Feet.*	*Tons.*
Noank	Railway	250	14	1,500
West Mystic	do	100	10, 15	200
New London	do	280	17, 21	3,000
New Haven	do	100	6, 12	350
Bridgeport	do	150	11, 19	1,000
Greenwich	do	83	5, 8	200
Long Island, N. Y.:				
Greenport	do	200	11, 23	1,000
Port Jefferson	do	210	12, 21	1,200
Northport	do	.....	.....	200
Cold Spring	do	156	8	400
Babylon	do	75	5	.....
East River, N. Y.:				
City Island	do	165	21	1,000
Astoria	do	175	8	600
Long Island City	do	200	12	2,000
Newtown Creek	Floating dock	140	12	400
Brooklyn (navy yard)	Dry dock	625	30	.....
East Seventh Street	Floating dock	260	20	3,000

Port.	Name.	Length over blocks.	Depth on sill at high water.	Capacity.
New York Harbor:		*Feet.*	*Feet.*	*Tons.*
Gravesend Bay	Railway	135	15	.....
Bay Ridge Channel	Floating dock	531	24	15,000
Gowanus Bay	do	450	30	12,000
Erie Basin	do	560	28	24,000
Greenwich Piers	Railway	130	8, 11	800
Arthur Kill and Raritan Bay:				
Keyport	do	160	5, 8	.....
Perth Amboy	Floating dock	305	20	4,500
Tottenville	Railway	175	9, 12	1,000
Kill Van Kull:				
Holland Hook	do	130	4, 6	800
Elizabethport	do	258	9, 14	2,000
Mariners Harbor	Floating dock	223	26	2,500
Bayonne	do	110	6	.....
Port Richmond	do	294	23	3,500
Factoryville	do	185	23	1,600
West New Brighton	do	209	19	2,000
New Brighton	do	.....	.....	600
Hudson River:				
Jersey City	do	143	19	2,000
Hoboken	do	525	22	10,000
Weehawken	do	240	21	2,000
Nyack	Railway	110	5, 9	500
Grassy Point	do	100	5, 6	225
Newburgh	do	200	5, 14	1,200
Rondout (South)	Floating dock	182	9	1,100
Athens	Railway	170	8, 11	1,000
New Baltimore	do	148	4, 12	400

The prevailing winds are northwesterly and northerly in winter, and southwesterly and southerly in summer, but subject to many variations at all seasons. See also the meteorological tables in the appendix.

Fogs are liable to occur at any season, but are more prevalent from April to October than during the rest of the year. They come most frequently with easterly and southeasterly winds, often with southerly winds, and occasionally with the wind westward of south. Off Montauk Point and Point Judith, winds between south and southwest are nearly as apt to bring fog as those from southeastward. Westerly and northerly winds clear away fog, this holding good for all parts of the Atlantic coast.

In Block Island Sound and in the eastern part of Long Island Sound, fogs are generally heaviest with southeast winds. In these waters the usual duration of a fog is from 4 to 12 hours, but periods of from 4 to 6 days have been known, with very short clear intervals. In the autumn "land fogs," as they are termed locally, sometimes occur with northerly breezes, but they are generally "burnt off" before midday.

In Long Island Sound the north and south shores are equally subject to fog, except that on spring and summer mornings, when there is little or no wind, fog will often hang along the Connecticut shore when it is clear offshore and to the southward.

In the western end of Long Island Sound, although fogs are liable to occur at any season, they are not encountered so often, nor do they generally last so long as is the case farther eastward.

The following table shows the average number of hours per month, from a record of six years or more, that the fog signals were operated at the stated light stations of the United States:

HOURS OF OPERATION OF FOG SIGNALS.

Light station.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Race Point	90	87	81	69	68	58	66	47	67	53	31	34	751
Cape Cod	92	83	91	78	94	78	96	68	77	72	34	29	892
Pollock Rip Slue light vessel	88	102	84	70	118	116	212	145	126	73	37	44	1,215
Great Round Shoal light vessel	105	109	90	92	99	124	181	111	94	70	33	50	1,158
Nantucket Shoals light vessel	50	59	63	83	141	168	184	80	71	63	11	10	983
Bishop and Clerks	79	58	59	41	50	44	53	28	36	31	24	22	525
Nobska Point	64	37	34	33	30	41	66	35	31	26	17	17	431
Vineyard Sound light vessel	108	80	82	88	98	98	111	82	73	30	38	36	924
Dumpling Rock	102	68	66	71	78	68	104	59	54	24	35	35	764
Wings Neck	31	22	30	22	23	33	30	15	21	19	17	14	277
Brenton Reef light vessel	69	38	56	58	79	61	74	48	45	22	18	29	597
Newport Harbor	47	25	43	40	59	44	54	33	33	15	13	21	427
Prudence Island	57	30	43	38	47	33	42	25	28	23	15	26	407
Borden Flats	16	12	15	9	7	5	7	12	14	17	9	11	134
Plum Beach	63	31	42	45	65	35	46	28	33	22	18	28	456
Conimicut	72	48	52	36	39	18	25	17	38	35	30	34	444
Pomham Rocks	40	20	22	23	22	9	10	10	18	18	13	26	231
Point Judith	90	53	84	79	105	87	109	69	61	35	32	44	848

Light Station.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Block Island Southeast	93	56	89	86	126	99	126	79	72	35	21	41	923
Watch Hill	76	44	70	73	107	82	82	35	46	28	20	45	708
Montauk Point	89	62	100	82	129	99	110	70	66	33	34	54	928
New London Ledge	80	49	85	64	99	66	78	40	48	38	18	56	721
Little Gull Island	97	61	99	81	111	87	89	50	55	33	40	55	858
Orient Point	66	48	67	56	75	51	45	21	27	17	19	35	527
Saybrook Breakwater	49	23	52	49	67	46	44	23	29	20	17	27	446
Cornfield Point light vessel	99	68	97	61	96	75	72	41	52	29	39	63	792
Falkner Island	102	74	96	67	83	54	40	20	40	24	37	71	708
Stratford Point	80	40	67	53	59	36	25	13	21	18	25	49	486
Stratford Shoal	109	82	107	77	92	53	43	24	33	28	36	71	755
Eatons Neck	101	56	79	51	58	38	30	17	23	17	32	61	563
Greens Ledge	96	49	76	53	58	31	28	14	26	17	36	61	545
Great Captain Island	121	90	84	60	73	51	48	37	41	30	51	100	786
Execution Rocks	99	55	83	58	56	44	37	24	30	31	46	73	636
Throgs Neck	78	41	57	33	36	27	28	18	30	26	32	56	462
Fire Island light vessel	72	50	76	70	95	65	41	21	42	33	23	38	626
Ambrose Channel light vessel	123	86	116	86	113	89	69	43	70	57	55	76	983
Romer Shoal	100	61	79	56	58	52	38	18	44	35	41	43	625
Robbins Reef	104	52	71	42	46	29	17	7	32	32	35	61	528
Great Beds	75	35	43	29	37	18	12	14	34	36	37	46	416
Stony Point lower	....	....	45	37	39	17	11	11	27	29	45	78	.....
Hudson City	....	....	10	5	2	3	2	7	13	23	16	23	.....
Northeast End light vessel	124	84	154	121	133	70	35	18	59	64	34	97	993

ICE IN LONG ISLAND SOUND.

In ordinary winters the floating and pack ice in Long Island Sound, while impeding navigation, does not render it absolutely unsafe. But in exceptionally severe winters the reverse is the case, none but powerful steamers being able to make their way.

Drift ice (formed principally along the northern shore of the Sound), under the influence of the prevailing northerly winds, drifts across to the southern side and accumulates there, massing into large fields, and remains until removed by southerly winds, when it drifts back to the northerly shore.

In ordinary winters ice generally forms in the western end of the Sound as far as Eatons Neck; in exceptionally severe winters ice may extend to Falkners Island and farther eastward.

Fishers Island Sound.—The strong tidal currents prevent the formation of heavy local ice, except in the shoal tributaries. The only ice to give trouble is that set in from Long Island Sound by wind and current. Ram Island Reef light vessel is rarely affected by it. The ice formations in Little Narragansett Bay are sufficiently heavy to be destructive to structures exposed to it.

New London Harbor.—The lower part of the Thames River is rarely much obstructed by ice. In extremely severe winters, however, heavy ice from the Sound, driven in by winds, has been known to extend about 1¾ miles above the entrance. Between New London and the mouth of the river sailing vessels may navigate with comparative safety in ordinary winters; and even in severe weather there is rarely a stoppage of navigation for sailing vessels of more than a week's duration. Steamers can nearly always enter and leave with safety. Drift ice sometimes forms a decidedly dangerous obstruction in the approaches through Long Island Sound during severe winters, especially during February and March; and sailing vessels are much hindered in their movements during the months of January, February, and March.

New Haven Harbor.—During severe winters the accumulation of ice is local, and begins to obstruct the movements of sailing vessels in December. From that month until the latter part of March it frequently bars the ingress or egress of sailing vessels without the assistance of tugboats. Except in extraordinarily severe weather, however, steamers can always enter and leave the harbor without much difficulty.

Bridgeport Harbor.—In exceptionally severe winters this harbor is liable to be closed to navigation unless a channel is cut through by ice boats. Ordinarily the regular steamers keep the channel open.

Effect of tides and winds.—In Long Island Sound northerly winds drive the ice to the southern shore of the Sound and southerly winds carry it back to the northern shore. Northeasterly winds force the ice westward and cause formations heavy enough to prevent the passage of vessels of every description until the ice is removed by westerly winds. These winds carry the ice eastward, and if of long enough duration drive it through The Race into Block Island Sound, whence it goes to sea and disappears.

The Race may be said to be the only locality where tidal currents have any decided influence on the movements of the ice. Large quantities of "floe" ice usually pass through The Race during the ebb, especially if the wind be westerly; and in severe winters this ice causes some obstruction in Block Island Sound and around Montauk Point. These obstructions are the most extensive about the middle of February.

Navigators must not depend too implicitly upon the light vessels and buoys. In severe winters these are liable to be carried away; and in fact during every winter it is better to depend on the lights and other permanent objects than on the buoys.

The buoys in New London Harbor are not usually disturbed by ice; but Bartlett Reef and Cornfield Point light vessels are sometimes forced from their stations.

In New Haven Harbor the influence of the northerly winds is to clear the harbor and its approaches unless the local formation is too heavy to be moved. Southerly winds force the drift ice in from the Sound and prevent the local formations from leaving the harbor. Tides have little effect upon the ice.

In Bridgeport Harbor winds from north to northwest clear the harbor of drift ice, and those from southeast through south to southwest force the ice into the harbor from the Sound. The outer buoys are apt to be carried out of position by heavy ice during severe winters.

Storm warnings are displayed by the United States Weather Bureau on the coasts of the United States and the Great Lakes.

Small craft warning.—A red pennant indicates that moderately strong winds are expected.

Storm warning.—A red flag with a black center indicates that a storm of marked violence is expected.

The pennant displayed with the flag indicates the direction of the wind—white, westerly; red, easterly. The pennant above the flag indicates that the wind is expected to blow from the northerly quadrants; below from the southerly quadrants.

By night a red light indicates easterly winds, and a white light below a red light, westerly winds.

Hurricane warning.—Two red flags with black centers, displayed one above the other, indicate the expected approach of a tropical hurricane, or of one of those extremely severe and dangerous storms which occasionally move across the Great Lakes and northern Atlantic coast. These warnings are displayed at all stations on the Atlantic and Gulf coasts of the United States and on the following islands in the Atlantic: Jamaica, Santo Domingo, Turks Island, Bermuda, Haiti, Curacao, Porto Rico, St. Kitts, Dominica, Barbados, Trinidad, and Cuba. Neither small craft nor hurricane warnings are displayed at night.

The following are the storm warning display stations within the limits covered by this volume:

RHODE ISLAND:
- *Block Island.
- Block Island SE. light.
- Point Judith.

CONNECTICUT:
- Bridgeport.
- Greenwich.
- *Hartford.
- *New Haven.
- New Haven Old light.
- New London.
- Saybrook Point.
- Stonington.

NEW YORK:
- Brooklyn (navy yard).
- Center Island.
- Fire Island.
- Fort H. G. Wright (Fishers Island).
- Fort Schuyler (Throgs Neck).
- New Rochelle.
- *New York (Whitehall Building).
- New York, Maritime Enchange.
- New York, One hundred and thirty-eighth Street, Hudson River.
- Sea Gate (Coney Island).

NEW JERSEY:
- Keyport.
- Long Branch.
- *Sandy Hook.

* At these stations barometers will be compared with standards.

NOTE.—The Weather Bureau station at Block Island Southeast light is equipped for signaling by the International Code, and is prepared to transmit by telegraph the messages of passing vessels.

WEST INDIA HURRICANES.

These are cyclonic storms with a center of lowest barometer, around which the wind blows in a more or less circular course (spirally) in a direction contrary to the hands of a watch. At the same time the storm field advances on a straight or curved track, sometimes with great velocity, and sometimes not more than a few miles an hour, occasionally appearing to come to a pause in its onward movements. The estimated velocity on the Atlantic coast between Hatteras and the island of Cuba is 5 to 15 miles per hour. They cover simultaneously an approximate circular area from 150 to 500 miles in diameter. At the center, the area of lowest barometer, which is from 10 to 20 miles in diameter, comparative calm prevails; the seas within this center are violent and confused, and combined with the sudden shifts of wind which are encountered as the vessel passes through the center, make this the most dangerous part of the hurricane and the one to be avoided.

Hurricanes form eastward of the Windward Islands or in the Caribbean Sea, and take a westerly or northwesterly course. Some curve gradually northward, passing north of the island of Cuba and northeasterly along and eastward of the Atlantic coast of the United States. Others pass over or southward of Cuba and enter the Gulf of Mexico, and while in the Gulf usually curve northward or northeastward so as to strike the coast somewhere between Tampa, Fla., and the Rio Grande. Tracks of hurricanes are shown on pilot charts of the North Atlantic Ocean, published monthly by the United States Hydrographic Office.

The months during which hurricanes are usually encountered are June to November, the months of their greatest frequency are August, September, and October. During these months mariners should be on the watch for indications of a hurricane, and should frequently and carefully observe and record the barometer.

Signs of approach.—First, a long heavy swell, a slight rise followed by a continuous fall of the barometer; second, a strong gusty wind from some northerly point (northeast, north, or northwest), blowing with increasing force; and third, a rough, increasing sea. If one or more of these signs be wanting there is little cause for anticipating a hurricane.

The approach of a hurricane is usually indicated by a long heavy swell, propagated to a great distance two or three days in advance, where there is no intervening land to interrupt it, and which comes from the direction in which the storm is approaching.

One of the earliest signs of a hurricane are high cirrus clouds which converge toward a point on the horizon that indicates the direction of the center of the storm. The snow-white fibrous mare's tails appear when the center of the storm is about 300 or 400 miles distant.

As the storm center approaches, the barometer continues to fall, the velocity of the wind increases and blows in heavy squalls, and the changes in its direction become more rapid. Rain in showers accompanies the squalls, and when closer to the center the rain is continuous and attended by furious gusts of wind; the air is frequently thick with rain and spume drift, making objects invisible at a short distance. A vessel on a line of the hurricane's advance will experience the above disturbances, except that as the center approaches the wind will remain from the same direction, or nearly so, until the vessel is close to or in the center.

Distance from center.—The distance from the center of a hurricane can only be estimated from a consideration of the height of the barometer and the rapidity of its fall, and the velocity of the wind and rapidity of its change in direction. If the barometer falls slowly and the wind increases gradually it may be reasonably supposed that the center is distant; with a rapidly falling barometer and increasing winds the center may be supposed to be approaching dangerously near.

Practical rules.—When there are indications of a hurricane, vessels should remain in port or seek one if possible, carefully observing and recording the changes in barometer and wind and taking every precaution to avert damage by striking light spars, strengthening moorings, and if a steamer preparing steam to assist the moorings. In the ports of the Southern States hurricanes are generally accompanied by very high tides, and vessels may be endangered by overriding the wharf where lying if the position is at all exposed.

Vessels in the Straits of Florida may not have the sea room to maneuver so as to avoid the storm track, and should use every endeavor to make a harbor or stand out of the straits to obtain sea room. Vessels unable to reach port and having sea room to maneuver should observe the following rules:

When there are indications of a hurricane near, sailing vessels should heave to on the starboard tack and steamers remain stationary and carefully observe and record the changes in wind and barometer so as to find the bearing of the center and ascertain by the shift of wind in which semicircle the vessel is situated. Much will often depend on heaving to in time.

Bearings of center.—Facing the wind, the storm center will be 8 to 12 points to the right; when the storm is distant it will be from 10 to 12 points, and when the barometer has fallen five or six tenths it will be about 8 points.

A line drawn through the center of a hurricane in the direction in which it is moving is called the axis or line of progression, and looking in the direction in which it is traveling the semicircle on either side of the axis is called, respectively, the right-hand, or dangerous, semicircle, and the left-hand, or navigable, semicircle.

To find in which semicircle the vessel is situated: If the wind shifts to the right, the vessel will be in the right-hand, or dangerous, semicircle, with regard to the direction in which the storm is traveling, in which case the vessel should be kept on the starboard tack and increase her distance from the center.

If the wind shifts to the left, the vessel will be in the left, or safe, semicircle. The helm should be put up and the vessel run with the wind on the starboard quarter, preserving the compass course, if possible, until the barometer rises, when the vessel may be hove to on the port tack; or if there is not sea room to run, the vessel can be put on the port tack at once.

Should the wind remain steady and the barometer continue to fall, the vessel is in the path of the storm and should run with the wind on the starboard quarter into the safe semicircle.

In all cases act so as to increase as soon as possible the distance from the center, bearing in mind that the whole storm field is advancing.

In receding from the center of a hurricane, the barometer will rise and the wind and sea subside.

RADIO SERVICE.

The United States naval coastwise radio stations and all ships of the United States Navy equipped with radio apparatus are open for commercial business. Information concerning regulations, rates, and the commercial work of the stations may be obtained by addressing the Superintendent, Naval Radio Service, Radio, Va. Hydrographic information, weather reports, storm warnings, and time signals are sent out from the stations for the benefit of shipping.

Time signals.—In connection with the service over the land telegraph lines, time signals by radio are sent daily, Sundays and holidays excepted, from the United States naval coastwise radio stations at noon of the seventy-fifth meridian time on the Atlantic coast and at noon of the one hundred and twentieth meridian time on the Pacific coast. The signals begin at 11.55 and continue for five minutes. During this interval every tick of the clock is transmitted, except the twenty-ninth second of each minute, the last 5 seconds of each of the first 4 minutes, and finally the last 10 seconds of the last minute. The noon signal is a longer contact after this long break. Similar time signals are also sent at 10 p. m. from some of the stations.

A list of the radio stations of the United States, including shore stations, merchant vessels, revenue cutters, vessels of the United States Navy, and amateurs, and the radio laws and regulations of the United States can be obtained from the superintendent of documents, Government Printing Office, Washington, D. C., price 15 cents each. Changes or additions to the stations are published in supplements.

The International List of Radio Stations of the World includes the stations of the United States, excepting amateurs, and contains additional information, such as geographical location, normal range in nautical miles, radio system, and rates. Persons desiring this list should communicate direct with the International Bureau of the Telegraphic Union (Radiotelegraphic Service), Berne, Switzerland. The price is 60 cents per copy, not including postage. The rates of postage are: One copy, 24 cents; 2 copies, 36 cents; 3 copies, 48 cents.

UNITED STATES LIFE-SAVING STATIONS.

Life-saving stations are maintained at the places named in the following table. The stations are manned annually from August 1 to May 31, and are supplied with boats, wreck guns, beach apparatus, and all other appliances for affording assistance in case of shipwreck. Instructions to enable mariners to avail themselves fully of the assistance thus afforded will be sent free of charge upon application to the Life-Saving Service, Wahington, D. C.

The life-saving stations are provided with the International Code of Signals. Where telephone or telegraph facilities are available, requests for a tug or revenue cutter will be received and promptly forwarded.

Signals.—The following signals have been adopted by the Life-Saving Service:

Upon the discovery of a wreck by night the life-saving force will burn a red pyrotechnic light or a red rocket to signify—"You are seen; assistance will be given as soon as possible."

A red flag waved on shore by day, or a red light, red rocket, or red Roman candle displayed by night, will signify—"Haul away."

A white flag waved on shore by day, or a white light slowly swung back and forth, or a white rocket, or white Roman candle fired by night will signify—"Slack away."

Two flags, a white and a red, waved at the same time on shore by day, or two lights, a white and a red, slowly swung at the same time, or a blue pyrotechnic light burned by night will signify—"Do not attempt to land in your own boats; it is impossible."

A man on shore beckoning by day or two torches burning near together by night will signify—"This is the best place to land."

Any of these signals may be answered from the vessels as follows: In the daytime, by waving a flag, a handkerchief, a hat, or even the hand; at night, by firing a rocket, a blue light, or a gun, or by showing a light over the ship's gunwale for a short time and then concealing it.

Cautions.—Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished. Often when comparatively smooth at sea a dangerous surf is running which is not perceptible 400 yards offshore, and the surf when viewed from a vessel never appears as dangerous as it is. Many lives have been lost unnecessarily by the crews of stranded vessels being thus deceived and attempting to land in the ship's boats.

The difficulties of rescue by operations from the shore are greatly increased in cases where the anchors are let go after entering the breakers, as is frequently done, and the chances of saving life correspondingly lessened.

Name of station.	State.	Locality.
Point Judith	R. I.	Near light.
Green Hill	R. I.	6 miles west of Point Judith Light.
Quonocontaug	R. I.	7.5 miles east of Watch Hill Light.
Watch Hill	R. I.	Near light.
Fishers Island	N. Y.	West shore of East Harbor.
Sandy Point	R. I.	Block Island, north side, near light.
New Shoreham	R. I.	Block Island, east side, near landing.
Block Island	R. I.	Block Island, west side, near Dickens Point.
Eatons Neck	N. Y.	East side entrance to Huntington Bay, Long Island Sound.
Rocky Point	N. Y.	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.
Ditch Plain	N. Y.	3.5 miles southwest of Montauk Light.
Hither Plain	N. Y.	0.5 mile southwest of Fort Pond.
Napeague	N. Y.	Abreast of Napeague Harbor.
Amagansett	N. Y.	Abreast of the village.
Georgica	N. Y.	1 mile south of the village of East Hampton.
Mecox	N. Y.	2 miles south of the village of Bridgehampton.
Southampton	N. Y.	0.75 mile south of the village.
Shinnecock	N. Y.	2 miles east-southeast of Shinnecock Light.
Tiana	N. Y.	2 miles southwest of Shinnecock Light.
Quogue	N. Y.	0.5 mile south of the village.
Potunk	N. Y.	1.5 miles southwest of Potunk village.
Moriches	N. Y.	2.5 miles southwest of Speonk village.
Forge River	N. Y.	3.5 miles south of Moriches.
Smiths Point	N. Y.	Abreast of the point.
Bellport	N. Y.	4 miles south of the village.
Blue Point	N. Y.	4.5 miles south of Patchogue.
Lone Hill	N. Y.	8 miles east of Fire Island Light.
Point of Woods	N. Y.	4 miles east of Fire Island Light.
Fire Island	N. Y.	0.5 mile west of Fire Island Light.
Oak Island	N. Y.	East end of Oak Island.
Gilgo	N. Y.	West end of Oak Island.
Jones Beach	N. Y.	East end of Jones Beach.
Zachs Inlet	N. Y.	West end of Jones Beach.
Short Beach	N. Y.	0.5 mile east of Jones Inlet.
Point Lookout	N. Y.	2 miles west of New Inlet.
Long Beach	N. Y.	Near west end of Long Beach.
Rockaway	N. Y.	Near the village of Rockaway.
Rockaway Point	N. Y.	West end of Rockaway Beach.
Sandy Hook	N. J.	On bay side, 0.5 mile south of point of Hook.
Spemaceti Cove	N. J.	2.5 miles south of Sandy Hook Light.
Seabright	N. J.	About a mile south of Navesink Light.

VARIATION OF THE COMPASS.

The magnetic variations for 1915 and annual increase at points mentioned are as follows:

Locality	Variation.	Annual increase.
	° ′	′
Point Judith	12 45 W.	6
Montauk Point	12 00	6
Gardiners Bay	11 30	6
New London Harbor	12 00	6
Connecticut River entrance	11 45	6
New Haven Harbor	11 30	6
Bridgeport Harbor	11 00	5
Greens Ledge Lighthouse	10 45	5
Huntington Bay	10 30	5
Great Captain Island	10 30	5
Throgs Neck	10 15	5
Shinnecock Lighthouse	11 15	6
Fire Island Light Vessel	10 15	5
New York Bay entrance	9 45	5
New York Upper Bay	10 00	5
Haverstraw	10 30	5
Kingston	11 00	5
Hudson	11 30	5
Albany	12 00	5

TIDES.

Locality.	Lunitidal intervals.[1]				Mean range.
	High water.		Low water.		
	h.	m.	h.	m.	Feet.
Point Judith	7	45	1	10	3.1
Montauk Point	8	20	2	03	2.0
Stonington	8	59	2	52	2.7
Gardiners Bay	9	50	3	35	2.7
Little Peconic Bay	11	25	5	16	2.3
Great Peconic Bay	12	11	6	10	2.4
New London	9	26	3	30	2.5
Connecticut River entrance	10	29	4	11	3.6
Falkner Island	10	57	4	40	5.4
New Haven	11	08	4	54	6.0
Port Jefferson	11	41	5	46	6.6
Bridgeport	11	09	5	04	7.2

Locality.	Lunitidal intervals.[1]				Mean range.
	High water.		Low water.		
	h.	m.	h.	m.	Feet.
Norwalk Islands	11	06	5	00	7.2
Huntington Bay	11	06	4	59	7.6
Oyster Bay	11	07	5	06	7.3
Captain Harbor	11	07	5	02	7.3
Hempstead Harbor	11	09	5	06	7.2
New Rochelle	11	13	5	10	7.6
Manhasset Bay	11	09	5	14	7.2
Willets Point	11	09	5	22	7.2
Hell Gate	10	10	3	46	5.1
Governors Island	8	04	2	05	4.4
The Narrows	7	43	1	40	4.6
Sandy Hook	7	35	1	27	4.7
Great Beds Light, Raritan Bay	7	41	1	39	5.3
Bergen Point Light, Newark Bay	8	15	2	22	4.6

[1] The mean lunitidal interval for high water or for low water is the average time from the meridian transit of the moon to the next following high or low water, respectively; it is also called the corrected establishment.

The effect of strong winds, in combination with the regular tidal action, may at times cause the water to fall below the plane of reference of the chart, mean low water; the lowest level observed below the plane of reference is about 2.5 feet in Block Island Sound and the eastern end of Long Island Sound, increasing to 4 feet in the western end of Long Island Sound and New York Harbor. The water has been known also to rise about the same amounts above mean high water, due to similar causes.

Tide Tables for the Atlantic coast of the United States, including Canada and the West Indies, are published annually in advance by the United States Coast and Geodetic Survey. This volume furnishes, at the nominal cost of 10 cents, full tidal data for the Atlantic and Gulf coasts of North America.

It contains a table of full daily predictions of the times and heights of high and low waters for certain standard or principal ports along the coast; full explanations for the use of this table are given at the bottom of each page. The use of Table 3 of the tide tables should be known to every navigator. By means of this table the predictions given for the standard ports are extended so as to enable one to obtain complete tidal data for each day for stations only a few miles apart for the greater part of the coast, and with almost the same accuracy as though full predictions were given for all of these points.

Instead of using the height differences of Table 3, however, a more accurate method is that of multiplying both high and low water heights at the standard port by the ratio of ranges for the given port to obtain the heights of the cor-

responding high and low waters. The ratio of ranges is given in the right column of the left page of Table 3 of the tide tables. The minus sign before the predicted heights in the tide tables indicates that the water is below the plane of reference, which is mean low water.

The time of high or low water at any given port in Table 3 is found by taking the time of the corresponding tide for that day from the standard port for reference and applying to it the time difference for the given port from the left page of Table 3, adding it if the sign is plus and subtracting if minus.

INLAND WATERWAYS.

The inland waters extending eastward from New York include Long Island Sound, Narragansett Bay, Buzzards Bay, and Vineyard and Nantucket Sounds. From the head of Buzzards Bay there is an available passage through Cape Cod Canal, from which the passage to the New England coast must be made mostly outside, although there are harbors at short intervals.

Long Island Sound has harbors at short intervals on both sides from its west end to Eatons Neck, and thence on its north side to and including Fishers Island Sound. From Watch Hill boats must go outside to the bays and sounds eastward, but Point Judith Harbor of Refuge is available, and shortens the distance between harbors.

On the south coast of Long Island there is at present no inside route between Jamaica Bay and the inland waters eastward. Boats must go outside from New York to East Rockaway Inlet, and the latter requires local knowledge, because of frequent changes. But from East Rockaway Inlet boats of 5 feet draft can be taken inside through Great South Bay and 3 feet draft through Moriches and Shinnecock Bays and Shinnecock Canal to Great Peconic Bay. Masted boats are limited to a height of less than 20 feet above the water by the fixed bridges over Shinnecock Canal, and otherwise all bridges have draw openings. This route is described in this volume under the heading "Inland waters, south coast of Long Island."

By the Hudson River and Erie Canal or Hudson River, Champlain Canal, and Richelieu River boats can be taken through to the Great Lakes or St. Lawrence River, respectively. For the dimensions of vessels that can use these routes, see the description of those canals and Richelieu River in this volume.

The nearest inlet connecting with the inside waters on the coast of New Jersey is nearly 45 miles southward of Sandy Hook, and boats must pass outside between these points, unless taking the route through the Delaware & Raritan Canal. But from the head of Barnegat Bay to Cold Spring Inlet at Cape May there is an inside route for boats of 5 feet draft.

Charts covering these routes are published by the United States Coast and Geodetic Survey. Charts of the Erie Canal, Champlain Canal, Lake Champlain, and Great Lakes are published by the United States Lake Survey Office, Detroit, Mich.

South Atlantic coast.—The following data about the inland waterway from New York to Florida is included for ready reference:

Vessels of 7 feet draft can pass inside from New York Bay to Delaware River through the Delaware & Raritan Canal. Masted vessels are limited to a height of 50 feet above canal level by a bridge without draw at New Brunswick, N. J.

Vessels of 9 feet draft can pass inside from Delaware River to Beaufort, N. C., through the Chesapeake & Delaware Canal, Chesapeake Bay, Elizabeth River, Dismal Swamp Canal or Albemarle & Chesapeake Canal, Albemarle and Pamlico Sounds, Neuse River, Adams Creek, canal to Core Creek, and Newport River. A draft of 3 feet can be taken inside about 40 miles southward from Beaufort, N. C., to New River Inlet. All bridges have draw openings.

There is no inside passage from Beaufort, N. C., to Winyah Bay, a distance of about 160 nautical miles, and vessels must pass outside between these points. Cape Fear River, halfway between them, is available as a harbor.

Vessels of 5 feet draft can pass inside from Winyah Bay, S. C., to St. Johns River, Fla. All bridges have draw openings.

Vessels of 4 feet draft can pass inside from St. Johns River to Miami, Fla., through Pablo Creek, North, Matanzas, Halifax, and Hillsborough Rivers, Mosquito Lagoon, Indian River, South Jupiter Narrows, Hobe and Jupiter Sounds, Lake Worth, Key Biscayne Bay, and the canals connecting them. All bridges have draw openings.

From Miami to Key West, Fla., there is practically an inside route through the Hawk Channel that can be used by vessels of 10 feet draft. Cuts with a depth of 5 feet have been made in places so that vessels of 4 feet draft can go from Miami through Key Biscayne Bay, Card Sound, Barnes Sound, railroad drawbridge at Cross Key, Blackwater Sound, Tarpon Basin, Florida Bay along the north side of the keys to Long Key, and thence northwestward into the Gulf of Mexico at Cape Sable, or can continue in Florida Bay along the north side of the keys, through Big Spanish Key Channel, and thence in the Gulf of Mexico to Key West.

Boats of 2 to 4½ feet draft (depending on the rainfall) can be taken across Florida by way of some of the drainage canals, Lake Okeechobee, and Caloosahatchee River.

A catalogue showing the charts of the route can be obtained free of charge on application to the Coast and Geodetic Survey, Washington, D. C., or to any of its agents. A list of agents for the sale of charts and other publications of the Coast and Geodetic Survey is given at the end of this volume; also in the catalogue and in the first notice each month of the Notice to Mariners, published weekly by the Bureau of Lighthouses and the Coast and Geodetic Survey.

The route is covered in the following publications of the Coast and Geodetic Survey:

United States Coast Pilot, Part VI, Chesapeake Bay and Tributaries. A new volume—Section C—is in preparation, and is expected to be ready for issue

in the fall of 1915; this volume will cover the coast and inland waters from Sandy Hook to Cape Henry, including Delaware and Chesapeake Bays.

United States Coast Pilot, Section D, Cape Henry to Key West.

Inside Route Pilot, New York to Key West.

Tide Tables, Atlantic coast ports of the United States.

CURRENTS, LONG ISLAND SOUND AND TRIBUTARIES.

Block Island Sound.—In the passage between Point Judith and Block Island slack water before ebb and flood, respectively, occurs about 30 minutes before high and low water at Boston. The velocity at strength of the flood or westerly current is about 1.8 knots, and of the ebb or easterly current somewhat greater. Proceeding westward to the Race the time of slack water approximates more nearly the time of high and low water at Boston.

In the passage between Block Island and Montauk Point slack water before ebb and flood, respectively, occurs about one hour before high and low water at Boston. The velocity at strength of the flood or northwesterly current is about 1.5 knots in the middle of the passage and nearly 2 knots off Montauk Point. The velocity of the ebb or southeasterly current is nearly 2 knots in the passage.

About 3 miles north-northwestward of Fort Pond Bay the currents have a velocity at strength of about 0.8 knot in a westerly direction and 1 knot in an easterly direction.

About 1½ miles northeastward of Cerberus Shoal the flood or westerly current has a velocity at strength of about 1.2 knots and the ebb or easterly current 1.6 knots.

About 2 miles southeastward of Watch Hill lighthouse the velocity at strength of the flood and ebb is about 1 knot.

Fishers Island Sound.—In the main channel of Fishers Island Sound, including Watch Hill Passage, the time of slack water before ebb and flood, respectively, as determined at Ram Island Reef light vessel, is 40 minutes before high and low water at Boston. The flood current sets westward and ebb eastward.

In Watch Hill Passage the currents have sufficient velocity at times to tow spar buoys under water. The flood current sets nearly in the direction of the channel, but has a tendency northward and the ebb a tendency southward. The northerly and southerly set is more marked between Napatree Point and Latimer Reef lighthouse. In the main channel, northward of Wicopesset, the flood sets northwestward and the ebb southeastward, with a velocity of about 2 knots at strength.

In Catumb and Sugar Reef Passages the tidal currents set obliquely across the axis of the channels.

At Ram Island Reef light vessel slack water before ebb and flood, respectively, occurs 40 minutes before high and low water at Bos-

ton. The mean velocity at strength of the flood current is 1.3 knots in a 253° true (W ⅜ S mag.) direction, and of the ebb 1.6 knots in an 86° true (E ¾ S mag.) direction. The observed velocity at strength of the flood current ranged from 0.4 knot to 1.9 knots, and of the ebb 1.1 to 2.2 knots. The direction and velocity of the current are affected by strong winds. The period of flood or ebb may be increased or diminished, but the currents are never reversed by winds.

The Race.—In the middle of the Race slack water before ebb and flood, respectively, occurs approximately at the time of high and low water at Boston. The predicted times of high and low water for Boston, as given in the Coast and Geodetic Survey tide tables, gives in a convenient form and without reduction the approximate times of slack water in the Race. Near Race Rock and Little Gull Island the current turns about one-half hour earlier than in the middle of the Race.

The mean velocity at strength of the tidal currents through the Race is about 3.5 knots. There are always strong rips and swirls in the wake of all broken ground in the Race, except for about half an hour at slack water. The rips are exceptionally heavy during heavy weather, and especially when a strong wind opposes the current or the current sets through against a heavy sea.

Long Island Sound.—Along the axis of the Sound, from the Race to Eatons Neck, slack water before the ebb (easterly) and flood (westerly) current, respectively, occurs at about the same time as in the Race, or at the time of high and low water at Boston. Farther west slack water occurs later, the difference amounting to about one-half hour off Great Captain Island, one hour just eastward of Execution Rocks, and then increasing rapidly to Throgs Neck.

In the eastern portion of the Sound the currents turn from ½ to 1 hour earlier along the north shore than in mid-Sound.

Proceeding westward from the Race in mid-Sound the velocity of the currents is 1.7 knots at Cornfield Point light vessel, about 1 knot off New Haven, 1 knot off Eatons Neck, 0.5 knot between Ryes Neck and Matinicock Point, and 0.8 knot eastward of Hart Island.

At Bartlett Reef light vessel slack water before ebb and flood, respectively, occurs 30 minutes before high and low water at Boston. The mean velocity at strength of the flood current is 1.2 knots in a 260° true (W ⅛ N mag.) direction, and of the ebb 1.5 knots in a 112° true (SE by E mag.) direction. The observed velocity at strength of the flood current ranged from 0.6 knot to 1.9 knots, and of the ebb 0.8 to 2.2 knots.

At Cornfield Point light vessel slack water before ebb and flood, respectively, occurs 20 minutes before high and low water at Boston. The mean velocity at strength of the flood current is 1.8 knots in a

257° true (W ⅛ S mag.) direction, and of the ebb 1.6 knots in a 90° true (E by S mag.) direction. The observed velocity at strength of the flood current ranged from 0.7 to 2.7 knots, and of the ebb 0.8 to 2.6 knots.

The direction and velocity of the current are affected by strong winds. The period of flood or ebb may be increased or diminished, but the currents are never reversed by winds.

East River.—In East River the flood current sets eastward and ebb westward. From Governors Island to Rikers Island, including Hell Gate, the currents turn practically simultaneously, and slack water before the ebb (westerly) and flood (easterly), respectively, occurs about 1 hour 30 minutes after high and low water at Governors Island, or 1 hour 40 minutes before high and low water at Boston.

Eastward of Rikers Island the currents turn earlier than westward. Slack water through East River before the ebb (westerly) and the flood (easterly), respectively, occurs earlier than high and low waters at Boston, as follows: Governors Island to Rikers Island, including Hell Gate, 1 hour 40 minutes; Throgs Neck, 2 hours 15 minutes; City Island, 3 hours 15 minutes; Execution Rocks, 5 hours.

The latter quantity subtracted from 6 hours 6 minutes gives 1 hour and 6 minutes after high and low water at Boston for the slack before the easterly and westerly currents, respectively, at Execution Rocks, as mentioned in the description of the currents in Long Island Sound preceding.

From Governors Island to Lawrence Point the mean velocity at strength of the currents ranges from 2 to 4 knots, the higher velocities occurring in the narrower parts of the channel eastward of Brooklyn Bridge and abreast Blackwells Island. In Hell Gate a velocity of 8 knots has been observed, but the mean velocity at strength is 5 knots.

The mean velocity at strength of the currents from North Brother Island to Whitestone Point is about 1.6 knots, Throgs Neck 0.9 knot, and City Island and Execution Rocks 0.7 knot.

The currents generally set with the channel, but there are heavy swirls between Negro Point and the north end of Blackwells Island.

A current diagram for East River is given in the tide tables.

DIRECTIONS, LONG ISLAND SOUND.

Block Island Sound, Fishers Island Sound, and Long Island Sound are regions of bowlders, and all broken ground is liable to be of this character. As a measure of safety, vessels should proceed with caution when in the vicinity of broken areas where the charted depths are not more than 6 or 8 feet greater than the draft.

There are only a few places in the open Sound which call for the special attention of the navigator.

Six Mile Reef is a critical point, the shoalest part of which should be avoided by vessels of a greater draft than about 12 feet. Except the shoalest part of the reef, the shoaler places near and southward of Six Mile Reef have been partly examined by means of a wire drag. It is safer to pass southward of the reef. The 3¾-fathom rocky patch between Six Mile Reef and the western end of Long Sand Shoal should be avoided by vessels.

The passage northward of Long Sand Shoal and Falkner Island is available for vessels of about 15 feet or less draft, and is sometimes used by light tows, especially in northerly winds. The broken ground northward of Falkner Island should be kept in mind.

Most vessels passing through the Sound go southward of Stratford Shoal lighthouse.

Between Eatons Neck and Norwalk Islands nearly all vessels keep near mid-Sound, passing between the shoal making off from Eatons Neck and the broken ground extending southward from Norwalk Islands.

The following through courses in Block Island Sound and Long Island Sound represent approximately the mean of the tracks of a number of the regular lines of steamers, the deepest draft of which is about 20 feet:

From Vineyard Sound light vessel, 264° true (**W** ⅝ **N** mag.) for 21½ miles to a position ¼ mile southward of Point Judith gas, whistling, and submarine bell buoy; then 255° true (**W** ¼ **S** mag.) for 28 miles, heading for Little Gull Island lighthouse until Race Rock lighthouse bears 33° true (*NE* mag.); and then 281° true (**WNW** mag.) to a position ¾ mile north-northeastward of Little Gull Island lighthouse.

Passing ¾ mile north-northeastward of Little Gull Island lighthouse, 268° true (**W** ⅞ **N** mag.) for 12¼ miles to Cornfield Point light vessel; then 250° true (**W** ¾ **S** mag.) for 12 miles, passing about ⅜ mile southward of the shoalest part of Six Mile Reef, to Falkner Island lighthouse abeam, bearing 340° true (*N* ¾ *W* mag.) distant 4⅜ miles; and then 255° true (**W** ⅜ **S** mag.) for 22½ miles to a position ¾ mile southward of Stratford Shoal lighthouse.

Or vessels will give the shoalest part of Six Mile Reef a berth of nearly 1 mile by passing close to Cornfield gas, whistling, and bell buoys, lying 1 mile southward of Cornfield Point light vessel, as follows: Passing ¾ mile north-northeastward of Little Gull Island lighthouse, steer 263° 30′ true (**W** ½ **N** mag.) for 12 miles to Cornfield gas, whistling, and bell buoys, and then 255° true (**W** ⅜ **S** mag.) for 34½ miles to a position ¾ mile southward of Stratford Shoal lighthouse.

Passing ¾ mile southward of Stratford Shoal lighthouse, 259° 30′ true (**W** mag.) for 14 miles to Eatons Neck lighthouse abeam, bearing 169° true (*S* mag.) distant 3⅛ miles; then 248° 30′ true (**W** by **S** mag.) for 9½ miles to Great Captain Island lighthouse abeam, bearings 338° true (*N* by *W* mag.) distant 2⅜ miles; then 235° true (**SW** by **W** ¾ **W** mag.) for 7¼ miles to a position 300 to 500 yards southeastward of Execution Rocks lighthouse; then 215° true (**SW** mag.) for 3½ miles to a position 400 to 500 yards northwestward of Stepping Stones lighthouse; and then 192° true (**SSW** mag.) to abreast Throgs Neck.

The following are courses to ports in Long Island Sound from a position 300 to 500 yards southeastward of Execution Rocks lighthouse, unless otherwise stated:

To Bridgeport, 59° true (**ENE** ¼ **E** mag.) distant 27 miles, to a position ½ mile southward of Penfield Reef lighthouse.

To New Haven, 55° true (**NE** by **E** ¾ **E** mag.) for 8 miles to Great Captain Island lighthouse abeam, distant 2¼ miles; then 68° true (**E** by **N** mag.) for 25 miles to Stratford Point lighthouse abeam, distant 2½ miles; and then 51° true (**NE** by **E** ½ **E** mag.) for 10 miles to a position with Southwest Ledge lighthouse bearing 0° true (*N* by *E* mag.), distant 1 mile.

To Connecticut River.—From Cornfield Point light vessel the river steamers of not over 10 feet draft steer 56° true (**ENE** mag.) for about 2 miles, and then cross Long Sand Shoal on a 354° true (**N** ½ **E** mag.) course, heading for Saybrook Breakwater lighthouse.

To New London.—From Cornfield Point light vessel 73° true (**E** ½ **N** mag.) for 11¾ miles to Bartlett Reef light vessel.

With the view of increasing the safety of navigation, several steamship lines operating in Long Island Sound have adopted certain tracks in the eastern part of the sound, as follows:

Steamers bound east through the Race to shape the course to Cornfield gas, whistling, and bell buoys, then to a position ¾ mile north-northeastward of Little Gull Island lighthouse, then steer east-southeast (mag.) through the Race, and run by Little Gull Island lighthouse far enough so that when they haul down for the buoy off Point Judith, Little Gull Island lighthouse will bear not less than one-half point on the port quarter.

Steamers (of 12 feet or less draft) bound west through the Race to have Little Gull Island lighthouse one-quarter point on the port bow until Race Rock lighthouse is abeam, then steer west-northwest (mag.) through the Race and run nearly ½ mile past Little Gull Island lighthouse, and then shape the course to Cornfield Point light vessel and pass southward of it.

NOTE.—Valiant Rock should be avoided by all vessels, and the following change in the above track for westbound vessels is sug-

gested in order to pass between Valiant Rock and Race Rock lighthouse:

Having Little Gull Island Light one-quarter point on the port bow on the course from the buoy off Point Judith, when Race Rock lighthouse bears northwest (mag.), steer west-northwest (mag.) until Little Gull Island lighthouse is abeam, and then shape the course for Cornfield Point light vessel.

Connecticut River steamers pass northward of Cornfield Point light vessel both eastbound and westbound.

Eastbound steamers for New London will pass northward of Cornfield Point light vessel. Westbound steamers from New London, after leaving Bartlett Reef light vessel will shape the course to pass southward of Cornfield Point light vessel.

BLOCK ISLAND SOUND

is the eastern approach to Long Island Sound, Fishers Island Sound, and Gardiners Bay. Its eastern and southern limits are defined by Point Judith, Block Island, and the eastern end of Long Island. The available anchorages are Point Judith Harbor of Refuge, Great Salt Pond, and Gardiners Bay. Newport Harbor and anchorages in Long Island Sound are also available, and are generally used by large vessels and tows.

Point Judith is marked by a lighthouse, and about 1¼ miles southward of this lighthouse is a gas, whistling, and submarine bell buoy, moored in a depth of about 8 fathoms. Near the lighthouse is a storm warning display station. A prominent, high radio mast is ¾ mile westward of the lighthouse. Northward of Point Judith, near Narragansett Pier, is a prominent square granite tower over 100 feet high.

Point Judith lighthouse is an octagonal, pyramidal tower, lower half white, upper half brown, connected with dwelling. The light is flashing white (light 1.5 seconds, eclipse 13.5 seconds), 65 feet above the water, and visible 14 miles. The fog signal is a siren, blast 5 seconds, silent 40 seconds.

The area, with depths less than about 7 fathoms, around Point Judith, including the approaches to Point Judith Harbor of Refuge, is irregular, with rocky bottom and indications of bowlders. As a measure of caution it is advisable to avoid the shoal spots, even with a smooth sea, and to exercise extra care where the depths are not more than 6 feet greater than the draft.

Point Judith Harbor of Refuge (harbor chart 275), on the west side of Point Judith, is formed by a main, V-shaped breakwater and two breakwaters extending to the shore. The harbor is easy of access for steamers and sailing vessels except with a heavy southerly or southeasterly sea, but is little used by tows; with a comparatively smooth sea the harbor is available for vessels of about 20 feet draft by the east entrance and about 15 or 16 feet draft by the west entrance. The breakwaters are marked by lights as follows:

East Breakwater light (occulting red) on the seaward end of the east breakwater. **Main Breakwater East light** (occulting white) on the easterly end of

the V-shaped breakwater. **Main Breakwater Center light** (double flashing white light every 6 seconds) on the V-shaped breakwater at its angle. **Main Breakwater West light** (occulting red) on the northwest end of the V-shaped breakwater.

In Point Judith Harbor of Refuge the only soft bottom is found in its southern part, in the deeper water inclosed by the main breakwater, where the depths are 4 to 5½ fathoms. On its north side the shoaling is gradual, the 18-foot curve lying about ¼ mile from shore. The rocky patches in the central and northern parts of the harbor have a least depth of about 13 feet, and the southernmost is marked by a buoy. The range of Main Breakwater East light and East Breakwater light, bearing 102° true (**SE** by **E** ¾ **E** mag.), leads clear southward of these rocky patches. The angle and western arm of the main breakwater should be given a berth of 200 yards when anchoring, to avoid broken and hard bottom. A good berth for a large vessel is on the range of Main Breakwater East light and East Breakwater light, bearing 102° true (**SE** by **E** ¾ **E** mag.), with Main Breakwater Center light bearing 205° true (**SW** ⅝ **S** mag.), in 5½ fathoms. If anchored farther westward, soft bottom in places and ample swinging room will be had by anchoring on the range of the east end of the main breakwater and Point Judith lighthouse.

The east entrance to Point Judith Harbor of Refuge is 400 yards wide, with depths of 4 to over 5 fathoms, the deeper water lying in the western half of the entrance. Lying ⅝ mile southward of the entrance there is a shoal ridge which extends in a curve from the angle of the main breakwater to Point Judith. Spots with 25 to 28 feet have been found on this ridge, and less water for a distance of nearly ⅜ mile off Point Judith lighthouse and nearly ¼ mile off the angle of the breakwater. On account of the broken bottom 20 feet is about the deepest draft that should cross the ridge with a comparatively smooth sea.

Approaching the east entrance from eastward, give Point Judith a berth of about ½ mile and steer for Main Breakwater Center light on any bearing northward of 270° true (**WNW** ⅞ **W** mag.) until the entrance bears northward of 314° true (**NW** by **N** mag.) and then haul up for it. From westward, pass southward of the bell buoy, lying over ¼ mile southward of the angle of the main breakwater, on an east course, and haul up for the entrance when Main Breakwater East light bears northward of 4° true (**N** by **E** ½ **E** mag.). When passing through the entrance the course should be westward of north to insure making the turn westward in the harbor.

The west entrance to Point Judith Harbor of Refuge is 500 yards wide, with general depths of 18 to 19 feet and less depth near the end of the breakwater on the north side of the entrance. The best water, about 19 feet, is found on the south side of the entrance for a distance of 200 yards from the main breakwater. Depths of 18 to 20 feet extend about 150 yards westward of the entrance.

Point Judith Pond, a shallow salt pond, has its entrance between two jetties at the northerly end of Point Judith Harbor of Refuge, and has a length of

about 3 miles to the head of the upper pond. Its navigation is difficult, especially at the south end, and is confined to launches and small craft of not over 5 feet draft; this was about the least depth in the channel in 1913. A pilot can be obtained at the huts on the east side of the entrance. At the north end of the upper pond there are landings, boat-building plants, and railways, the largest 45 feet long, where repairs can be made to hulls and motors. Motor-boat supplies can be obtained, and provisions from **Wakefield.** The latter is a town with railroad communication on a small stream about ½ mile northward of the upper pond; the stream is dry at low water. The tides in the pond have a range of about 3 feet, and the currents through the narrow entrance have a velocity of 3 to 4 knots at strength. High and low water in the pond and slack water in the entrance occur about one hour later than high and low water outside. The upper pond is usually closed by ice from one to three months, while the main pond is generally open during the winter.

To enter Point Judith Pond, pass midway between the jetties and then favor the marshy west bank until through the narrow entrance at the south end of the pond. Then follow closely the marshy bank northwestward for a distance of about 150 yards until this bank trends westward. Then steer about 353° true (**N ½ E** mag.) for the bluff at the inshore end of a prominent knoll, which is about ¼ mile from the south end of the pond and is connected with the west bank by a low neck. When about half way to the knoll and 150 yards from the west bank, head up to pass 75 yards eastward of the knoll, and when abreast it head up to pass 75 yards off the next point on the west bank 400 yards farther up the pond.

When about 100 yards above this point steer east-northeastward and pass southward of a stake which marks the end of a spit extending about 100 yards southward from an island; from the south end of the pond to this stake the channel is narrow and difficult. Pass 100 yards eastward of the island, the same distance eastward of the next island lying ½ mile above, and then pass midway between the next two islands, taking care to avoid a rock (covered at high water) which lies about 20 yards off the west side of the eastern one. Then head to pass about 100 yards westward of the point on the east bank ½ mile above. Then steer northeastward and pass this and the next point at a distance of about 50 yards, leaving a marshy islet about 50 yards on the port hand.

Then steer eastward and then northward through the narrow channel into the upper pond, favoring well the south and east banks in making the turn to avoid a shoal which extends about 100 yards southeastward from the turning point. In the upper pond follow the west bank at a distance of about 100 yards to avoid a rocky shoal, bare at low water, which lies in the middle about halfway up the pond, and then steer for the landings at the north end of the pond.

From Point Judith to Watch Hill the projecting points are rocky. With the exception of Point Judith Pond, the outlets of the ponds are generally closed and not used. The coast is fringed by broken ground and bowlders in places,

which should be avoided by deep-draft vessels where the depths are less than 6 or 7 fathoms.

Matoonoc is a small summer settlement 3 miles westward of Point Judith.

Green Hill life-saving station is a prominent feature 5¼ miles westward of Point Judith. A patch of bowlders, with 21 feet over them and marked by a buoy, lies 1¼ miles 132° true (**SE** ⅞ **S** mag.) of the life-saving station and 4⅜ miles 262° true (**W** ⅜ **N** mag.) of Point Judith lighthouse. This patch is at the south end of broken ground, with depths less than 5 fathoms, making off from the coast; the water deepens abruptly around the patch.

Charlestown Beach is a small summer settlement on the beach between Green Hill and Charlestown Ponds.

There is a small summer settlement at the outlet of **Quonochontaug Pond**, and another 1 mile farther eastward.

Noyes Point is marked by a large hotel, and there are two water tanks northward of the point at the western end of Quonochontaug Pond. The settlement, called **Noyes Neck**, has communication by electric road with **Pleasant View** (summer settlement at western end of Brightman Pond) and Westerly.

Old Reef, with 4 feet over it, lies 800 yards from the beach and 3½ miles eastward of Watch Hill lighthouse, and is marked on its south side by a buoy.

Watch Hill is a high, bare bluff, with a number of large hotels and summer houses. There is communication by electric road with Westerly and by boat with Stonington.

Watch Hill lighthouse, on the low point southward of Watch Hill, is a square gray-granite tower attached to a white dwelling. The light is fixed white, 61 feet above the water, and visible 13 miles. The fog signal is a horn, blast 5 seconds, silent 25 seconds. The reefs between Watch Hill and Fishers Island are described with Fishers Island Sound.

Fishers Island is hilly, 6 miles long, and bare of trees. **Chocomount**, 136 feet high, is the highest land in the vicinity. The life-saving station on East Harbor, 1⅛ miles from East Point of Fishers Island, is prominent; there are numerous buildings on the western part of Fishers Island, and storm warnings are displayed. The north side of the island is described with Fishers Island Sound. The south side of the island is fringed with foul ground which rises abruptly from depths of 7 to 8 fathoms; by giving the shore a berth of ½ mile all dangers will be avoided.

Silver Eel Pond is on the west end of Fishers Island, ⅝ mile northeastward of Race Point. The entrance is about 75 feet wide between jetties and has a depth of 16 feet, shoaling to 14 feet inside. There are dolphins on the northeast side of the pond, and the channel is clear between them and the wharves on the southwest side. Vessels must go to the wharves as there is no room for anchorage. There are two red lights, one over the other, on the end of the south jetty at the entrance; a bell near the lights is struck by hand in thick weather when a vessel is expected. It is only necessary to open the entrance and stand in midway between the jetties. The entrance is difficult with northwesterly or westerly winds.

The Race is the main entrance from eastward to Long Island Sound. It is marked by Race Rock and Little Gull Island lighthouses, between which it has a width of 3½ miles. Between these lighthouses the only dangers are Valiant Rock and Little Gull Island Reef, and Cerberus Shoal is the only outlying danger in the southeasterly approach. There is also a narrow passage for small vessels northward of Race Rock lighthouse.

Vessels should pass from ½ to ¾ mile southwestward of Race Rock lighthouse in passing north of Valiant Rock. Passing southward of the rock vessels will keep in the clearest part of the passage on a northwesterly course by passing from ¾ to 1¼ miles northeastward of Little Gull Island lighthouse, or on a west-northwesterly course by passing about ¾ mile north-northeastward of it.

For **currents** see page 37.

Race Point Ledge, partly bare at low water, extends nearly ¼ mile southwestward from the southwest end of Fishers Island, and is marked at its end by a red buoy, in a depth of 18 feet. Inside of the buoy there are bowlders with 3 to 9 feet over them at lowest tides. The passage between this buoy and Race Rock lighthouse has very irregular bottom, although the least depth found is 25 feet. It is suitable only for small vessels with a comparatively smooth sea.

Race Rock, on the northeast side of the Race, is nearly 200 yards in diameter, with a depth less than 18 feet, and is marked by **Race Rock lighthouse**, which is a granite tower attached to dwelling. The light flashes alternately red and white (flash 0.5 second, eclipse 9.5 seconds), is 67 feet above the water, and is visible 14 miles. The fog signal is a horn sounding a group of three blasts every 60 seconds, blasts each 3 seconds, silent intervals 3 and 45 seconds. If horn be disabled a bell will be struck by machinery a double stroke every 20 seconds.

Valiant Rock, nearly in the middle of the Race, has a least found depth of 18 feet, and is nearly ⅜ mile long in a northeast and southwest direction with depths of 4 to 5 fathoms. The 10-fathom curve surrounding Valiant Rock includes the area that should be avoided by deep-draft vessels, and preferably by all vessels, on account of the heavy swirls and rips. The lighthouses are the guides, as the lead can not be depended on to give sufficient warning. The northeasterly limit of the 10-fathom curve lies 1 mile southwestward of Race Rock lighthouse, and its southwesterly limit lies 1¾ miles east-northeastward of Little Gull Island lighthouse.

Little Gull Island lighthouse, on the southwest side of the Race, is a gray, granite tower, connected to red sandstone dwelling, on pier. The light is fixed white, 91 feet above the water, and visible 15 miles. The fog signal is a siren, blast 3 seconds, silent 27 seconds.

Little Gull Island Reef, with little depth over it, extends nearly ¼ mile east-northeastward from Little Gull Island lighthouse, and is marked at its eastern end by a black buoy in a depth of 18 feet. Depths less than 5 fathoms extend nearly ⅜ mile eastward and northeastward from the lighthouse, which

should not be approached closer from these directions. From a position nearly ½ mile northeastward of Little Gull Island lighthouse the general 10-fathom curve trends 123° true (SE mag.) for 1¼ miles, and this is the northeast limit of the broken ground on the southwest side of the Race. Deep-draft vessels should avoid this area. The passage between Little and Great Gull Islands is foul.

Great Gull Island is ⅜ mile long, about 30 feet high, rocky, and has a number of large buildings. There is a wharf with about 15 feet at its end on the north side of the island. Except for about one-half hour after the beginning of the flood current in the Race, the current sets eastward at the wharf, and vessels generally land at the wharf heading westward. There are rocks both eastward and westward of the wharf, which extend outside the line of its face, those eastward of the wharf being marked by a spar buoy. Approaching from eastward, keep the outer small house on the west end of the island open from the wharf, and in leaving swing the bow out from the wharf to insure clearing the rocks westward.

The passage between Great Gull Island and Plum Island has a number of known dangers and very irregular bottom with bowlders, and should be avoided by vessels. The part of the passage between Old Silas and **Plum Island** has been examined by means of a wire drag; bowlders with depths of 3 to 10 feet were found as shown on the chart. The maximum observed velocity of the tidal currents is 2½ knots, but it is considerably higher at times. The tide rips are bad in heavy weather. **Old Silas Rock** is awash at high water.

Bedford Reef is broken ground, on which the least depths found are 13 to 16 feet, extending about 1½ miles southward from the broken ground lying between Great Gull and Plum Islands. It should be avoided by vessels. **Constellation Rock** is on the southeasterly extension of this broken ground; it has 17 feet over it, is marked by a horizontally striped spar buoy, and lies 1⅞ miles 184° true (S by W ⅜ W mag.) of Little Gull Island lighthouse, nearly on the range of it and New London lighthouse. Depths of 5½ and 5¾ fathoms have been found ⅝ mile southwestward and ½ mile east-southeastward, respectively, of Constellation Rock, and may be regarded as the southerly limit of the broken ground of Bedford Reef.

Cerberus Shoal has a length of about ⅜ mile in a north and south direction, with depths less than 6 fathoms, has a least depth of 14 feet on a small rocky patch near its north end, and is marked by a whistling buoy and a spar buoy (both horizontally striped); the whistling buoy is ¼ mile eastward of the shoal. Ordinarily there are strong tide rips near the shoal. The shoal lies 6 miles 136° true (SSE ⅞ E mag.) of Race Rock lighthouse, 7 miles 106° true (SE by E ½ E mag.) of Little Gull Island lighthouse, and 7½ miles 324° true (NNW ⅛ W mag.) of Montauk Point lighthouse.

Plum Island, Gardiners Island, and the passage southward of the latter are described with Gardiners Bay. Shoals extend about 1¼ miles off the eastern

side of **Gardiners Island** to the 6-fathom curve, and inside this depth the bottom is generally rocky and irregular with indications of bowlders.

Fort Pond Bay is a semicircular bay about 1 mile wide on the north side of Long Island 5½ miles westward of Montauk Point. The bay is free from dangers, but flats with 8 to 12 feet over them make out ¼ mile from its eastern shore. The bay affords anchorage for vessels in 7 to 8 fathoms, soft bottom, but is exposed to northerly and northwesterly winds; the shoaling is abrupt on its east and south sides. The flats at the southeast corner of the bay are generally occupied as an anchorage by launches and other small craft during the summer. **Montauk**, a summer resort at the southeast end of the bay, is the terminus of the Long Island Railroad. The railroad pier at Montauk has a depth of 23 feet at its end and 20 feet about 200 feet westward on the line of its face; the shoaling is abrupt. The northerly wharf at Montauk has a depth of about 13 feet at its end.

Broken ground with rocky bottom and bowlders extends 2 miles northward of Shagwong Point; it should be avoided by vessels. The shoalest places are: **Shagwong Rock**, with 7 feet over it, lies ⅜ mile northward of Shagwong Point, and it is marked by a horizontally striped buoy. There are spots with 15 to 18 feet between this buoy and **Shagwong Reef**. The latter lies nearly 2 miles northward of Shagwong Point and 3¾ miles 314° true (**NW** by **N** mag.) of Montauk Point lighthouse. It is a small rocky patch, with a least depth of 7 feet, and there is a depth of 7 fathoms close northward of it. It is marked at its easterly end by a gas and bell buoy. A rocky patch with 5¾ fathoms over it, lying 1 mile west-northwestward of Shogwong Reef, has not been developed and should be avoided by deep-draft vessels.

Fish pounds.—Regulations prescribed by the Secretary of War require that an opening for small craft shall be placed about 400 feet offshore in all pounds between Culloden and Shagwong Points, and in those pounds placed off Rocky Point on the west side of Fort Pond Bay. On the offshore side of these openings signboards 3 feet long and 1 foot wide shall be placed at an elevation of 8 feet above high water. They shall be painted black and shall bear the following notice: "Opening for small boats." This notice shall be painted in white letters 4 inches high, and underneath a white arrow indicating position of opening shall be placed.

Montauk Point, the eastern extremity of Long Island, is a high sandy bluff, on the summit of which is the lighthouse; 250 yards south of the lighthouse is a life-saving station. The land is grass-covered and has a greatest elevation of 165 feet at **Prospect Hill**, 2 miles westward of the point. The south side of the point is bold, the 10-fathom curve lying about ½ mile from shore; depths of 4 fathoms and less extend ⅞ mile off the northeast side of the point.

Montauk Point lighthouse is a white tower with a brown band midway of its height, and is connected by a covered way to a white dwelling. The light is flashing white (flash 0.5 second, eclipse 9.5 seconds), 168 feet high, and visible 19 miles; a fixed red range lens, on the gallery railing of the tower, covers

Shagwong Reef, and is visible only between the bearings 129° true (**SE ½ S** mag.) and 141° true (**SSE ⅜ E** mag.). The fog signal is a siren, blast 3 seconds, silent intervals 3 and 31 seconds.

Surrounding Montauk Point to a distance of about 4 miles is an area which includes Montauk Shoal, Great Eastern Rock, Phelps Ledge, and Endeavor Shoals. This area has been closely developed, but the bottom is very broken and extra caution should be observed where the depths are less than about 10 feet greater than the draft. In general, the shoals are a series of long, narrow ridges, in places only a few yards wide, and their positions are clearly indicated by the rips over them at the strength of the tidal currents.

By giving Montauk Point a berth of over 1 mile and avoiding Great Eastern Rock and the shoalest part of Endeavor Shoals, the dangers eastward and northeastward of Montauk Point would not in smooth weather interfere with vessels of 16 feet or less draft. From the meridian of 71° 46.5′ W, which passes 3¾ miles eastward of Montauk Point lighthouse, to within ½ mile of Block Island, the area with depths less than 10 fathoms has been examined by means of a wire drag, and the least depths are shown on the chart.

Montauk Shoal, with depths of 5 to 6 fathoms, lies between 2 and 3 miles southward and south-southeastward of Montauk Point lighthouse. The shoal is 1½ miles long in a west-northwest direction, and the least depth found by a careful examination is 5 fathoms. The shoaling is abrupt from 11 fathoms on the south side of the shoal. Detached shoals, on which the least depth found is 5½ fathoms, lie about 1½ miles south-southeastward of Montauk Point. A gas and whistling buoy is moored 1¼ miles east-southeastward of Montauk Shoal and 4 miles southeastward of Montauk Point lighthouse.

Great Eastern Rock, by a careful examination, has a least depth of 3½ fathoms, and lies a little over 1½ miles 74° true (**E ⅜ N** mag.) of Montauk Point lighthouse. The rock is marked by a black can buoy.

The least depths found on **Endeavor Shoals** are 3¼ to 4 fathoms on a narrow ridge about ⅜ mile long, which lies 2¼ miles 28° true (**NE ½ N** mag.) of Montauk Point lighthouse.

Southwest Ledge lies 3½ miles west-southwestward of the southwest end of Block Island, and has a least depth of 4¼ fathoms. It is marked at its southwest end by a spar buoy and a bell buoy (both horizontally striped). Rocky patches, with least depths of 4½ and 4¾ fathoms extend 1½ miles northeastward from Southwest Ledge. The sea breaks on the shoaler places in heavy weather. Between the inner patch and the shoals, which extend ⅞ mile from Block Island, there is a channel 1¼ miles wide, with a depth of about 6 fathoms. The deepest passage in this entrance to Block Island Sound is just westward of Southwest Ledge, and has a width of 2 miles.

Block Island (harbor chart 356) is 5 miles long, hilly, with elevations up to 211 feet, and is bare of trees. The shore of the island is fringed in most places by bowlders, and should be given a berth of over ¼ mile even by small craft; the shoaling is generally abrupt in approaching the island.

Block Island is a village and post office near Block Island Harbor. The island has steamboat communication with Newport, and during the summer with New London and adjacent towns on Long Island. Storm warnings are displayed near Block Island Southeast lighthouse and from a skeleton tower northward of the Hygeia Hotel, about ¼ mile from the south end of Great Salt Pond. There are stores, and gasoline can be obtained at Block Island Harbor and Great Salt Pond. Water and limited quantities of anthracite coal can be obtained at Block Island Harbor. The mean rise and fall of tides is 3 feet.

Block Island Southeast lighthouse is a red brick, octagonal, pyramidal tower, attached to dwelling. The light is fixed white, 201 feet above the water, and visible 21 miles. The fog signal is a siren, blast 4 seconds, silent 30 seconds. Near the lighthouse are a radio station, a storm-warning display station, and a seacoast telegraph station, with which vessels may communicate by the use of international code signals.

Block Island North lighthouse is a brown tower on gray granite dwelling. The light is occulting white (light 5, 2 and 2 seconds, eclipses 1.5 seconds), 58 feet above the water, and visible 13 miles.

Block Island North Reef is a sand shoal which extends 1½ miles north-northeastward from the lighthouse to the 6-fathom curve. Depths less than 18 feet are found for a distance of over 1 mile north-northeastward of the lighthouse, and the shoal should be avoided by all vessels. The depths on the shoal change frequently and its position is also subject to a slow change. It is practically steep-to on all sides, so that the lead can not be depended upon alone to clear it. A gas and bell buoy is moored in a depth of about 16 fathoms, ⅝ mile northward of the 6-fathom curve at the end of the shoal, and 1¾ miles 3° true (**N** by **E** ⅝ **E** mag.) of Block Island North lighthouse.

Great Salt Pond is the best harbor in Block Island Sound for vessels of 18 feet or less draft. In easterly gales, when the sea is too heavy to enter Block Island Harbor, a landing can be made at Great Salt Pond. The entrance is on the west side of Block Island, 2 miles southwestward of Block Island North lighthouse. It is a dredged cut from 500 to 600 feet wide through the narrow strip of beach which separates the pond from Block Island Sound, and has a central depth of 21 feet or more for a width of 150 feet; the width of the cut between the 12-foot curves is 300 feet. The southwest side of the entrance is formed by a jetty which extends to a depth of about 24 feet in the sound. On the jetty are two white lights (outer one flashing), and at the inner light is a fog signal consisting of a siren (blast 3 seconds, silent 3 seconds).

To enter Great Salt Pond pass close to the red bell buoy which lies nearly ¼ mile north-northwestward of the end of the jetty, and steer 142° true (**SSE** ¼ **E** mag.) through the middle of the entrance, heading for the steamboat wharf at the head of the pond, which leads to the anchorage. The usual anchorage is in 3 to 8 fathoms off the steamboat wharf, taking care to leave a clear track for the steamers going to the wharf. The shoal on the southeast side of the

pond is marked by a black buoy. A shoal extends about ¼ mile from the north side of the pond. The 18-foot curve lies 150 to 200 yards from the west side of the pond, except off Cormorant Point, where it makes off 250 yards. There is a depth of about 12 feet at the steamboat wharf.

Between the steamboat wharf and a row of piles about 250 feet eastward there is a dredged channel with a depth of about 12 feet leading to the western end of a pond where local fishing craft are moored.

Block Island Harbor is an artificial harbor formed by breakwaters, and lies on the east side of Block Island 1⅝ miles northward of Block Island Southeast lighthouse; it has a depth of 10 feet, to be increased to 15 feet; the latter depth will be maintained by dredging. The entrance channel is 100 feet wide and 15 feet deep, and the latter depth can be taken through the inner harbor to the bulkhead on the south side of the basin. The inner harbor is about 600 by 800 feet in extent in the clear, and is occupied as an anchorage by pleasure craft during the summer. The southwest side of the inner harbor is shoal, and the breakwater on its north and west sides should be given a berth of 100 feet; the eastern part of the inner harbor is left clear for the steamer to enter and leave. The basin, at the south end of the inner harbor, is 250 feet square and is usually occupied by fishing and other local craft, which moor to the bulkhead on its south side.

The east breakwater extends about 850 feet northward of the entrance of the inner harbor, and is marked at its end by a flashing white light; there is a black spar buoy close northward of the end of the breakwater, and a black bell buoy ½ mile northeastward. There is a flashing red light on the end of the breakwater on the west side at the entrance of the inner harbor.

The entrance of Block Island Harbor is a dredged channel 100 feet wide and 15 feet deep, the center line of which is on a 185° true (S by W ½ W mag.) course, passing 265 feet westward of the light at the end of the east breakwater, about 130 feet eastward of the light on the west side of the inner harbor, and continues for the middle of the entrance of the basin.

DIRECTIONS, BLOCK ISLAND SOUND.

The tidal currents throughout Block Island Sound have considerable velocity; the greatest velocities occur in the vicinity of the Race and in the entrances between Montauk Point, Block Island, and Point Judith. Soundings alone can not be depended upon to locate the position; approaching the shores or dangers the shoaling is generally abrupt.

Entering between Point Judith and Block Island.—This entrance is used by all coasting vessels from the bays and sounds eastward to Long Island Sound. The generally used route is through the Race. Tows of light barges and steamers of 14 feet or less draft sometimes go through Fishers Island Sound, especially during daylight with a smooth sea. This entrance is clear with the exception of Block Island North Reef. The coast from Point Judith nearly to

Watch Hill should be given a berth of over 1 mile, avoiding the broken ground with depths less than 6 or 7 fathoms.

The following are courses and distances from a position ¼ mile southward of Point Judith gas, whistling, and submarine bell buoy:

To Fishers Island Sound; 263° true (**W** ½ **N** mag.) for 17½ miles to Gangway Rock gas buoy.

To the Race; 257° true (**W** mag.) for 26¾ miles to a position ½ mile southward of Race Rock lighthouse Or a 255° true (**W** ¼ **S** mag.) course will lead for Little Gull Island lighthouse; heading for Little Gull Island lighthouse on this course, when Race Rock lighthouse bears 33° true (*NE* mag.) the course can be changed to 281° true (**WNW** mag.) and pass about ¾ mile north-northeastward of Little Gull Island lighthouse.

To Gardiners Bay; 250° 30′ true (**W** ⅝ **S** mag.) for 32¾ miles to a position ½ mile northward of Gardiners Island gas and bell buoys.

The following are courses and distances from a position ¼ mile northward of Block Island North Reef gas and bell buoy:

To Fishers Island Sound; 280° true (**WNW** mag.) for 13 miles to Gangway Rock gas buoy.

To the Race; 266° true (**W** ¾ **N** mag.) for 21½ miles to a position ½ mile southward of Race Rock lighthouse. Or a 262° true (**W** ⅜ **N** mag.) course will lead for Little Gull Island lighthouse; heading for Little Gull Island lighthouse on this course, when Race Rock lighthouse bears 11° true (*NNE* mag.) the course can be changed to 281° true (**WNW** mag.) and pass about ¾ mile north-northeastward of Little Gull Island lighthouse.

To Gardiners Bay; 256° true (**W** ⅛ **S** mag.) for 27 miles, passing 1 mile northward of Cerberus Shoal whistling buoy and to a position ½ mile northward of Gardiners Island gas and bell buoys.

Entering between Block Island and Montauk Point.—In thick weather vessels approaching Block Island Sound from sea and not being sure of the position are advised to remain offshore until the weather clears. Approaching Block Island from southward, a depth of less than 10 fathoms indicates less than ¾ mile from shore; and a depth of 10 fathoms is found close to some of the broken ground between Montauk Point and Block Island.

Coming from southward or southwestward, to insure clearing the shoals off Montauk Point and Block Island, the usual route followed by coasting vessels is to stand in for the south shore of Long Island anywhere between Montauk Point and Shinnecock lighthouse, sounding frequently, until in a depth of 15 to 16 fathoms, when the vessel will be from 3½ to 4½ miles from the beach. The course can be then shaped along the coast of Long Island or to clear Block Island, as desired.

From ½ mile off Block Island westward to longitude 71° 46.5′ W this entrance of Block Island Sound has been examined by means of a wire drag. The deepest passage in this entrance is just westward of Southwest Ledge and has a width of over 2 miles; this is the best passage for deep-draft vessels. Rounding the southwest end of Block Island at a distance of 1½ miles leads through the middle of a passage about 1½ miles wide with a depth of 6 fathoms. The following are courses and distances from a position 1½ miles off the southwest end of Block Island, with Block Island southeast lighthouse bearing 78° true (*E* mag.):

To Fishers Island Sound; 314° true (**NW** by **N** mag.) for 14 miles to Gangway Rock gas buoy.

To the Race; 287° true (**NW** by **W** ⅜ **W** mag.) for 20 miles to a position ½ mile south-southwestward of Race Rock lighthouse. Or 282° true (**NW** by **W** ⅞ **W** mag.) for 21¾ miles to a position ¾ mile north-northeastward of Little Gull Island lighthouse.

To Gardiners Bay; 272° true (**WNW** ¾ **W** mag.) for 23 miles to a position ½ mile northward of Gardiners Island gas and bell buoys.

By giving Montauk Point a berth of over 1 mile and avoiding Great Eastern Rock and the shoalest part of Endeavor Shoals, the dangers eastward and northeastward of Montauk Point would not in smooth weather interfere with vessels of 16-feet draft.

To Fishers Island Sound; passing ¼ mile eastward of Great Eastern Rock buoy a 352° 30′ true (**N** ⅜ **E** mag.) course for 13½ miles will lead to Gangway Rock gas buoy.

Passing 1¼ miles eastward of Montauk Point lighthouse and ⅜ mile westward of Great Eastern Rock buoy, steer 337° true (**N** by **W** mag.) for 1 mile until Montauk Point lighthouse bears 213° true (*SW* mag.). From this position the following courses can be steered:

To the Race; 319° true (**NNW** ⅝ **W** mag.) for 7 miles to a position ½ mile northeastward of Cerberus Shoal whistling buoy. Then a 303° true (**NW** mag.) course for 6 miles will lead ½ mile southwestward of Race Rock lighthouse, or a 286° 30′ true (**NW** by **W** ½ **W** mag.) course for 7½ miles will lead ¾ mile north-northeastward of Little Gull Island lighthouse.

To Gardiners Bay; 309° true (**NW** ½ **N** mag.) for 3½ miles to a position 1 mile east-northeastward of Shagwong Reef gas and bell buoy, and then 278° true (**WNW** ¼ **W** mag.) for 11½ miles to a position ½ mile northward of Gardiners Island gas and bell buoys.

GARDINERS BAY

is at the western end of Block Island Sound, from which it is separated by Gardiners Island. It is an excellent anchorage and easily entered either day or night. It is the approach to Shelter Island Sound and the Peconic Bays, localities frequented by numerous yachts and motor boats during the summer.

In addition to the lighthouses, the white spires of the Congregational Church at Orient and the Presbyterian Church at Sag Harbor are prominent, and can be used as aids to navigation or for angling. The principal entrance is from eastward, northward of Gardiners Point, and is available for vessels of any draft. The entrance from Long Island Sound is through Plum Gut, and there is an entrance southward of Gardiners Island that is used by fishing vessels (see the description following). The nearest marine railways are at Greenport, New London, and Fishers Island Sound.

Plum Island is 2½ miles long, hilly, bare of trees, and is marked at its westerly end by Plum Island lighthouse. The wharf on the north side of the island, ⅞ mile from the eastern end, has a depth of about 15 feet at its end. The wharf on the southeast side, ⅜ mile northeastward of Pine Point, has a depth of 9 feet at its end. The bight in the southeast side of Plum Island is foul out to **Plum Island Rock**, which lies ½ mile from shore abreast the middle of the island, has 1 foot over it, and is marked by a buoy.

Plum Gut Harbor, on the southwest side of Plum Island, has an entrance between jetties, and a depth of 14 feet in the entrance and harbor. Pile dolphins mark the channel between the jetties, and it is necessary only to stand in midway between them on a 25° true (**NE ¾ N** mag.) course and go to the wharf. Two red lights, one above the other, mark the end of the jetty on the north side at the entrance.

Plum Island lighthouse is a white tower on granite dwelling. The light is flashing white (light 1 second, eclipse 6.5 seconds), 75 feet above the water, and visible 14 miles. The fog signal is a bell struck by machinery a single stroke every 15 seconds.

Plum Gut, the entrance to Gardiners Bay from Long Island Sound, is nearly ¾ mile wide and has sufficient water for vessels of the deepest draft; in the passage there are several rocks, with depths of 17 to 19 feet over them, and the tidal currents set through with great velocity; but steamers, or sailing vessels with a strong favorable wind, should have no difficulty in passing through. Plum Island lighthouse is on the eastern side of the passage, and Orient Point lighthouse is near the end of Oyster Pond Reef, on the western side of the passage.

A wire drag set to 16 or 17 feet has been passed over the broken ground in Plum Gut between (but not over) Midway Shoal and the end of Oyster Pond Reef, passing 350 yards east-northeastward of Orient Point lighthouse; and over the Middle Ground, passing 250 yards westward of Plum Island lighthouse. This insures a clear channel for vessels of about 15 feet draft at low water by avoiding Midway Shoal; it is well to give Plum Island and Orient Point lighthouses and the shore of Plum Island, just southward of Plum Gut Harbor, a berth of ¼ mile. **Midway Shoal** is 150 yards long, with 17 to 18 feet over it, lies a little over ½ mile 95° true (**ESE ½ E** mag.) of Orient Point lighthouse, and is marked by a horizontally striped buoy. The best water in the passage will be found on a 295° true (**NW ¾ W** mag.) course, passing Pine Point and Midway Shoal buoy at a distance of 350 yards and passing midway between Orient Point and Plum Island lighthouses.

Orient Point lighthouse is near the eastern end of the shoalest part of Oyster Pond Reef, and there are numerous bowlders and little depth between the lighthouse and Orient Point. The lighthouse should be given a berth of over 350 yards when northward and east-northeastward of it. The lighthouse is a brown, conical tower on a black pier. The light is fixed red, 64 feet above the water, and visible 9 miles. The fog signal is a horn, blast 3 seconds, silent 17 seconds.

The wharf on the south side of **Orient Point**, 1 mile westward of the lighthouse, has a depth of 8 feet at its end.

Ram Head is a prominent yellow bluff on the western shore of Gardiners Bay. There is a lower bluff nearly 1½ miles westward of Ram Head. A shoal with 7 to 12 feet over it extends 1½ miles southeastward from Ram Head.

Coecles Harbor has its entrance at the south end of Ram Head; it is little used. A depth of 4 feet can be taken across the bar on a 248° true (**W** by **S** mag.) course for the north point at the entrance; the latter should be passed close to, not over 100 feet off. Inside this point the chart is the guide.

Three Mile Harbor, on the south side of Gardiners Bay, has a least depth of 3½ feet in the entrance, and is frequented by motor boats of as much as 5 feet draft. The entrance is between two short jetties, and there is a light on the west jetty. From the south end of Three Mile Harbor there is a channel through the lagoon to a casino on its southeast bight. Groceries, boat supplies, and gasoline can be had at the casino. The difficult parts of the channel are staked. The tidal currents have a velocity of about 3 knots through the entrance of Three Mile Harbor.

Lion Head Rock, off Hog Creek Point, south side of Gardiners Bay, is awash at high water.

Napeague Bay.—The passage southward of Gardiners Island is used only by the fishing vessels owned by the fish factories at **Promised Land** and **Hicks Island**. The deepest draft of the vessels regularly using the channel from Napeague Bay to Promised Land is 16 feet, but coal-laden vessels drawing as much as 20 feet occasionally enter with the aid of local knowledge; the least depths in this channel are about 20 feet between the two outer perpendicularly striped buoys, and somewhat less just southward of the horizontally striped spar buoy at the entrance to the channel leading southward to Promised Land. The deepest draft of the vessels regularly using the through channel to Gardiners Bay is about 12 feet. The tidal currents have considerable velocity through all of the channels between the shoals.

In the absence of local knowledge it is not considered advisable for vessels of a greater draft than 12 feet to attempt the passage to Promised Land or through to Gardiners Bay, and then only when the buoys can be seen. From the perpendicularly striped bell buoy at the entrance from Napeague Bay, the course is 214° true (**SW** mag.) to the P. S. nun buoy, and this course leads a little northward of the H. S. nun buoy. Pass midway between the latter and spar buoy No. 2 and steer 231° true (**SW** by **W** ½ **W** mag.) to a position 150 yards northward of buoy No. 1. Then steer for the horizontally striped spar

buoy. Pass about 200 feet eastward of the latter buoy and head to pass about 150 feet westward of the nearest wharves at Promised Land.

Or, pass about 200 feet northward of the horizontally striped spar buoy and steer 273° true (**WNW ¾ W** mag.); a house with dormer window southward of Hicks Island should be astern on this course, which should lead about midway between buoys Nos. 3 and 4. Buoys Nos. 4 and 4a are close to the edge of the flat, and should be given a good berth, say 150 yards, passing westward of them, and then pass about 100 yards westward of buoy No. 6. Passing about ¼ mile eastward of buoy No. 5 a 334° true (**N** by **W ¼ W** mag.) course will lead for Plum Island lighthouse, easterly side of Plum Gut, and leads in a depth of about 16 feet across Crow Shoal about ¾ mile westward of Crow Head.

Gardiners Island is partly wooded and has an elevation of 130 feet near its middle. **Crow Head** is the high bluff at the western end of Gardiners Island. **Crow Shoal** extends 1¾ miles west-southwestward from Crow Head, and is marked at its western end by a horizontally striped buoy. At the southwesterly end of the shoal there is an area about ½ mile in diameter on which the depths are 6 to 8 feet; inside this area there are depths of 12 to 16 feet on the shoal from ¼ to 1 mile southwestward of Crow Head. The shoal is generally steep-to.

Bostwick Bay is the bight on the northwest side of Gardiners Island. It affords excellent anchorage in easterly winds in depths of 24 to 25 feet, but is exposed to all westerly winds. There are no dangers in the bay or its approaches, with the exception of Crow Shoal and the bar extending from the north point of Gardiners Island to Gardiners Point.

Gardiners Point is a low spit on which there is a concrete structure about 20 feet high, and lies at the northerly end of the very shoal bar which extends 1½ miles north-northwestward from Gardiners Island. This shoal is steep-to on its north and west sides, and is marked at its north end by a gas buoy and bell buoy.

Tides.—The mean rise and fall of tides is about 2.5 feet.

DIRECTIONS, GARDINERS BAY.

Courses to Gardiners Bay entrance are given in the directions for Block Island Sound. Little Gull Island and Orient Point lighthouses and Gardiners Island gas and bell buoys are the principal guides for the entrance from Block Island Sound. This entrance is over 1 mile wide between the 6-fathom curve on the broken ground surrounding Constellation Rock and Bedford Reef and the 6-fathom curve eastward of Gardiners Point. A 274° true (**WNW ⅝ W** mag.) course for Orient Point lighthouse leads in about the deepest water through the middle of this channel; or, heading to pass from ¼ to ½ mile northward of Gardiners Island gas and bell buoys on any course between 264° true (**W ½ N** mag.) and 253° true (**W ½ S** mag.) will also lead through this channel. These are the best courses for deep-draft vessels.

When past Gardiners Island gas and bell buoys vessels can stand over for an anchorage which affords the best lee in the prevailing winds. Or, from abreast Gardiners Island gas and bell buoys, deep-draft vessels can steer westward or west-southwestward until Orient Point lighthouse bears north, and then bring it astern on a 168° true (S mag.) course which leads in a least depth of about 6 fathoms until approaching the southern end of the bay.

The principal *dangers* are the broken ground between Constellation Rock and Bedford Reef, the shoal making out to Gardiners Point, and Crow Shoal. The shoaling is generally abrupt in approaching these dangers. In general the shoaling is gradual in approaching the shoals on the western side of the bay. There are fish pounds and many oyster stakes on most of the shoals.

Plum Gut is used by vessels entering Gardiners Bay from Long Island Sound. See the description of Plum Gut preceding. Courses to the north and south entrances of Shelter Island Sound are given in the directions under that heading.

SHELTER ISLAND SOUND AND PECONIC BAYS.

These waters extend westward from Gardiners Bay about 22 miles to Riverhead, the head of navigation on Peconic River. They are much frequented by yachts and motor boats in summer, and there are many summer resorts. In the summer steamers ply to the towns and villages on Shelter Island Sound from New York, New London, and Block Island. There are fish traps and oyster stakes on many of the shoals.

Channels.—At low water a depth of 21 feet can be carried through the north part of Shelter Island Sound and Little Peconic Bay as far as Robins Island, and 13 feet through the south part of Shelter Island Sound. Across the bar between Little and Great Peconic Bays 16 feet can be carried at low water, and there is a greater depth in Great Peconic Bay. A depth of 5 feet at low water can be carried to South Jamesport; above this only launches and lighters go as far as Riverhead. From Great Peconic Bay boats of 3 feet draft can be taken through Shinnecock Canal and by inside waters along the south side of Long Island to East Rockaway Inlet.

Pilots.—There are no regular pilots. The piloting is generally done by fishermen or masters of small local vessels.

Towboats are rarely used, but they can be obtained from New London. The oyster steamers are available in case of necessity.

Supplies.—Anthracite and bituminous coal, gasoline, provisions, ice, water, and ship chandlery can be best obtained at Greenport and Sag Harbor.

Repairs.—There are several shipyards and marine railways at Greenport, also inclosed basins with excellent facilities for laying up and fitting out yachts. The largest marine railway is 200 feet long, with a capacity of 1,000 tons. Ordinary repairs to machinery can be made.

Ice obstructs navigation in the coves and shallow harbors for about two months (January and February). There is some drift ice at Greenport, but not sufficient to interfere with navigation. In the south arm of Shelter Island Sound the ice is sufficiently heavy at times to be destructive to structures exposed to it.

Tides.—The mean rise and fall of the tides is about 2.5 feet.

Currents.—The tidal currents have considerable velocity wherever the channel is narrowed. The estimated velocity at strength in the narrower places is 1.5 knots or more. The currents turn from 1 to 1½ hours after high and low water.

SHELTER ISLAND SOUND, NORTH PART.

Extensive flats make off from Ram Head and the shore between it and Hay Beach Point. Southward and southwestward of Long Beach Bar lighthouse there are depths of 5 feet for a distance of nearly ¾ mile from the south shore, and the edge of the shoal is marked by a black buoy. The northerly part of these shoals, extending ½ mile off the eastern side of Hay Beach Point, are known as **Hay Beach Point Flats**, and are marked at the northeast end by a black bell buoy. From southward of Long Beach Bar lighthouse to Hay Beach Point the edge of the shoal is steep-to. **Hay Beach Point** is a low flat at the end, backed by wooded high land. There are fish pounds in places on the shoals and on both sides of Long Beach Point.

Long Beach Point is a low spit from which a bar with little depth extends to the lighthouse. Shoals with 10 to 12 feet over them extend ½ mile southward from Long Beach Point. The south and west sides of the shoal have depths of 14 to 15 feet and rise abruptly from the channel. A red buoy marks the edge of the channel about ¼ mile southward of the lighthouse.

Long Beach Bar lighthouse is a white tower and dwelling on piles. The light is fixed red, 53 feet above the water, and visible 8 miles. The fog signal is a bell struck by machinery a single stroke every 15 seconds.

Orient Harbor is an excellent anchorage lying northward of Long Beach Point and lighthouse, the depths ranging from about 20 feet in its southern part to 16 feet at its northern end. A shoal with 6 to 9 feet over it extends ⅞ mile from the western shore at the entrance of Orient Harbor, and is marked at its end by a red buoy, which lies ⅝ mile northwestward of Long Beach Bar lighthouse. Enter between the buoy and lighthouse, giving the latter a berth of over 300 yards, and steer about 359° true (**N ⅞ E** mag.) up the middle of the harbor; select anchorage as desired, giving the north shore a berth of about ¼ mile. The eastern part of Orient Harbor, eastward of a line from Long Beach Bar lighthouse to the end of the wharf at Orient, has depths of 7 to 9 feet, with the exception of a channel ¼ mile wide about midway between them which leads to Long Beach Bay. There are fish pounds in places on the shoals.

Orient is a village at the northeast end of Orient Harbor. There is a depth of 8 feet at the end of the steamboat wharf. The white spire of the Congregational Church is prominent.

Long Beach Bay makes eastward from Orient Harbor on the north side of Long Beach Point. A dredged channel, with a least width of 35 feet and protected by dikes in places, leads through the bay to a wharf on the west side near its north end. In 1913 there was a least depth of 5 feet in the channel and 7 feet at the wharf. This channel is marked by the dikes and private aids and is easily followed. The black buoy at the entrance lies midway between the shores 600 yards westward of Peters Neck Point. Leave the entrance buoys, the first dike, and the buoys near Peters Neck Point on the port hand, then follow the next dike, leaving it on the starboard hand, until in the channel between the dikes, and when past them follow the bush stakes, leaving them on the port hand. The aids and dikes should be passed at a distance of about 20 feet.

Sheepshead Rock, with 2½ feet over it, lies on the edge of the channel, 300 yards from the north shore, and ½ mile northward of Hay Beach Point, and is marked by a red buoy.

Greenport Harbor is formed on the northeast by a breakwater, 5 feet high, which extends ¼ mile south-southeastward from Youngs Point, nearly to the 18-foot curve, and is marked at its outer end by Greenport Harbor light. From the shore end of the breakwater a flat extends 200 yards southward to the 6-foot curve and 300 yards to the 12-foot curve, and the generally used anchorage is off the edge of this flat in 2 to 6 fathoms, the lead being a good guide.

Sterling Basin, on the northeast side of Greenport, has a depth of about 6 feet in the entrance and 2 to 3 feet inside. In the approach to the basin there are a marine railway and several wharves, of which the principal and only public one is Union Wharf, which has a depth of about 11 feet at its outer part. A 323° true (**NNW** ¼ **W** mag.) course for Union Wharf leads in the best water; or a depth of over 9 feet will be carried by steering for its end on any course between 337° true (**N** by **W** mag.) and 303° true (**NW** mag.).

Greenport is an important town and a terminus of a branch of the Long Island Railroad. There are several shipyards, marine railways, and a well-equipped machine shop. The depths at the wharves range from 7 to 19 feet, according to location. The steamship and railroad wharves are on the south front of the town.

Derring Harbor, opposite (southward of) Greenport, is a favorite anchorage for yachts and motor boats. A shoal, with 5 to 7 feet over its outer part, extends halfway across the entrance from the southwest point at the entrance, and is marked at its northeast end by a red buoy, in a depth of 10 feet. The entrance is between the buoy and the eastern shore. The depths in the harbor range from about 12 to 15 feet just inside the entrance to 8 or 9 feet near the shores. Motor boats should give the shores at the southeast end and west side of the harbor a berth of 200 yards; anchor eastward of the line of the coal pier at the southwest end of the harbor to avoid the grassy shoal on the west shore. Vessels too large to enter can anchor outside the entrance buoy in 3 to 6 fathoms.

Shelter Island Heights is a post office on the southwest side; a ferry runs to Greenport.

Fanning Point is on the north shore at the southwest end of Greenport. A shoal extends 300 yards off the point and is marked at its end by a red buoy, in a depth of 15 feet.

Pipes Cove, about ¾ mile in extent, lies on the north side southwestward of Greenport, and between Fanning Point and Conkling Point. Extensive shoals make off from the shores, and it is not much used except by motor boats, which moor on its northeast side. There are bowlders in places on the northwest side of the cove, and in general motor boats should give the shores a berth of over 200 yards.

Conkling Point, on the north shore 1 mile southwestward of Fanning Point, is low and sandy at the end, and has deep water as close as 150 yards.

Jennings Point, the western end of Shelter Island, is high and wooded. There are no dangers off the point if it be given a berth of over 150 yards.

Southold Bay and the village of **Southold** are in a bight at the northwestern end of Shelter Island Sound westward of Jennings Point. Southold is on the Long Island Railroad. There is a depth of 8 feet at the wharf. A 270° true (**W** by **N** mag.) course for the wharf leads in about the best water in the approach.

For a distance of 1 mile northeastward of the wharf shoals with 12 feet or less extend nearly ⅜ mile from shore and are generally steep-to. The southwest part of the bay is also shoal for a distance of 600 yards from shore. Anchorage can be selected with the wharf bearing between 292° true (**NW** by **W** mag.) and 253° true (**W** ½ **S** mag.), and distant from ⅛ to ⅜ mile, in 12 to 18 feet.

Paradise Point, on the west side of the sound, is low and wooded, and from the point a sloping sand spit shows nearly out to Hallocks Point Shoal gas buoy, which marks the end of the shoal off the point. Southward of Paradise Point, shoals with depths of 10 to 15 feet extend from the west shore to mid-sound; the southeast point of the shoals is marked by a red buoy, which lies about ¾ mile southward of Paradise Point. There are oyster stakes in places on the shoals.

SHELTER ISLAND SOUND, SOUTH PART.

The channel south of Shelter Island has numerous shoals, but is easily followed by vessels of 12 feet or less draft when the buoys can be seen. The approach from Gardiners Bay is across a shoal or bar which extends in a southeasterly direction from Ram Head to the south shore, the depths on which range from 7 to 11 feet for a distance of 1¼ miles from Ram Head, and thence 13 to 17 feet to the buoys which mark the south side of the entrance. The southern end of this shoal, across which the channel leads, is called **Sag Harbor Bar,** good for a depth of 17 feet, and is marked by spar buoy No. 2.

Cedar Point Shoal extends ¼ to ⅜ mile from the shore eastward of Cedar Island lighthouse. The shoal has bowlders, and its edge is marked by a

horizontally striped spar buoy abreast buoy No. 2, and by two black spar buoys between it and the lighthouse.

Nichols Point Shoal, with bowlders and little water in places, extends nearly ½ mile east-southeastward from Nichols Point, and is marked at its end by a red buoy, which lies ½ mile northward of Cedar Island lighthouse.

Single Rock buoy marks a bowlder with 4 feet over it, which lies on the western edge of the channel, 600 yards from shore, and ⅜ mile westward of Cedar Island lighthouse.

Northeast Harbor is the usual anchorage for vessels bound to Sag Harbor and lies between Cedar Island lighthouse and Mashomack Point. The depths are 15 feet to 6½ fathoms, hard bottom. Small craft can find shelter in northerly gales with Cedar Island lighthouse bearing 0° true (**N** by **E** mag.). With strong northerly winds it is not advisable for any vessel to anchor in mid-channel between the lighthouse and Mashomack Point, as there is a rough sea on the ebb; under such conditions the best anchorage is on the western side of the channel out of the strength of the current.

Cedar Island lighthouse is a granite dwelling. The light is fixed white, 44 feet above the water, and visible 10 miles. The light is obscured between 225° true (**SW** by **W** mag.) and 315° true (**NW** by **N** mag.). The fog signal is a bell, single stroke every 20 seconds.

West Harbor Flats extend from the eastern shore to the line of Cedar Island lighthouse and the black buoys southward of it. The ruling depths over these flats are about 7 to 8 feet, with 4 to 9 feet at their western edge.

Barcelona Bank, with 4 to 5 feet over it, lies on the south side of the channel, about 1 mile eastward of the end of the breakwater at Sag Harbor, and is marked by black buoys.

Gull Rocks, showing bare at half tide, lie nearly ⅜ mile northeastward of the breakwater at Sag Harbor, and are marked off their north end by a black buoy.

Sandspit is the extensive shoal, partly bare at low water, lying between Mashomack Point and Sag Harbor. The southeast and south sides of the shoal are marked by red buoys and a beacon (pile of rocks with red spindle and cage). The shoal extends 1⅜ miles northwestward from the beacon, has 5 to 9 feet over it, and its western edge is marked by red buoys.

Sag Harbor lies about 3 miles southwestward of Cedar Island lighthouse and is formed on the northeast by a breakwater which is marked at its end by a light. The town of Sag Harbor has railroad communication. The deepest draft entering is about 12 feet. The channel to the steamboat wharf has a depth of 10½ feet. The east and south sides of the harbor are shoal, but there is a limited anchorage for a few small vessels of less than 8 feet draft eastward or northeastward of the end of the steamboat wharf. The depths at the steamboat wharf range from about 14 feet at the end to 7 feet near its inner end, and there is a depth of about 4 feet at the ends of the landings in the harbor. There is a depth of about 3 feet in the channel to

Sag Harbor Cove; the drawbridge across the entrance of the cove has an opening with a clear width of 43 feet.

To enter Sag Harbor, pass 100 to 200 feet eastward of spar buoy No. 12 (with cage) and steer 215° true (**SW** ⅛ **W** mag.) to a position 100 to 200 feet eastward of spar buoy No. 14; or, coming from northward, from abreast spar buoy No. 2 at the southwest end of the Sandspit, steer about 191° true (**SSW** mag.), giving the western shore a berth of 300 yards, to a position 100 to 200 feet eastward of spar buoy No. 14. Then steer for the wharf house in range with a prominent white belfry. The end of the breakwater should not be rounded too closely, as a depth of about 6 feet is found near its end. Anchor eastward or northeastward of the end of the steamboat wharf, taking care to keep westward of the range of the end of the breakwater and the foot of the bluff on the east side of North Haven.

A shoal with 5 to 10 feet over it extends nearly 400 yards from the middle of the bight on the eastern side of North Haven. The north end of North Haven should be given a berth of over 200 yards. A shoal with 6 to 12 feet over it extends nearly 350 yards northwestward from the northwest point of North Haven.

Noyack Bay lies between North Haven and Jessup Neck, and southward of the western end of Shelter Island. It is about 3 miles long and 2 miles wide, and there are no dangers if the shores be given a berth of about ⅜ mile. **West Neck Shoal**, with 9 to 11 feet over it, makes out nearly ¾ mile from the south end of Shelter Island, and is marked at its south end by a gas buoy, which lies near the middle of the northern part of Noyack Bay.

PECONIC BAYS.

Jessup Neck is a long, narrow strip, partly high and wooded, which separates Noyack Bay from Little Peconic Bay. The north end of the neck is a sand spit, from which a shoal with 5 to 11 feet over it extends nearly ⅜ mile north-northwestward. The end of the shoal is marked by a gas buoy.

Little Peconic Bay is about 5 miles long and 3¾ miles wide at its widest part. The southeasterly shore of the bay is clear if given a berth of ⅜ mile, but shoals extend ⅝ mile from that shore at the south end of the bay. There is a prominent yellow bluff just westward of the entrance of **North Sea Harbor**. A shoal with depths of 5 to 7 feet extends 1½ miles southwestward from **Great Hog Neck**, on the northwest side at the entrance of Little Peconic Bay; this shoal is marked near the middle of its southeast side by a red buoy, a guide for the main channel of the bay.

Nassau Point, the long neck on the northwest side of Little Peconic Bay, has high bluffs on its eastern side. A shoal with little depth over it extends ½ mile southward from Nassau Point, and is marked at its end by a gas buoy. The buoy should be given a good berth when rounding it to insure clearing the southeast part and west edge of the shoal. The southeast part of the shoal has 5 to 8 feet over it, and lies ⅜ mile northeastward from the buoy.

Cutchogue Harbor, between Nassau Point and Robins Island, has numerous shoals and very irregular bottom, but is used by a number of oyster boats of as much as 12-feet draft, which are owned at New Suffolk. A black buoy marks the end of a shoal, with depths of 6 to 7 feet over its outer part, which extends ¾ mile northeastward from Robins Island. A depth between 9 and 10 feet at low water can be taken to the town wharf, which is on the eastern side of **New Suffolk**, by passing eastward and about 200 yards northward of the black buoy and then steering for the wharf. There is a depth of about 12 feet at the end of the wharf and 10 feet at the sides of its outer part. Supplies, ice, and gasoline can be had at New Suffolk, and repairs to gas engines and hulls up to about 35 tons. The through channel northward of **Robins Island** has no aids and is not used except by light-draft boats.

The channel southward of Robins Island has been dredged to a depth of 16 feet and is marked by buoys.

Great Peconic Bay is about 5 miles in diameter. The navigation is confined mostly to motor boats owned at South Jamesport and from Shinnecock Canal, and a few yachts. The bay is generally clear, but there are extensive shoals making off from the shores except on its south side. **Shinnecock Canal** is the entrance of a passage, good for boats of 3 feet draft, which leads through the bays on the south side of Long Island.

Near the middle of the western part of the bay is a red buoy, which marks the entrance of a channel, good for a depth of 5 feet at low water, leading to South Jamesport. Passing close southward of this buoy a 270° true (**W** by **N** mag.) course will lead to the red buoy southward of South Jamesport, then steer northwestward to a black buoy, and then northward for the wharf at South Jamesport. Motor boats anchor in the bight westward of the wharf. **South Jamesport** is a summer resort and has railroad communication.

Flanders is a small village at the head of **Reeves Bay**, 2½ miles west-southwestward of South Jamesport.

Riverhead, on the **Peconic River**, 4½ miles above South Jamesport, is at the head of navigation and has railroad communication; the deepest draft of the boats going there is 4½ feet at high tide.

DIRECTIONS, SHELTER ISLAND SOUND, NORTH ARM.

The channel north of Shelter Island is good for a depth of 21 feet, is easily followed when the buoys can be seen, and is generally used by all vessels, including those going to Peconic Bays.

Vessels of less than about 7 feet draft can follow the south side of Long Beach at a distance of ¼ mile on a 239° true (**WSW ¼ W** mag.) course, passing about the same distance southward of Long Beach Bar lighthouse. Vessels of less than 12 feet draft can follow the south side of Long Beach at a distance of ¾ mile or more until in the buoyed channel; or, coming from southeastward, can steer for Long Beach Bar lighthouse on a 308° true (**NW ⅜ N** mag.)

course, which leads 5/8 mile off Ram Head; when about 1 mile from the lighthouse the course should be changed to about west-northwest to pass between the buoys southward of the lighthouse. The following courses lead in the buoyed channel:

From Plum Gut, passing 1/4 mile southeastward of Orient Point lighthouse, a 205° true (**SW** 3/4 **S** mag.) course for 4 miles will lead to a position 1/4 mile eastward of Shelter Island Sound entrance bell buoy; or, passing 1/4 mile northward of Gardiners Island gas and bell buoys, a 239° true (**WSW** 1/4 **W** mag.) course for 6 miles will lead to the bell buoy.

Gardiners Bay to Hay Beach Point.—From Shelter Island Sound entrance bell buoy steer 273° true (**WNW** 3/4 **W** mag.) with spar buoy No. 1 a very little on the port bow. When Long Beach Bar lighthouse bears 337° true (*N* by *W* mag.), steer 305° true (**NW** 1/8 **N** mag.) passing 150 yards southward of spar buoy No. 2 and 250 yards northeastward of bell buoy No. 3. Rounding the bell buoy at this distance steer 259° true (**W** mag.) to a position 350 yards northward of Hay Beach Point, and then if going to Greenport, steer southwestward and pass about 100 yards southeastward of the light on the end of the breakwater.

Hay Beach Point to Little Peconic Bay.—Rounding Hay Beach Point at a distance of 350 yards, steer 222° true (**SW** 3/4 **W** mag.), follow the southern shore at a distance of 350 yards, and round Conkling Point and Jennings Point at this distance. Then steer 154° true (**S** by **E** 1/2 **E** mag.) pass 100 yards eastward of the gas buoy off Paradise Point, and continue the course about 1/2 mile past the gas buoy until approaching a red spar buoy. Round this buoy at a distance of about 200 yards, steer 208° true (**SW** 1/2 **S** mag.), and pass 100 yards northwestward of Jessup Neck Shoal gas buoy.

Through Little and Great Peconic Bays.—Passing 100 yards northwestward of Jessup Neck Shoal gas buoy, continue the 208° true (**SW** 1/2 **S** mag.) course for 1 mile to a position 1/4 mile southeastward of spar buoy No. 12. Then steer 218° true (**SW** 3/8 **W** mag.), pass 200 yards southeastward of the gas buoy off Nassau Point, and continue the course, passing midway between the red buoys and black buoys which mark the dredged channel, with a depth of about 16 feet, southward of Robins Island. Westward of the dredged channel, vessels of about 10 feet or less draft can cross the shoal anywhere southward of the horizontally striped buoy, which marks a rock with 5 feet over it, lying 1 mile west-southwestward of the south end of Robins Island. Deeper draft vessels should follow the buoys southward, the courses for which are: Passing 100 yards westward of buoy No. 11, 180° true (**S** by **W**

mag.) passing 100 yards eastward of buoys Nos. 20 and 22, then 202° true (**SW** by **S** mag.), passing 100 yards eastward of buoy No. 24, and then 247° true (**W** by **S** mag.), passing northward of buoy No. 13.

DIRECTIONS, SHELTER ISLAND SOUND, SOUTH ARM.

This entrance is little used except by vessels going to Sag Harbor, the usual draft of which is 10 feet or less and the greatest draft about 12 feet. Vessels of greater draft should employ a pilot. Vessels from Greenport going to Sag Harbor, or the reverse, generally use the inside route around the western end of Shelter Island.

From Gardiners Bay vessels can cross Sag Harbor Bar, where the depth is about 14 feet, on the range of Cedar Island lighthouse and the white spire of the Presbyterian Church at Sag Harbor, course 210° true (**SW** ⅜ **S** mag.), and then steer about 216° true (**SW** ¼ **W** mag.) and pass 250 to 300 yards northwestward of the lighthouse. The following courses lead in the buoyed channel:

From Plum Gut, passing ¼ mile eastward of Orient Point lighthouse, a 186° true (**S** by **W** ⅝ **W** mag.) course for 6½ miles will lead to spar buoy No. 2 on Sag Harbor Bar; or, passing ¼ mile northwestward of Gardiners Island gas and bell buoys, a 213° true (**SW** mag.) course for 6¾ miles will lead to buoy No. 2.

Sag Harbor Bar to Sag Harbor.—Passing close to spar buoy No. 2 on Sag Harbor Bar steer 247° true (**W** by **S** mag.), pass about 150 yards northward of spar buoy No. 3, and when Cedar Island lighthouse bears southward of about southwest, shape the course to pass 300 yards northwestward and westward of it. Then steer 187° true (**S** by **W** ⅝ **W** mag.) to a position 350 yards eastward of Mashomack Point, then 202° true (**SW** by **S** mag.) to a position 150 yards southeastward of buoy No. 8, and then about 224° true (**SW** by **W** mag.) to abreast buoy No. 10. Pass about 200 feet northward of buoy No. 11, steer 272° true (**WNW** ¾ **W** mag.), and pass about 300 feet southward of the Sandspit spindle and about 200 feet northward of buoy No. 13. Buoy No. 12 (with cage) will be nearly ahead; directions from this buoy to Sag Harbor are given in the description of the harbor preceding.

Sag Harbor to Peconic Bays.—Leave buoy No. 12 (with cage) on the port hand and buoy No. 2, at the southwest end of the Sandspit, about 100 yards on the starboard hand. Then steer 337° true (**N** by **W** mag.), pass about 100 yards westward of buoy No. 4, and give the eastern shore of North Haven a berth of about 400 yards. Pass close to gas buoy No. 1, and steer 253° true (**W** ½ **S** mag.) through the passage northward of North Haven, favoring the north shore.

When the western shore of North Haven is abeam, steer about 236° true (**WSW** mag.) to the gas buoy in Noyack Bay. Passing southward of it, a 261° true (**W ¼ N** mag.) course for 1¼ miles will lead about 100 yards northward of Jessup Neck Shoal gas buoy, at the entrance of Little Peconic Bay; or, from a position about ¼ mile westward of the gas buoy in Noyack Bay steer 326° true (**NNW** mag.) for 1½ miles to a position about 100 yards eastward of the gas buoy off Paradise Point.

FISHERS ISLAND SOUND

lies between the mainland of Connecticut and Fishers Island, and forms one of the entrances into Long Island Sound that is used to some extent by light tows and other vessels of as much as 14 feet draft. Fishers Island Sound has numerous shoals, and the entire area is exceedingly treacherous, being characterized by bowlder patches which rise abruptly from deeper water. Vessels should follow the deep channels between the shoals, and proceed with caution if obliged to cross shoal areas. In general, all shoal spots or abrupt changes of depth are indications of bowlders, and should be avoided as anchorages. The south side of the sound is first described.

Gangway Rock is awash at low water and is part of a bowlder reef which extends 400 yards southward from Watch Hill lighthouse. A spar buoy marks the south end of the reef, and southward of it is a gas buoy which marks the north side of Watch Hill Passage.

Watch Hill Passage is the principal entrance, and the only one used by strangers, to Fishers Island Sound from eastward. It has a least depth of about 17 feet. The currents are sufficiently strong to tow spar buoys under at times, but set with the course through the passage. A spot, with 12 feet over it, in the passage is marked by a horizontally striped buoy; the best channel is northward of the buoy, giving it a berth of about 100 yards.

Watch Hill Reef, on the southwest side of Watch Hill Passage, is marked by a black spindle with square cage, placed on a rock bare at low water; a black bell buoy marks the northeast end of the reef.

Sugar Reef Passage, between Watch Hill Reef and Sugar Reef, has a width of ¼ mile in which the least depths found are 20 to 23 feet. The tidal currents have about the same velocity as in Watch Hill Passage.

Sugar Reef has little depth in places, and is marked at its northwest end by a spindle with conical cage. The reef extends 600 yards east-southeastward and ¼ mile southward from the spindle.

Catumb Passage, between Sugar Reef and Catumb Rocks, has a width of 250 yards in which the least depth found is 22 feet. The tidal currents are stronger than in Watch Hill Passage.

Catumb Rocks, the highest part awash at high water, is marked by a stone beacon with spindle and cage. Rocks with 5 to 18 feet over them extend ¾ mile westward of Catumb Rocks to East beacon, a red spindle with cask which marks the east side of Lords Passage.

Lords Passage, between East beacon and Wicopesset Rock, has a width of nearly ¼ mile, in which the least depth found is 20 feet. The tidal currents set diagonally across the passage.

Wicopesset Island, small, low, and rocky, is surrounded by foul ground. **Wicopesset Rock**, at the eastern end of the foul ground, is marked by a spindle with cask.

Wicopesset Passage lies between Wicopesset Island and East Point. This channel is narrow, and is obstructed by a rock in the middle which is marked by a buoy; it is suitable only for small craft and should not be used by strangers. When using the passage boats are apt to be set by the ebb current on the foul ground which extends ¼ mile northwestward from Wicopesset Island.

Seal Rocks, partly bare at low water, lie ⅛ to nearly ⅜ mile off the north side of **East Point** of Fishers Island, and are marked off the north side by a black buoy.

A spot, with 13 feet over it and marked by a horizontally striped buoy, lies nearly ½ mile northward of East Point and the same distance southeastward of Latimer Reef lighthouse.

Youngs Rock, with 1 to 13 feet over it and marked by a black buoy, lies ¼ mile from Fishers Island and south-southwestward of Latimer Reef lighthouse.

East Harbor and **Chocomount Cove**, in the north shore of Fishers Island, are sometimes used as anchorages by small craft owned in the vicinity. There is considerable foul ground in East Harbor and in the approach to Chocomount Cove, and they are exposed to northerly winds. There is a prominent life-saving station near South Beach, south side of East Harbor.

East Clump is a small cluster of rocks, partly bare at high water and marked on the north side by a black buoy, lying ¾ mile from Fishers Island and 1¼ miles 250° true (**W ¾ S** mag.) of Latimer Reef lighthouse.

Middle Clump, a cluster of rocks awash at high water, lies ⅝ mile from Fishers Island and south-southwestward of Ram Island Reef light vessel. Rocks with 7 to 10 feet over them have been found on the shoals which extend south-southeastward from Middle Clump to Fishers Island. Rocky patches with 17 feet on them extend 400 yards north-northeastward from Middle Clump; the northernmost of these patches is marked by a black buoy, which lies on the line joining Latimer Reef and North Dumpling lighthouses.

From Middle Clump a shoal with rocky bottom and bowlders extends westward to South Dumpling. The least depths found are 5 feet between Middle Clump and **West Clump**; the latter is bare at low water. **Pulpit Rock**, ¼ mile westward of West Clump, is bare at low water and is marked by a spindle with barrel. **Flat Hammock** is a low grassy islet, from which a shoal with a grassy islet on it extends nearly ¼ mile northeastward, and is marked at its end by a red buoy. The shoal between Flat Hammock and South Dumpling has depths of 6 to 10 feet. **South Dumpling** is a grassy island, from which a rocky shoal with 13 feet on it extends ¼ mile southward, and is marked at its south end by spar buoy No. 1.

A bowlder reef partly bare at low water extends ¼ mile northwestward from the northwest end of Fishers Island, and is marked on its northeast side by two red buoys.

North Dumpling is a small grassy island marked by **North Dumpling lighthouse.** A rocky shoal, on which the least depth found is 9 feet, extends ¼ mile eastward from the lighthouse. North Dumpling lighthouse is a white tower on dwelling. The light is fixed white, with a red sector, 69 feet above the water, and visible 12 miles. The fog signal is a bell struck a single stroke every 15 seconds.

West Harbor is on the north side of Fishers Island southeastward of North Dumpling lighthouse and affords shelter from southerly winds. A depth of about 10 feet can be taken to the wharves on the west side of the harbor; a channel with this depth or more and about 50 feet wide has been dredged along the wharf front. Anthracite and bituminous coal and fresh water can be obtained. The post office is **Fishers Island.** A steamer from New London lands at the wharf on the north side of Hawks Nest Point. Foul ground extends halfway across the entrance of West Harbor to a bare rock, which should be given a berth of nearly 300 feet; at the north end of the foul ground is a horizontally striped spar buoy.

Approaching West Harbor from eastward small craft can cross the shoal between Pulpit Rock and Flat Hammock, where the general depth is between 13 and 14 feet, by passing about 300 yards eastward of buoy No. 2 and steering 193° true (**SSW ⅛ W** mag.) for Hawks Nest Point in range with the end of the wharf in West Harbor. From westward, pass close to the bell buoy lying ⅜ mile south-southwestward of North Dumpling lighthouse, steer 140° true (**SSE ½ E** mag.) to spar buoy No. 1 and then steer 117° true (**SE ½ E** mag.) which leads about 300 yards northward of Hawks Nest Point. Pass about 200 feet eastward of spar buoy No. 6 at the entrance of the harbor, steer for Goose Islet until the bare rock is a little abaft the port beam and the face of the coal-bunker wharf is open, and then steer for the wharf. The head of the harbor is used by motor boats of less than 5 feet draft which enter by the narrow channel eastward of Goose Islet.

Hay Harbor is used only by small craft. It is a summer resort and near its head are several hotels.

On the north side of Fishers Island Sound are Little Narragansett Bay and Pawcatuck River leading to Westerly, Stonington Harbor, and Mystic River on which are the towns of Noank and Mystic.

Napatree Point Ledge is a bowlder reef on which there is little depth for a distance of nearly ¼ mile southward of the point. At the end of the ledge is a 15-foot spot lying nearly ⅜ mile south-southwestward of the point; it is marked by a gas and bell buoy.

There is a wharf with about 10 feet at its end on the northwest side of **Napatree Point.** The wharf is protected on the south side by a breakwater which extends out to a depth of about 12 feet.

Between Napatree Point and the East Breakwater off Stonington Harbor there is an extensive flat on which the general depths are 6 to 10 feet. The bottom is generally rocky, with bowlders in places. **Middle Ground**, at the western end of the flat, is marked on its west side by two red buoys.

East Breakwater extends from **Bartlett Reef** to the north end of the Middle Ground, and is marked at its west end by a light on a red post (**Stonington Outer Breakwater light**). A depth of over 15 feet can be taken to an anchorage inside this breakwater by passing from 100 to 200 yards westward of the Middle Ground buoys and giving the light on the west end of the breakwater a berth of over 250 yards. When anchoring give the inside of the breakwater a berth of over 300 yards to avoid shoals and fish weirs which extend about this distance from it. This anchorage is not used much, although the shelter is good except in southwesterly and westerly winds.

Little Narragansett Bay, a shallow bay at the eastern end of Fishers Island Sound, is the approach to Pawcatuck River, which leads to Westerly, and is also used by small craft of about 5 feet or less draft going to **Watch Hill**. A channel 100 feet wide and 10 feet deep has been dredged through the bay to the entrance of Pawcatuck River. This channel is good for a depth of 9 feet and is well marked by buoys, some of them private. It has bowlders and very shoal water in places on both sides, however, and strangers are advised to take a pilot or towboat at Stonington. There are ranges for the axis of the dredged channels which can be seen under favorable conditions, but not in the morning with the sun behind them. With care small craft of less than 5 feet draft should have no difficulty in following the channel to Watch Hill, as follows:

Pass southward and about 100 yards eastward of the horizontally striped buoy southward of Stonington Point, and then head to pass 75 feet northwestward of buoy No. 2, and then to pass 110 feet northward of Rhodes Folly beacon (stone pier with spindle, 60 feet from south edge of dredged channel). Then steer 95° true (**ESE ½ E** mag.) in the dredged cut to buoy No. 3; two targets on the point ahead, 400 feet from its south end, are the range. Then steer 116° true (**SE ⅝ E** mag.) in the dredged cut to buoy No. 8; a target on Pawcatuck Point and the north edge of window in end of white house just north of flag pole (southeast side of Potters Cove) are the range. Then steer 133° true (**SE ⅞ S** mag.) in the dredged cut until past buoy No. 10; a target on the shore ahead and the north end of ridge of a barn, which shows over the top of the hill, are the range. Then steer south-southwestward and pass about 400 feet off the north point of Foster Cove, then about 200 feet off the next point southward, and then southward for the main landing at Watch Hill. There are a number of private buoys between buoy No. 10 and the point nearly ¼ mile northward of the landing; abreast the latter point the channel is narrow. Anchor in the bight northward or northeastward of the landing, where the depths are 5 to 9 feet. Motor-boat supplies and engine repairs can be had at Watch Hill during the summer.

Pawcatuck River has a length of about 4 miles to Westerly, and has been improved by dredging a channel 10 feet deep with a least width of 100 feet to

the lower wharves at Westerly and 40 feet wide along the wharves. The deepest draft towed up to Westerly is about 10 feet at high water. With local knowledge the channel is good for a depth of 9 feet, but there are none but local marks, and it should not be attempted by a stranger. A pilot or towboat can be obtained at Stonington, or by telephoning from there to Westerly. The river is generally closed by ice from January to March, although the local tug sometimes keeps the channel open in mild winters.

Westerly is an important manufacturing town and has railroad communication. There is a depth of about 9½ feet at the coal wharves and less at the others. Coal, water, and supplies of all kinds can be obtained.

Stonington Point, at the south end of the town of Stonington, is marked by a white disused light tower. Storm warnings are displayed on the point. A horizontally striped spar buoy is placed off the south end of the shoal which surrounds the point to a distance of about 125 yards. A stone dike has been constructed on the shoal and extends in a southerly direction from the point.

Stonington Harbor is well sheltered by the breakwaters, and is available for vessels of about 11 feet or less draft at low water and 13 feet at high water. Anchorage can be selected between the West Breakwater and Penguin Shoal, where the depths are 15 to 18 feet, taking care to keep the south end of Wamphassuck Point bearing northward of 270° true (W by N mag.). Vessels of about 10 feet or less draft can anchor in the inner harbor from Penguin Shoal and Inner Breakwater to the steamboat wharf, taking care to give the western shore a berth of 250 yards. Small vessels of less than 8 feet draft can anchor in the eastern half of the harbor, above the steamboat wharf.

West Breakwater extends 2,000 feet in a southeasterly direction from off **Wamphassuck Point**, and is marked at its eastern end by **Stonington Breakwater lighthouse**. The latter is a white conical tower. The light is fixed red, 34 feet above the water, and visible 7 miles. The fog signal is a bell, struck a double stroke every 30 seconds. Fish weirs extend 100 yards or more from the south side of the breakwater.

Inner Breakwater is about 400 yards northward of Stonington Point, on the east side of the entrance. It extends westward about 250 yards, and is marked at its western end by a small stone pyramid.

Penguin Shoal, with depths of 4 to 10 feet, lies in Stonington Harbor, from 200 to 600 yards westward of the end of Inner Breakwater, and is marked at its easterly end by spar buoy No. 1. The shoal extends about 200 yards southward from the buoy.

Stonington is a town with railroad communication, and there is an electric road to Westerly and New London. Anthracite and bituminous coal, water, and boat supplies can be obtained at the wharves, where the depths are 7 to 12 feet. There are marine railways about 35 feet long, and facilities for repairing small craft. Larger vessels go to Noank or Mystic. A towboat will be found here, or may be ordered from Westerly by telephone.

Directions, Stonington Harbor.—The harbor is approached from southeastward, southwestward, and westward. The southeastern approach is the best,

having fewer dangers, and the lights serve as guides to avoid them. In the daytime, with clear weather, no difficulty should be experienced in entering by any of the approaches. The southwesterly approach is through a dredged cut across Noyes Shoal (see description), and was used by the line of steamers formerly running to Stonington.

From southeastward.—Pass southward of Napatree Point Ledge gas and bell buoys and steer 298° true (**NW ½ W** mag.) for 1 mile until abreast the red buoy at the southwest end of the Middle Ground. Pass 100 to 200 yards westward of the two red buoys marking the west end of the Middle Ground on a 343° true (**N ½ W** mag.) course, or a 354° true (**N ½ E** mag.) course for the lighthouse on the east end of West Breakwater will lead about midway between Middle Ground and the eastern end of Noyes Shoal. Pass over 250 yards westward of the light on the west end of East Breakwater, 100 yards or more eastward of the lighthouse on the east end of West Breakwater, and enter the harbor between Inner Breakwater and the black buoy marking the eastern end of Penguin Shoal.

From westward.—From Ram Island Reef light vessel steer 51° true (**NE by E ⅝ E** mag.) for White Rock, passing about midway between the spindle on Ellis Reef and red buoy No. 12 at the northwest end of Eel Grass Ground. Pass 200 yards southward and about ¼ mile eastward of White Rock, and bring the rock in range with the stone building with red roofs on Baker Island astern, course 88° true (**E ⅞ S** mag.), which leads 200 yards northward of Noyes Rock. Pass southward of the fish weirs which extend 100 yards or more southward from West Breakwater, pass 100 yards or more eastward of the lighthouse on its east end, and enter Stonington Harbor between Inner Breakwater and the black buoy marking the eastern end of Penguin Shoal.

Noyes Rock, marked by spar buoy No. 8, has 9 feet over it and lies ½ mile west-southwestward of the light on the east end of Stonington West Breakwater.

Noyes Shoal, with 10 to 15 feet over it, is nearly 1½ miles long in a west-northwesterly direction, its easterly end lying 300 yards westward of the northerly Middle Ground buoy. A cut 160 feet wide and 17 feet deep was dredged across Noyes Shoal, the range for it being the lighthouse on the east end of Stonington West Breakwater and the small stone beacon on the west end of Inner Breakwater, bearing 27° true (**NE ½ N** mag.). The cut has narrowed and shoaled to some extent, the beacon on the Inner Breakwater is not easily picked up by a stranger, and the direction of the tidal currents is across the cut, so that it is not easily followed by a stranger. The depth on the shoal near the cut is about 12 feet.

Latimer Reef is a very broken and rocky area, ⅜ mile long, which is marked at its west end by Latimer Reef lighthouse. The eastern end of the reef has a least depth of 6 feet, and is marked by a horizontally striped buoy. A rock with 15 feet over it lies nearly 300 yards southwestward of the buoy. Latimer Reef north buoy, a horizontally striped spar, marks a 11-foot rocky patch lying ⅜ mile northeastward of Latimer Reef lighthouse.

Latimer Reef lighthouse is a white conical tower, with a brown band midway of its height, on brown cylinder. The light is flashing white (light, 1 second; eclipse, 9 seconds), 55 feet above the water, and visible 13 miles. The fog signal is a bell, struck a single stroke every 15 seconds.

Eel Grass Ground lies ½ to 1 mile northwestward of Latimer Reef lighthouse, has from 6 to 15 feet over it, and is marked at its southeast and northwest ends by red buoys.

The bight in the north shore of Fishers Island Sound between Wamphassuck Point and Mason Island is shoal and very broken, the rocks rising abruptly from deep water. **White Rock** is a prominent bare rock off the middle of the bight. **Red Reef**, a rock with 1½ feet over it, lies 400 yards northward of White Rock, and is marked on its south side by a red buoy. **Cormorant Reef**, on the northwest side of the bight, is awash at high water. **Baker Island**, at the western end of the bight, is marked by a prominent stone building with red roof. The south end of **Mason Island** is strewn with bowlders. There is an anchorage for small craft on the west side of the south end of Mason Island, where the general depths are 8 to 11 feet. Care should be observed, as there are bowlders in places.

Ellis Reef is the easterly end of broken ground, which should be avoided by vessels, extending 1 mile eastward from Ram Island. The south end of the reef is awash at low water and is marked by a black spindle with round cage. The northeast side of the reef is marked by a black spar buoy. **Gates Islet** is marked by a cottage, and lies on the shoals about midway between Ellis Reef and Ram Island.

Ram Island Reef lies 600 yards southward of Ram Island, with a shoal and no safe passage for vessels between. The reef is nearly awash at low water, and is marked by a red spindle with round cage. A red buoy lying 300 yards southward of the spindle marks the south side of a rock with 6½ feet over it at the south end of the reef.

Ram Island Reef light vessel, located southward of Ram Island Reef, has a red hull with "Ram" on sides and two masts with a black circular cagework daymark at head of each. The light is fixed white, 43 feet above the water, and visible 12 miles. The fog signal is a hand bell, struck a triple stroke every 30 seconds.

Ram Island, ⅜ mile long, is grass covered and has an old hotel and other houses on its south end. A shoal, on which are two rocky islets, extends 400 yards northeastward from Ram Island, and is marked at its northeast end by a black buoy. **Ram Island Shoal**, extending nearly ½ mile westward from Ram Island, has little water over it and numerous rocks bare at low water. **Whaleback Rock** and the islet 300 yards northward of it are bare rocks. **Swimming Rock**, 200 yards westward of Whaleback Rock, is a bowlder awash at high water. The narrow, deep, buoyed channel along the north side of Ram Island Shoal is the easterly entrance to Mystic River. **Whale Rock**, bare at low water, at the northwest end of the shoal, is marked by a red spindle with square cage, which lies 150 yards east-southeastward of Mouse Island.

Between Ram Island Shoal and Groton Long Point is a shoal area, with rocks in places, which should be avoided by vessels. Leading across the shoal is a buoyed channel, good for a depth of about 11 feet at low water, used by vessels in entering Mystic River from westward. The south side of the shoal is marked by spar buoy No. 16, which lies ⅜ mile east-southeastward of Groton Long Point. A rock, with 10 feet over it, lying 400 yards eastward of Groton Long Point, is marked by spar buoy No. 16A; the channel leading to Mystic River is northward of this buoy, and vessels will avoid the rock by giving the buoy a berth of over 100 feet, or by keeping northward of the range of Groton Long Point spindle and Seaflower Reef beacon when passing the buoy. Vessels should not pass eastward of buoy No. 16A, between it and Ram Island Shoal.

Mouse Island, marked by several cottages, lies 150 yards southwestward of Morgan Point, the passage between them being blocked by rocks bare at low water. There are rocks, which show at extreme low water, on the shoal about 250 yards northwestward of Mouse Island, and there is a narrow channel between them and the island.

Morgan Point lighthouse, on the west side at the entrance of Mystic River, is a white tower on a granite dwelling. The light is fixed white, 60 feet above the water, and visible 11 miles.

Mystic River has a crooked channel with a least width of 100 feet and a depth of 15 feet to the town bridge at Mystic, and the same width and 12 feet deep about ¾ mile farther. A description of the upper part of the river is included in the directions. At Mystic the river is crossed by two drawbridges—railroad bridge, 62 feet opening, and town bridge, 58 feet. There is not room in the channel for anchorage, except for small craft, and vessels go to the wharves. Above Sixpenny Island the river is usually closed by ice during January and February. A pilot for the river can be obtained from Noank or New London.

Noank, a village on the west bank at the entrance, is on the New York, New Haven & Hartford Railroad. The chief industries are shipbuilding and fishing. The depths at the principal wharves are 10 to 16 feet. Anthracite coal, water, and supplies of all kinds can be obtained. There are facilities for yacht storage and for hauling and repairing motor boats and vessels up to 1,500 tons.

Willow Point (West Mystic post office) is on the west bank ⅝ mile below Mystic. There is a plant here for building yachts and motors, and a railway for hauling vessels up to 200 tons. A channel with a depth of about 12 feet has been dredged to the railway from abreast the red beacon opposite, and this depth can also be taken to the north side of the wharf.

Mystic is a town with railroad communication on both banks of the river, about 2 miles above Noank. The depth in the channel up to Mystic is 15 feet, and there is 9 to 12 feet at the principal wharves. Coal and other supplies can be obtained.

Directions, Mystic River.—From Fishers Island Sound there are two buoyed channels leading between shoals to the entrance; the channel from eastward is very narrow but is good for a depth of about 15 feet at low water, that from

westward 11 feet. The channel is marked up to Mystic, but some local knowledge is needed to follow the channel and keep in the best water, and it is advisable for strangers to take a pilot; above Mystic there are no aids. The following remarks may assist small craft using the chart:

From eastward.—From southward of Napatree Point Ledge gas and bell buoys a 292° true (NW by W mag.) course for a little over 3 miles will lead 250 yards northward of North Latimer Reef buoy and northward of the black buoy on the northeast side of Ellis Reef. Passing 150 yards northward of this buoy steer 261° true (W ¼ N mag.) for Morgan Point lighthouse in range with the north end of the northern rocky islet off the north end of Ram Island until Mason Point is abaft the beam. Then haul northward and then westward, following the buoyed channel, and pass 225 feet eastward of the red, stone beacon with barrel (Crooks beacon), lying 200 yards eastward of Morgan Point lighthouse.

From westward.—Vessels using this channel should proceed with caution on account of the rocky bottom, with bowlders in places. Pass 150 yards or more southward of Groton Long Point spindle and steer northeastward for buoy No. 16A. Pass over 100 feet northward of this buoy, pass close to the perpendicularly striped buoys, leave Whale Rock spindle 150 feet on the starboard hand, and pass southward and eastward of Crooks beacon, rounding it at a distance of 225 feet.

From Crooks beacon to Mystic.—Passing 225 feet northeastward of Crooks beacon, steer for the first wharf, leave the first dolphin about 300 feet on the starboard hand, then follow the wharves at a distance of 100 feet to the upper one, and then leave the next dolphin about 150 feet on the starboard hand. Then head eastward about 250 feet southward of the next dolphin, and on approaching haul up so as to leave it and the next dolphin 125 feet on the port hand. Pass 300 feet westward of the islet with single tree, and then follow the channel as defined by a black buoy, the quarry wharf on the east side, the piles on the west side from abreast Spence Point to Willow Point, the dolphin opposite the marine railway at Willow Point, and the dolphin on the west side, ½ mile above Willow Point. In 1913 there was a stake to mark the west side of the channel at the turn northward of the last dolphin. The channel then leads through the west side of the railroad draw opening, then follows the wharves on the west side, and then midway between the wharves to the highway bridge.

Mystic River above Mystic.—From the highway bridge the channel follows the wharves on the east side and continues on the same course 600 feet past the yacht club. It then curves gradually northward, favoring slightly the east bank, and passes close to the old piling on the southwest side of the turning point on the east side. Passing 200 feet off the north side of this point, the course leads to the first wharf, and then to the second wharf abreast the prominent factory, where the dredged channel ends. Above this point the channel is very narrow, but boats of about 5 feet draft can be taken to The Narrows. From the last wharf the channel curves northward, passing 125 feet off the

first point on the east bank abreast the ropewalk (a landing extends nearly to the edge of the channel), and the same distance off the next point. The channel then trends a little more westward until the end of Halfway Dock is in range with the west side of the north end of The Narrows, and then passes close to the dock and in the middle through The Narrows and for nearly 500 yards above it to a bush stake. Above this point the channel is very narrow and winding, has a depth between 1 and 2 feet at low water to Old Mystic, is marked by port-hand bush stakes, and follows the east bank to the next narrows and the west bank to the casino in the bight, about ¼ mile below Old Mystic.

Groton Long Point has a summer settlement. A reef extends nearly 300 yards southwestward from the point, and is marked near its end by a red spindle with conical cage, which should be given a berth of over 100 yards. A rock, awash at low water, lies 150 yards off the southwest end of Groton Long Point.

Intrepid Rock, with 13 feet over it and marked by a horizontally striped spar buoy, lies ⅜ mile southward of Groton Long Point spindle.

Horseshoe Reef is bare at low water, and is marked at its south end by a red buoy which lies ⅜ mile south-southeastward of **Mumford Point** and ¾ mile northeastward of Seaflower Reef beacon. Broken and rocky ground, on which the least depth found is 10 feet, extends northward from Horseshoe Reef to the shore, eastward of Mumford Point.

Seaflower Reef lies near the middle of the western entrance of Fishers Island Sound and ¾ mile northwestward of North Dumpling lighthouse. It is marked near its southwest end by a large granite beacon, which should be given a berth of 150 yards. Depths less than 18 feet extend 350 yards northeastward from the beacon.

A rocky patch, on which the least depths found are 23 to 25 feet, lies ½ mile west-southwestward of Seaflower Reef beacon.

Vixen Ledge, a small patch with 10 feet over it and about 5 fathoms around it, lies ⅝ mile southeastward of the western end of Pine Island, and is marked by a horizontally striped buoy.

Pine Island is a bluff, grassy island. **Pine Island Channel**, between Pine Island and Black Ledge, has rocky, very broken bottom on which the least depth found is 12 feet. It is used to some extent by local vessels between New London Harbor and Fishers Island Sound, but should be avoided by other vessels if drawing more than 10 feet. **Black Rock**, on the north side at the northwesterly end of the channel, is a prominent rocky islet; a rock with 3 feet over it, lies 100 yards northwestward of it.

Frank Ledge, with 13 feet over it and marked by a horizontally striped buoy, lies at the westerly end of Pine Island Channel and 600 yards north-northeastward of New London Ledge lighthouse.

Black Ledge lies ⅝ to ⅞ mile from the shore off the east side of the entrance of New London Harbor and 400 yards to nearly ¾ mile eastward of New London Ledge lighthouse. The ledge has little depth in places, and its south end has been used as a dumping ground. The ledge is marked on its north side by

a black buoy, a guide for Pine Island Channel, and at its west end by a large granite beacon. Two red buoys mark the south edge of the dumping ground on the south side of the ledge.

Southwest Ledge, with 7 feet over it, is small and is marked on its west side by New London Ledge lighthouse. A rock, with 22 feet over it, lying ¼ mile 155° true (**S** by **E** ⅛ **E** mag.) of the lighthouse, is the only danger in its southerly approach.

For currents in Fishers Island Sound see page 36.

DIRECTIONS, FISHERS ISLAND SOUND.

Fishers Island Sound is characterized by bowlder patches which rise abruptly from deeper water, and vessels should proceed with caution if obliged to cross shoal areas. The deepest draft of vessels passing through Fishers Island Sound is about 14 feet. Watch Hill Passage is the principal entrance from eastward, and the only one used by strangers. Courses to Watch Hill Passage are given in the directions for Block Island Sound.

Passing close southward of Gangway Rock gas buoy the course is 270° 30′ true (**WNW** ⅞ **W** mag.) for Ram Island Reef light vessel, passing northward of the horizontally striped buoy in Watch Hill Passage, close southward of Napatree Point Ledge gas and bell buoy, and northward of the horizontally striped buoy which lies ½ mile southeastward of Latimer Reef lighthouse. The course leads over the broken ground, with least depths of 18 to 22 feet, which lies ½ mile west-southwestward of Latimer Reef lighthouse; it is advisable for vessels to avoid the shoalest part of this broken ground by passing northward of it.

From Ram Island Reef light vessel a 257° true (**W** ⅛ **S** mag.) course will lead ¼ mile northward of North Dumpling lighthouse, from which the course can be shaped for Bartlett Reef light vessel. See, also, the directions for New London Harbor.

THAMES RIVER AND NEW LONDON HARBOR.

The Thames River flows into the eastern end of Long Island Sound northwestward of the western end of Fishers Island Sound. The entrance forms New London Harbor, the most important harbor of refuge in this part of Long Island Sound. Vessels of deep draft find anchorage here in any weather and at all seasons. The river channel is marked by buoys and lights to Norwich, 13 miles above its mouth.

A large railroad drawbridge crosses the river at New London. Its western end is at **Winthrops Point** (upper part of New London). The central span of this bridge is 502 feet, the draw pier is about 75 feet, thus leaving a clear passage over 200 feet wide on each side of the pier.

New London, a city on the west bank of the river 2 miles above the mouth, has considerable trade by water. The average draft of the vessels trading to

New London is about 14 feet, and the deepest draft taken to the coal wharf in **Winthrops Cove** is about 22 feet. Ten to 16 feet can be taken alongside the other wharves at low water. A dredged channel 400 feet or more wide and 23 feet deep leads from the deep water of the harbor along the wharves of New London and into Winthrops Cove nearly to the Central Vermont Railroad bridge.

Shaws Cove, in New London, has a drawbridge across the entrance, and has been dredged to a depth of 15 feet.

Groton, a town on the east bank, opposite New London, has coal wharves and a granite quarry.

A shipyard and marine railways are located at New London, also on the west bank of the river ⅞ mile above Winthrops Point.

The **United States Naval Station** is situated on the east bank about 2 miles above New London. There is a depth of 26 feet in the channel to this point.

Allyns Point, on the east bank, about 5 miles above New London, has a large coal-receiving pier for the railroad. The deepest draft brought up to the pier is about 22 feet at high water.

Norwich, a city at the head of navigation on the Thames River, at its junction with the Shetucket and Yantic Rivers, is about 11 miles above New London. The deepest draft going to Norwich is about 13 feet; the usual draft is not more than 10 feet. Depths of 8 to 15 feet are found alongside the wharves. Motor boats generally anchor in the Shetucket River just above the bridges at Norwich.

The **channel** has a depth of 26 feet to the Naval Station, but the channel with this depth is narrow in places, and local knowledge is required at low water to take a greater draft than about 20 feet above the entrance. The projects for the improvement of the river and harbor have been completed, and dredging is done from time to time as may be necessary to maintain them. They include a channel 400 feet or more wide and 23 feet deep along the water front of New London, the dredging of Shaws Cove to a depth of 15 feet, a channel 200 feet wide and 20 feet deep to Allyns Point, and a channel 200 feet wide and 14 feet deep to the head of navigation at Norwich.

The **prominent objects** are New London Ledge lighthouse, New London Harbor lighthouse, Fort Trumbull on the west bank, the monument at Fort Griswold on the east bank, and the railroad bridge which crosses the river at New London.

New London Ledge lighthouse, the principal guide in the approach, is built about 100 yards northwestward of a small ledge with a depth of 7 feet, and there is a depth of 30 feet close westward of it. The lighthouse is a red brick building with white trimmings on a concrete foundation. The light is a group of three white and one red flashes every 30 seconds, 58 feet above the water, and visible 13 miles. The fog signal is a siren—blast, 3 seconds; silent, 17 seconds.

New London Harbor lighthouse, on the west side at the entrance, is a prominent white tower attached to dwelling. The light is flashing white every 4

seconds, with a red sector between 0° and 41°, 89 feet above the water, and visible 15 miles.

Anchorage.—Vessels anchoring in New London Harbor come to at will anywhere in the channel from the mouth of the river up to New London. Large vessels keep eastward of a line drawn from the wharf ⅜ mile northward of New London Harbor lighthouse, to Melton Ledge buoy, to Winthrops Point (west bank, upper part of New London), and give the eastern shore a berth of over 200 yards.

Vessels of light draft, 7 feet or less, can anchor in **Greens Harbor** by following the western bank at a distance of 250 yards when ½ mile above the lighthouse. Anchor at this distance from the bank southward or southwestward of Hogs Back Shoal buoy. There is good anchorage southward or southeastward of the buoy in 12 to 18 feet.

Vessels of 12 feet draft or less will find good anchorage in 14 to 23 feet, soft bottom, between Fort Trumbull and the city of New London, favoring the latter. Many vessels anchor off New London.

Above New London anchorage is found anywhere in the channel.

Pilots are not generally employed by strangers, but if one is desired he may be had by making signal and coming to anchor outside of the entrance until boarded. Strangers bound to Norwich take a pilot at New London, where one can be obtained by inquiry.

Pilotage is compulsory for all vessels in the foreign trade drawing 9 feet and over, if spoken. There are no regular fees for pilotage.

Towboats will be found at New London, and when likely to be needed will be found near the entrance. Strangers entering do not require a towboat unless with a head wind and contrary tide. Sailing vessels bound up the river above New London generally take a towboat at New London.

Hospital.—At New London there is a relief station of the United States Public Health Service.

Harbor regulations.—No special harbor regulations are in force for New London Harbor, except that a clear passage across the river must be left for the ferry between New London and Groton; this is above the usual anchorage. The harbor master has authority to berth vessels, shifting them if necessary, but occasion for doing so seldom arises.

Supplies.—Coal for steamers can be had alongside the wharves at New London, Groton, and Norwich, or in lighters in the stream at New London. Water can be obtained at the anchorage from water boats, or alongside the wharves at New London and Norwich; provisions and ship-chandler's stores at New London and Norwich.

New London is available as a coaling port for large vessels; eastward the nearest one for such vessels is Newport, R. I.

Repairs to vessels and to machinery of steamers can be made in New London, where there are several marine railways; the largest has a capacity of about 3,000 tons and a cradle 280 feet long; it can haul out a vessel drawing 17 feet.

Storm warnings are displayed near the customhouse at New London.

Buoy depot.—One of the depots of the third lighthouse district is at the customhouse wharf, New London.

Ice does not endanger navigation unless heavy ice from the Sound is driven in by winds, which is a rare occurrence; it seldom forms below the naval station. Above the naval station ice obstructs navigation about two months each year (see also page 25).

Freshets usually occur in the river in the spring.

Currents.—The tidal currents follow the general direction of the channel and are not usually strong. During freshets, and when the river is high, the resulting current sometimes has considerable velocity, and vessels are often embarrassed in light winds, after getting in past the lighthouse, by a strong surface current setting out even on the flood.

Tides.—The mean rise and fall of tides at New London is 2.5 feet. Daily predictions for New London are given in the tide tables published annually by the Coast and Geodetic Survey.

DIRECTIONS, NEW LONDON HARBOR.

The harbor is easy of access either day or night, but local knowledge is required at low water to take a greater draft than about 20 feet above the entrance.

FROM FISHERS ISLAND SOUND, pass 200 yards or more southward of Seaflower Reef beacon, steer 281° true (**WNW** mag.) with North Dumpling lighthouse a little on the port quarter, and pass southward of the red buoys marking the south side of Black Ledge.

FROM THE RACE, pass southward and westward of Race Rock lighthouse, giving it a berth of over 200 yards, steer for New London Ledge lighthouse, and pass westward of it.

FROM WESTWARD, shape the course for Bartlett Reef light vessel, from it steer eastward or east-northeastward until New London Ledge lighthouse bears anything northward of 33° true (**NE** mag.), and then haul up for it.

New London Ledge lighthouse is the principal guide for the entrance. It has a fog signal, and it is necessary only to give it a berth of over 100 yards, passing westward of it. The southwest end of Black Ledge lies ⅜ mile 130° true (*SE* ⅝ *S* mag.), and a rock with 22 feet over it lies ¼ mile 155° true (*S* by *E* ⅛ *E* mag.), of the lighthouse. These are the only dangers in the southeasterly or southerly approach. A 33° true (**NE** mag.) course for New London Ledge lighthouse leads over ¼ mile southeastward of Rapid Rock and 300 yards southeastward of the bell buoy marking Sarah Ledge, which are the easternmost dangers on the west side of the entrance.

Passing 350 yards westward of New London Ledge lighthouse, steer 355° true (**N** ⅝ **E** mag.) for the middle of the drawbridge above New London, and select anchorage in the channel. See anchorage in the description preceding.

Dangers.—The dangers on the east side of the entrance are described with Fishers Island Sound preceding, and those westward of the entrance with the coast from New London to Connecticut River. The dangers westward of the entrance are covered by a red sector in New London Harbor lighthouse. Pine Island channel is described with Fishers Island Sound preceding.

The harbor westward of a line from the wharf ⅜ mile northward of New London Harbor lighthouse to Melton Ledge buoy to Winthrops Point has depths less than 18 feet. **White Rock**, an islet, lies off **Greens Harbor** and 200 yards from the 18-foot curve on the western edge of the channel. **Hogs Back**, a small ledge awash at low water, lies 150 yards southwestward of White Rock and nearly ¼ mile from the western shore, and is marked off its southern side by a black buoy. There are rocks with 3 to 6 feet over them in the middle of the northern part of Greens Harbor. **Melton Ledge**, with ½ foot over it, lies 125 yards eastward of Powder Island and ¼ mile southward of Fort Trumbull, and is marked off its eastern side by a black buoy.

NEW LONDON TO CONNECTICUT RIVER.

Ocean Beach is a summer resort lying ½ to ¾ mile southwestward of New London Harbor lighthouse. It has communication by electric road with New London.

Broken ground fringes the shore southwestward of New London Harbor lighthouse, and lies westward of a line running from the outer rocks near the lighthouse to the black buoy eastward of Cormorant Rock. Rocks with 2 to 11 feet over them extend 400 yards from shore in the bight just southward of the lighthouse, and a rock with 19 feet over it lies over ¼ mile off the bight at Ocean Beach and ¾ mile south-southwestward of the lighthouse.

Cormorant Rock, Goshen Ledge, and **Little Goshen Reef** are names of parts of an area of foul ground which extends about ½ mile from the shore for a distance of 1 mile southwestward from Ocean Beach. Three black buoys mark the southeasterly and southerly limits of this area, which has numerous rocky patches and bowlders, some showing above water, and which should be avoided even by small craft. Between the buoys marking this area and those marking Rapid Rock and Sarah Ledge there is a channel about ¼ mile wide, suitable for small vessels in the daytime, but the safer course is to pass southward and eastward of Rapid Rock and Sarah Ledge.

Sarah Ledge, a small patch with 15 feet over it and marked by a horizontally striped bell buoy, lies ⅞ mile 223° true (**SW** ⅞ **W** mag.) of New London Ledge lighthouse. The ledge and other dangers on the west side of New London Harbor entrance are covered by a red sector in New London Harbor lighthouse, the easterly edge of which bears 0° true (**N** by **E** mag.).

Rapid Rock, with 13 feet over it and marked by a horizontally striped buoy, lies 1½ miles 225° true (**SW** by **W** ⅛ **W** mag.) of New London Ledge lighthouse.

Bartlett Reef, marked at its southern end by a red buoy and at its northern end by a black buoy, is about 1⅜ miles long in a general north and south direc-

tion, and about ⅜ mile wide at its southern end. Bartlett Reef light vessel is placed nearly ⅜ mile southward of the southern end of the reef. The reef has numerous bowlders with little depth over them, and its northern part is partly bare at low water.

Bartlett Reef light vessel, located southward of Bartlett Reef, has a black hull with white streak, black lettering "Bartlett" on each side, and two masts, with a black, circular, cagework daymark at head of each. The lights are two fixed white, 28 feet above the water and visible 10 miles. The fog signal is a hand bell, struck a double stroke every 30 seconds.

Two Tree Island is a small, bare island lying about ¾ mile south-southeastward of Millstone Point, the eastern point at the entrance to Niantic Bay. Shoals extend nearly ⅜ mile eastward and southward from the island and also 300 yards northward, where the edge is marked by a black buoy, a guide for Two Tree Island Channel.

Two Tree Island Channel leads northward of Bartlett Reef and Two Tree Island. With an adverse current in the sound this channel is used to some extent by light tows, and by sailing vessels with a leading wind in the daytime, as the tidal currents turn about one hour earlier along the north shore than in the middle of the sound. The channel is well buoyed, but strangers are advised to use it with caution and should never attempt to beat through.

To go through Two Tree Island Channel from eastward, pass southward of Rapid Rock buoy and Little Goshen Reef buoy, giving the latter preferably a berth of about ¼ mile, and steer about 300° true (**NW ¼ W** mag.). Pass 200 to 300 yards northward of the black buoy at the north end of Bartlett Reef, give the shore northward of Bartlett Reef a berth of over 300 yards, and pass about 300 yards northward of the black buoy northward of Two Tree Island. Then shape the course to pass ⅜ mile or more southward of Black Point, and then stand westward toward Hatchett Reef and pass southward of it.

The shore westward of **Goshen Point** has scattered bowlders, which extend off 400 yards in places. The northern part of the bight eastward of Millstone Point is foul. A short breakwater has been built out from the eastern point at the entrance of this bight to form an anchorage on its north side for the boats of a summer settlement here. There is a small wharf and quarry about ¼ mile northward of the breakwater. **Flat Rock**, bare at low water, lies 400 yards from the shore just southward of the wharf. **High Rock**, which shows at high water, lies in the entrance of the bight 350 yards east-southeastward of Fox Island, eastern side of Millstone Point; a rock awash at high water lies 100 yards southward of High Rock.

Millstone Point, on the east side at the entrance of Niantic Bay, is occupied by the buildings of an old stone quarry. There is a cove with depths of 6 to 12 feet on the west side of the point. A reef with 2 feet over it lies just off the mouth of the cove, and is marked at its south end by a red buoy. Leaving this buoy on the port hand, a depth of about 9 feet can be taken into the cove and to the inside of the wharf on its north side, where the depth is about 12 feet.

Niantic Bay, lying 4½ miles westward of New London Harbor, is a good anchorage, sheltered from easterly, northerly, and westerly winds. It is important as a harbor of refuge in northerly gales, and is used by sailing vessels and tows. The general depth in the bay is about 19 feet, the water shoaling gradually northward. The entrance is 1¼ miles wide, and the dangers are marked by buoys or show above water. There is a prominent high, square, white tower on the west side of Niantic River, ¾ mile above the head of the bay.

Niantic and **Crescent Beach** are summer resorts with railroad communication at the north end and northwest side of the bay. There is an electric road to East Lyme and New London. There is a depth of about 9 feet at the end of the wharf at Crescent Beach. Above the bridges there is a marine railway at Niantic for small craft up to about 10 tons and 40 feet length. Motor boat and other supplies are obtainable.

White Rock is an islet on the east side of the entrance, ½ mile westward of Millstone Point. **Little Rock**, partly bare at low water and lying 150 yards east-southeastward of White Rock, is marked at its south end by a red buoy. A rock, on which the least depth found is 13 feet, lies midway between Little Rock and the cove at Millstone Point.

Black Rock, small and bare, lies ⅜ mile northward of White Rock and 400 yards from shore. It is marked by a red buoy.

Waterford Island, small and bare, lies ¼ mile from the eastern shore, with a shoal between, and ½ mile from the head of the bay.

Wigwam Rock, high and bare, lies 200 yards from the northwest shore between Niantic and Crescent Beach. A rock bare at low water lies 250 yards southwestward of Wigwam Rock, and is marked on its south side by a black buoy. The range of Wigwam Rock and the railroad station or the high white tower above the head of the bay leads clear southeastward of the rock.

Three Foot Rock, marked on its eastern side by a black buoy, lies ¼ mile from the west shore and nearly ⅜ mile south-southeastward of the wharf at Crescent Beach.

Niantic River, at the northeast end of the bay, is navigable, with local knowledge, about 4 miles above the entrance to **East Lyme** for vessels of 8-feet draft on a good high water. The entrance is through a narrow gut crossed by two bridges. The lower or railroad bridge is 10 feet above high water, and has a lift opening 45 feet wide; the highway drawbridge is 3 feet above high water and has a clear opening 27 feet wide. For a distance of 1 mile above the bridges to ⅜ mile below Sandy Point the river is about ½ mile wide, with extensive shoals, between which is a winding staked channel from 100 to 300 feet wide. The river from westward of Sandy Point to the wharf at East Lyme, a distance of 1 mile, is about 800 feet wide, deep, and clear, vessels generally following the west bank. From eastward of Sandy Point a shallow cove extends northeastward. **Sandy Point** and **Pine Grove**, southwestward of the former, are summer resorts, with communication by boat with New London during the summer. **Smith Cove** is on the west side of the river nearly 1 mile above the entrance; there is a prominent white tower on the south side of the

entrance. The river is generally closed by ice for about three months during the winter.

Tides.—The mean rise and fall of the tides is 2.7 feet in Niantic Bay, and about 2 feet at East Lyme; high and low water occur about one hour later at East Lyme than in the bay. The tidal currents through the bridges have an estimated velocity of about 4 knots and set fair with the channel; slack water occurs about 1½ hours after high and low water at New London.

Strangers should not attempt to enter Niantic River without a pilot. One can be had from Niantic. Pilots aim to pass through the bridges either at slack water or against the current. Motor boats can stand for the entrance with the middle stone pier of the railroad bridge a little on the starboard bow and the wharf at Crescent Beach astern. From the railroad bridge, the channel leads through the highway draw, then follows the east bank to the first point, then northwestward across the river, then northeastward for ½ mile to mid-river, thence west-northwestward curving to northward to abreast the entrance of Smith Cove, then about 340° true (**N ¾ W** mag.) for the west end of Sandy Point, and avoid a shoal which extends 500 feet southwestward from Sandy Point. In addition to the bush stakes the channel is also indicated by the grass on the flats during the summer. The channel into Smith Cove is indicated by the grass, and deepens inside. The bottom is soft in the river.

Black Point, on the west side at the entrance of Niantic Bay, is flat with bluffs at the water, and is occupied by a number of summer cottages. Broken ground, on which the least depth found is 24 feet, extends ½ mile off the southwest side of the point.

The bight between Black Point and Hatchett Point has numerous rocks, showing above water. **Griswold Island**, on the northeast side of the bight, is high, wooded, and prominent. The rocks extending ¼ mile southward and southwestward from Griswold Island, **South Brother** and **North Brother**, are prominent bare rocks. The following sunken rocks were developed by the survey: A rock with 6 feet over it lies 250 yards off the west side of Black Point. **Black Boys**, two rocks bare at low water, lie ⅜ mile southward (true) of Griswold Island, and a rock with 6 feet over it lies 150 yards southeastward of them; a rock with 3 feet over it, lying 400 yards southward of Black Boys, is marked by a red buoy. **Johns Rock**, with 5 feet over it, lies ¼ mile off the northwest side of the bay; the range of South Brother open northward of Griswold Island leads southward of Johns Rock. Strangers entering the bight between Black Point and Hatchett Point should proceed with caution, as the bottom is broken; the best route is to pass southward and westward of the buoy off Black Boys, and pass on either side of South Brother. There is a warehouse and wharf on the north side of the bay northward of North Brother.

Hatchett Point has several large residences, and there is a wharf on its southeast side. A reef extends about 400 yards off the southwest side of the point.

Hatchett Reef lies ⅝ to 1 mile south-southwestward of Hatchett Point, has a least depth of 5 feet, and is marked at its south end by a red buoy, and at its

northeast end by a black buoy. There are depths of 5 to 8 fathoms close to the southeast side of the reef. A bar with 10 to 15 feet over it extends westward from Hatchett Reef to Saybrook Bar.

Saybrook Bar, obstructing the mouth of Connecticut River, is a shifting bar with depths of 2 to 9 feet, which extends nearly 2 miles off the mouth of the river and is marked off its southern end by a red buoy.

CONNECTICUT RIVER,

one of the largest and most important in New England, is navigable for vessels as far as Hartford, and considerable tonnage, mostly steamers and barges, is employed in the commerce of the towns and landings.

The river is under improvement by dredging and the construction of dikes to maintain a channel 100 feet wide and 12 feet deep at mean low water to Hartford. Each year after the spring freshets shoals, with a least depth of about 10 feet, are found in places on the bars in the upper river; dredging for the removal of such shoals is begun as soon as the water subsides. Vessels of 16 feet draft go to Saybrook Point at high water. The deepest draft usually taken up the river to Middletown and Hartford is 10 to 11 feet, but during freshets vessels drawing 14 feet have sometimes gone up to Hartford.

Between the entrance and Middletown the river banks are hard and in some places rocky, but between Middletown and Hartford the river flows through alluvial bottom land, where shoaling may occur from freshets and ice jams.

The entrance is obstructed by Saybrook Bar. At the western side of the entrance jetties have been built, and a channel 300 feet wide and 15 feet deep has been dredged between them; this improved channel is not subject to material change. The bar eastward of the jetties has several channels with a depth of 6 feet, but they shift and are not reliable, lumps with little depth sometimes forming in them.

Saybrook Breakwater lighthouse, on the south end of the west jetty at the entrance, is a white conical tower on a brown pier. The light is fixed white, with a red sector between 74° and 98°, 58 feet above the water, and visible 12 miles. The fog signal is a bell struck a single stroke every 20 seconds.

Saybrook lighthouse, on Lynde Point, on the west side of the entrance, is a white stone tower attached to gray dwelling. The light is fixed white, 71 feet above the water, and visible 10 miles. The fog signal is a bell struck a single stroke every 12 seconds.

The principal towns or landings, with their distance in nautical miles above Saybrook Breakwater lighthouse, are: *Saybrook Point* 1.4, *Lyme* 3, *Essex* 6, *Elys Wharf* 6.9, *Brockways Landing* 8.6, *Deep River* 10.5, *Hadlyme* 11.8, *East Haddam* 14.5, *Rock Landing* 18.6, *Higganum* 19.8, *Middle Haddam* 23, *Middletown* 27.8, *Portland* 28, *Cromwell* 30, *South Glastonbury* and *Rocky Hill* 35, *Glastonbury* 40, and *Hartford* (bridge) 45.2. A railroad on the west bank of the river affords communication to all the towns and landings on that side. Steamers run regularly from Hartford to New York, and stop at the principal

landings. There is also communication by electric road from the principal towns on the river to Hartford, New London, and New Haven.

Saybrook Point, a village eastward of Saybrook, is about 1 mile northward of Saybrook lighthouse. There are depths of 14 to 18 feet at the steamer landing.

Hamburg Cove and **Eightmile River** are on the east side of Connecticut River, 6 miles above Saybrook Point. The river has been improved by dredging a channel 75 feet wide and 8 feet deep for a distance of 1½ miles to **Hamburg**, with a small turning basin at Hamburg, which is the head of navigation. There are bowlders in places outside the dredged channel, and there is a least depth of about 7 feet over bowlders in the turning basin. The narrow entrance channel from Connecticut River has a depth of 10 feet and is indicated by the grassy flats on both sides. There is good anchorage in the cove. The dredged channel between the cove and Hamburg is marked at times by bush stakes on the inside of the turns. The deepest draft of vessels taken to or from Hamburg is about 10 feet.

Weathersfield Cove is on the west side of Connecticut River, 3¼ miles below Hartford Bridge. It has a narrow, dredged entrance channel, with a least depth of about 4 feet, and is extensively used by motor boats.

Connecticut River above Hartford is navigable about 30 miles to **Holyoke** for boats of not exceeding 3 feet draft, when the river is not low. For a distance of about 10 miles above Hartford to Enfield Rapids there are bars with depths of 3 feet or less at low water and numerous obstructions. At Windsor Falls there are locks 80 feet long and 18 feet wide, with a depth of about 3 feet on the sill, by which boats can pass around Enfield Rapids, above which the depth is ample to Holyoke. The bridges are closed, but there is ample overhead clearance for small craft.

Bridges.—The Connecticut River, between the entrance and Hartford, is crossed by five bridges, all having wide draw or lift openings. The whistle signal for the bridge at East Haddam is one long blast, to be answered by one long blast on the bridge when opening is commenced, or three short blasts when the bridge can not be promptly opened. In case the bridge can not be immediately opened, a red flag or ball by day, or a red light by night, shall be conspicuously displayed.

Lyme.—The railway bridge 1½ miles above Saybrook Point has a lift opening 150 feet wide, and about 17 feet headroom above mean high water when closed.

The highway bridge, nearly ⅝ mile above the railroad bridge at Lyme, has a double lift opening 200 feet wide, and 30 feet headroom at center above mean high water when closed.

East Haddam.—The highway bridge at East Haddam is a center-pier draw, with openings 160 and 200 feet wide on the east and west sides, respectively, and 21 feet headroom above mean high water when closed.

Middletown.—Two center-pier drawbridges cross the river at Middletown. The railroad bridge has openings 100 feet wide, and 23 feet headroom above

mean high water when closed; and the highway bridge has openings 205 feet wide, and 26 feet headroom above mean high water when closed.

Hartford.—A closed arched bridge crosses the river at Hartford. On the western side of the river the width of the openings between the piers ranges from 101 to 119 feet, and the height of the center of the arches above mean high water ranges from 39 to 43 feet.

Anchorage.—Secure anchorage for vessels can be had in the channel eastward or northeastward of Saybrook (Lynde Point) lighthouse, or abreast the wharf at Saybrook Point. Farther up anchorage can be selected anywhere in the wider parts of the channel.

Pilots and towboats.—The headquarters for pilots and tugs is at the steamboat wharf at Saybrook Point, where the wharf agent will attend to any orders. A pilot, at reasonable rates, can be had at Saybrook Point, and strangers bound up the river should take one.

Supplies.—Coal and water for steamers can be had at the wharves at Saybrook Point, Middletown, and Hartford. The river water is fresh at and above Deep River. Gasoline and other motor-boats supplies can be had at the principal towns and landings.

Repairs.—There is a railway and facilities for repairing small craft at Essex.

Hospital.—At Hartford there is a relief station of the United States Public Health Service.

Storm warnings are displayed at Saybrook Point and Hartford.

Freshets occur principally in the spring, when the snow is melting, although occasional floods have occurred in every month of the year except July and September. The average annual variation in the height of the river at Hartford is about 18 feet, and the maximum about 6 feet more. The highest freshets are generally of short duration, but the period during which the river at Hartford is at the level of 8 feet or more above mean low water averages nearly two months each year. It is stated that a freshet of 22 feet at Hartford gives a freshet of about 15 feet at Middletown, and below this point it rapidly decreases. At the mouth the variation in water level is due to the tides.

Tides.—High and low water occur later than at New London, as follows: Saybrook Breakwater lighthouse, 1 h. 4 m. and 42 m.; Deep River, 2 h. 16 m. and 2 h. 30 m.; Higganum, 3 h. 14 m. and 4 h. 1 m.; Middletown, 4 h. 5 m. and 5 h. 3 m.; Two Piers, 4 h. 54 m. and 6 h. 12 m.; and Hartford, 5 h. 52 m. and 7 h. 38 m.

The mean rise and fall of the tides at Saybrook Breakwater lighthouse is 3.4 feet; Deep River, 2.5; Higganum, 2.1; Middletown, 1.8; Two Piers, 1.4; and Hartford, 1.2.

Currents.—Ebb-current velocities of 1 to nearly 2 knots have been observed, under normal conditions, on the bars in Connecticut River between Higganum and Hartford; the velocities of the flood currents are much less. No observations are available in the lower part of the river. At the entrance the currents have considerable velocity, possibly as much as 3 knots or more at times, and

always require careful attention. At the entrance the tidal current of the Sound often sets directly across the direction of the current setting out or in between the jetties.

Ice closes the river to navigation a part of every winter, the average date of closing and opening navigation being January 12 and March 15, respectively. The closed season, however, varies greatly, in one lasting only a few days and in another nearly four months. In recent years the dates of closing navigation have ranged from December 9 to February 27, and of opening from February 20 to April 14.

DIRECTIONS, CONNECTICUT RIVER.

From eastward, pass southward of Hatchett Reef and Saybrook Bar, or keep Cornfield Point light vessel bearing westward of 241° true (**WSW** ½ **W** mag.) until Saybrook Breakwater lighthouse bears 315° true (**NW** by **N** mag.). Steer for Saybrook Breakwater lighthouse on this course, which will lead through the buoyed channel between the south end of Saybrook Bar and the east end of Long Sand Shoal, and on approaching the lighthouse keep it on the starboard bow. The dangers eastward of the entrance are described with the coast preceding.

From westward.—Passing 1 mile southward of Falkner Island lighthouse, a 76° true (**E** ¼ **N** mag.) course will lead about ⅜ mile northward of the gas buoy on the western end of Long Sand Shoal and about the same distance southward of Cornfield Point Shoal buoy. Or, passing 1 mile northward of Falkner Island lighthouse, an 85° true (**E** ⅝ **S** mag.) course will lead southward of the bell buoy off Kelsey Point Breakwater, and then an 83° true (**E** ⅜ **S** mag.) course will lead southward of the buoys marking the dangers along the north shore until abreast Cornfield Point Shoal. Passing ¼ mile or more southward of Cornfield Point Shoal buoy steer about 67° true (**E** by **N** mag.), with Saybrook Breakwater lighthouse a little on the port bow. Long Sand Shoal and the dangers westward of the entrance are described with the coast following. Cornfield Point Shoal is covered by a red sector in Saybrook Breakwater light, the southerly edge of which bears 74° true (*E* ⅜ *N* mag.).

Entrance to Saybrook Point.—Pass about 200 feet eastward of Saybrook Breakwater lighthouse, steer 2° true (**N** by **E** ¼ **E** mag.), and pass the buoys which mark the edges of the dredged cut between the jetties, at a distance of about 150 feet. When past Saybrook (Lynde Point) lighthouse, head up for the red buoy opposite the northeast end of Lynde Point, and leave the buoy 200 to 300 feet on the starboard hand on a course about 334° true (**N** by **W** ¼ **W** mag.). Anchorage can be had in the channel about 200 yards off the steamboat landing at Saybrook Point, in about 4 fathoms.

SAYBROOK POINT TO HARTFORD.—Local knowledge is required to carry the best water in the river, and strangers are advised to take a pilot at Saybrook Point. Small craft, with the aid of the chart, should have no difficulty in following the channel, and the following remarks indicate the channel now used. All of the range lights have white-target daymarks, front diamond shape and rear square.

From Saybrook Point steer for the railroad lift bridge at Lyme, with the station at Saybrook Point astern; follow the east bank between the bridges, and then follow the west side of Calves Island at a distance of about 500 feet. Pass 170 feet westward of Calves Island light and head for the northwest end of Goose Island until through the cut at *Calves Island Bar*. Range targets, placed by the United States Engineers, may be found ahead on this course. Follow the west side of Goose Island at a distance of about 500 feet, and then keep in mid river until abreast the lower end of Nott Island. Pass about 200 feet eastward of Essex Reef light (off Haydens Point), and follow the curve of the western bank of the river at a distance of about 300 yards, passing eastward of the middle ground abreast Essex.

Above Elys Wharf follow the eastern bank. At *Brockway Bar* pass eastward of Joshua Rocks light, favoring the light, and then midway between Brockway Reach light and Meadows light. The channel then widens to nearly the full width of the river to the lower end of Eustasia Island. A channel follows both banks of the river passing Eustasia Island and the shoals above it, but the eastern channel is easier to follow. The ¾-foot sounding lying ¼ mile below Potash Bar is on a rocky patch, marked by grass, and just northeastward of it is a buoy marking the west side of the eastern channel. At *Potash Bar* the channel leads about 300 feet off the edge of the grass at the mouth of Seldens Cove; Whalebone Creek range lights (red posts with white targets) lead through the short dredged channel at Potash Bar.

Above Potash Bar the channel follows the east bank until ¾ mile above Hadlyme Landing, then the west bank until past the mouth of the creek ⅜ mile above Eddy Rock light, and then in mid river through the bridge at East Haddam. The channel then follows the east bank, passes westward of East Haddam Meadows light and the shoal which extends 300 feet from the east bank at the mouth of Salmon River, then in mid river for ¾ mile, and then follows the west bank to Red Store Landing. The channel then follows the east bank until the Haddam Island range lights are in line. This is a slow range which leads in the channel until approaching Rock Landing light. Follow the east bank at a distance of about 200 feet until abreast the mouth of the creek just above Rock Landing light, then cross *Rock Landing Bar* in the dredged cut with the range lights in line astern, and then favor the west bank to Higganum.

Above Higganum follow the west bank at a distance of about 200 feet until abreast the north end of Sears Shoal, a rocky patch bare at low water and marked by a bunch of grass and sometimes by a stake. Then stand across the river on the line of the Sears Shoal range lights, which leads about 350 feet westward of the training wall extending southward from the mouth of Hurds Brook. Then follow the eastern bank past Middle Haddam to Paper Rock light. Pass 150 feet off the light, stand across for the point on the south bank ½ mile above it, favor the south bank until approaching Bodkin Rock light, and then cross to the north bank at the light. Then follow the south bank through the narrow channel from the next point on that side to *Mouse Island Bar;* the shoal on the north side of this narrow channel has rocky patches, partly bare at extreme low water. Pass about 75 feet northward of the two lights which mark the south side of the channel at Mouse Island Bar; range targets for the channel are maintained by the steamship company at the east end of the bar; the channel is narrow and care is required at Mouse Island Bar. From the second light edge out quickly and keep about 200 feet off the coal landing and the next point westward; there is a submerged crib in the water off the point, near the 5-foot sounding on the chart. Then follow the south and west bank past Middletown.

From Middletown pass through the bridges and in mid-channel eastward of Willow Island, and then cross over gradually and follow the west bank to the upper stone bulkhead at Cromwell. Then cross over and follow the east and south bank, drawing in to 100 feet when passing the point of the shoal, marked in 1913 by a stake with flag, making off from the lower end of *Gildersleeve Island.* At the mouth of the stream, lying southeastward from the lower end of Gildersleeve Island, the outer one of the remains of two rock cribs is a danger; the inner one shows above water and is marked by a tree and brush, and the outer one shows at low water and lies 100 feet off the tree. Pass about 75 feet off Siam Dock light and then follow the east bank at a distance of 100 feet until on the line of the Pistol Point range lights, which lead in the dredged channel across *Pistol Point Bar.* In 1913 stakes with flags marked the east side of the channel at the upper end of the channel abreast and just above Halbert Drain.

From Pistol Point Bar follow the west bank for nearly 1½ miles, and then follow the east bank until on the line of the Dividend Bar range lights, which lead in the dredged channel across *Dividend Bar.* In 1913 stakes with flags marked the west edge of the dredged channel, and a stake farther in marked the end of an old pier. The channel then follows the west bank past Rocky Hill to abreast Calf Brook, and then through the partly dredged channel in the next reach on the line of Two Piers Channel range lights. In 1913 some stakes marked the north side of the channel, and a stake with flag marked the end of a pier at the mouth of Roaring Brook.

The channel then leads about 200 feet from the east bank, drawing in to about 125 feet abreast the next set of range lights just above, and is narrow. Follow this range (South Glastonbury range lights) for nearly ½ mile, and then follow the eastern bank at a distance of 200 feet for ½ mile. The channel then widens and follows the west bank until on the line of the *Press Barn Bar* range lights. In 1913 a stake marked the north side of the lower end of the partly dredged channel on this range and other stakes marked its south edge.

From the Press Barn Bar range follow the east bank to the coal dock at Naubuc, and then cross over and follow the west bank to the mouth of Wethersfield Cove; two sets of range targets, maintained by the steamship company, mark the two sections of the dredged channel at *Cys Hollow Bar*, and will be carried in range astern when bound up the river. In 1913 a stake and flag marked an old stone pier on the west side of the channel nearly ¼ mile below the mouth of Wethersfield Cove. From the mouth of this cove cross over gradually and follow the east bank, drawing in to 100 feet from that bank for a distance of ¼ mile below the Clay Banks range lights; the range leads in the dredged channel across *Clay Banks Bar*. Then follow the east bank until on the line of the Colt Pier range lights, which lead about 100 feet eastward of Hartford Jetty light. Follow the jetty at a distance of about 100 feet, and then follow the west bank to Hartford.

CONNECTICUT RIVER TO NEW HAVEN.

Long Sand Shoal extends 6 miles westward from off the entrance of Connecticut River, and has a greatest width of nearly ⅜ mile. The general depths on the crest of the ridge are 8 to 12 feet, bottom hard and lumpy; but as the lumps are shifting in position and size, spots with but 4 feet over them may sometimes be found at extreme low tides. The shoaling is abrupt on both sides of the shoal, but especially on the south side, where the 10-fathom curve is only 200 yards from it in places and the 15-fathom curve about ¼ mile. The shoal is marked at its eastern end by a horizontally striped buoy. The 4-fathom curve at the western end of the shoal is marked by a horizontally striped gas buoy.

Cornfield Point light vessel is about 1 mile southward of Long Sand Shoal, midway of its length. The vessel has a red hull, with "Cornfield" on sides, and two masts, with a red lantern above a black, cylindrical, latticework daymark at the foremast head. The lights are occulting white (light 1 second, eclipse 1 second), 63 feet above the water, and visible 12 miles, on the foremast; and fixed red, 43 feet above the water, and visible 11 miles, on the mainmast. The fog signal is a siren, blast 2 seconds, silent 13 seconds. If the siren is disabled the ship's bell will be struck by hand a single and a double stroke alternately, interval 30 seconds. The submarine bell strikes "48" every 32 seconds.

Lying 1 mile southward of the western end of Long Sand Shoal is an area about 1½ miles long, with depths less than 6 fathoms, in which the bottom is

rocky and broken. The least depth found is 23 feet, but the area has not been closely developed.

Six Mile Reef is an area of broken ground about 3 miles long, in a west-northwesterly direction, with depths less than 6 fathoms. The shoalest part of the reef is an area about ½ mile long with depths of 4 fathoms or less, and a least found depth of 19 feet, lying 6 miles 253° true (**W ½ S** mag.) of Cornfield Point light vessel. The bottom is rocky and shoaling abrupt in places. With extreme low tides, due to northerly and westerly winds, this shoal may be dangerous to vessels of as little as 15 feet draft at times. It is on the direct course of vessels from southward of Stratford Shoal lighthouse to Cornfield Point light vessel. The safer course is to pass southward of Six Mile Reef, keeping Cornfield Point light vessel bearing anything northward of 67° true (**E** by **N** mag.).

A ridge 1¼ miles long, with depths of 4¾ to 6 fathoms, as determined by means of a wire drag, lies near midsound southward of Six Mile Reef and 5 miles north-northwestward of Horton Point lighthouse.

Cornfield Point, lying 2 miles westward of Saybrook lighthouse, is marked by a large red-roofed building. **Cornfield Point Shoal**, a small, rocky patch with 3 feet over it, lies nearly ½ mile southward of Cornfield Point, and is marked on its south side by a red buoy. Small craft, passing inside the shoal, should proceed with caution, especially at low water, when crossing the broken ground, on which the least depths found are 10 to 15 feet, extending ½ mile west-southwestward from Cornfield Point. On the north side of this broken ground and ½ mile west-northwestward of Cornfield Point is **Half Tide Rock**, which has not been closely developed, especially on its northwest side.

Hen and Chickens, bare in places at low water and marked by a spindle near the south side of the rocks, lies ⅞ mile west-southwestward of Cornfield Point, and is about ⅝ mile long, with depths less than 18 feet.

Crane Reef, lying ⅞ mile westward of Hen and Chickens spindle, is an area of broken ground, about ¼ mile in diameter, with a least depth of 3 feet, and is marked on its south side by a red buoy.

The open bight between Cornfield Point and Menunketesuck Point, the western part of which is called **Westbrook Harbor**, has numerous unmarked sunken rocks, and is seldom used as an anchorage for vessels; the anchorage in Duck Island Roads is better. The bight is characterized by bowlders, and has not been thoroughly developed. The best entrance is between Crane Reef and Menunketesuck Point, heading for Salt Island on any course between 337° true (**N** by **W** mag.) and 22° true (**NE** by **N** mag.); vessels should proceed with caution when inside the 5-fathom curve.

Two bare rocks lie ¼ mile from the eastern end of the bight, and a rock bare at low water lies 300 yards westward of them. Other rocky patches lie about ¼ mile from shore as shown on the chart. **Salt Island**, bare and rocky, lies near the shore abreast the eastern end of Westbrook. **Lobster Rock**, which shows at a good low water, lies ⅝ mile 219° true (**SW ½ W** mag.) of Salt Island.

Westbrook, a town on the north side of Westbrook Harbor, is marked by a prominent white church spire with black top. The wharf has a depth of about 4 feet at its end.

Menunketesuck Point is formed by several low, narrow islands, connected at low water and surrounded by bowlders. A bowlder reef extends nearly ½ mile south-southeastward from the point to the 18-foot curve. The range of Kelsey Point and the south end of Duck Island, bearing 273° true (**WNW ¾ W** mag.), leads southward of the reef. Reefs extend about 400 yards off the western side of the point.

All broken ground along the north shore between Menunketesuck Point and Hammonasset Point, including Duck Island Roads and approaches, but excluding Clinton Harbor inside the depth of about 14 feet, has been examined by means of a wire drag, and the dangers are shown on the charts. A drag set at 24½ feet was passed over **Southwest Reef**, lying 1 mile southeastward of Kelsey Point Breakwater.

A bowlder reef extends nearly ½ mile southward (true) from **Duck Island** to the 18-foot curve, and is marked at its south end by a red buoy. A rock with 1 foot on it lies on this reef 350 yards off Duck Island.

Duck Island Roads lies between Menunketesuck and Kelsey Points, and has been made a harbor of refuge by the construction of breakwaters 1,100 feet northward and nearly ½ mile westward from Duck Island, and the Kelsey Point Breakwater on Stone Island Reef. A white light marks the end of the north breakwater extending from Duck Island, and a red light the end of the west breakwater.

The anchorage northward of Duck Island west breakwater has depths of 14 to 17 feet for a width of ¼ mile abreast the end of the west breakwater and ⅜ mile abreast Duck Island, and then shoals gradually northward. This is a good harbor for vessels of less than 12 feet draft, and 14 feet is about the deepest draft that can anchor with swinging room. The dangers to be avoided by vessels are mud shoals with 8 to 9 feet over them lying 150 yards northwestward of Duck Island and the same distance off the north side of the west breakwater midway of its length.

In addition to the area inside the breakwaters there is a small area northward and northeastward of Duck Island North Breakwater light which can be used as an anchorage in southwesterly weather in case of necessity.

The western entrance of Duck Island Roads is easy of access, and should be used by vessels of a greater draft than 8 feet. Passing southward of Duck Island, keep the light on the end of Kelsey Point Breakwater bearing northward of 264° true (**W ½ N** mag.) until Duck Island West Breakwater light bears 348° true (**N** mag.), and then steer northward, keeping the latter light on the starboard bow. In a rough sea avoid the 16-foot spots extending ¼ mile 194° true (**SSW ¼ W** mag.) from Duck Island West Breakwater light. Approaching from westward the only dangers are the two 16-foot spots south-southwestward of Kelsey Point Breakwater light.

The eastern entrance of Duck Island Roads is obstructed by a sand shoal with a least depth of 8½ feet lying 600 yards eastward of Duck Island, and by bowlder reefs which extend 400 yards off the western side of Menunketesuck Point. This entrance is easy of access for vessels of 8 feet draft. To enter, when westward of Crane Reef steer for Kelsey Point in range with or open southward of the south end of Duck Island, course 273° true (**WNW ¾ W** mag.), until about ⅜ mile from Duck Island. When a 315° true (**NW** by **N** mag.) course will lead about 100 yards eastward of Duck Island North Breakwater light, steer this course and pass eastward and northward of the light, rounding it at a distance of about 100 yards, into the harbor. Note that Kelsey Point is northward of Kelsey Point Breakwater, while Hammonasset Point, which is marked by a flagpole, shows over the breakwater.

Between the 16-foot spots which extend ¼ mile south-southwestward from Duck Island West Breakwater light and the 17-foot rocky patches lying about ⅜ mile southeastward of Kelsey Point, a distance of ⅝ mile, anchorage can be had in 3 to 4 fathoms, bottom generally sticky, exposed, however, to winds southward of about east and west (magnetic).

Kelsey Point Breakwater extends on **Stone Island Reef** over ½ mile south-southeastward from Stone Island, and is marked at its south end by a white light. The least depth on the rocky broken ground southwestward of the light is 16 feet on two spots lying 300 yards and a little over ⅜ mile 202° true (**SW** by **S** mag.) of the light. The outer spot is marked by a bell buoy. **Stone Island** at the north end of the breakwater is mostly covered at high water, and there are some rocks bare at low water between the island and the shore.

Depths of 18 feet or less near Kelsey Point Breakwater indicate areas of broken, rocky bottom, which should be avoided in anchoring. Those east of the breakwater include depths of 12 feet close to it; the 18-foot patch lying ¼ mile east-northeastward of the end of the breakwater; East Ledge (depths 2 to 17 feet), which extends ⅜ mile southward from Kelsey Point and 600 yards eastward from the north half of the breakwater; and the broken ground with depths of 8 to 17 feet which extends over ⅜ mile southeastward from Kelsey Point.

The bight at the entrance of Clinton Harbor and westward of Kelsey Point Breakwater affords anchorage, exposed, however, to southeasterly and southwesterly winds. Anchorage can be selected between the broken ground which extends about 300 yards westward from Kelsey Point Breakwater and the 18-foot curve of the shoal which extends over ⅝ mile southeastward from Hammonasset Point, where there is an area nearly ¾ mile wide, with depths of 3 to 4 fathoms, bottom soft in places. Or anchorage can be selected farther northward, toward Wheeler Rock buoy, in a depth of about 14 feet, taking care to avoid the sunken rocks with depths of 5 to 12 feet which extend ⅜ mile westward from the north end of the breakwater; these rocks will be avoided by keeping the light on the south end of the breakwater bearing anything eastward of 123° true (**SE** mag.). See also the description of Hammonasset Point following.

Clinton Harbor, the bight westward of Kelsey Point Breakwater, is the entrance to Hammonasset River, a stream of no commercial importance. There is a depth of about 4 feet on the bar, and no less depth in the channel to the coal bunker wharf at Clinton, northwestward of the eastern end of Sandy Point Island. The greatest draft taken to the wharf does not exceed 8 feet at high water. **Wheeler Rock** buoy marks a rock with 1 foot over it just outside the bar; above the bar the channel is staked to just above the coal bunker wharf. Motor boats can enter by the following directions, but should not depend on carrying more than 3 feet at low water across the bar:

Pass 200 feet eastward of Wheeler Rock Buoy, steer 8° true (**N** by **E** ¾ **E** mag.) for a prominent church in Clinton until across the bar, then head up for the eastern end of Sandy Point Island and be guided by the chart and stakes. Northeastward of Sandy Point Island there are two narrow, very crooked channels close together and with a depth of about 1 foot at low water. The eastern one was marked in 1913 on the port side entering by bush stakes and leads to a landing float just inside the mouth of the stream. The western channel was marked on the starboard side by bush stakes and leads into Indian River.

Hammonasset Point is generally a low, marshy area with a number of wooded knolls. The end of the point is a rocky knoll marked by a flagstaff. Broken ground, with rocky irregular bottom and least depths of 10 to 11 feet, extends ½ mile southward of Hammonasset Point. This broken ground has been examined by means of a wire drag. **West Rock** is the outermost of the bare rocks which extend a short distance off the east end of Hammonasset Point. A reef, with two bare rocks on its inner part and a depth of 7 feet on its outer part, extends ⅜ mile west-southwestward from Hammonasset Point and is marked at its end by a red buoy.

Approaching from westward the broken ground, with depths less than 18 feet, extending southward and southeastward from Hammonasset Point, will be avoided by keeping the light on the end of Kelsey Point Breakwater bearing northward of 78° true (**E** mag.); and the range of a prominent church in Clinton and the eastern end of Sandy Point Island, bearing 6° true (**N** by **E** ½ **E** mag.), leads eastward of the broken ground.

The broad bight westward of Hammonasset Point is sometimes used as an anchorage, and is sheltered in northerly and northeasterly winds, but has little to recommend it. The bight is characterized by bowlders, and has not been thoroughly developed. Vessels of as much as 15 feet draft can be taken to the anchorage northward of Madison Reef, but should proceed with caution when crossing the ridge with depths less than 4 fathoms which extends eastward and westward from Madison Reef. The bottom is soft southward of Madison Reef, and vessels can stand in anywhere eastward of Kimberley Reef and over 1 mile westward of Hammonasset Point and select anchorage in 5 to 6 fathoms (low water).

Vessels can pass eastward of Madison Reef by giving Hammonasset Point a berth of over ¾ mile and steering for Tuxis Island on any course between 304° true (**NW** mag.) and 315° true (**NW** by **N** mag.). From westward a 56°

true (**ENE** mag.) course for Tuxis Island will lead westward of Madison and Charles Reefs; note that Charles Reef buoy is at the south end of the reef. Anchor about ¼ mile southward of Tuxis Island and the same distance northward of Madison Reef in 20 to 24 feet.

Madison Reef lies about ⅝ mile southward of Tuxis Island and extends a little over 1 mile east and west. This reef has 4 to 10 feet over it and consists of several rocky patches with deeper water between them. A black buoy, lying 164° true (**S ⅜ E** mag.) of Tuxis Island, marks the west side of a passage across the eastern part of the reef; the eastern end of the reef lies 600 yards eastward of the buoy. The western end of the reef is marked by a red buoy. Spots on which the least depth found is 15 feet lie between Madison Reef and Charles Reef.

Charles Reef is 400 yards long north and south, has a least depth of 7 feet, and is marked at its south end by a red buoy.

For a distance of 1 mile eastward of Tuxis Island foul ground extends off a greatest distance of ⅜ mile from shore. The outer rock has 2 feet over it, with 18 to 20 feet around it, and lies ½ mile 106° true (**SE by E ½ E** mag.) of Tuxis Island.

Tuxis Island is high and rocky and has several houses. There is foul ground and little depth between the island and the shore. A rock, bare at low water and marked by a private spindle with keg, lies about 200 yards eastward of the island, and a high bare ledge lies between this rock and the shore; a cluster of rocks bare at low water lies 300 yards east-southeastward of the ledge. A bare rock lies 100 yards westward of Tuxis Island. A rock, bare at low water and marked by a private spindle with flag, lies midway between the island and the shore.

Madison, a town on the railroad, has two landings, the easterly one with about 2 feet at its end. The westerly landing, lying northwestward of Tuxis Island, has about 5 feet at its end, and a few motor boats moor in the cove on its north side. A rock, bare at low water and marked by a small spindle, lies 100 yards eastward of the landing. There is a church with a prominent tower and gilded dome in Madison ¾ mile 356° true (**N ⅝ E** mag.) of Tuxis Island.

Guilford Harbor, lying northward of Falkner Island lighthouse, is frequented only by small craft. Boats of 6 feet draft at high water can be taken up **East River** to the railroad bridge, which is about 3 feet above high water. **Sluice Creek** enters East River ¼ mile above Guilford Point at the entrance; at high water boats of 6 feet draft can be taken a short distance up Sluice Creek to the landing, from which a road leads to Guilford. The mouth of East River up to Sluice Creek is filled by flats, between which there is a narrow channel with a depth of about 2 feet on the bar at low water. At high water boats of about 4 feet draft can be taken up **West River** above the railroad bridge to Guilford; the railroad bridge is about 5 feet above high water.

The entrance of Guilford Harbor is much obstructed by rocks, between which there are two buoyed channels. The channel westward of Indian Reef is unfit for a stranger. The better entrance is from southward on a 354° true (**N ½ E**

mag.) course with Falkner Island lighthouse astern, and passing 100 to 200 yards eastward of spar buoys Nos. 1 and 3. Proceed with caution and do not go above the latter buoy without a pilot.

Half Acre Rock, which just shows at high water, and **Lobster Rock** are the most easily identified of those off the entrance of Guilford Harbor. Scattered rocks, some bare at low water and others with 7 to 16 feet over them, extend about 1 mile eastward from Half Acre Rock; the easternmost lie about ⅜ mile northward and northwestward of Charles Reef.

The group of rocks westward of buoy No. 3 is covered at half tide, and those northwestward are covered at high water. A rock bare at low water lies 400 yards north-northeastward of buoy No. 3.

Lobster Rock is marked by a watch house. There is a bare rock east-southeastward of it, and several rocks bare at low water northward. The large reef northwestward of Indian Reef has numerous rocks bare at half tide. There are two bare rocks on the reef extending southward from Mulberry Point; eastward of the bare rocks there are numerous rocks bare at half tide.

The highest part of **Indian Reef**, near its northeast end, is covered at high water; and near the north end of the reef, near a red buoy, are rocks which are covered at half tide. The balance of Indian Reef consists of sunken rocks with little depth over them, and the reef is marked off its south side by a red buoy. An area of broken ground, on which the least depths found are 15 to 18 feet, extends about ½ mile southeastward and southward from Indian Reef.

An unmarked rock with 6 feet over it lies nearly ⅜ mile west-southwestward of Indian Reef and ½ mile southeastward of the southeasterly point of the peninsula of Sachem Head.

Falkner Island, marked by Falkner Island lighthouse, is nearly ¼ mile long; and from it a reef, mostly bare at low water, extends ⅜ mile northward and is marked at its end by a black buoy. A bank, with depths of 3 to 4 fathoms and which has not been closely developed, extends 1½ miles eastward from Falkner Island to **Kimberley Reef**. The latter is an area of broken ground with a least depth of 12 feet, and is marked by a horizontally striped buoy. The bottom is generally hard and very broken between Falkner and Goose Islands. A shoal on which the least depth found is 10 feet extends 300 yards westward from the south end of Falkner Island.

Goose Island is low and grassy, and there are small, bare islets just northward and 300 yards southward of it. A bell buoy about 600 yards southward of Goose Island marks the south end of the reef. A rock bare at low water lies ¼ mile eastward of Goose Island. Reefs, partly bare at low water, extend ½ mile northeastward from Goose Island. From the end of these reefs a narrow reef, on the outer part of which depths of 20 to 23 feet have been found, extends ½ mile north-northwestward, its north end lying 1⅛ miles 308° true (NW ⅜ N mag.) of Falkner Island lighthouse; it should be avoided by vessels. A bank, with depths of 4 to 5 fathoms and which has not been closely developed, extends west-northwestward from Goose Island to the end of the broken ground extending southwestward from Sachem Head.

Falkner Island lighthouse is a white octagonal tower with attached dwelling. The light is flashing white (flash 1 second, eclipse 14 seconds), 94 feet above the water, and visible 15 miles. The fog signal is a siren, blast 3 seconds, silent 27 seconds.

Jefferson Rock, covered at high water, lies at the entrance of the foul bight on the south side of **Sachem Head**. Numerous rocks lie southeastward of Jefferson Rock. The southeasterly one, lying 600 yards east-southeastward of Jefferson Rock, is bare at low water and was marked by a bush stake in 1913; the southwesterly one, lying 300 yards south-southeastward of Jefferson Rock, is covered at half tide. Two bare rocks lie off the south point of Sachem Head. Rocks bare at low water extend 100 yards southward and 250 yards westward from the bare rocks, and the west end of the reef was marked by a private spindle in 1913. These aids are placed to assist local motor boats in approaching Sachem Head Harbor from eastward.

Chimney Corner Reef is a rocky broken area off the south side of Sachem Head; the least depth found on the reef is 9 feet at a point 400 yards southward of the southernmost bare rock on the south side of Sachem Head. The bottom is rocky and very broken for a distance of 1 mile southwestward from Chimney Corner Reef; the least depths found are 20 to 23 feet, but the area has not been closely developed.

Goose Rocks are two principal rocks; the northeasterly one is a bare rock, and the southwesterly one is covered at high water. Broken ground extends in a southeasterly direction from Goose Rocks toward Chimney Corner Reef; depths of 4 to 13 feet have been found on it for a distance of 600 yards from the rocks. **Goose Rocks Shoal**, a rocky broken area, extends ¼ mile southwestward from Goose Rocks, has a width of 250 yards, a least depth of 2 feet, and is marked at its south end by a red bell buoy. Care should be taken not to round the buoy too closely, in order to insure clearing the west end of the reef.

A rocky patch with 15 to 20 feet over it lies from ⅝ to nearly ⅞ mile 231° true (**SW** by **W** ½ **W** mag.) of Goose Rocks bell buoy, and 112° true (**SE** by **E** mag.) of the south end of Two Tree Island.

Sachem Head Harbor is an anchorage for small craft on the southwest side of Sachem Head. The harbor is ¼ mile long, about ⅛ mile wide, has depths of 6 to 10 feet in its lower half, and is sheltered except from westerly winds. The island forming the south point at the entrance is connected with the shore by a bridge, and there is a yacht clubhouse on the island. From the north point of the island a breakwater which shows above water extends 100 yards in a west-northwesterly direction. A rock covered at half tide lies 50 yards off the southeast side of the harbor, just northward of the opening on that side, and 350 yards above the end of the breakwater.

The approach to Sachem Head Harbor for small craft from eastward is along the south side of the rocks making off from the south side of Sachem Head (see the description of Jefferson Rock preceding). Approaching eastward of Goose Rocks give the rocks a berth of over 300 yards. The approach from westward

is clear between Goose Rocks and the red buoy at the south end of Leetes Rocks.

Joshua Point, the west end of Sachem Head, is marked by a rocky islet on its west side. Just northward of the islet a stone jetty with a bulkhead on its north side extends about 100 yards in a northwesterly direction from the shore. The bulkhead is in bad repair, but launches can anchor in the angle near the shore where the depth is about 6 feet.

Great Harbor is little used, but affords good anchorage in its entrance for small vessels in northerly or easterly winds, in 10 to 15 feet, soft bottom. The approach from southwestward is clear between Goose Rocks and the red buoy at the south end of Leetes Rocks.

Leetes Rocks, lying midway between Sachem Head and the north end of The Thimbles, are two rocks, bare at low water, and an area of broken ground around them. A rock with 3 feet over it lies nearly 400 yards eastward of the northeast rock. A rock with 9 feet over it lies 200 yards southward of the southwest rock, and is marked on its west side by a red buoy.

Leetes Island Quarry is a prominent feature on the south side of **Hoadley Point**, the shipping point for which is from a pier on the north side of the cove eastward of the point. A straight channel 70 feet wide and about 9 feet deep has been dredged into the cove and to the pier between the northeast end of Narrows Island and the islet eastward, and was marked on its east side by piles in 1913. There are rocks bare at low water eastward of the channel and northward of the islet.

Thimble Island Harbor is a well-sheltered anchorage for small vessels and small craft between Pot and Money Islands on the east and High Island and West Crib on the west. Although open southwestward, the sea from that direction loses much of its force before reaching the anchorage. A rock, with 3 feet over it and marked by a black buoy, lies 80 yards off the east side of High Island, just above its south end. The anchorage for small vessels is near midchannel, between this rock and the north end of Pot Island, in 13 to 18 feet, soft bottom. Small craft of 6 feet or less draft anchor between West Crib and Money Island. The anchorage is easy of access by the best entrance between Two Tree Island and Inner Reef. Approaching from westward, pass southward of Negro Heads buoy, steer about 73° true (**E ½ N** mag.) for the south end of Two Tree Island, and pass northward of Northwest and Wheaton Reefs buoys and southward of Inner Reef buoy.

The following are the principal outlying dangers off and westward of The Thimbles:

East Reef, Wheaton Reef, and **Browns Reef** show at a good low water, and are parts of a broken area about ⅝ mile in diameter, which lies ½ to ¾ mile southwestward of Two Tree Island. The reefs are marked at the southeast end by a red buoy and at the north end by a black buoy. **Northwest Reef**, a rock with 7 feet over it, lies ¼ mile westward of Wheaton Reef and is marked by a horizontally striped buoy.

Inner Reef, bare in places at low water, is 200 yards long in a northeast direction, and is marked at its south end by a red buoy. A rock with 12 feet over it, probably less, lies 350 yards northwestward of the buoy. A rock with 8 feet over it lies ⅜ mile west-northwestward of Inner Reef, in line between it and Hookers Rock.

Hookers Rock, bare at low water, is marked at its south end by a red buoy. A rock with 10 feet over it lies about 300 yards west-northwestward of the buoy.

Gangway Rock, with 5 feet over it, lies ⅜ mile west-southwestward of Hookers Rock buoy, a little southward of a line joining it and Negro Heads buoy.

Negro Heads is described on page 101.

Branford Reef, lying 1¾ miles from the north shore of the Sound and 5 miles eastward of New Haven entrance, is marked by a flashing white light (light 0.3 second, eclipse 2.7 seconds), 28 feet above the water. There is little depth for a distance of 150 yards northward and southward from the light; depths of 16 feet or less extend 450 yards northward and 250 yards southward from the light.

The Thimbles and the shore westward are occupied by summer residences, and the waters are much frequented in summer by motor boats and other small pleasure craft. The water area from The Thimbles to the entrance of Branford Harbor is occupied by numerous islands, ledges, and rocks, and is not suitable for anything but small craft. In the absence of local knowledge, charts 260 and 261 are the best guides; strangers should proceed with caution, having in mind the possible existence of uncharted rocks in so broken an area. Gasoline and motor boat supplies are generally obtained at Stony Creek. In the following description the private buoys and spindles mentioned were in place in 1913:

Two Tree Island is the outermost of The Thimbles. A bare rock lies 100 yards southeastward of it. There is a boat landing protected by a stone jetty on the northeast side of Two Tree Island. An unmarked rock, bare at lowest tides, lies 200 yards eastward of Two Tree Island.

Horse Island, the next northeastward of Two Tree Island, has two outlying bare rocks off its southeasterly side. The ends of the ledges surrounding the northeast rock are bare at low water.

Old Cobble Rocks is a long reef, nearly all bare at a good low water, near the middle of which is a large bowlder awash at high water. The southwest end of the reef is marked by a red buoy, which is at the entrance of a channel for small craft leading northward between Pot and Money Islands.

Pot Island has a number of houses, and there is an observatory on its northwest side showing above the trees.

High Island has several buildings; a rock bare at low water lies close to its southwest end, and there is a bare rock 300 yards southwestward of the island. A rock bare at low water lies near the end of the ledge, extending 150 yards northeastward from the bare rock.

Dicks Rock and the rock 150 yards southwestward of it are bare at half tide, and are marked at the west end by a red buoy. Foul ground extends southeastward from these rocks, and **Goshen Rock**, with 3 feet over it, lies 200 yards southeastward of them.

A rock bare at half tide lies 50 yards east-southeastward of the northeast end of **West Crib**. From the rock foul ground extends northeastward and joins the shoal which extends 80 yards east-southeastward from **East Crib**. This shoal is marked on its northeast side by a horizontally striped spar buoy, at the junction of the deep channel along the north side of East Crib and Davis Island with that leading southwestward through Thimble Island Harbor.

Money Island is thickly settled. The channel along its southeast side is not closely developed.

Prudden Island is marked by a small shack. There are bare ledges on its northwest side and 200 yards east-southeastward of it. The island northeastward of Prudden Island is marked by a house and flagstaff. There is a private spindle at the end of the ledge about 50 yards northward of the island, and another on the rock bare at low water lying 100 yards eastward.

A private spindle marks the end of the ledge extending 90 yards south-southwestward from **Hen Island**, and another marks the rock bare at low water lying 90 yards southeastward of the island.

Wayland Island is marked by red buildings and a red pavilion at its south end. Between Wayland Island and the two red buoys eastward is the entrance of two of the deeper and clearer channels which lead through The Thimbles from eastward. One channel passes between Davis Island and the large bare rock northeastward, then southward of **Dogfish Rock** (marked by a white house), and then northward of East Crib; or, passing eastward of the horizontally striped buoy eastward of East Crib, a channel good for a depth of about 6 feet leads southwestward through Thimble Island Harbor. The other channel passes eastward of the horizontally striped buoy eastward of Davis Island and joins the channel described in the second paragraph following.

A bare rock lies 75 yards eastward of **Smith Island**, and there is a rock bare at low water between them. A bare rock lies 150 yards southward of Smith Island; a rock bare at extreme low water lies 175 yards west-southwestward of the bare rock. These rocks are marked on the south side by a red buoy.

A high, bare, rocky islet lies off the southwest end of **Narrows Island**. Lying 200 and 400 yards west-southwestward of the rocky islet are two rocks which are covered at three-quarters flood and are marked by private spindles. Between these two rocks is the entrance of a channel which leads between Smith Island and the bare rock off the south side of **Bear Island**, then between **Mermaid Rock** (bare at low water and marked by a private stake) and the rocks bare at half tide off the southwest end of Bear Island, then northeastward of the large bare rock northeastward of Davis Island, then westward of a red buoy, and then around the north end of **Cut-in-two Island** (marked by the bridges joining it). The red buoy eastward of Cut-in-two Island marks a rock bare at low water, northeastward of which there is a bare rock. This channel

then leads southward of the grassy islet lying 200 yards southward of **Flying Point.** A rock bare at low water lies 150 yards west-northwestward of the islet. The two rocks off Flying Point show above water.

Stony Creek, a village on the railroad, extends southward to Flying Point. The boat landing is on the point east-northeastward of Lewis Island. Gasoline and other supplies can be had here. The principal danger in the approach is the shelving ledge, largely bare at low water, making off from the next point southward of the landing.

Governors Island is thickly settled. There is a bare rock off its northeast end. Rocks fill the bight on its south side, the southerly rock, lying 175 yards from the island, being bare at low water.

Potato Island is low and is marked by a large house. Bare rocks extend 150 yards northeastward from it, and there is a rock bare at low water close to its southwest end.

Rogers Island is marked by a prominent red-roofed house. There is a bare, rocky islet off its southeast side, and midway between the islet and the southwest end of Potato Island there is a rock, which shows at lowest tides and is marked by a stake. The rocks westward of Rogers Island are bare at half tide; those southwestward show at all times.

Blackstone Rocks are a chain of islets and ledges extending about 1 mile southwestward from Brown Point. The most prominent are a rock with a white house lying 400 yards southward, a prominent white-topped rock lying nearly ½ mile south-southwestward, and the two high, bare rocks of **Middle Rock** lying over ¾ mile south-southwestward of Brown Point. Bare rocks lie 100 yards west-northwestward and 200 yards north-northeastward of the white-topped rock, and most of the other rocks are covered at half tide. There are, however, sunken rocks around and westward of the group, and great care is required to insure safety.

A sea wall extends westward from **Brown Point,** and the shore is thickly settled. A rock bare at half tide lies 600 yards westward of Brown Point and 300 yards from shore; a rock with 4 feet over it lies in mid-channel northward of the rock.

Two rocks, bare at low water, lie ⅜ mile northeastward of **Haycock Point** and 300 yards from shore off the middle of a good-sized bight. There are other rocks eastward and westward of it which lie closer to shore.

A bare rock lies 200 yards southeastward of Haycock Point; northward of the rock are numerous rocks bare at low water.

Green Island is marked by a single house. Rocks bare at half tide lie off the southeast side and southwest end of Green Island. A rock bare at low water lies ¼ mile southeastward of Green Island. There are numerous sunken rocks, as shown on the chart.

The large ledge lying 200 yards from the shore westward of Green Island is covered at high water.

Foot Rocks show above water, but there are also some that cover around them.

Spectacle Island, the outer one off the southeast side of Indian Neck, has some grass on top. **Negro Heads**, a reef bare in one place at low water, extends ⅝ mile southward from the island and is marked at its south end by a red buoy. In addition to sunken rocks, rocks bare at low water lie about 200 yards northward, westward, and southwestward of Spectacle Island. **Moon Rock**, bare at low water, lies ¼ mile west-southwestward of Spectacle Island.

Sumac Island is marked by a prominent house, and a prominent landing with house on its southeast side. There is foul ground between the island and the rock bare at low water between it and Spectacle Island. A rock with 4 feet over it lies 200 yards southwestward of Sumac Island.

Sedge Island and **Squaw Rocks** are low and grassy. There is a narrow channel with a depth of about 5 feet between them.

Clam Island is settled, and there is a boat landing on its northwest side. Entering between the bare rock off the southwest end of Clam Island and Jeffrey Rock, motor boats can enter **Maltby Cove**, favoring the northwest side of Clam Island. The northwest side of the cove is foul, the principal danger being a rock bare at low water lying near the middle northwestward of Clam Island; the range of the bare rock northward of Jeffrey Rock and the middle of Taunton Rock leads close to it.

Jeffrey Point, the eastern point at the entrance of Branford Harbor, has a bare rock close to its western end, and three bare rocks, the southernmost called **Jeffrey Rock**, extend 300 yards southward from the point.

Branford Harbor, 4 miles eastward of New Haven Harbor entrance, is a shallow cove between Jeffrey Point and Johnson Point. Vessels up to 10 feet draft can select anchorage in the harbor southward of the Mermaids in 10 to 14 feet, protected against all but southerly and southwesterly winds. Boats up to 5 feet draft can select a well-sheltered anchorage in the upper part of the harbor above the Mermaids. The dangers in the approach and entrance of Branford Harbor either show above water or are marked by buoys.

Little Mermaid (shows but little above high water) and **Big Mermaid** (a high rock with a small house on it) lie near the middle of the harbor, and there are two bare rocks near the head of the harbor. A rock, bare at low water, lies about 100 feet north-northeastward of the north end of **Lovers Island**, and the same distance off the hotel boat landing; the latter has a depth of 2½ feet at its end.

Branford River, a narrow and crooked stream, has been improved by dredging a channel 100 feet wide and 8½ feet deep for a distance of nearly 2 miles above the Mermaids to the wharf of the large iron works at **Branford**. The deepest draft going up to the iron works is 12 feet at high water. There is a depth of about 12 feet at this wharf and 6 feet at the coal and lumber wharf ¼ mile farther down. At the upper end of the iron works the river is crossed by a bridge, which is practically the head of navigation, although the draw can be opened. Boats, without masts, of about 3 feet draft go over 1 mile above the bridge and through the railroad trestle. There are boat landings, with about 3 feet alongside, on the east side of **Branford Point**, where gasoline and launch supplies can be obtained.

Directions, Branford Harbor.—From eastward, pass southward of Negro Heads buoy, steer about 306° true (**NW** ¼ **N** mag.) for Taunton Rock, and enter the harbor between the latter and Jeffrey Rock; or, a 333° true (**N** by **W** ⅜ **W** mag.) course with Branford Reef light astern will lead into the harbor between Jeffrey Rock and Taunton Rock. From westward, pass southward and over 100 yards eastward of Cow and Calf gas buoy, and enter the harbor between Johnson Point on the west and Blyn Rock and Bird Rock buoy on the east; or pass between Blyn and Taunton Rocks.

From Branford Harbor the dredged channel to Branford River leads between the Mermaids. Passing 125 yards southeastward of Lovers Island, the range of Branford Point House (a white hotel), open eastward of Big Mermaid, leads in the first section of the dredged channel. The middle of the next section of the dredged channel then leads 90 feet southeastward of Big Mermaid and 125 feet southeastward of the end of the stone pier at Branford Point. Above this point there are no aids, and strangers should either take it on a rising tide, using the chart, or employ some one with local knowledge. There are some stakes on the shoals in places. At low water the channel above Branford Point is defined by the bare shoals on each side.

Bird Rock, with 5 feet over it, lies 375 yards from the western side of Branford Harbor and 600 yards north-northwestward of Taunton Rock, and is marked on its southwest side by a red buoy.

Johnson Point, the western point at the entrance of Branford Harbor, has a rock awash at a good low water about 100 yards off its southwest side.

Blyn Rock, a small rock which is covered at a good high water, lies midway between Johnson Point and Taunton Rock.

Taunton Rock is a large, low, bare rock near the middle of the entrance of Branford Harbor.

Five Foot Rock lies 650 yards southwestward of Taunton Rock and is marked on its south side by a red buoy.

Cow and Calf are two bowlders close together; the western one is covered at high water and the other is bare at low water. Broken ground, on which the least depth found is 11 feet, extends 400 yards north-northwestward from Cow and Calf. A gas buoy marks the south side of the rocks.

Gull Rocks lie on the eastern side of the entrance of the cove westward of Johnson Point. From the islets in the north half of the group, rocks, some sunken, extend 300 yards southward and 600 yards south-southwestward. At the northwest end of the cove there is a boat landing with a depth of about 2 feet alongside. Lying about 350 yards off **Short Beach** and 200 yards from the west side of the cove there is a rock, bare at half tide, which is marked at its southwest end by a private spindle. The bight on the west side of the cove at the entrance of **Farm River Cut** has an old wharf on the south side; there is a depth of about 5 feet at its end, and boats can anchor just westward of it. **Old Clump** is a bare rock.

East Haven River has been improved by dredging a channel 6 feet deep for a distance of 1¼ miles above the entrance to an old quarry, just westward of which is a dike, which forms the head of navigation. The following description may be of assistance to motor boats entering the river:

The range of the flagstaff at the south end of Darrow Rocks and the west edge of the trees on Darrow Island leads between the outlying dangers. Pass westward of the stakes marking the ledge at the south end of Darrow Rocks and enter the river, favoring the west bank. Then steer for the drawbridge, showing between the piling and the point on the east bank. Pass eastward of the piling, and when up with the end of the point on the east bank steer north-northeastward, parallel with the west bank, and favor the grass on the west side of the channel around the bend. Then steer for the rocky point with houses on the east bank; favor that side through the narrows and then favor the west bank to the drawbridge. There is a ledge, bare at low water, on the west side of the south end of the narrows. Above the drawbridge the channel follows the rocky point on the east side 200 yards above, and then curves northward and follows the west bank into the narrower part of the river. The drawbridge has an opening 50 feet wide. Boats should preferably enter at low water and proceed with caution.

Darrow Rocks, on the east side of East Haven River, show above water, and the southernmost rocky knoll is marked by a flagstaff. A ledge, bare at low water, lies 100 yards south-southwestward of the flagstaff, and in 1913 was marked on its south side by private stakes with flags. Lying 600 yards south-southeastward of the flagstaff there is a ledge with 5 feet over it; the range of New Haven (West Breakwater) lighthouse and the south edge of Stony Islet leads over the ledge.

Stony Islet is low, bare, and surrounded by ledges, bare at low water to a distance of about 100 yards. A large reef, covered at half tide, lies 300 to 450 yards eastward of Stony Islet. A small ledge, bare at low water, lies midway between the reef and the rocks, covered at high water, off the south side of **Mansfield Point**. The latter and the shore westward are thickly settled, and have communication by electric road with New Haven.

Lying 400 yards north-northwestward of Stony Islet there is a partly bare ledge. Extending westward from this ledge and Stony Islet to the entrance of New Haven Harbor there is an area of foul ground, which extends about ½ mile from shore. There are numerous rocks, bare at low water, in this area, and it should be avoided even by motor boats. **Round Rock** is bare at low water and is surrounded by sunken ledges. It is marked by a red nun buoy, placed at the southern end of the 12-foot curve, nearly ¾ mile from shore. Depths of 20 feet or less, broken and irregular bottom, extend ⅜ mile southeastward and southward from the buoy.

Townshend Ledge, with 18 feet over it and marked by a horizontally striped buoy, lies 2 miles from shore, 2¾ miles 122° true (**SE ⅛ E** mag.) of Southwest Ledge lighthouse, and 2⅝ miles 256° true (**W ¼ S** mag.) of Branford Reef light.

NEW HAVEN HARBOR

is commercially one of the most important harbors in Long Island Sound, and is an important harbor of refuge for vessels of less than 24 feet draft. The harbor has been improved by the construction of breakwaters at the entrance and by dredging a channel 20 feet deep to Tomlinson Bridge at New Haven. This channel has a width of 400 feet from the entrance to Fort Hale, and greater width above that point. Anchorage basins with depths of 20, 16, and 15 feet have been dredged on the sides of the channel above Fort Hale. For the principal tributaries see the description following.

New Haven is an important manufacturing city at the head of the harbor and is the chief commercial port of Connecticut. The port has a large carrying trade, the chief item being coal. The depths at the principal wharves range from 12 to 18 feet. The deepest draft of vessels going up to the city is 23 feet at high water.

East Breakwater extends 3,450 feet in an east-northeasterly direction from Southwest Ledge lighthouse to Quixes Ledge. The area northward of the breakwater is obstructed by ledges and is not available for anchorage except northward of the lighthouse, where the depth is 18 to 20 feet, bottom soft in places. The passage eastward of the breakwater has bowlder patches and is very broken, but can be used by small craft of less than 6 feet draft, taking care, however, to avoid the foul ground along the northeast side of the passage. Local vessels of as much as 10 to 12 feet draft use the passage at high water, but it is not recommended for strangers. Avoiding **Quixes Ledge**, which extends about 200 yards southeastward from the eastern end of the breakwater, pass about 100 yards eastward of the breakwater. The principal danger inside the breakwater is the reef extending 300 yards southwestward from **Five Mile Point** (marked by a prominent, disused, white, lighthouse tower). **Adams Fall**, a rock with 5 feet over it and marked on its west side by a horizontally striped nun buoy, lies ⅜ mile west-southwestward of Five Mile Point.

Southwest Ledge lighthouse, on the west end of East Breakwater, is a white, octagonal house on a brown, cylindrical pier. The light is fixed white, with a red sector between 269° true (**W** by **N** mag.) and 283° true (**NW** by **W** ⅞ **W** mag.), 54 feet above water, and visible 12 miles. The fog signal is a horn, blast 3 seconds, alternate silent intervals 3 and 11 seconds.

Luddington Rock Breakwater is 4,450 feet long in a west-southwesterly direction. Its easterly end lies about ½ mile westward of Southwest Ledge lighthouse, and is marked by two white lights, one above the other. The westerly end of the breakwater is marked by a red light. The depths northward of the eastern half of the breakwater are 14 to 18 feet, bottom generally hard.

West Breakwater is 4,200 feet long in a northwesterly direction. New Haven lighthouse is just inside its easterly end, and a red light marks its westerly end. Anchorage in 18 to 28 feet, bottom generally soft, can be had inside West Breakwater and the westerly half of Luddington Rock Breakwater, and vessels of as much as 24 feet draft can anchor with swinging room. There is a clear entrance

with a depth of about 24 feet between the breakwaters, and another with somewhat greater depth westward of West Breakwater.

New Haven lighthouse, lying just inside the east end of West Breakwater, is a conical tower, lower half brown, upper half white, on a black, cylindrical pier. The light is flashing red (light 1 second, eclipse 4 seconds), 61 feet above the water, and visible 13 miles. The fog signal is a siren, blast 3 seconds, silent 17 seconds.

Morris Cove, on the east side of New Haven Harbor between Five Mile Point and Fort Hale, is much used by yachts during the summer. The dangers for vessels of less than 8 feet draft will be avoided by giving the eastern shore of the cove a berth of ¼ mile, and vessels up to 12 feet draft can select anchorage off the cove and eastward of the dredged channel. The bottom is generally soft. **Black Rock**, bare at lowest tides, lies 200 yards from shore at the north end of the cove; there is little depth between it and the shore northeastward.

West River, between New Haven and West Haven, has been improved by dredging a channel 12 feet deep and 100 feet wide, with increased width at the bends and along the wharves at West Haven, for a distance of 1¼ miles to Kimberly Avenue lift bridge (opening 45 feet wide); and 12 feet deep and 75 feet wide for a further distance of ½ mile to the fixed railroad trestle, which has a clear height of about 5 feet above high water. An anchorage basin 100 feet wide and 6 feet deep has been dredged on the south side of the bend in the channel eastward of the shipyard wharf at West Haven.

The entrance of the dredged channel into West River is marked by a gas buoy, lying ⅝ mile southward of Long Wharf. Thence the channel leads for a green house on a wharf at **Oyster Point**, then southwestward along the outer wharves at Oyster Point and across the river, and then curves westward and northward, passing about 50 feet off the outer wharves at **West Haven**. The channel is marked by stakes in places, and the flats on both sides are largely bare at low water. The depths at the wharves at West Haven and at the outer wharves at Oyster Point range from about 4 to 12 feet.

From the northwest corner of the 16-foot anchorage basin a channel 140 feet wide and 18 feet deep was dredged to the railroad coal hoists, lying about 400 yards southwestward of Long Wharf. In 1913 this channel was good for a depth of about 9 feet. It is not marked except for some stakes on the flats. A white church spire in line with the red center of a sign on the brick house next north of the hoists leads to the entrance of the channel. When the end of Canal Wharf is shut out by Long Wharf, steer for the hoists.

From the 15-foot anchorage a channel 100 feet wide and 12 feet deep has been dredged toward Brewery Street, the southwest edge of the channel lying 130 feet off the northeast side of Canal Wharf. Shoals bare at low water lie on both sides of this channel in places, between which are channels leading to some of the wharves as shown on the chart.

Tomlinson Bridge, at the head of the main harbor, has a pivot draw with a clear opening 80 feet wide on either side of the center pier.

Mill River has been improved by dredging a channel 200 feet wide and 12 feet deep for a distance of ⅜ mile above Tomlinson Bridge to the junction of the two branches above **Chapel Street Bridge**, a pivot draw with openings 71 feet wide on either side. The point of the shoal lying between the dredged channels leading to Mill and Quinnipiac Rivers is marked by clusters of piles. From just above Chapel Street Bridge to the fixed bridges at Grand Avenue, a distance of about ¼ mile, channels 12 feet deep have been dredged along the wharves on both sides of the river; the eastern channel has a width of 100 feet, and the western one 125 to 150 feet.

The bridges crossing Mill River at and above Grand Avenue are fixed spans, with a least horizontal clearance of 19 feet and least vertical clearance of 10.5 at mean low water. Small unmasted boats and stone barges go as far as the bridge at State Street, ½ mile above Grand Avenue, the channel depth to which is about 3 feet at low water. At high water motor boats up to 4 feet draft can go about 2 miles above Grand Avenue to the dam at Whitneyville.

Quinnipiac River has been improved by dredging a channel 200 feet wide and 12 feet deep for a distance of ⅝ mile above Tomlinson Bridge to **Ferry Street Bridge**, a pivot draw with openings 78 feet wide on either side. This channel is marked by pile dolphins on its north side for a short distance eastward from the dredged channel leading to Mill River.

Above Ferry Street Bridge to the west opening in Grand Avenue Bridge, a distance of ½ mile, a channel 50 to 100 feet wide and 8 feet deep has been dredged. In 1913 there was a small buoy on the north side of the channel at the first angle, 250 yards above Ferry Street Bridge, and there were numerous oyster stakes on the shoals. **Grand Avenue Bridge** over Quinnipiac River is a pivot draw with openings 70 feet wide, the west opening only being used. Above this bridge the river has depths of 2 to 3 feet in a crooked channel, and the bridges are closed.

Bridge regulations, prescribed for Tomlinson Bridge and the drawbridges across the Mill and Quinnipiac Rivers, require that the bridges shall be opened promptly in response to the whistle or horn signal, except between the hours of 6.45 and 7 a. m., 12 and 12.15 p. m., and 12.45 and 1 p. m. The whistle or horn signals are two short blasts for the Tomlinson Bridge, one short blast for the Ferry Street Bridge, one long blast for the Grand Avenue Bridge, and three short blasts for the Chapel Street Bridge. In case the draw can not be immediately operated when the signal is given, a red flag or ball by day and a red light by night shall be conspicuously displayed.

For small, unlicensed craft which can not pass under the bridges the Tomlinson Bridge will be opened once in the second and once in the fifth period of 10 minutes in each hour; the Ferry Street Bridge will be opened when three or more such vessels are ready to pass, but no vessel of this class shall be kept waiting for the draw for a longer period than 30 minutes; and the Grand Avenue and Chapel Street Bridges will be opened when two or more such vessels are ready to pass, but no vessel of this class shall be kept waiting for the draw for a longer period than 20 minutes.

Pilots are not generally taken, except by vessels subject to compulsory pilotage (foreign and registered vessels drawing 9 feet and over, if spoken). There are no regular fees for pilotage.

Towboats are used by sailing vessels, and can always be had by making signal; few vessels entering for anchorage take a towboat.

The **anchorage** inside West Breakwater and the southwest half of Ludding-ton Rock Breakwater is available for vessels of as much as 24 feet draft. Vessels can anchor on either side of the dredged channel from just inside the breakwaters up to Fort Hale, the depths ranging from 12 to 20 feet. Morris Cove affords good anchorage, and is used by yachts.

An anchorage basin, with a depth of 20 feet, has been dredged on the east side of the channel from the red buoy abreast Fort Hale to the red buoy ¾ mile above. The total width of the channel and basin is 1,000 feet.

An anchorage basin, with a depth of 16 feet, has been dredged on the west side of the channel below Long Wharf. The total width of the channel and basin is 1,200 feet. This anchorage is frequently used.

An anchorage much used by small craft is in the 15-foot basin which has been dredged above Canal Wharf. There is a public wharf on the northwest side of this anchorage where fresh water can be had through pipe and hose.

There are no special regulations prescribing the limits within which vessels must anchor, except that the dredged channel must be left clear. The extreme upper part of the harbor off the wharves is under the immediate supervision of the **harbor master**, who gives his attention to the berthing of vessels, when necessary, in order to keep a clear channel for the steamers. Harbor regulations are not strictly defined, except as just indicated. The harbormaster's head-quarters are at the Belle Dock, just below Tomlinson Bridge.

Supplies.—Coal, water, provisions, and ship-chandler's stores can be obtained. Water can be had from tugs and at some of the wharves.

Repairs to wooden hulls and machinery of steamers can be made at New Haven. The largest marine railway has a length of 100 feet and a capacity of about 350 tons.

Hospital.—There is a relief station of the United States Public Health Service at New Haven.

Storm warnings are displayed at New Haven and at the old light tower at the entrance to the harbor.

Communication.—Steamboats run daily between New York and New Haven, and to Port Jefferson during the summer.

Ice generally obstructs navigation to some extent for sailing vessels from December to March, sometimes extending to the mouth of the harbor. Steamers can generally enter and depart, except in severe winters when the ice is exceptionally thick.

In New Haven Harbor northerly winds have a tendency to clear the harbor of ice if the formation is sufficiently light; southerly winds are apt to force in drift ice from the Sound.

Tides.—The mean rise and fall of tides is 6 feet.

The **tidal currents** have a velocity of about 1 knot at strength.

DIRECTIONS, NEW HAVEN HARBOR.

FROM EASTWARD.—It is safer for large vessels to pass southward of Branford Reef and Townshend Ledge. Passing 1 mile or more southward of Falkner Island lighthouse a 270° true (**W** by **N** mag.) course will lead well southward of Townshend Ledge. When Southwest Ledge lighthouse bears anything northward of 312° true (**NW** ¾ **N** mag.) the course can be changed for the entrance.

Or, passing ½ mile southward of Branford Reef light, a 274° true (**WNW** ⅝ **W** mag.) course for New Haven lighthouse will lead ⅜ mile northward of Townshend Ledge. Round Rock and the shoals, with less than 12 feet, eastward of the entrance will be avoided by keeping in the white rays of Southwest Ledge lighthouse, with the light bearing anything northward of 284° true (**NW** by **W** ¾ **W** mag.).

Shoals with a least depth of 18 feet extend over ½ mile southeastward from Luddington Rock Breakwater. The deepest water in the main entrance will be carried by approaching Southwest Ledge lighthouse on any bearing between 0° true (**N** by **E** mag.) and 312° true (**NW** ¾ **N** mag.), and pass about 200 yards westward of the lighthouse.

ENTRANCE TO NEW HAVEN.—From a position 350 yards northwestward of Southwest Ledge lighthouse steer 5° true (**N** by **E** ½ **E** mag.) for the monument on East Rock, and follow the red buoys which mark the east side of the dredged channel at a distance of 200 feet until nearly up with Fort Hale and abreast spar buoy No. 6; a buff chimney will be in range with the monument on this course. The horizontally striped nun buoy marking Adams Fall is about 300 yards eastward of the channel. The light on the south end of the dike off Sandy Point is 400 yards westward of the channel; the black can buoy off the dike is also westward of the dredged channel. *East Rock* is a hill with bluff sides over 300 feet high, and is marked by a high monument, which shows well above the sky line and is prominent from the Sound.

From abreast the buoy opposite Fort Hale steer 355° true (**N** ½ **E** mag.) with the end of Long Wharf, a little on the port bow, and leave the red buoys which mark the eastern side of the dredged channel on the starboard hand. This course leads in the middle of the completed channel, which is 500 feet wide in its narrowest part. *Long Wharf*, the next one southwestward of Canal Dock, is marked at its end by a light (skeleton, iron tower) and a fog bell (single stroke every 9 seconds). Pass 150 to 200 yards off Canal Dock and steer for the draw of Tomlinson Bridge. See "Anchorage," in the description preceding.

NEW HAVEN TO BRIDGEPORT.

From New Haven to Bridgeport the shore is generally settled, and there is communication by an electric road, which follows it in most places, as shown on the chart. Wepawaug (Milford) and Housatonic Rivers are available as harbors of refuge for small craft, or small vessels with local knowledge.

Savin Rock, a part of West Haven, is a summer resort on the northwest shore of New Haven Harbor. Boats of about 5 feet draft run from the landings at Savin Rock across the harbor to the landings at the summer resort northeastward of Five Mile Point.

Woodmont is a post office and summer settlement on **Merwin Point**, 2 miles west-northwestward of New Haven lighthouse. The shore is rocky at Woodmont, and there are two large bare rocks and much foul ground in the bight westward of the point.

Pond Point, 3½ miles westward of New Haven lighthouse, has a rocky shoal, with little depth over the greater part of it, extending 600 yards southward, which is marked at its south end by a red buoy. Lying ½ mile northeastward of the point is a large, yellow residence with a lawn in front of it.

Welchs Point, 1 mile westward of Pond Point, is on the east side at the entrance of Milford Harbor. A reef extends 600 yards southward from the point, and is marked at its south end by a red buoy.

Milford Harbor is a bight between Welchs Point and Charles Island, about 5 miles westward of New Haven lighthouse and nearly 4 miles northeastward of Stratford Point lighthouse. The bight affords anchorage in 6 to 14 feet, sheltered from all but southerly and southeasterly winds. The entrance is clear between the buoy southward of Welchs Point and the buoy eastward of Charles Island. The shoaling is gradual and the lead is a good guide on the northwest side of the cove; the western side of Welchs Point and the reefs around Charles Island and between it and the shore should be approached with caution, as the shoaling is abrupt. The mean rise and fall of tides is 6.6 feet.

Wepawaug River, on the north side of Milford Harbor, has been improved by dredging a channel 100 feet wide and 10 feet deep from the entrance to Merwin Wharf; in 1913 there was a least depth of 8½ feet in the channel to Merwin Wharf. A small anchorage basin with a depth of 10 feet has been dredged on the east side of the channel from 100 feet northward of Long Jetty to Merwin Wharf, and another basin with depths of 6 to 10 feet has been dredged on the southwest side of the channel opposite Merwin Wharf. **Long Jetty**, which shows at high water, extends in a westerly direction from the eastern side at the entrance of the river, and is marked at its end by a light which lies 120 feet eastward of the dredged channel. **Burns Point Jetty**, partly bare at half tide, extends southward from the western point at the entrance; it lies about 75 feet westward of the dredged channel, and is marked at its south end by a stake.

The dredged channel in the entrance of Wepawaug River is marked by range targets, and in 1913 there were bush stakes on the west side of the channel and a black buoy at the entrance. Passing close eastward of the black buoy

steer 5° true (**N** by **E** ⅜ **E** mag.) through the dredged channel, with two whit targets on the shore eastward of Merwin Wharf in range ahead. When insid of Long Jetty pass 100 feet off the boat landings on the northeast side of Burn Point, and steer to pass 50 feet off Merwin Wharf. Vessels should go to Merwi Wharf, as there is not swinging room in the anchorages except for small craf Above Merwin Wharf the channel is not difficult for motor boats, with the ai of the chart, but vessels require a pilot.

Above Merwin Wharf there is a narrow, dredged channel with a depth o 6 feet for a distance of nearly ½ mile to the town wharf of Milford, on th north side of which there is a dredged slip with piles on its north side. Vessel of 10-feet draft can be taken to the wharf at high water. The depth at th wharf is about 6 feet. For a distance of 350 yards above the wharf the channe has depths of 3 to 5 feet, and is used as an anchorage by motor boats.

Merwin Wharf, on the east side just above Burns Point, has depths of 7 t 10 feet alongside. Vessels of 12 feet draft can be taken to the wharf at higl water, but the usual draft is not more than 8 feet. The principal trade is i coal and oysters. Gasoline, fresh water, and some coal can be obtained. Tug can be had from New Haven or Bridgeport. A pilot can be had from Merwi Wharf.

Charles Island, on the southwest side at the entrance of Milford Harbor, i low and partly covered with scrubby trees. It lies ½ mile from the shor northwestward, with which it is connected by a bar, bare at low water. A black buoy marks the end of a shoal, which extends 250 yards east-northeast ward from the island. **Charles Island Rocks** is the name given to the rocky shoal which extends ⅜ mile southward from the island; the south end of th shoal is marked by a gas and bell buoy.

Myrtle Beach, Walnut Beach, and **Laurel Beach** are summer resorts on th beach between Milford Harbor and Housatonic River, and Walnut Beach is a post office.

Housatonic River is described under a separate heading.

Stratford Point lighthouse, on the south end of Stratford Point, western side of the entrance of Housatonic River, is a white, conical tower, with a brown band midway of its height. The light is flashing white (light 3 seconds, eclipse 42 seconds), 52 feet above the water, and visible 13 miles. The fog signal is a siren, blast 2 seconds, two silent intervals each 7 seconds, one silent interval 30 seconds.

Stratford Point.—The shoals, which extend southward toward Stratford Shoal (Middle Ground) lighthouse from the shore westward of Stratford Point lighthouse, consist of narrow ridges of hard sand with deeper water between, and are occupied by oyster beds, marked by stakes. Depths of 12 feet or less extend 1 mile from shore, and are marked at the south end by a red bell buoy, which lies about 1½ miles southwestward of Stratford Point lighthouse. The shoals, with depths of 12 feet or less, will be avoided by keeping Stratford Point lighthouse bearing northward of 34° true (**NE** mag.) and Bridgeport Harbor lighthouse bearing northward of 304° true (**NW** mag.). Lumps, with

16 to 18 feet, extend ⅞ mile southward and 1 mile southwestward of the bell buoy, and will be avoided by keeping Penfield Reef lighthouse bearing northward of 273° true (**WNW** ¾ **W** mag.), while Stratford Point lighthouse bears between 34° true (**NE** mag.) and 11° true (**NNE** mag.). The 5-fathom curve at the south end of the shoals lies 3⅛ miles from shore and 2¼ miles northward of Stratford Shoal lighthouse.

Stratford Shoal Middle Ground, with depths of 8 to 16 feet, extends about ⅜ mile northward and southward from the lighthouse marking it. The south point of the shoal is marked by a red buoy. Shoal spots, with 14 to 15 feet, extend ¾ mile northeastward and northward from the lighthouse. The north end of the shoal is marked by a black buoy, placed in a depth of 6 fathoms about 1 mile northward of the lighthouse.

Stratford Shoal (Middle Ground) lighthouse is a gray-granite, octagonal tower. The light is flashing white (light 1.5 seconds, eclipse 8.5 seconds), 60 feet above the water, and visible 13 miles. The fog signal is a horn, blast 6 seconds, silent 21 seconds

HOUSATONIC RIVER

is marked on the west side of its entrance by Stratford Point lighthouse. The river has been improved by dredging a channel 7 feet deep, with a width of 200 feet across the bar at the entrance and 100 feet on the bars in the river, to the head of navigation at the wharves at the towns of Derby and Shelton, a distance of 11½ nautical miles above the entrance. At high water a draft of 11 feet can be taken up the river to the oil company's wharf, about ½ mile above the railroad bridge, and 10 feet to Derby and Shelton. The river is closed by a power dam at a point about 1 mile above Shelton. Small vessels can anchor in the river abreast Stratford, where the channel has an available width of about 500 feet.

On the east side of the entrance a breakwater has been built out from **Milford Point** across the bar, and is marked at its south end by a red light. The outer section of the breakwater shows at high water, while the inner section extending in to Milford Point is covered at three-quarters flood.

Stratford beacon is a prominent stone structure with spindle and cask, lying westward of the dredged channel and ⅝ mile northward of Stratford Point lighthouse.

Stratford is a town on the west bank of the river, 2¼ miles above the entrance. Water is piped to the principal wharf, which has a depth of about 10 feet at its end. Coal and gasoline can be obtained.

Shelton, a town on the western bank of the river, and connected with **Derby** by two bridges, has many important manufactories. Coal and lumber are brought mainly in barges. There is a depth of 6 feet at the wharves at Derby and Shelton at low water.

Bridges.—Two bridges cross the river. The first, lying 1 mile above Stratford, is a center pier draw with an opening 77 feet wide on either side; the second, or railroad bridge, lying ⅜ mile farther up, has a lift opening 81 feet wide in

the clear. The overhead wires at the railroad bridge are 180 feet above high water. The whistle signals for the bridges are two blasts for the lower one and three blasts for the railroad bridge.

Pilots and **towboats** can be obtained at Bridgeport.

Tides.—The following are the times of high and low waters at points on the river referred to Willets Point: Entrance, high water 10 m. before, low water 31 m. before; Stratford, high water 33 m. after, low water 52 m. after; Pecks Mills, high water 56 m. after, low water 1 h. 8 m. after; Shelton, high water, 1 h. 20 m. after, low water 2 h. 28 m. after. The mean range of the tide is 5.25 feet at Stratford, 4.9 feet at Pecks Mills, and 4 feet at Shelton.

Currents.—The tidal currents in the narrow part of the entrance between Milford Point and Crimbo Point have an estimated velocity of 3 to 4 knots at strength, and the spar buoys in this section are towed under at times. Slack water occurs about three-quarters hour after high and low waters. Elsewhere in the entrance and river the tidal currents have less velocity, but are strong throughout, decreasing, however, toward the head of navigation. At the entrance, near the end of the breakwater, there is a strong westerly set on the flood. In the openings of the bridges above Stratford the flood current has some easterly set, while the ebb sets fair with the openings.

Freshets.—Spring freshets at Shelton rise to 10 feet or more above mean high tide. The river water is fresh above Oronock Bar (½ mile above Fowlers Island) and above Mill Bar on the ebb.

Ice closes the river above Stratford during the winter, and sometimes extends to the entrance.

DIRECTIONS, HOUSATONIC RIVER.

The channel is narrow and crooked, with little depth on either side, and across the bars in the river the channels are dredged cuts 100 feet wide. Moreover, the tidal currents are strong, especially in the lower part of the river, and strangers are advised to take a pilot. Small craft, without a pilot, should proceed with caution and preferably on a rising tide. The ranges mentioned in the following description are maintained by the United States Engineers in connection with dredging operations, and mark the axis of the dredged cuts.

The entrance course is 308° true (**NW** ⅜ **N** mag.), following the red buoys at a distance of 75 to 100 feet until Stratford beacon is about abeam. Then 312° true (**NW** ¾ **N** mag.) on the range of two white targets, which will show well northward of the jetty abreast the lower end of Nells Island, and follow the red buoys at a distance of 50 feet until abreast Crimbo Point. Then about 304° true (**NW** mag.) on the range of two white targets just northward of the jetty, and leave the red buoys on the starboard hand. Pass about 100 feet northeastward of the jetty, and follow the curve of

the channel northward, passing about 250 feet eastward of the wharves at Stratford.

The channel follows the north end of Nells Island, and then favors the east bank to the lower bridge. Pass preferably through the west opening and favor the west bank between the bridges. Above the railroad bridge the channel is near mid river until approaching the oil company's wharf, and then follows the east bank to *Mill Bar*, 1 mile above the railroad bridge. The dredged channel at Mill Bar is marked by two red buoys and by a range of two targets on the west bank. The channel then follows the west bank, keeping out of the bight on that side abreast the upper end of *Fowlers Island.* Two range targets ahead guide through the bight, and two range targets astern guide in the crossing at *Oronock Bar*, about 1/4 mile above the bight. The channel then follows the east bank to *Camp Meeting Bar*, where two range targets ahead guide in the cut across the river about 1/4 mile southward of an island.

The channel then follows the west bank; two sets of range targets astern guide in the dredged cuts at *Drews Bar*, about 1/2 mile below Woosters Island. Two sets of range targets, the first ahead, the second astern, guide in the cuts at the crossing at *Moulthrops Bar*, just above Woosters Island. The channel then follows the east bank until about 300 yards above Two Mile Island, then the west bank to the next bend, and then the east bank from Sow and Pigs Jetty to Derby. From the point opposite Derby the channel favors the west bank to the wharves at Shelton. The channel is in part a dredged cut from the middle of Two Mile Island to the crossing 300 yards above it, and from just above the point opposite Derby to the wharves at Shelton.

BRIDGEPORT HARBOR

is on the north side of Long Island Sound, north-northwestward of Stratford Shoal lighthouse. It is the principal approach to Bridgeport, and is a secure harbor for vessels of 21 feet or less draft. The harbor has been improved by the construction of two converging breakwaters on the flats at the entrance, and by dredging a straight channel 300 feet wide and 22 feet deep from the entrance to the anchorage basin of the same depth opposite the breakwater making off from Tongue Point. From this basin a channel 18 feet deep, with anchorage basins on each side, has been dredged in the harbor and Poquonock River; see also the description of the tributaries of the harbor following. Much of the traffic of Bridgeport is done on Poquonock River and the tributaries of the harbor and Black Rock Harbor and Cedar Creek; the latter are described under a separate heading.

Bridgeport is one of the important manufacturing cities of Connecticut. The carrying trade by water is large, the principal cargoes being coal, lumber, and

iron; most of the coal is brought in barges and canal boats. The deepest draft of vessels going up Poquonock River above the bridges is about 17 feet. The depths alongside the railroad wharf and City Dock (foot of Wall Street just below the first bridge) are 18 to 20 feet. There are depths of 10 to 13 feet at some of the wharves in Poquonock River, but there is little depth at others.

Bridgeport East Breakwater light, a red light on a post, is on the end of the east breakwater at the entrance of the harbor.

Bridgeport Harbor lighthouse, a white structure on piles, lies 200 feet westward of the dredged channel and 500 feet inside the ends of the breakwaters at the entrance. The light is fixed red, 53 feet above the water, and visible 9 miles. The fog signal is a bell struck a single stroke every 15 seconds. The remains of an old structure, which show at low water about 150 feet northward of the lighthouse, are marked on the southeast side by a buoy.

Outer beacon is a black, wooden pyramid, with pole and cask on top, and lies ⅜ mile northward of Bridgeport Harbor lighthouse and 160 yards westward of the dredged channel.

Bridgeport Breakwater lighthouse, a black, conical tower on pier, is at the end of the breakwater making off from Tongue Point to the edge of the channel. The light is fixed white and 29 feet above the water. The fog signal is a bell struck a single stroke every 8 seconds.

Bridgeport (or East) beacon, a red pile dolphin, lies 300 yards northeastward of Bridgeport Breakwater lighthouse and 110 feet from the edge of the 18-foot dredged channel. This dolphin and a square, blackened chimney near the head of Yellow Mill Pond form a range for the dredged entrance to Bridgeport Harbor.

Johnsons Creek entrance lies eastward of Bridgeport Breakwater lighthouse and at the northeast corner of the 22-foot anchorage basin. It has been improved by dredging a channel 100 feet wide and 9 feet deep, except at its head, where there is a ledge with depths of 5 to 7 feet in the approach to a coal wharf. The drawbridge at the entrance has an opening 70 feet wide on either side of the center pier. Vessels require local knowledge to follow the best water, but small craft proceeding with care can use the channel, as follows:

Pass close southward of the red buoy at the entrance, steer for the center pier of the draw, pass preferably through the south opening, and then keep in line with the center pier until abreast the shipyard wharf. Then make the bend, keeping about 100 feet off the row of piles at the shipyard, and then follow the wharves at a distance of 75 feet. Pass about 100 feet off the yacht club landing, exercise care in making the turn, and stand up the straight reach with a lone tree in line with a bridge opening in the dam at the head. Keep a little westward of the range on approaching the head of the creek, pass 100 feet off a boat landing on the west side, and when about 200 feet from the dam haul in for the coal wharf on the west side.

A channel 80 feet or more wide and 10 feet deep has been dredged on the north side of **Tongue Point** to the wharf on the south side of the slip and the coal hoist on the north side; there is a depth of 13 to 14 feet at the wharf

and hoist, and a channel 6 to 8 feet deep has been dredged up the middle of the slip. To enter, open slightly the face of the wharf on the south side, pass about 75 feet off the bulkhead on the south side of the entrance, about the same distance off the lower end of the wharf, and then cross to the coal hoist. There is a prominent yellow chimney at the factory on Tongue Point.

Lying 250 yards above Bridgeport beacon is the entrance of a dredged channel from 50 to 70 feet wide and 8 to 11 feet deep, which has been dredged to the power plant on the east side of the harbor. A range for the channel, used by local pilots, is the chimneys of the large brick schoolhouse just open northward of the trees above the power house.

Yellow Mill Pond has been improved by dredging a channel 100 feet wide and 12 feet deep. In 1913 the channel was good for a depth of 11 feet below the bridge and 9 feet to the coal wharf above the bridge. The entrance is on the northeast side of the harbor ¼ mile above Bridgeport beacon, and is marked on its north side by a horizontally striped buoy. Below the bridge the wharves extend out to the eastern edge of the channel. Above the bridge the yellow chimney on Tongue Point in range with the west side of the east draw opening leads about in the axis of the channel, passing about 150 feet off the coal wharf. The drawbridge has openings 55½ feet wide, the east opening only being used.

Poquonock River has been improved by dredging a channel 18 feet deep for a distance of ⅞ mile above the Stratford Avenue Bridge to the angle in the channel nearly ⅜ mile above the East Washington Avenue Bridge, except the openings in the latter bridge, which have depths of 12 feet on the west side of the center pier and less on the east side. The short section of dredged channel above the 18-foot channel has depths of 10 to 12 feet. The channel in Poquonock River is easily followed by small craft with the aid of the chart, but a tug is needed by vessels to assist in making the sharp bends. Proceeding up the river the following bridges cross the river:

Stratford Avenue Bridge is a center-pier draw, with an opening 53 feet wide on either side. The railroad bridge is a single lift, with an opening 70 feet wide; the overhead wires at the bridge are 160 feet above high water. **Congress Street Bridge** is a double lift, with an opening 70 feet wide. **East Washington Avenue Bridge** is a center-pier draw, with an opening 56 feet wide on either side.

Bridge regulations, prescribed for the bridges across Poquonock River and Yellow Mill Pond, require that the bridges shall be immediately opened in response to the whistle or horn signal, with the following exceptions: The railroad bridge will not be opened when a passenger or mail train is actually ready to pass, but the opening of the bridge shall not be delayed more than seven minutes after the whistle signal is given; the other bridges will not be opened between the hours of 6.45 and 7 a. m., 12 and 12.15 p. m., 12.45 and 1 p. m., and 6 and 6.15 p. m. The whistle or horn signals are one long and one short blasts for the Stratford Avenue Bridge, three short blasts for the railroad bridge, four short blasts for the Congress Street Bridge, one long and two short blasts for the East Washington Avenue Bridge, and one long and one short

blasts for the Yellow Mill Bridge. In case the draw can not be immediately opened when the signal is given, a red flag or ball by day or a red light at night shall be conspicuously displayed.

For small, unlicensed craft which can not pass under the bridges they will be opened as soon as practicable, but in no case shall the delay be over 15 minutes.

Pilots are not generally taken except by vessels subject to compulsory pilotage, which are foreign and registered vessels drawing 9 feet and over if spoken. A pilot can be obtained from the towboats. The following are the rates of pilotage: $1.50 per foot of draft inward, and $1 per foot outward; for square-rigged vessels, $2 per foot inward, and the same outward; from November 1 to April 1 in every year 25 cents per foot additional to the preceding rates.

Towboats can always be had by making signal.

Anchorage basins have been dredged on both sides of the channel in the harbor, and are well marked so as to render them fully available and easily made.

The 22-foot anchorage basin on the southeast side of the channel opposite Tongue Point Breakwater has a width of 800 feet, and is the best anchorage for large vessels.

The generally used anchorage is on the west side of the channel above Tongue Point Breakwater. It is 500 feet wide, and has a depth of 18 feet up to the black buoys off Yellow Mill Pond, and 12 feet above.

An anchorage with a depth of 12 feet, generally used by small craft, is on the east side of the channel at the upper end of the harbor between the steel works and the Stratford Avenue Bridge.

Vessels sometimes anchor off the entrance of Bridgeport Harbor for shelter in strong northerly winds; the holding ground in good, and the lead a good guide.

Supplies.—Coal, water, provisions, and ship chandler's stores can be obtained. Water can be had through hose at the City Dock or from a water boat.

Repairs to vessels and machinery of steamers can be made at Bridgeport, where there are several marine railways; the largest has a length of 150 feet and a capacity of about 1,000 tons.

Hospital.—There is a relief station of the United States Public Health Service at Bridgeport.

Storm warnings are displayed at Seaside Park, entrance of Bridgeport Harbor.

Communication.—Steamers make regular trips to New York and Port Jefferson. Bridgeport is on the line of the New York, New Haven & Hartford Railroad.

Ice does not, as a rule, interfere seriously with navigation; the steamers keep the channel open in the main harbor to the railroad bridge over Poquonock River. The tributaries of the harbor are closed at times.

Tides.—The mean rise and fall of tides is 6.5 feet.

DIRECTIONS, BRIDGEPORT HARBOR.

FROM EASTWARD.—Approaching around Stratford Point note the description of the shoals off the point in connection with the coast from New Haven to Bridgeport. Small vessels generally make the red bell buoy, which lies about 1 mile from shore and 1½ miles southwestward of Stratford Point lighthouse. Passing over 200 yards southward and southwestward of the bell buoy a 293° true (**NW** by **W** mag.) course for 2½ miles will lead in a least depth of about 15 feet to the entrance of the harbor southward of nun buoy No. 4, or a 282° true (**WNW** mag.) course for 2½ miles will lead to the gas buoy at the entrance of the 22-foot dredged channel.

FROM WESTWARD.—Passing about ½ mile southeastward of Penfield Reef lighthouse, a 40° true (**NE** ½ **E** mag.) course for about 2 miles will lead to the gas buoy at the entrance of the 22-foot dredged channel.

Nun buoy No. 4 lies on the east side of the dredged channel ⅜ mile southward of Bridgeport Harbor lighthouse, and marks approximately the 18-foot curve at the entrance of the harbor. A 2° true (**N** by **E** ⅛ **E** mag.) course for the lighthouse will lead to this buoy.

The entrance of the 22-foot dredged channel, however, lies nearly 1 mile 189° true (*S* by *W* ¾ *W* mag.) of Bridgeport Harbor lighthouse, and is marked on the east side by gas and bell buoy No. 2 (occulting white light). The course through the middle of the dredged channel is 13° true (**NNE** ⅛ **E** mag.), passing 350 feet eastward of Bridgeport Harbor lighthouse and 150 feet eastward of Bridgeport Breakwater lighthouse (on end of Tongue Point Breakwater). A range used by local pilots for the axis of the dredged channel is Bridgeport beacon (a red pile dolphin) in line with a square, blackened chimney near the head of Yellow Mill Pond. The chimney is not especially prominent, but the top of it can be seen, and there is a more prominent round chimney just northward of it. With the aid of the lighthouses and buoys there should be no trouble in picking up the range in clear weather and following the axis of the dredged channel.

There are depths of 7 to 10 feet on the sides of the dredged channel between the breakwaters at the entrance. Farther in there are flats with little depth on the east edge of the channel between buoys Nos. 8 and 10 and on the west edge of the channel for a distance of 650 feet below and 250 feet above Bridgeport Breakwater lighthouse (on Tongue Point Breakwater).

The axis of the 18-foot dredged channel in the harbor leads 210 feet off Bridgeport beacon (a red pile dolphin) and 110 feet off the

end of the wall at the steelworks (east side of harbor, nearly ¼ mile below Stratford Avenue Bridge). The course through the channel is 318° true (**NNW ¾ W** mag.).

BLACK ROCK HARBOR

lies 2 miles westward of the entrance of Bridgeport Harbor and is well marked by Black Rock and Penfield Reef lighthouses on the north and south sides of the entrance. Anchorage, exposed only to southeasterly winds, can be selected in the entrance northeastward of Fairfield Bar in 18 to 22 feet. The lead is a good guide, except in the vicinity of the easterly part of Fairfield Bar and the reef on the north side of the entrance. The depths on either side of the dredged channel westward of Fayerweather Island are 6 to 8 feet, and small craft of less than 6 feet draft can select anchorage as far up as the yacht club.

Black Rock Harbor and the creeks at its head are the approach by water to the large manufactories in the western part of Bridgeport. A channel 100 feet wide and 12 feet deep is dredged from the harbor to the head of the two branches of **Cedar Creek**, and there are depths of 10 to 15 feet at some of the wharves. This channel is marked by buoys and by range targets maintained by the United States engineers. The channel in the lower part of **Burr Creek** is maintained 100 feet wide and 7 feet deep. In the upper straight reach leading to the coal wharf at its head the channel is 75 feet wide, except in one place on its south side, where there is a depth of 6 feet over rock. The channel in Burr Creek is not marked. At high water vessels of 18 feet draft can go to the head of the two branches of Cedar Creek and 13 feet draft in Burr Creek, but they will lie aground at low water.

Fayerweather Island, on the eastern side of the entrance, is marked at its south end by Black Rock lighthouse. A breakwater connects its north end with the shore eastward. **Point Rock Shoal**, which shoals abruptly, extends ⅝ mile southward from the south end of the island, and is marked at its south end by a red buoy. There is little depth for a distance of 400 yards from the island, and thence it shelves off to 18 feet at the buoy.

Black Rock lighthouse is a white stone tower. The light is fixed white, 40 feet above the water, and visible 11 miles.

Fairfield Bar and **Penfield Reef**, on the south side of Black Rock Harbor, are described with the coast from Bridgeport to Norwalk.

Bridgeport Yacht Club is on the point on the west side of the harbor, nearly ½ mile north-northwestward of Black Rock lighthouse. There is anchorage off the landing and between it and another yacht club landing, 300 yards northward, in 5 to 8 feet. A shoal with 3 to 4 feet over it lies between this anchorage and the dredged channel. An old stone landing which shows near low water extends 150 yards from the shore at a point 250 yards southward of the Bridgeport Yacht Club. Gasoline can be obtained at the upper yacht club landing.

Pilots.—See under Bridgeport Harbor.

Tides.—The mean rise and fall of tides is 6.5 feet.

DIRECTIONS, BLACK ROCK HARBOR.

FROM EASTWARD.—Approaching around Stratford Point, note the description of the shoals off the point in connection with the coast from New Haven to Bridgeport. Small vessels generally make the red bell buoy which lies about 1 mile from shore and 1½ miles southwestward of Stratford Point lighthouse. Passing southward of the bell buoy, a 273° true (**WNW** ¾ **W** mag.) course for 4 miles will lead to the entrance at the red buoy southward of Black Rock lighthouse.

FROM BRIDGEPORT.—From abreast the red nun buoy lying ⅜ mile southward of Bridgeport Harbor lighthouse a 242° true (**WSW** ½ **W** mag.) course will lead southward of the red buoy southward of Black Rock lighthouse.

FROM WESTWARD.—Pass ⅜ mile or more southeastward of Penfield Reef lighthouse and ¼ mile or more eastward of Black Rock beacon; or Black Rock lighthouse bearing westward of 349° true (**N** mag.) will lead ¼ mile or more eastward of Black Rock beacon. When Penfield Reef lighthouse bears 237° true (**WSW** mag.), the course can be shaped to pass westward of the red buoy southward of Black Rock lighthouse.

The following are the courses to the head of Cedar Creek in the dredged cuts, which are 100 feet wide and 12 feet deep, with increased width at the turns. The ranges mentioned are maintained by the United States engineers in connection with dredging operations, and mark the axis of the dredged cuts.

From the red buoy lying 400 yards west-southwestward of Black Rock lighthouse 352° true (**N** ¼ **E** mag.) on the range of two white targets which show just clear of the shore at the Bridgeport Yacht Club to buoy No. 6. Then 15° true (**NNE** ¼ **E** mag.) on the range of a white target and a white strip on a prominent red brick chimney ahead to spar buoy No. 8; then 35° true (**NE** ⅛ **E** mag.) on the range of two white targets ahead to spar buoy No. 10; then 54° true (**NE** by **E** ¾ **E** mag.) on the range of two white targets ahead to buoy No. 3; then 34° true (**NE** mag.) on the range of two white targets astern and pass about 75 feet off the wharves on the northwest side of the channel. A square pyramidal tower will be ahead. A shoal has been left off the point separating the two branches at the head of the creek, and must be carefully avoided. To enter the east branch, pass about 100 feet off the wharf on the southeast side below the entrance and head up the middle of the branch. To enter the west branch, pass 100 feet off the wharves on the northwest side below the entrance and 75 feet off the wharves on the southeast side of the branch.

BRIDGEPORT TO NORWALK ISLANDS.

Fairfield Bar, forming the southwest side of Black Rock Harbor, is well bare at low water out to **The Cows,** a distance of nearly 1 mile; and a shoal with little depth extends ¼ mile eastward from The Cows to **The Little Cows,** which are awash at low water. The easterly point of the reefs, lying nearly ¼ mile southward of the northeast point of the shoal near The Little Cows, is marked by a skeleton, iron beacon with cage. **Penfield Reef,** on which are rocks bare at low water, extends ¼ mile southward from The Cows to Penfield Reef lighthouse; the 18-foot curve lies 250 yards southeastward of the lighthouse, and the lighthouse should not be approached closer, even by small craft.

Penfield Reef lighthouse is a white tower on a granite dwelling and pier. The light is flashing red (light 1.5 seconds, eclipse 3.5 seconds) 51 feet above the water and visible 13 miles. The fog signal is a horn, blast 3 seconds, silent 17 seconds.

Flat Island, lying nearly 2 miles westward of Penfield Reef lighthouse, is covered at high water, and is the highest part of a reef, partly bare at low water and with little depth over any part of it, which extends over ⅜ mile southward from Pine Creek Point. A red buoy marking the end of the shoal lies about 300 yards southward of Flat Island and over ½ mile southward of the point.

Southport Harbor is the entrance of **Mill River** at the head of the bight over 1 mile northwestward of Flat Island. It has been improved by dredging a channel 6 feet deep to the wharves at Southport, the width being 100 feet from the entrance to the bend just inside the end of the breakwater, then 75 feet to the wharves, and 60 feet along the wharves. An anchorage basin 75 feet wide and 6 feet deep has been dredged on the northwest side of the channel below the wharves. The entrance is marked by two large granite beacons, the outer one lying on the bar 500 feet inside the 6-foot curve and 175 feet westward of the middle of the dredged channel, and the inner one on the end of the breakwater which extends in a southwesterly direction from the eastern point at the entrance of the river. The outer section of the dredged channel is marked by two range targets maintained by the United States Engineers to facilitate dredging operations. The mean rise and fall of the **tides** is 6.6 feet.

Directions, Southport Harbor.—The range of the inner beacon and a chimney of a white house leads to the entrance of the dredged channel, and the two targets in range lead up the dredged channel. The middle of the dredged channel passes 175 feet eastward of the outer beacon, 125 feet westward of the inner beacon and the outer section of the breakwater, 70 feet northwestward of the angle of the breakwater, 70 feet southeastward of White Rock, then favors slightly the west side of the narrow entrance, then leads for the brick buildings at the wharf, and then 70 feet off the wharves. Strangers should proceed with caution.

Southport is a village on the north side of Mill River. Gasoline, hardware, and other supplies can be obtained. The deepest draft of vessels entering is 11

feet. A towboat can be obtained at Bridgeport. Ice closes the river at times during the winter.

Frost Point, 1 mile westward of Southport entrance, is marked on its southeast side by an observation pier. A reef, partly bare at low water, extends about ⅜ mile southward from the point.

Sherwood Point is marked by a bare bowlder on the reef which extends about 250 yards off the point. A rocky patch on which the least depth found is 12 feet lies ¾ to 1 mile southward of Sherwood Point.

WESTPORT HARBOR.

Saugatuck River, or Westport Harbor, lies 6 miles westward of Penfield Reef lighthouse and northward of Cockenoe Island. Anchorage exposed to southeasterly winds can be had in the entrance, ¼ to ⅜ mile southward or south-southwestward of Cedar Point, in 12 to 22 feet. The channel in Saugatuck River is narrow and crooked, there are few aids, and vessels suffer damage at times by striking projecting ledges or bowlders. Vessels should therefore proceed with caution and preferably on a rising tide.

The **channel** is good for a depth of about 5 feet at low water to Saugatuck, above which the channel was improved to obtain a width of 60 feet and depth of 4 feet to Westport. Shoaling has occurred at the upper end of the channel. The deepest draft of the vessels navigating the river is about 11 feet to Saugatuck and 8 feet to Westport.

Saugatuck, a village about 2½ miles above the entrance, is the railroad station for Westport. Gasoline, coal, and other supplies are obtainable. There are depths of 8 to 10 feet at the principal wharves.

Westport, a town at the head of navigation, about 1 mile above Saugatuck, has several manufactories and some trade by water.

Bridges.—The lower, or railroad, bridge at Saugatuck has a lift opening 57 feet wide. The overhead wires at the bridge are 135 feet above high water. The upper, or highway, bridge at Saugatuck is a center pier draw with openings 54 feet wide, the east opening only being used. The highway bridge at Westport is a center pier draw with openings 50 feet wide, the east opening being used.

Bridge regulations prescribed for the railroad bridge require that the draw shall be immediately opened at any time between 5 a. m. and 9 p. m. upon a signal of three short blasts (each of about two seconds' duration) of a horn or steam whistle; except when a train scheduled to pass beyond the bridge without stop has passed the last station nearest the bridge and is in motion toward the bridge, the bridge shall be opened for the vessel as soon as the approaching train has been brought to a stop at the drawbridge signal. In case the bridge can not be immediately opened when the signal is given, a red flag or ball by day or a red light by night shall be conspicuously displayed. Signals for the opening of the draw shall be answered by a whistle or horn on the bridge with three short blasts when the opening is commenced or by not less

than four short, sharp blasts, each of not more than one second duration, when the bridge can not be promptly opened.

For small unlicensed craft which can not pass the closed bridge the draw will be opened as soon as practicable, but in no case shall the delay be over 20 minutes.

Towboats can be had at Bridgeport and South Norwalk, and are employed by vessels.

Tides.—The mean rise and fall of the tides is about 7 feet. Freshets do not affect appreciably the height of the water in the navigable part of the river.

Ice forms in winter the whole length of the river to its mouth.

DIRECTIONS, WESTPORT HARBOR.

From Eastward.—From the red buoy southward of Flat Island a 261° true (**W** ⅛ **N** mag.) course for 4 miles will lead ¼ mile southward of Cedar Point. Approaching from westward outside of Norwalk Islands, pass southward of the gas and bell buoy southward of Georges Rock and eastward of the black buoy eastward of the rock, giving the buoys a good berth. Pass over ¼ mile northward of the black buoy and steer 287° true (**NW** by **W** ½ **W** mag.) to a position ¼ mile southwestward of Cedar Point. From Cockenoe Island Harbor, a depth of 1 foot at low water and over 7 feet at high water can be taken across the bar southward of Seymours Point on the range of *Seymours Rock* (large and bare) and the bathhouses at Compo Beach. When ¼ mile from the rock haul eastward and pass over 100 yards southward of it.

Passing ¼ mile southwestward of Cedar Point, steer 318° true (**NNW** ¾ **W** mag.) for a flagpole in range with the summit of a large tree until past the upper buoy; then steer for Kitts Island (grassy) and follow the curve of the channel westward and southward to Bluff Point (north end of Seymours Point). In 1913 there was a stake on the north side of the channel southward of Kitts Island and another on the south point of the shoal westward of Bluff Point. The channel then follows the west bank, as shown on the chart, to the large bare rock near Judys Point, and then crosses the river on a course about 89° true (**E** ⅞ **S** mag.). In 1913 there was a stake on the south side of the lower end and north side of the upper end of the channel at the crossover. The channel then follows the east bank to the lower bridge, the west bank to the second bridge, and then through the east opening.

The west edge of the channel is then about on the line of the center pier of the draw for a little over 100 yards, and then heads for a white house on the east bank above. From a small landing on the east bank the channel crosses to the west bank abreast the tannery, then near the middle until the river widens, and then fol-

lows the west bank, keeping out of the bights, to the lower wharves at Westport. From abreast the lower wharves a narrow channel leads across to the wharves on the east bank below the bridge.

NORWALK ISLANDS

are a group of islands, rocks, and shoals which extend from 1 to nearly 2 miles off the north shore of Long Island Sound and have a length of 6 miles from Georges Rock to Greens Ledge lighthouse. Cockenoe Island Harbor and Sheffield Island Harbor, good at low water for vessels of about 9 and 12 feet draft, respectively, are available anchorages, and are the approaches to Norwalk River. These anchorages are marked by Pecks Ledge and Greens Ledge lighthouses and are easily made. The bottom is very irregular around the islands and rocks in the Norwalk Islands; and, although the area is well surveyed, vessels should, as a measure of safety, avoid all broken ground and proceed with caution when crossing shoal areas.

Cockenoe Island, at the eastern end of Norwalk Islands, is marked on its south side by two knolls, the rest of the island being low and level. A bar, dry in places at low water but with general depths of 1 to 2 feet, connects the island with the north shore at Seymours Point.

Cockenoe Island Shoal is an extensive and dangerous area which extends 1¼ miles eastward and east-southeastward and ⅝ mile southward from Cockenoe Island. The least depths found are shown on the chart, but the entire area is exceedingly broken with bowlders and should be avoided by strangers, even in small craft. **Georges Rock,** awash at lowest tides, is at the eastern end of the shoal, and is marked off its northeast side by a black buoy. A gas and bell buoy marks the southeast end of the shoal. Vessels rounding the eastern end of Cockenoe Island Shoal should give the buoys a good berth.

Channel Rock, with 2 feet over it, lies 400 yards southwestward of Cockenoe Island, and is marked by a red buoy placed 300 yards southwestward of the rock.

Cockenoe Island Harbor lies westward of Cockenoe Island, and is marked by Pecks Ledge lighthouse. It has anchorage for vessels of less than 9 feet draft, and is also an entrance from eastward to Norwalk River. The best anchorage for vessels is in the deeper part of the harbor, depths 12 to 25 feet, lying northward and northwestward of the lighthouse. Vessels should proceed with caution at low water when crossing the shoal with 12 to 15 feet lying southward and westward of Channel Rock buoy.

Directions, Cockenoe Island Harbor.—From eastward pass southward of Cockenoe Island Shoal gas and bell buoy, steer 254° true (W ½ S mag.) until Pecks Ledge lighthouse bears northward of 285° true (NW by W ¾ W mag.), then steer for the lighthouse until up with Channel Rock buoy, and then pass eastward and northward of the lighthouse at a distance of 200 to 300 yards. From westward give the edge of the shoals a good berth until Pecks Ledge lighthouse bears westward of 350° true (N mag.), and then steer this course

with the lighthouse on the port bow, passing preferably eastward of the 12-foot spot lying 250 yards southeastward of the lighthouse.

The following islands and rocks are on the northwest side of Cockenoe Island Harbor: **Sprite Island** is high and has some trees. **Calfpasture Island** has several houses and a few trees. The island eastward of Calfpasture Island is low and covered with bowlders. **Sheep Rocks** are covered at half tide. **East White Rock** is a high, white rock. **Grassy Hammock Rocks** are bare at half tide; the rock at the south end of the group is awash at high water, and is marked by Grassy Hammock light.

Pecks Ledge lighthouse, on the west side at the entrance of Cockenoe Island Harbor, is a white conical tower, middle part brown, on a pier. The light is flashing white (light 0.5 second, alternate eclipses 7 and 22 seconds), 54 feet above the water, and visible 13 miles. The fog signal is a siren, blast 2 seconds, silent 6 seconds.

Goose Island and **Grassy Island** are low. The rest of the Norwalk Islands are hilly and are partly settled. **Chimons Island** is marked by a windmill and water tank. **Copps Island** has a prominent survey signal. **Sheffield Island**, the westernmost of the Norwalk Islands, is marked by a disused lighthouse tower (granite building). There is a boat landing on the north side of Sheffield Island.

Great Reef, lying ¼ mile southward of the western end of Sheffield Island, is covered at half tide and marked by a spindle. **Hiding Rocks**, **Old Baldy**, and **Old Pelt**, lying northwestward of Great Reef, are bare at low water.

Greens Ledge is a rocky ridge extending from Sheffield Island to Greens Ledge lighthouse. There is little depth and rocks bare at low water in places for a distance of nearly ½ mile from the island, and thence to the lighthouse there is a depth of about 7 feet on the ledge. Depths of 10 to 15 feet extend about 400 yards westward and southwestward from the lighthouse, and this part of the ledge is marked at its southwest end by a red buoy. A rocky ledge, on which the least depth found is 22 feet, extends 1 mile west-southwestward from the lighthouse.

Greens Ledge lighthouse is a conical tower, lower half brown, upper half white, on pier. The light is fixed white with a red flash of 1 second duration every 15 seconds, 62 feet above the water, and visible 14 miles. The fog signal is a horn, blast 3 seconds, alternate silent intervals 2 and 32 seconds.

Budd Reef, a small ledge with a least depth of 25 feet, lies ⅞ mile south-southeastward of Greens Ledge lighthouse. The bottom is very broken on the south side of Greens Ledge, and deep-draft vessels should pass southward of Budd Reef and the ledge with a least found depth of 22 feet lying ⅞ mile south-southwestward of Copps Island.

A broken, rocky area, on which the least depth found is 4¾ fathoms, lies a little northward of midsound between Greens Ledge and Eatons Neck. The area within which depths of about 6 fathoms or less were found is about ½ mile long north and south and about ⅜ mile wide, and lies from 1¾ to 2¼ miles 173° true (S ⅜ W mag.) of the western end of Sheffield Island.

Sheffield Island Harbor, also known as **Norwalk Harbor**, is formed by the western Norwalk Islands. It is frequently used in the fall and winter, and by tows. The depths at the anchorage northwestward of Sheffield Island range from 12 to 16 feet. The directions from westward for Norwalk River lead through the harbor. The shoal flats on the north side of the harbor have rocks and bowlders in places. A black buoy and a horizontally striped buoy mark the edge of the shoals with depths less than 10 feet on the north side of the harbor southwestward of Tavern Island.

Tavern Island has a number of houses. **Little Tavern Island** is marked by a prominent, high water tank. A rock covered at half tide lies 250 yards northeastward of Little Tavern Island. A bare rock marked by a black stake lies westward of Little Tavern Island. A shoal with little depth over it extends 250 yards southwestward of Tavern Island. A rock bare at low water lies about midway between the southwest end of Tavern Island and the wharf at Wilson Point.

The following are objects near the channel leading from Sheffield Island Harbor to Norwalk River. **White Rock** shows above high water. **White Rock Reef light**, northward of White Rock, is located in a depth of about 9 feet on the southeast edge of the channel. **Long Beach light** is on the east side of the channel, near the end of the reef extending northwestward from Long Beach. **Round Beach light** is on the northwest side of the channel at the entrance of Norwalk River, and lies 400 yards westward of **Round Beach**. The latter is a grassy shoal awash at high water, and is marked on its western side by a private spindle with cask.

NORWALK RIVER

is on the north side of Long Island Sound northward of Norwalk Islands, and is important commercially. The river has been improved by dredging a channel 150 feet wide and 10 feet deep to South Norwalk, and 100 feet wide and 8 feet deep to Norwalk. The principal entrance to the river is from westward, through Sheffield Island Harbor, and is good for a depth of 10 feet at low water. The entrance from eastward, through Cockenoe Island Harbor, is good for a depth of about 7 feet at low water. The deepest draft of vessels going up to South Norwalk and Norwalk is about 14 feet at high water.

Dorlons Point, marked by a clubhouse and wharf, is on the east side of Norwalk River ½ mile above the entrance.

South Norwalk, an important commercial and manufacturing city, is on the west bank of Norwalk River about 1½ miles above its mouth. The depths at the wharves below the bridges range from about 5 to 12 feet.

East Norwalk, opposite South Norwalk, is reached through a dredged channel 75 feet wide and 6 feet deep, which is used mainly by pleasure craft and small oyster boats. At low water the channel is marked by the flats. **Fitchs Point light** marks the entrance of the channel at the junction with the main channel leading to South Norwalk. The following are ranges for the sections of the

dredged channel to East Norwalk: Passing 120 feet southeastward of Fitchs Point light steer 18° true (**NNE** ⅝ **E** mag.) for the north corner of the wharf in range with the north end of a red house. Pass 90 feet off the wharf and steer 348° true (**N** ⅛ **W** mag.) with the outer pile near the shore astern in range with the finial of a cupola. When 300 feet past the wharf steer 311° true (**NW** ⅝ **N** mag.) for the chimney of a red house in range with a white spire until the face of the upper wharves opens, and then follow them at a distance of 30 to 40 feet.

Norwalk is a city on both banks of Norwalk River at the head of navigation 1½ miles above South Norwalk. There is a depth of about 10 feet at the wharves. The channel from South Norwalk to Norwalk is winding, with extensive flats on both sides, and requires local knowledge, even at low water, to follow it.

Bridges.—Two bridges cross the river at South Norwalk. The lower one is a double-leaf lift, with an opening 70 feet wide. The second or railroad bridge is a center pier draw, with an opening 55 feet wide on either side. The overhead wires at the railroad bridge are 170 feet above high water.

Bridge regulations prescribed for the railroad bridge require that the draw be immediately opened at any hour of the day or night upon a signal of one long blast of about five seconds' duration and two short blasts, each of about two seconds' duration, of a horn or steam whistle; except when a train scheduled to pass beyond the bridge without stop has passed the last station nearest the bridge and is in motion toward the bridge, the bridge shall be opened for the vessel as soon as the approaching train has been brought to a stop at the drawbridge signal; also, except between the hours of 7 a. m. and 9 a. m. or between 4 p. m. and 6 p. m., and low tide is predicted in the tide tables published by the United States Coast and Geodetic Survey to occur within one hour before or after the time when such signal is given, the opening of the bridge may be delayed not to exceed 20 minutes from the time such signal is given. In case the bridge can not be immediately opened when the signal is given a red flag or ball by day or a red light by night shall be conspicuously displayed. Signals for the opening of the draw shall be answered by a whistle or horn on the bridge with one long and two short blasts when the opening is commenced or by not less than four short, sharp blasts, each of not more than one second duration, when the bridge can not be promptly opened.

For small unlicensed craft which can not pass the closed bridge the draw will be opened as soon as practicable, but in no case shall the delay be over 20 minutes.

Regulations prescribed for the highway bridge require that, except between the hours of 6.45 and 7 a. m., 12 and 12.15 p. m., and 12.45 and 1 p. m., the draw shall be promptly opened upon a signal of three short blasts of a whistle or horn. In case the draw can not be immediately operated when the signal is given, a red flag or ball by day and a red light by night shall be conspicuously displayed.

For small unlicensed craft and vessels propelled exclusively by hand which can not pass the closed bridge the draw shall be opened promptly, except between the hours of 6 and 7 a. m., 11.45 a. m. and 1 p. m., and 5 and 6.15 p. m., provided that for the passage of a barge or other vessel to be hauled through by a line the opening need not commence until a line has been carried through the draw and made fast at a sufficient distance beyond to permit the vessel to be hauled clear of the draw at one operation.

A towboat is stationed at South Norwalk.

Communication.—Steamers make regular trips to New York from Norwalk and South Norwalk. The latter is on the main line of the N. Y., N. H. & H. R. R.

Supplies.—Anthracite and bituminous coal and fresh water can be had at the wharves of South Norwalk and Norwalk. Provisions, gasoline, and other supplies can be obtained.

Ice forms in the river and usually obstructs navigation for about six weeks in winter.

Tides.—The mean rise and fall of tides is 6.9 feet.

DIRECTIONS, NORWALK RIVER.

Some local knowledge is required to follow the best water in Norwalk River and approaches. The following directions are available for small vessels, which should proceed with caution and preferably on a rising tide.

FROM EASTWARD.—The entrance from Cockenoe Island Harbor is good for vessels of about 6 feet draft at low water. Follow the directions for Cockenoe Island Harbor and pass eastward and northward of Pecks Ledge lighthouse at a distance of 200 to 300 yards; then steer westward to a position 150 yards southward of Grassy Hammock light, and then steer 270° true (**W** by **N** mag.). When the northern one of the two knolls on Cockenoe Island is a little open southward of Grassy Hammock light bring this range astern, course 251° true (**W** ¾ **S** mag.), until ¼ mile from *Raymond Rocks* (awash at high water); then steer about 309° true (**NW** ½ **N** mag.) for Round Beach light in range with a gray building having a dark-red roof. A more prominent light stone building with red roof will be seen a little eastward of the range. Pass 200 to 250 feet eastward of the light.

FROM WESTWARD.—The entrance from Sheffield Island Harbor is good for a depth of 10 feet at low water; but care is required, especially from about ¼ mile southwestward of White Rock Reef light nearly to Round Beach light.

Passing southward of Execution Rocks lighthouse a 53° true (**NE** by **E** ⅝ **E** mag.) course will lead clear of danger for Greens Ledge lighthouse, passing ¼ mile southward of The Cows gas buoy. Proceed with caution when crossing the rocky ridge, on which the least depth found is 22 feet, extending 1 mile west-southwestward from

Greens Ledge lighthouse, and pass over ¼ mile westward and 200 yards northward of Greens Ledge lighthouse. Then bring the lighthouse astern on a 48° true (**NE** by **E** ¼ **E** mag.) course, heading for Calfpasture Island (marked by several houses and a few trees), which will lead to the black buoy lying 300 yards southeastward of Tavern Island.

Then steer 38° true (**NE** ⅜ **E** mag.) for the red buildings on the south end of Calfpasture Point open 100 feet northward of White Rock Reef light until abreast the latter light. Then steer a little more eastward to insure clearing the point of the shoal on the west side of the channel about 300 feet south-southwestward of the black buoy. Then follow the curve of the channel northward, passing 150 feet eastward of the black buoy and the same distance westward of Long Beach light. Then follow the curve of the channel northeastward to a position 150 feet southeastward of a black buoy. Then steer 63° true (**ENE** ½ **E** mag.) and pass about 100 feet southward of the black buoy near Round Beach light.

Round Beach light to South Norwalk.—Pass 200 to 250 feet eastward of Round Beach light and steer 6° true (**N** by **E** ½ **E** mag.) for a large house northward of a low barn and lying on the north side of a shoal slough 400 yards east-northeastward of the wharf at Dorlons Point. When the end of the wharf at Dorlons Point is in range with a prominent church spire steer this range, course about 343° true (**N** ⅝ **W** mag.). Pass 100 feet off the wharf at Dorlons Point and steer 338° true (**N** by **W** mag.) to a position 100 feet westward of Fitchs Point light. Then steer 302° true (**NW** ¼ **W** mag.) for a clock tower open southward of a prominent water tank in South Norwalk until up to the wharves, and follow them at a distance of 75 to 100 feet.

NORWALK TO STAMFORD.

Wilson Point, on the north shore of Sheffield Island Harbor, is a coal-receiving wharf for the railroad. There is a depth of 13 to 14 feet in a channel 60 feet wide, obtained by dredging, alongside the wharf for a distance of 420 feet from its end, and 12 feet in a channel 150 feet wide in the approach. Approaching the wharf pass 100 yards westward of the horizontally striped buoy lying 400 yards southeastward of Noroton Point, and steer for the water tank in range with the radio pole until ¼ mile from the wharf. Then steer for the end of the wharf, and go alongside its western face. Fresh water can be obtained at the wharf. Between Wilson Point and the northern part of Noroton Point there is good anchorage for small craft in depths of 3 to 6 feet.

Noroton Point is occupied by a summer settlement. **Pine Point**, just westward of Noroton Point, has a wharf with a depth of about 9 feet at its end where excursion steamers land. A shoal with depths of 8 to 12 feet extends about ¼ mile from the shore westward of Noroton Point. The bottom is broken and

there are bowlders in places, and small vessels crossing the shoal should proceed with caution.

Ballast Reef, bare at low water, extends 300 yards off **Roton Point**. At the southeast end of the reef there is a detached bowlder which is covered at high water. The reef is marked off its southwest side by a red buoy.

Five Mile River is a narrow inlet the entrance to which lies 351° true (**N** ⅛ **E** mag.) of Greens Ledge lighthouse. It is about 1 mile long, from 100 to 300 yards wide, and shallow except in the dredged channel. A channel 100 feet wide and 8 feet deep has been dredged for a distance of ¾ mile above the entrance to the bend at the upper end of the wharves, and thence 5 feet deep for a distance of 500 feet to the next bend. For a distance of ¼ mile above this point to the head of navigation the channel shoals gradually and is partly dry at low water, but a depth of about 4 feet can be carried this distance at high water. The river is mostly used by small oyster boats. The mean rise and fall of tides is 7.2 feet.

Small craft can enter Five Mile River by the following directions: Approaching from eastward, give the shore westward of Noroton Point a berth of over 250 yards and pass southward of Ballast Reef buoy. From westward, avoid the rock with 2 feet over it, lying ⅜ mile 204° true (**SW** ⅞ **S** mag.) of the western point at the entrance. From the entrance buoys steer 1° true (**N** by **E** mag.), keeping the eastern red chimney of a large yellow house in range with a double tree until approaching a red buoy. Pass 75 feet westward of the buoy and steer 22° true (**NNE** ⅞ **E** mag.), passing 75 feet off the first wharf and to a position 120 feet off the oil company's wharf. From abreast the latter steer 8° true (**N** by **E** ⅝ **E** mag.), heading 50 feet outside the oyster company's wharf.

Rowayton, a village on Five Mile River, has railroad communication. Coal, gasoline, and water can be obtained. There are depths of 5 to 7 feet at the coal wharf and oyster company's wharf and less at the others.

Scotts Cove has its entrance westward of Fish Islands and about 1 mile 290° true (**NW** by **W** ¼ **W** mag.) of Greens Ledge lighthouse. The bottom in the cove and approach is very broken, and it is suitable only for launches or small craft. Proceed with caution when crossing the broken ground which extends ¼ mile off the entrance of the cove. In the cove the channel favors the west side. The two reefs near the middle of the lower part of the cove are bare at low water, and the other reefs shown on the chart show, or are awash, at high water. The channel into the small cove on the west side at the entrance of Scotts Cove follows the north side closely to an anchorage, favoring the north side, in depths of 6 to 9 feet.

Long Neck Point has numerous summer residences, and there are a number of boat landings on both sides of it. Shoals extend about ¼ mile off the point.

The bight between Long Neck Point and Shippan Point has numerous reefs and bowlders, and the bottom is exceedingly broken, necessitating caution in the navigation. It is the approach to several shallow coves, of which Cove Harbor is the only one of importance. The brick chimney at the dye works in Cove Harbor is a prominent feature from well offshore.

Darien River, is a small, shallow stream on the west side of Long Neck Point. There is a least depth of about 3 feet in the approach to The Gut at the entrance. The best route is along the west side of Long Neck Point, taking care to avoid the rocks, bare at low water, which extend nearly 200 yards from shore between the two piers lying 600 yards above the south end of Long Neck Point. Above The Gut the river is practically dry at low water, but at high water a draft of 6 feet can be taken a distance of ⅝ mile to the lower dam. The higher rocks of the group on the west side of the approach show above water. The rock at the northeast end of the group is bare at low water. A rock which shows at lowest tides lies a little westward of midway between the southerly bare rock of the group and the southerly pier on the west side of Long Neck Point.

Cove Harbor is a small dredged basin between bulkhead wharves, lying about 1 mile west-northwestward of Long Neck Point. The basin has a depth of about 9 feet, and there is a least depth of about 8 feet in the approach. The deepest draft taken into the harbor is about 14 feet. The harbor is occupied by large dye works, the brick chimney on the west side of the works being prominent. The captain of a steamer owned by the works does the piloting, and local knowledge is needed for the approach and entrance.

The entrance of Cove Harbor is a narrow dredged channel, marked on the east side by dolphins. The ledges on the west side of the channel are bare at low water only. The harbor is usually approached westward of Smith Rock, and then pass between the end of the ledge extending northward from Smith Rock and the prominent white rock northward. A range used by local pilots for the latter course is two cedar trees at the mouth of Holly Pond in line with the iron stack on the Soldiers' Home, bearing 8° true (**N** by **E** ⅝ **E** mag.). A rock, bare at low water and marked by a spindle with double cone, lies 100 yards northward of the white rock. Passing eastward of the spindle the course is northwestward for the dolphin at the entrance; then follow the dolphins at a distance of about 50 feet, passing westward of them. Small vessels entering without a local pilot should do so on a rising tide and proceed with caution.

Smith Reef is two rocks, bare at half tide and marked at the south end by a red buoy lying ¾ mile southwestward of Long Neck Point. **Bold Rock**, bare at half tide and marked by a stake in 1913, is at the east end of the rocky ridge extending northward from Smith Rock. From Bold Rock the rocky ridge with depths of 6 feet or less extends ⅜ mile 316° true (**NW** by **N** mag.).

A large group of rocks, covered at high water, lies ¾ mile northwestward of the south end of Smith Rock. The largest rock near the middle of the group was marked by a bush stake in 1913.

STAMFORD HARBOR

s shoal and much obstructed by ledges and rocks, and is of little importance as an anchorage. It is commercially important, however, as the approach to Ship Canal and Rippowam River, which afford access to Stamford. The outer harbor is exposed to southerly and southwesterly winds, but small vessels can

enter either Ship Canal or Rippowam River, the latter being generally used by those of less than 7 feet draft.

A vessel of less than 10 feet draft can anchor just westward of the line of the Pine Island range lights and just northward of a 10-foot rocky patch, with High Water Rock bearing 259° true (W mag.) distant 350 yards, in 13 feet. Deeper draft vessels should anchor southward of the 10-foot rocky patch. Small craft can anchor off the yacht club and southward or southeastward of Rhode Island Rocks red buoy, where the depths are 5 to 7 feet.

Shippan Point, the eastern point at the entrance of Stamford Harbor, is surrounded by rocks which show at low water; **Forked Rock** is covered at high water. Red buoys mark the westerly edge of these rocks and the easterly side of the channel in Stamford Harbor. **The Cows** are a cluster of rocks, partly bare at a good low water, which are marked off the south end by a gas buoy lying ⅞ mile southward of Shippan Point. Sunken rocks, with 14 feet or less over them, extend ¾ mile southeastward from Shippan Point.

Stamford Harbor lighthouse is located on **Harbor Ledge** on the west side at the entrance of Stamford Harbor. The lighthouse is a white, conical tower on a pier. The light is fixed red, 57 feet above the water, and visible 9 miles. The fog signal is a bell struck a single stroke every 20 seconds. Broken ground surrounds the light to a distance of 300 yards, and is marked off its southeast edge by a black buoy.

High Water Rock is awash at high water, and rocks bare at low water extend ¼ mile southward from it to a point 350 yards northeastward of Stamford Harbor lighthouse.

Channel Rock, bare at low water and marked by a buoy, lies on the west side of the channel eastward of Grass Island.

Ship Canal or **East Branch**, the eastern branch at the head of Stamford Harbor, has been improved by dredging a channel 100 feet wide and 9 feet deep to the head of navigation at the railroad, 1¼ miles above its junction with the channel in Rippowam River. There are rocks, partly showing at high water, on both sides of the dredged cut. The channel is marked by lights and by range targets maintained by the United States Engineers in connection with dredging operations. The ranges mark the axis of the dredged cuts, and by means of them small vessels of less than about 8 feet draft should have no difficulty in going up to the wharves, but strangers should proceed with caution. The deepest draft taken to the wharves is about 15 feet at high water. The depths at the principal wharves range from about 6 to 10 feet.

Rippowam River, the western branch at the head of Stamford Harbor, has been improved by dredging a channel 150 feet wide and 7 feet deep and by dredging an anchorage basin of the same depth at the head the full width of the river between the wharves. The lower end of the anchorage basin is 400 feet above White Rock; the latter is 100 feet westward of the dredged channel and shows above high water. The head of navigation is at a dam at Oliver Street Bridge, 450 feet above the head of the anchorage basin. The depths at the principal wharves range from 6 to 10 feet.

Stamford is a city on the peninsula lying between Ship Canal and Rippowam River.

Pilots.—There is a local pilot who is employed by the deeper draft vessels entering the harbor.

Communication.—Steamers make regular trips to New York from the steamboat wharf on Ship Canal. Stamford is on the line of the New York, New Haven & Hartford Railroad.

Supplies.—Anthracite and bituminous coal and fresh water can be had at the wharves at Stamford. Provisions, gasoline, and other supplies can be obtained.

Repairs.—There is a shipyard and facilities for hauling small craft. The largest railway is 52 feet long, draft at high water 3 feet forward and 7 feet aft, and capacity about 40 tons.

Tides.—The mean rise and fall of tides is 7.4 feet.

Ice forms in the harbor and usually obstructs navigation for about six weeks in winter. Ice frequently extends down to the lighthouse, and sometimes beyond.

DIRECTIONS, STAMFORD HARBOR.

FROM EASTWARD.—Passing ½ mile or more southward of Norwalk Islands a 245° true (**WSW** ¾ **W** mag.) course will lead southward of The Cows gas buoy off Shippan Point. Passing 100 yards westward of the buoy a 323° true (**NNW** ⅜ **W** mag.) course will lead westward of the red buoys on the east side of the entrance.

FROM WESTWARD.—Passing southward of Execution Rocks lighthouse a 47° true (**NE** by **E** ⅛ **E** mag.) course will lead to the entrance. Or passing southward of the red buoy off Greenwich Point a 51° true (**NE** by **E** ½ **E** mag.) course will lead southward of the black buoy off Stamford Harbor lighthouse.

Passing about midway between the red buoys and black buoy at the entrance east-southeastward of Stamford Harbor lighthouse the course up the harbor is 358° true (**N** ¾ **E** mag.) with Pine Island range lights in line ahead; a prominent church spire will be seen a little to the left of the range. The range leads in the channel to the point where it branches southward of the front light of the range.

SHIP CANAL.—Pass 70 feet eastward of Pine Island range front light and steer for two targets in range showing just to the left of Ship Canal lower light (black structure). When about 200 yards below the latter light and abreast a small island steer for two targets in range showing to the right of Ship Canal lower light and pass 50 feet eastward of the light. Then steer for two targets in range showing over the wharf of the Stamford Rubber Supply Co., on the east side of the channel, and pass 65 feet westward of Ship Canal upper light (red structure). When about 200 yards past the light

steer for two targets in range showing to the left of the wharf of the Stamford Rubber Supply Co., with Ship Canal upper light astern. Then follow the wharves on the west bank at a distance of 50 feet.

RIPPOWAM RIVER.—Pass 75 feet southwestward of the horizontally striped buoy southward of Pine Island range front light and steer for the north end of the wall at Cooks Point until approaching buoy No. 10. Pass 100 feet westward of the buoy and haul gradually northward for buoy No. 9. Then steer for the east end of the gasometer, passing 75 feet eastward of buoy No. 9, to a position 125 feet off the landing of the boat repair plant on the east bank. Then head 80 feet off the wharves on the east bank abreast White Rock and follow the wharves at this distance until 400 feet above the rock, above which the entire harbor is clear.

CAPTAIN HARBOR

is on the north shore of Long Island Sound, northward of Great and Little Captain Islands and the reefs between them, and affords shelter from all winds. The harbor is entered for shelter by vessels drawing 12 feet or less. The depths at the anchorage in the deeper part of the harbor, about ½ mile northward of Great and Little Captain Islands, are 15 to 30 feet. Vessels of less than 7 feet draft anchor on the flats. The bottom is soft, but the entire harbor and entrances are characterized by bowlders, and strangers should proceed with caution, especially on the flats and other shoal areas which are not thoroughly developed.

The eastern entrance to Captain Harbor, between Flat Neck Point and Little Captain Island, is the clearer and better one for strangers. The western entrance, northwestward of Great Captain Island, is also easy of access, but the broken ground in this entrance requires caution on the part of vessels using it.

Greenwich Point, lying 1½ miles westward of Stamford Harbor lighthouse, is marked by a gray monument on a grassy hill. Reefs extend ¼ mile southeastward from Greenwich Point. **Woolsey Rock**, near the easterly end of the reefs, is bare at low water. A red buoy is placed nearly ½ mile southward of Greenwich Point and marks the south end of the broken ground off the point.

Flat Neck Point, the western end of Greenwich Point, is wooded and forms the easterly side of the easterly entrance to Captain Harbor. A reef of bare and sunken rocks extends over ¼ mile southwestward and westward from Flat Neck Point, and is marked at its southwest end by a red buoy.

A spot with 10 feet over it lies on the northeast side of the channel nearly ½ mile northeastward of the spindle on Hen and Chickens.

Greenwich Cove opens into Captain Harbor from eastward northward of Flat Neck Point. It is of no commercial importance, and is frequented only by small craft. **Cove Rock** (depth 1 foot) and **Finch Rock** (depth 2 feet) lie in the entrance and are not marked. The post village of **Sound Beach** is on Greenwich Cove.

Coscob Harbor, on the northeast side of Captain Harbor, has a channel depth of about 7 feet for a distance of 1 mile above the entrance to the railroad bridge at **Coscob** and **Riverside**. A channel 100 feet wide and 6 feet deep has been dredged in **Mianus River** for a distance of 1,300 feet above the bridge. For a distance of ½ mile above the improved channel to the head of navigation at **Mianus** the river has a narrow, somewhat crooked channel, with a least depth of about 1 foot at low water, which follows generally the edge of the marsh on the west side of the river. The deepest draft taken to the power plant below the railroad bridge is 12 feet, and to Mianus 7 feet. There is good anchorage for vessels of less than 7 feet draft in the channel below the yacht club.

The Riverside Yacht Club is prominent on the east side of Coscob Harbor ½ mile above the entrance. The railroad has a large power plant on the west side, just below the bridge. The railroad bridge has a lift opening 66 feet wide. The overhead wires at the bridge are 110 feet above high water. There is a wharf and plant for the construction of launches and motors and a marine railway for small craft at the head of the improved channel above the bridge.

The channel of Coscob Harbor is easily followed as far as the yacht club, the principal dangers either showing above water or being marked. Passing on either side of Hitchcock Rock buoy, the channel leads between Diving Island and Pecks Rock buoy, then 200 to 300 feet eastward of Goose Island, and then about 300 feet westward of Sunken Rock spindle and the landing at the yacht club. Above this point the channel is narrow. It leads about 300 feet from the east bank, heading for a barn in range with the middle of a span of the bridge until 350 yards below the bridge, and then leads for the lift opening.

The following are rocks in Coscob Harbor: The rock on the east side of the entrance westward of Bluff Islet is partly bare at high water. A rock with 3 feet over it lies 175 yards southward of it. **Salt Rock** is covered at half tide. **Ring Rock** is covered at high water. **Diving Island** is a mass of rugged bare rocks; the passage eastward of it is foul. **Hitchcock Rock**, bare at a good low water, is marked by a horizontally striped buoy. **Pecks Rock**, bare at low water, is marked by a black buoy. A rock covered at half tide lies on the west side of the channel 100 yards southeastward of **Saw Island**; the latter is marked by a house and sea wall. A sunken ledge lies 100 yards off the east side of the point northward of **Goose Island**. **Sunken Ledge**, covered at half tide, is marked at the northwest end by a spindle with red keg.

Newfoundland Reef is a small patch with 3 feet over it lying in the northeast part of Captain Harbor, 600 yards southward of the outer bare rock at the entrance of Coscob Harbor. It is marked on the south side by a red buoy.

Red Rock, bare at half tide, lies ¼ mile southeastward of Tweed Island. It is marked by a spindle, and on its south side by a horizontally striped buoy.

Tweed Island, also called **Finch Island**, has a sea wall on its southern side and lies on the south side of Chimney Corner.

Chimney Corner is a narrow inlet on the north side of Captain Harbor. A privately dredged channel, with a least depth of about 9 feet, passes about 100

feet westward of Tweed Island on a northerly course, and then follows closely the west bank to the bulkhead on the west side of the cove 300 yards above the entrance. Small craft can anchor in the channel just above this point, favoring the bulkhead. A narrow, crooked channel, nearly dry at low water, leads to the head of navigation, ¾ mile above the entrance, as shown on the chart. There is a prominent, large, white residence, with red roof and adjacent white clock tower, on the point separating Chimney Corner and Indian Harbor.

Indian Harbor is an open bight with a depth of about 4 feet in the entrance and shoaling northward. Rocks extend nearly 200 feet from the shores at the entrance. A rock covered at high water lies in the middle 300 yards above the entrance; nearly 100 yards below this rock there is a rock covered at half tide eastward of midharbor, and another bare at low water westward.

Depths of 6 feet or less extend 250 yards southward from the point separating Indian Harbor and Greenwich Harbor. Bare ledges extend 200 feet southeastward of the point. Sunken rocks lying 100 and 250 yards southward of the point are marked by buoys.

Greenwich Harbor lies on the north side of Captain Harbor, east side of Field Point, and 2° true (**N** by **E** ⅛ **E** mag.) of Great Captain Island lighthouse. The harbor has been improved by dredging a straight channel 90 feet wide and 9 feet deep to the steamboat wharf, 400 yards above the east point at the entrance; and thence 90 feet wide and 6 feet deep to the causeway at the head, where the channel is widened to form a turning basin. This channel passes 250 feet eastward of the landing on the east side of Round Island and then follows the wharves. The axis of the channel is marked by range targets maintained by the United States engineers in connection with dredging operations; a natural range for the axis of the channel is the east end of a large, red brick building showing between a spire and a cupola, favoring the latter. The deepest draft of vessels entering the harbor is 12 feet.

Greenwich is a town on the railroad, the wharves being on the point on the east side of Greenwich Harbor. Coal, water, gasoline, and other supplies can be obtained. There are facilities for the construction and repair of wooden hulls and for small repairs to machinery. The largest railway is 83 feet long, draft 5 feet forward and 8 feet aft. Steamers make regular trips to New York, and during the summer small craft ply to a resort on Little Captain Island.

Field Point, northward of Great Captain Island lighthouse, is occupied by a settlement.

Byram Harbor is a bight, frequented only by small craft, at the northwest end of Captain Harbor northward of Calf Islands. **Wilson Head,** which shows at high water, is in the middle of the entrance of the bight. From eastward of Wilson Head a channel 50 feet wide and 6 feet deep has been dredged by private parties to the head of the bight, where there is an anchorage basin with a depth of 4 feet. The entrance to Byram Harbor from eastward is between **Otter Rocks** and **Bowers Island.** The former are covered at high water and should be given a berth of 100 yards; the latter is marked by a house and clump of trees, and from it a reef extends 200 yards north-northwestward.

Entering Byram Harbor from southwestward, southward of Huckleberry Islands, there is a narrow channel used by launches between the northwest one of the Calf Island and the two nearest rocks, marked by private spindles, northwestward. The rocks lying 90 yards off the southwest end of **Huckleberry Islands** are bare at low water. **Little Ross Rock** shows at high water, and **Great Ross Rock** is a rocky islet with some grass. The ledge lying 350 yards southwestward of Great Ross Rock is bare at low water. **Grassy Rocks** are covered at high water. The four large ledges lying northwestward and westward of Grassy Rocks generally show above water.

Jones Rocks, partly bare at high water, are at the southeast end of the foul ground which extends ¼ mile southeastward from the south end of Calf Islands. The southeast end of the rocks is marked by **Jones Rocks light**, which is on the north side of the channel leading into Captain Harbor from westward.

Cormorant Reef lies northward of Great Captain Island, and part of it is bare at high water. A red buoy is placed northwestward of the main part of the reef and close to a rock which is bare at about half tide.

Great Captain Island is ⅜ mile long, and is marked near its southeast end by Great Captain Island lighthouse. The island is fringed with reefs. A red buoy is placed 400 yards southwestward of the island to mark the reef making off from that end. A rocky, broken area, on which the least depth found is 13 feet, extends ⅜ mile west-northwestward from the island. The passage between Great and Little Captain Islands is foul.

Great Captain Island lighthouse is a white tower on the south gable of a granite dwelling. The light is fixed white, 73 feet above the water, and visible 14 miles. The fog signal is a siren, blast 3 seconds, silent 27 seconds.

Little Captain Island is two islands connected by reefs. There is a summer resort and landing on the island. **Little Captain Island East Reef** is an area of bowlders and broken ground which extends ⅜ mile eastward and northeastward from the island. It is marked at its eastern end by a gas buoy. **Hen and Chickens** is a group of these rocks and bowlders lying 600 yards northeastward of Little Captain Island, and is marked by a spindle.

Repairs.—There are marine railways for small vessels at Coscob and Greenwich.

Storm warnings are displayed at the yacht clubhouse on the point at Greenwich.

Tides.—The mean rise and fall of tides is 7.3 feet. The tidal currents have little velocity in the harbor except in the channel between Jones Rocks and Cormorant Reef, where the estimated velocity is about 1 knot.

Ice forms in winter in all the coves and over the greater part of Captain Harbor. It sometimes extends out to the line of Little and Great Captain Islands.

DIRECTIONS, CAPTAIN HARBOR.

FROM EASTWARD.—Passing southward of The Cows gas buoy off Shippan Point, steer for Great Captain Island lighthouse on any bearing westward of 255° true (**W ⅜ S** mag.) which will lead south-

ward of the red buoy off Greenwich Point. A 278° true (**WNW** ⅜ **W** mag.) course will then lead southward of the red buoy southwestward of Flat Neck Point.

It is advisable for vessels to follow the deeper water in the eastern entrance of Captain Harbor. Passing 250 yards eastward of the gas buoy eastward of Little Captain Island, steer 316° true (**NW** by **N** mag.); or, passing 250 yards southward of the red buoy southwestward of Flat Neck Point, steer 293° true (**NW** by **W** mag.). Pass ¼ mile northward of Hen and Chickens spindle, steer 250° true (**W** ⅞ **S** mag.) for the south end of Calf Islands and select anchorage in the harbor.

From westward.—A course for Great Captain Island lighthouse on any bearing northward of 46° true (**NE** by **E** mag.) will lead clear of dangers. A 20° true (**NNE** ¾ **E** mag.) course for Jones Rocks light will lead 350 yards southeastward of Bluefish Shoal buoy and 200 yards southeastward of Four Foot Rocks buoy. Proceed with caution when crossing the broken, rocky area, on which the least depth found is 13 feet, extending ⅜ mile northwestward from the western end of Great Captain Island. Pass 100 yards southeastward of Jones Rocks light, the same distance northwestward of the red buoy northwestward of Cormorant Reef, and steer 70° true (**E** ⅞ **N** mag.) in the harbor.

PORT CHESTER TO THROGS NECK.

Port Chester Harbor, lying 1 mile west-northwestward of Great Captain Island, is the entrance to Byram River, which leads to the town of Port Chester. The harbor is under improvement to secure a channel 150 feet wide and 12 feet deep to the entrance of Byram River; then 100 feet wide and 10 feet deep in Byram River to a point 900 feet below the head of navigation at Mill Street bridge, including a turning basin at the steamboat wharf at Port Chester; and then 175 to 100 feet wide and 3 feet deep to a point 100 feet below the bridge. In 1914 there was a depth of 9 feet in the channel to about 3,000 feet above the entrance of Byram River (south point of Fox Island) and 8 feet to the steamboat wharf. The least width of the channel was about 60 feet.

Port Chester Harbor is protected by a breakwater, which is marked at its south end by **Port Chester light**. Small craft can anchor in the harbor west-southwestward of buoy No. 4, where there is a small area with depths of 6 to 7 feet. Vessels can select anchorage off the harbor between Great Captain Rocks and the south end of Calf Islands in a depth of about 16 feet, exposed to southerly winds. From the harbor small motor boats can be taken through the slough on the north side of **Manursing Island** to Rye Beach. The fixed bridge crossing the slough is about 3 feet in the clear above high water.

Byram River has a length of 1 mile to Mill Street bridge, a width of 100 to 300 feet, and is rocky. The deepest draft of vessels taken up to **Port Chester**

is 13 feet. The latter is an important town, with railroad communication, and steamers make regular trips to New York. Coal, water, gasoline, and other supplies can be obtained.

Directions, Port Chester Harbor.—The approach to Port Chester is obstructed by rocks, but is not difficult with the aid of the chart. From southwestward it is safer to pass eastward of Bluefish Shoal buoy. Four Foot Rocks may be passed on either side, remembering that the buoy is at the south end of the rocks. Entering the harbor pass westward of Great Captain Rocks, eastward of Manursing Island Reef, 150 feet southward of Port Chester light (on end of breakwater), and 75 feet westward of spar buoy No. 4 and Port Chester Channel light. The channel then curves northeastward into the river; a rock covered at half tide lies on the north side of the channel just westward of the entrance of the river. The channel in Byram River is fairly well defined at low water, but requires local knowledge for the best water; strangers should take it on a rising tide, and proceed with caution.

Channel Rock, bare at low water, lies 250 yards eastward of Port Chester light, and there is foul ground between.

Manursing Island Reef, the outer part bare at low water, extends 200 yards from shore, and is marked at its end by a black buoy, which lies 200 yards southeastward of Port Chester light.

Great Captain Rocks, lying ¼ mile southeastward of Port Chester light, are three principal rocks, which are covered at high water. The southwesterly rock is marked by a private spindle with cage, and there is a red buoy on its south side. Rocks partly bare at low water extend nearly 100 yards west-northwestward from the spindle.

Four Foot Rocks, lying nearly ⅝ mile westward of Great Captain Island, are a cluster of rocks with 4 to 6 feet over them. The rocks cover an area of 200 yards in a north and south direction, and are marked at the south end by a horizontally striped buoy.

Broken ground and numerous rocks fringe the shore southwestward of Great Captain Island. There are several summer settlements on the south side of Manursing Island and Rye Neck.

Bluefish Shoal has a depth of 14 feet near its southeast end, which is marked by a red buoy lying nearly ⅝ mile from shore and 1 mile west-southwestward of Great Captain Island. Broken ground, on which the least depth found is 13 feet, extends to the shore.

Glovers Reef, partly bare at low water, lies off the southeast side of the south end of Manursing Island, and is marked on its south side by a red buoy, which lies 600 yards from shore.

Transport Rock is a part of several ledges, which lie ¼ to ⅜ mile off the south side of Manursing Island, and are partly bare at high water. Two sunken rocks lying southwestward of these ledges are marked by a red buoy and a black buoy; between the buoys there is a channel for small craft leading to **Rye Beach**. A sunken reef with 9 to 14 feet over it lies 600 yards south-

eastward of these ledges and ⅜ to ⅝ mile southward of the south end of Manursing Island. A ferry runs to Sea Cliff in summer.

Forlies Rocks are the outer part of the partially bare rocks and ledges which extend 600 yards from shore at the south end of Rye Beach. A private spindle is sometimes maintained on the south end of Forlies Rocks.

Forbes Rocks lie ½ mile from shore and about the same distance northeastward of Porgy Shoal. The highest rock, near the middle of the group, is bare at low water, and there are sunken rocks for a distance of about 200 yards around it. The southeast end of the rocks is marked by a black buoy.

Porgy Shoal, lying ½ mile east-northeastward of Parsonage Point, is a small ledge with 8 feet over it and about 6 fathoms around it. It is marked by a gas buoy.

Scotch Caps are two rocky islets lying ¼ mile southwestward from Rye Neck. They lie on the northwest side of the extensive reefs which extend ⅞ mile in a southwesterly direction from Rye Neck. The southwesterly end of the reefs is marked by a gas buoy which lies nearly ⅝ mile south-southwestward of Scotch Caps. The entire area of the reef lying northward and northeastward of the gas buoy is exceedingly broken, and should be avoided even by small craft in the absence of local knowledge.

A rock with 10 feet over it and **Ship Rock**, with 2 feet over it, lie off the entrance of Mill Creek, north-northwestward of Scotch Caps gas buoy, and are marked by horizontally striped buoys. There are rocks with 4 to 10 feet over them between Ship Rock and Hen Island.

Mill Creek, between Rye Neck and Hen Island, is used as a summer anchorage by small pleasure craft, and is exposed only to southwesterly winds. The depth in the creek shoals gradually from 8 feet between Scotch Caps and the southwest end of Hen Island to 6 feet abreast the end of Rye Neck, and then decreases gradually northeastward. There is foul ground on the northwest side of the creek near **Hen Island**; otherwise the principal danger in the creek is a rock, bare at low water and marked by a private spindle, lying a little northward of midway between the end of Rye Neck and the northeast end of Hen Island. The best entrance is between the two horizontally striped buoys off the entrance, lying ⅜ mile west-southwestward of Scotch Caps.

Mamaroneck Harbor, lying 3½ miles 16° true (**NNE ⅜ E** mag.) of Execution Rocks lighthouse, is an open bight between Hen Island and Delancey Point. It is exposed to southerly winds, but affords shelter against northerly winds, the depths in the outer harbor ranging from 7 to 12 feet. The important dangers are buoyed.

Approaching from eastward, pass southward and 100 yards or more westward of Scotch Caps gas buoy, and steer about 321° true (**NNW ½ W** mag.) for the western end of the large building on the eastern side of the entrance of the inner harbor, which will lead to Outer Steamboat Rock buoy. From Larchmont pass 100 yards southward of the breakwater, steer 57° true (**ENE** mag.) to a position 200 yards southeastward of the black buoy off Delancey Point, and then steer 16° true (**NNE ⅜ E** mag.). Or, a 16° true (**NNE ⅜ E** mag.)

course, with Execution Rocks lighthouse astern, will lead 200 yards southeastward of the black buoy off Delancey Point. Anchor according to draft southward of the line joining the buoys marking Turkey and Outer Steamboat Rocks.

From the northwest end of the outer harbor a channel 80 feet wide and 7 feet deep, with increased width at the bends, has been dredged for a distance of ¾ mile in the inner harbor to the steamboat wharf at the village of **Mamaroneck.** This channel leads eastward of Grassy Knoll, and then passes 250 feet northeastward of the old steamboat wharf, thus cutting off the former sharp bends in the old channel. Ledge, with slightly less than the project depth and which has not been removed, was uncovered on the north side of the channel east-southeastward of the old steamboat wharf, and on the south side of the first bend above it. The end of the upper wharf on the southwest side of Mamaroneck Harbor, in line with a gabled house to the right of a large tree, leads in the axis of the outer section of the channel to a position 80 feet off the wharf opposite Shootfly Island; otherwise no directions are available. Only small craft should attempt to go above the entrance; the channel is fairly well defined at low water. The mean rise and fall of tides is 7.3 feet.

The rocks in Mamaroneck Harbor rise abruptly, and vessels should proceed with caution when inside the 5-fathom curve. The following are the principal rocks: **Turkey Rock,** bare at low water and marked by a horizontally striped buoy, lies nearly ¼ mile westward of Hen Island. An unmarked rock, bare at low water, lies 200 yards west-northwestward of Turkey Rock. **Outer Steamboat Rock,** with 4 feet over it and marked by a black buoy, lies 400 yards westward of Turkey Rock. **Pops Rocks** show above water near the northeast end and are bare at low water near the southwest end. **Little and Big Nanhook Rocks,** at the entrance of the inner harbor, are bare at low water.

Black Tom shows above water, and there is a rock bare at low water southwestward of it. The large ledge which extends toward Black Tom from **Delancey Point** shows above water; there is a boat landing inside the ledge. A rock, bare at lowest tides, lies 350 yards off the southeast side of Delancey Point, and is marked by a horizontally striped buoy. Delancey Point is marked on its south side by an observation pier. A reef extends ¼ mile southward from the pier, and is marked at its south end by a black buoy. A rock, with 15 feet over it, lies nearly ⅝ mile southeastward of the black buoy and ⅝ mile eastward of the breakwater off Larchmont.

A breakwater, which shows at high water, extends 1,410 feet south-southeastward from **Long Beach Point,** on the eastern side of the entrance of Larchmont Harbor. **Larchmont Harbor light** is on the south end of the breakwater. The passage between the north end of the breakwater and the point is blocked by rocks, which are bare at low water.

Larchmont Harbor lies between Long Beach Point and Umbrella Point, and northward of Execution Rocks lighthouse. The harbor is the headquarters of the Larchmont Yacht Club. The depths at the anchorage for small vessels in the harbor range from about 12 feet in the entrance to 6 feet near Rock Island. In summer the harbor is full of mooring buoys for small yachts. The

rocks on the west side are marked, while unmarked shoals extend 200 yards from the eastern shore. The anchorage for larger vessels is westward of the breakwater.

The private lights in Larchmont Harbor are maintained by the yacht club from May 10 to September 10 of each year, as follows: **Umbrella Rock**, marked by a spindle and green light, lies 250 yards eastward of Umbrella Point, and may be passed on either side; a few rocks of a breakwater, which was started on Umbrella Rock, are awash at high water. **South Ledge**, near the western shore, is marked at its north and south ends by a spindle with can; the north end of the ledge is bare at half tide and the south end is bare at low water. **North Ledge** is near the western shore southeastward of the yacht club. The south end is bare at half tide, and is marked by a spindle with round target and red light. The north end is bare at low water, and is marked by a spindle with round target and green light. The principal landing, on the southeast side of the yacht club, is lighted; the back landing, northeastward of the yacht club, is marked by a spindle, with box and red light, which is on the end of the ledge, bare at low water, just southward of the landing.

The entrance of Larchmont Harbor is on either side of Hen and Chickens. The easterly entrance is about 300 yards wide, with a depth of about 18 feet, between the 15-foot spot lying 100 yards south-southwestward of the end of the breakwater and the unmarked rocky spots off the northeast end of Hen and Chickens. From eastward, passing 200 yards southward of Scotch Caps gas buoy, a 253° true (**W** ⅝ **S** mag.) course will lead the same distance southward of Larchmont Harbor light, on the end of the breakwater, but the course leads close to the rock, with 15 feet over it, which lies ⅝ mile eastward of Larchmont Harbor light. From southwestward, passing southeastward of the bell buoy off the south end of Hart Island, a 21° true (**NNE** ¾ **E** mag.) course will lead westward of the buoys marking Execution Rocks and eastward of the buoy marking the south end of Hen and Chickens. In the westerly entrance of Larchmont Harbor, northwestward of Hen and Chickens, the dangers are buoyed, and the entrance is easy of access with the aid of the chart.

Hen and Chickens, a reef bare at low water in places near the middle, lies off the entrance of Larchmont Harbor. The area with depths less than 18 feet is ⅝ mile long and ⅜ mile wide, and is marked by four buoys—at its eastern end by gas buoy No. 1, at its northern end by a black buoy, at its western end by a red buoy, and at its south end by a red buoy. **Dauntless Rock** (depth 10 feet) and other rocky spots, with 14 to 15 feet, lie off the northeast end of Hen and Chickens, and extend 300 yards northward from the gas buoy and the same distance eastward from the black buoy at the north end of the reef. There are also rocky spots, with 16 to 18 feet, for a distance of 350 yards southwestward, and a rock with 16 feet the same distance southeastward, of the red buoy at the south end of Hen and Chickens.

Horseshoe Harbor is a small cove just westward of Larchmont Harbor. It is used as a launch anchorage, for which there are a number of float landings. The deeper water in the entrance favors the eastern side; the northwest side

of the cove is bare at low water. A rock, bare at low water and marked by a private spindle with can, lies 60 yards off the south side of the point on the west side at the entrance.

Table Rock, bare at half tide, is on a reef which extends from the shore at a point ⅜ mile eastward of Premium Point. A detached rock with 7 feet over it and marked by a black buoy lies at the end of the reef and 650 yards from shore. Rocks, partly bare at half tide, lie between Table Rock and the shore.

Hicks Ledge, a small patch with 8 feet over it and marked by a horizontally striped buoy, lies nearly ½ mile southeastward of Premium Point.

Premium Point is on the northeast side at the entrance of Echo Bay. **Spindle Rock**, lying 100 yards southwestward of Premium Point, is covered at high water, and is marked at its southwest end by a red buoy. The passage between Spindle Rock and Premium Point is practically blocked by rocks, which are awash at a good low water. There is a rock bare at low water at the northeast end of Spindle Rock.

Baileys Rock, bare at half tide, is near the end of a reef which extends about 200 yards off the point of Davenport Neck, on the southwest side at the entrance of Echo Bay. The rock is marked off its eastern side by a gas buoy.

Echo Bay is a small bay lying north-northwestward of Execution Rocks lighthouse, its entrance lying between Spindle Rock and Baileys Rock. The bay is an anchorage for small craft, and is generally fully occupied during the summer. The depths at the anchorage range from 4 to 15 feet, and launches can anchor in the shallow cove on the northeast side of the harbor, entering between Harrisons Islands and the rocky, grassy islet off the northwest side of **Echo Island**. There is a spindle on the end of the ledge making out from the southwest end of **Harrisons Islands**. Vessels frequently anchor between the entrance of Echo Bay and Hicks Ledge, in depths of 20 to 24 feet. On the northwest side of Echo Bay a dredged channel 100 feet wide and 10 feet deep, marked by buoys, leads to the wharf at **Beaufort Point**. From the head of the improved channel there are two dredged channels, with a reported least depth of 6 feet; one leads northwestward to the coal and lumber wharf, and the other leads northward.

New Rochelle, a town on the western shore of Echo Bay, has railroad communication. A ferry runs to Glen Cove, Hempstead Harbor, during the summer. Coal, water, gasoline, and other supplies can be obtained.

Just southwestward of Echo Bay there is a stone pier, which protects a private boat landing on its southwest side. The end of the ledge making out from the shore just southward of the pier is marked by a private spindle.

Pine Island is covered with brush. Two bare rocks lie 200 yards southwestward of Pine Island. Southwestward of the rocks there is a long, bare ledge, the southwest end of which is marked by a private spindle with cage. Between this spindle and two other private spindles southward of it there is a channel used by small craft between Echo Bay and Glen Islands. The southwest spindle is on a rock bare at low water, and the easterly one is on a rock covered

at half tide. There is a clear channel southwestward of the spindles, between the southwesterly one and the black buoy northward of Davids Island.

Middle Shoal is a large bowlder reef, near the middle of which there are a few bowlders which show at high water. The north end of the reef is marked by a black buoy. **Emerald Rock** (depth 9 feet), off the western end of Middle Shoal, is marked by a horizontally striped buoy. Detached sunken rocks lie off the south end of Middle Shoal, and are marked at the south end by a red buoy which lies 200 yards northward of Huckleberry Island.

Davids Island is occupied by numerous buildings. The high, square, red-brick tower, with pointed top, on the south end of the island is prominent in the western end of the Sound. The principal landings, at the western end of the island, have a depth of 12 feet at the ends, but there are rocks with 8 feet over them in the approaches. Reefs partly bare at low water and marked at the north end by a black buoy extend 350 yards northward from Davids Island.

Davids Island is surrounded on its east and south sides by a foul area of islands and rocks, the passages between which should not be used by strangers, even in small craft. **Huckleberry Island**, at the eastern end of the group, is wooded. **Pea Island**, southeastward of Davids Island, is grass-covered, and there are rocks bare at low water southeastward of it. **Middle Reef**, ½ mile southward of Davids Island, has some bowlders which show at high water. **East** and **South Nonations** are rocks bare at half tide between Middle Reef and Hart Island. South Nonations is marked on its southwest side by a red buoy.

New Rochelle Harbor is a narrow channel between Davenport Neck, Glen Islands, and the mainland, and lies off the southerly part of the town of New Rochelle. The wharf at the Neptune House, at the south end of New Rochelle, has a least depth of about 4 feet at its end. From this wharf a narrow channel, with a depth of about 5 feet at low water, leads northeastward to the coal and lumber wharf on the southeast side of New Rochelle; this channel is marked, approximately, by the grass on the flats, which lies well back from the edges of the channel, however. The channel on the northwest side of Glen Islands is much used as an anchorage by small pleasure craft; the chart is the guide. A rock, bare at low water and marked by a spindle, lies on the south side of the channel, and 150 yards westward of the wharf at the north end of Glen Islands. The channel on the southwest side of Glen Islands should not be attempted.

Glen Islands are used as a pleasure resort. The steamboat wharf, at the north end of Glen Islands, has a depth of about 11 feet alongside. Opposite the wharf there is a boat landing at the southwest end of Davenport Neck; just off the landing there is a rock bare at low water.

To avoid fouling a water pipe "No vessel shall anchor within an area ¼ mile wide extending from Davids Island to New Rochelle, the central line of which passes midway between Aunt Phebe Rocks; thence, just westward of red spar buoy No. 6 to the right of the wharf at Neptune House, New Rochelle."

New Rochelle Harbor can be approached from northeastward between Middle Shoal and Pine Island; see the description of Pine Island preceding. The easterly approach is between Huckleberry Island and the red buoy 200 yards

northward, then between the black buoy northward of Davids Island and the spindle marking the southwesterly rock northeastward, then about 100 feet southward of Spindle Rock buoy, the same distance southward of Harbor Rock Buoy, and then about 100 feet eastward of the steamboat wharf at the north end of Glen Islands. **Spindle Rock**, bare at three-quarters ebb, is marked on its south side by a red buoy; a rock with 6 feet over it lies midway between Spindle Rock and the bare rock lying 125 yards northeastward of Aunt Phebe Rock.

The approach to New Rochelle Harbor from southwestward is through City Island Harbor, passing eastward of Rat Island and the black buoy marking the rocks southeastward of Chimney Sweeps; the channel then leads westward of Machaux Rock buoy, then between Davids Island and Goose Islands, and then between Aunt Phebe Rock light and Corning Rock buoy. Strangers should proceed with caution when crossing the shoals, on which the general depths are 8 to 12 feet, lying between Machaux Rock and Goose Islands. There is also a clear channel between the red buoy marking South Nonations and the reef extending northwestward from the north end of Hart Island.

Aunt Phebe Rock, bare at half tide, is marked by a light and fog bell. The channel is westward of the light, and is marked on its west side by **Corning Rock** buoy (black), which lies about midway between the light and the wall surrounding Goose Islands. Southeastward of Corning Rock buoy the channel is but little over 200 feet wide between it and a reef, bare at low water, making off from Davids Island.

R. R. Stevens Rock, with 2 feet over it, lies southwestward of the wall surrounding Goose Islands, and is marked off its south end by a horizontally striped buoy.

Machaux Rock, bare at low water and marked on its west side by a red buoy, lies nearly ½ mile southwestward of the tower on the south end of Davids Island; and there is a rock, covered at half tide, midway between the tower and Machaux Rock.

Goose Islands, between Davids Island and Glen Islands, are surrounded by a wall, which shows above water. Westward of Goose Islands there are several bare rocks off the southeast side of Glen Islands, but there is a rock, bare at low water, at the southwest end of the bare rocks.

Twin Islands are two wooded islands, joined to each other and to Hunters Island by a causeway. An islet, with a few trees, and two bare rocks lie 200 and 400 yards, respectively, northeastward of Twin Islands. Rocks, bare at low water, lie 100 yards southeastward of the bare rocks and 175 yards southeastward of the islet. Rocks, bare at low water, extend about 80 yards southward of Twin Islands. Two bare bowlders lie 70 yards off the southwest end of Twin Islands. Lying 175 yards southward of the bowlders there is a rock, which is bare at half tide and marked by a private spindle and round cage; the entrance of Pelham Bay has a clear width of over 200 yards southwestward of this spindle.

Rocks, a few of them bare at half tide, extend nearly ⅜ mile eastward from the western shore at the entrance of Pelham Bay, and are marked near the eastern end by a spindle; but sunken rocks extend about 100 yards eastward and northward from the spindle. The range of the prominent chimney on Hart Island and the east end of Chimney Sweeps leads eastward of the rocks on the southwest side at the entrance of Pelham Bay.

Pelham Bay lies between Hunters Island and Rodman Neck, and ½ mile northward of the north end of City Island. There is a yacht club and landing on the southwest side of the bay ⅜ mile above the entrance, and many small boats anchor in the clear part of the bay off and above the landing in depths of 4 to 6 feet. Below the landing the depths near the middle of the bay range from 8 to 10 feet. There are bowlders on the shoal, which extends 150 yards off the landing, and it should be crossed with caution at low water. The shore of Rodman Neck above the yacht club is very foul, with bowlders, as shown on the chart. Rocks, bare at half tide, lie 400 yards northward of the landing.

The channel between City Island and Rodman Neck is used extensively as an anchorage by small pleasure craft during the summer. There are yacht clubs and railways for small craft on the northwest side of City Island, and gasoline and other supplies can be obtained. The shores are generally fringed with bowlders and should be approached with caution. The north shores of High Island and City Island northeastward of the bridge are very foul, and boats should avoid the shoals with depths less than 12 feet on that side. On the north side of the channel the principal danger are the rocks in the entrance of Pelham Bay, which are marked near the easterly end by a spindle, and a ledge bare at low water which lies ¼ mile northward of the bridge and about 110 yards southeastward of the south end of an island. Southwestward of the bridge the range of the north side of Twin Islands and the south opening in the draw will lead in about the best water. The bridge joining the north end of City Island to Rodman Neck is a center-pier draw, with openings on both sides.

High Island is wooded and lies 200 yards eastward of the north end of City Island, with foul ground between.

Chimney Sweeps, two prominent bare rocks, lie 300 yards northeastward of High Island; the passage between the island and the rocks should be used with caution. A rock bare at low water lies 50 yards west-southwestward of the northwesterly rock, and another lies close to its north side. Rocks with 5 to 6 feet on them lie 275 yards east-southeastward of the Chimney Sweeps, and are marked on the east side by a black buoy.

Rat Island is a high bare rock lying 600 yards off the easterly side of City Island and the same distance south-southeastward of High Island. **Green Flats** is a bowlder reef, the higher parts awash at high water, which extends 350 yards northwestward and westward from Rat Island.

Hart Island, nearly 1 mile long, is occupied by the buildings of one of the institutions of the city of New York. There is a high buff-brick chimney near the middle of the southeast side of the island. A red bell buoy marks the end

of the reef which extends nearly 200 yards southeastward from the south end of the island. **The Blauzes**, partly bare at high water, are a part of the reef which extends 600 yards northwestward from the north end of Hart Island.

CITY ISLAND HARBOR,

also called **Hart Island Roads**, lies between Hart Island and City Island, and is well sheltered from easterly and westerly winds. It is an important anchorage for coasting vessels in the western end of Long Island Sound. Besides serving as a harbor of refuge, it is often used by vessels desiring pilots or towboats, or waiting for orders.

The usual anchorage for deep-draft vessels is southeastward of City Island, southward of a line joining the south ends of Hart and City Islands. When anchoring, avoid **Deep Reef**, which is a small rocky patch, with about 5 fathoms over it and 9 to 13 fathoms around it, lying 450 yards eastward of the end of the wharf at the south end of City Island. The marks for this spot are the northern wharf on the east side of City Island in range with the little hut on High Island, and the sea wall at the south end of City Island in range with a dark church spire in Westchester. See also the anchorage chart for the port of New York.

Vessels of less than 14 feet draft anchor anywhere southward of a line drawn from the north end of Hart Island to Town Dock on City Island. Town Dock is the large wharf ⅝ mile above the south end of City Island. Submarine water pipes and cables cross from just above Town Dock, City Island, to the wharf on Hart Island, a little over ⅜ mile above its south end; vessels should be careful not to anchor in that locality. The western shore of Hart Island and the wharves on City Island should be given a berth of about 150 yards.

City Island is 1¼ miles long, and at its northern end is connected with the mainland by a drawbridge. There are several shipyards, engaged principally in building and repairing yachts, and storage facilities for laying them up for the winter.

Pilots.—City Island is one of the headquarters for East River (Hell Gate) and Sound pilots.

Towboats will generally be found at City Island.

A reporting station is located near the south end of City Island, from which passing vessels are reported at the Maritime Exchange, New York City, and to the Associated Press.

Supplies.—Coal, gasoline, and supplies of all kinds can be had at City Island. Water is piped to some of the wharves, and can also be had from towboats.

Repairs to vessels and the machinery of steamers can be made at City Island. The largest railway is 165 feet long, draft 12 feet forward and 21 feet aft, and has a capacity of about 1,000 tons.

Tides.—The mean rise and fall of the tides is 7.4 feet.

Ice.—In the winter drift ice sometimes interferes with navigation to the extent that sailing vessels are obliged to take a towboat.

EAST CHESTER BAY,

between City Island and Throgs Neck, has general depths of 7 to 10 feet. The shores of the bay are fringed with bowlders, and, together with all shoals, should be approached with caution. In addition, there are indications of scattered bowlders in the bay, and it is advisable to proceed with caution, especially where the depth is not more than 3 feet greater than the draft. At the head of the bay there is a buoyed channel, with a least depth of about 5 feet, which follows the eastern shore to the mouth of East Chester Creek. There are several landings, used by motor boats, on the western shore of the bay and on the northwest side of City Island.

Big Tom, bare at low water and marked by a horizontally striped buoy, lies 600 yards 247° true (**WSW** ⅞ **W** mag.) of the south end of City Island. Other rocks show around it at extreme low tides, and the rock should be given a berth of over 200 yards.

Cuban Ledge is covered at half tide and is marked by a spindle with keg. Broken ground, with depths of 5 to 6 feet, extends ¼ mile southeastward and northwestward from Cuban Ledge, as shown on the chart.

East Chester Creek has been improved by dredging a channel 100 feet wide and 9 feet deep at high water to Fulton Avenue Bridge. Improvements are in progress to secure a channel 5 feet deep with a width of 150 feet from below Pelham Bridge to 700 feet above the railroad bridge, thence 100 feet wide to about 1,200 feet below Lockwoods Bridge, and thence 70 feet wide to about 300 feet above Fulton Avenue Bridge. Vessels of 8 feet draft, carrying coal and building material, go up to the head of the improved channel.

The following bridges cross East Chester Creek: Pelham Bridge, at the entrance, has a double-lift opening; the railroad bridge, 700 feet above Pelham Bridge, has a lift opening; Lockwoods Bridge (temporary), 1.8 miles above Pelham Bridge, has an opening 40 feet wide; Fulton Avenue Bridge, 2.2 miles above Pelham Bridge, has a double-lift opening 70 feet wide and 5 feet above high water when closed.

Tides.—The mean rise and fall of tides is 7.1 feet.

ORIENT POINT TO PORT JEFFERSON.

From Orient Point to Horton Point the shore is generally bluff and rocky. The 10-fathom curve lies from ¼ to ¾ mile from shore, and the shoaling is generally abrupt. The outlying dangers are Orient Shoal and the rocky patch northward of Horton Point. The prominent features are Browns Hills, the white spire of the Congregational Church at Orient, the life-saving station at Rocky Point, a prominent standpipe in the northwest part of Greenport, and Horton Point lighthouse.

Orient Shoal is a rocky area with a least depth of about 7 feet, which lies from ¼ to ⅝ mile from the shore in the bight between Orient and Rocky Point. A black buoy marks, approximately, the 18-foot curve at the northeast end of the reef. Depths less than 5 fathoms extend about ⅜ mile northeastward

from the buoy. A small rocky patch, with 18 feet over it, lies ¼ mile from shore and ½ mile northeastward of Rocky Point.

A small rocky patch, with 18 feet over it, lies 600 yards from shore and 1⅜ miles southwestward of **Rocky Point.**

Horton Point lighthouse, on the summit of the bluff at Horton Point, is a white, square tower, with attached dwelling. The light is fixed white, 103 feet above the water, and visible 16 miles.

A rocky shoal, with a least found depth of 4¾ fathoms, lies 1⅝ miles north-northeastward of **Horton Point.** The shoal is a ridge having an east-northeast and west-southwest direction, and the shoaling is abrupt on its northwest and southeast sides.

From Horton Point to Old Field Point the shore is a line of high bluffs, especially westward of Mattituck. The shore is fringed with shoals, which extend off a greatest distance of 1½ miles and rise abruptly from the deep water of the sound. There are generally bowlders near the shore on the shoals, which extend off ½ mile in places. The old cordwood landings, formerly shown on the charts, are not used; there are usually a few old buildings on the beach which mark the former location of each of the landings.

Goldsmith Inlet, 2¼ miles southwestward of Horton Point lighthouse, is dry at low water, and generally has a depth of about 3 feet at high water. It is closed at times by northwest winds, but is dug out by clam diggers every spring. There are rocks, bare at low water and with about 2½ feet over them at high water, in the entrance at the old mill. The tidal currents are strong in the entrance. The depths inside the entrance are 8 to 10 feet at low water.

A shoal with little depth in places fills the bight between Horton Point and **Duck Pond Point**, and extends off a greatest distance of nearly 1 mile abreast Goldsmith Inlet. The bluffs begin about 1 mile westward of Goldsmith Inlet, and reach their greatest elevation just eastward of Duck Pond Point; there is a grassy valley, forming a break in the bluffs, just westward of the point. There are bowlders, bare at low water, on the shoals which fringe the shore between Duck Pond Point and Mattituck Inlet.

Mattituck Inlet (harbor chart 299) lies 6¾ miles west-southwestward of Horton Point lighthouse. The entrance is between two short jetties, and is also marked by a long break in the bluffs at the inlet. The inlet has been improved by dredging a channel 7 feet deep at low water, with a width of 100 feet at the entrance and 80 feet to the drawbridge, ⅞ mile above the entrance, and thence a channel 80 feet wide and 7 feet deep at high water a further distance of about 1 mile to Mattituck. The sides of the channel are sand and gravel. Shoaling is liable to occur at the entrance, and the inlet should not be used by strangers.

The **tidal currents** have an estimated velocity of about 5 knots at strength in the narrow parts of the entrance of Mattituck Inlet and at the site of the old dam at the drawbridge; slack water occurs possibly one hour after the time of high and low water. There is a bad sea in the entrance, with northerly and westerly winds. The mean rise and fall of the tides is 4.8 feet at the entrance,

about 4 feet at the drawbridge, and about 3 feet at Mattituck. The inlet is rarely closed by ice.

The drawbridge is about 5 feet above high water, and has an opening about 50 feet wide on the west side of the center pier; the east opening is blocked. There is a private landing on the west bank just below the drawbridge; fresh water and a small quantity of gasoline can be obtained.

Mattituck is a village on the railroad. Repairs can be had for motors. Provisions, ice, gasoline, and hard coal can be obtained.

Roanoke Point Shoal, 12½ miles westward of Horton Point lighthouse, makes out from the shore about 1½ miles; the shoal has 12 to 18 feet on it to within ⅝ mile of the beach, where it shoals to 8 feet. The northern end of this shoal is marked by a black buoy. There are depths of 11 to 18 fathoms northward of this shoal, which is very abrupt on its northern side.

Horse in Bank are white patches in the brush-covered bluff at Friar Head, which resemble a horse's head, facing eastward. There are a few houses on the beach at the nose. This feature is at the western end of Roanoke Point Shoal, and 14 miles westward of Horton Point lighthouse.

At **Fresh Pond Landing,** 2¼ miles westward of Friar Head, there is a considerable break in the bluffs. There are a few houses and a prominent water tank in the valley.

Herod Point Shoal, with 10 to 12 feet over it, lies about 5½ miles westward of Roanoke Point Shoal, and extends 1½ miles from shore. There are depths of 16 fathoms close northward of the shoal. It is marked on its north side by a black buoy.

Wading River, lying 2 miles eastward of Teslas Tower and at the western end of Herod Point Shoal, has a reported depth of about 5 feet at high water. The valley of the river forms a broad break in the high bluffs.

Tuttles White Bank is a high, white bluff, ⅝ mile westward of Wading River.

Teslas Tower shows well above the sky line and is a prominent feature from the sound. It lies 8 miles westward of Friar Head and 10 miles eastward of Old Field Point lighthouse.

A shoal, with 12 to 16 feet over it, lies 5 to 8 miles eastward of Old Field Point lighthouse. It extends 1¼ miles from shore and is marked on its north side by a black buoy. Rocks, partly bare at low water, extend ½ mile from shore in places on the shoal.

Mount Sinai Harbor is marked by a low break, nearly 1 mile long, in the beach, and is a prominent feature. The entrance is narrow, by the last survey was nearly dry at low water, and is subject to change. Some dredging has been done by private parties. There are strong tidal currents in the entrance.

Mount Misery is a hill 180 feet high lying between Mount Sinai Harbor and Port Jefferson. It slopes off gradually toward the sound, where there are bluffs about 60 feet high.

Mount Misery Shoal has 7 to 9 feet over it, and lies from ½ to ¾ mile northward of Mount Misery Point, the northwest end of Mount Misery. The shoal is about ½ mile long in a northeast direction, and is marked at its

northeast end by a black buoy. There are depths of 15 fathoms close to the north side of the shoal, and depths of 13 to 15 feet between the shoal and the shore.

PORT JEFFERSON HARBOR

is on the south shore of Long Island Sound, eastward of Old Field Point (harbor chart 361[4]). The entrance is between two converging jetties, between which a channel 200 feet wide and 12 feet deep has been dredged into the harbor. In 1913 there was a least depth of about 11 feet in the channel. There are shoals with little depth on both sides of the channel from the entrance buoy to buoy No. 1, inside the entrance. The harbor is easily entered by powered vessels, but sailing vessels require a favorable wind or current. The deepest draft of vessels entering is about 16 feet at high water; at ordinary low water a draft of 10 feet can be taken through the entrance.

The harbor is 1½ miles long, and has a clear width of about ½ mile in its widest part; the depths are 10 to 12 feet for a distance of ½ mile from the head, and thence 20 to 30 feet nearly to the black buoy inside the entrance. There are depths of 12 to 15 feet at the outer part of the steamboat wharf, 11 feet at the outer part of Bayles' shipyard wharf, and 8 to 12 feet at the wharves at the yacht storage basin on the southwest side of the harbor.

Port Jefferson is a town at the southern end of the harbor. The principal industry is shipbuilding and repairing, for which there are excellent facilities. There are also good facilities for laying up yachts during the winter.

Conscience Bay is entered through a long narrow channel at the northwest end of the harbor. The bay and entrance have a depth of 1 to 2 feet at low water.

Setauket Harbor, on the western side of Port Jefferson Harbor, has a narrow, crooked channel, with a least depth of about 3 feet and marked by stakes, leading to the village of **Setauket**, on the south shore of Setauket Harbor, about 1 mile above the entrance.

Supplies.—Coal, gasoline, and supplies of all kinds can be obtained. Water can be had through pipe and hose at the principal wharves.

Repairs.—There are several marine railways; the largest is 210 feet long, draft 12 feet forward and 21 feet aft, and has a capacity of about 1,200 tons. There is a machine shop where ordinary repairs can be made.

Communication.—Port Jefferson has railroad communication, and steamers make regular trips from New Haven during the summer and from Bridgeport for the greater part of the year. A stage line affords communication across the island to Patchogue during the summer.

Ice forms over the entire harbor and interrupts navigation in very cold weather, but does not endanger the shipping in the harbor.

The tidal currents have an estimated velocity of about 4 knots through the narrower parts of the entrance setting fair with the channel. Slack water occurs after the time of high and low water, possibly as much as ½ hour. At the anchorage in the harbor vessels swing with the wind.

DIRECTIONS, PORT JEFFERSON HARBOR.

FROM NEW HAVEN.—From the main entrance of New Haven Harbor between Southwest Ledge lighthouse and Luddington Rock Breakwater, a 209° true (**SW** ½ **S** mag.) course for 17 miles will lead to a position off the entrance of Port Jefferson Harbor westward of Mount Misery Shoal.

FROM BRIDGEPORT.—From buoy No. 4, at the entrance of Bridgeport Harbor, a 159° true (**S** ⅞ **E** mag.) course for 11 miles will lead to the buoy at the entrance of Port Jefferson Harbor.

The *tidal current* in the Sound should be considered in shaping the course across it.

Or, a 176° true (**S** ⅝ **W** mag.) course with Stratford Shoal (Middle Ground) lighthouse astern will lead for the entrance of Port Jefferson Harbor.

APPROACHING FROM WESTWARD, give Old Field Point lighthouse a berth of ½ mile and steer for the light on the east jetty on any course southward of 124° true (**SE** mag.).

Mount Misery Shoal, the principal danger in the approach to Port Jefferson, will be avoided by keeping Old Field Point lighthouse bearing southward of 248° true (*W* by *S* mag.). The range of the light on the east jetty and the light on the west side of the entrance inside the jetties, bearing 176° true (*S* ⅝ *W* mag.), leads clear westward of Mount Misery Shoal.

Pass about 75 feet westward of the perpendicularly striped buoy at the entrance of Port Jefferson Harbor, and steer 153° true (**S** by **E** ½ **E** mag.) through the middle of the narrow entrance inside the jetties, heading for the end of a pier on the western shore of the harbor, or for a flagstaff, which is a better mark, southward of the pier. Spar buoy No. 1 will be nearly ahead; pass 100 feet or more westward of it, and steer about 136° true (**SE** by **S** mag.) up the middle of the harbor. Good anchorage in 10 to 12 feet can be had for a distance of ½ mile from the head.

OLD FIELD POINT TO EATONS NECK.

Old Field Point is a low bluff, on the summit of which is the lighthouse. Bowlders extend a short distance off the point, and the lighthouse should be given a berth of about ¼ mile, even by small craft. A rocky patch with 17 feet over it lies ⅜ mile northeastward of the lighthouse.

Old Field Point lighthouse is a white tower on a gray dwelling. The light is fixed white, 76 feet above the water, and visible 14 miles.

Crane Neck Point, 2 miles westward of Old Field Point, is a bare bluff about 90 feet high.

Smithtown Bay is a broad, open bight on the south side of the Sound, and extends about 7 miles westward from Crane Neck Point. Rocky shoals extend

1 mile in places from the shore, the water shoaling abruptly from 7 fathoms in places. A good summer anchorage in 5 to 8 fathoms, sheltered from easterly winds, is found about 1 mile southward of Crane Neck Point.

Stony Brook Harbor is a shallow bay in the southeastern part of Smithtown Bay. The channel is over a bar which extends ¾ mile off the entrance; it has a least depth of about 2 feet just outside the entrance, and 1 foot just inside the entrance northeastward of the first islet. On the east side of the harbor, ½ mile inside the entrance, there is a bulkhead wharf at the village of **Stony Brook.** The railroad station is about 1 mile from the wharf. Only small craft enter the harbor; the greatest draft is about 7 feet at high water, and there is about this depth at the wharf. The estimated velocity of the tidal currents is about 5 knots in the narrowest part of the entrance.

In 1913 there was a barrel buoy at the entrance to the channel at the outer edge of the bar, the depths shoaling abruptly from 8 fathoms at this point. The range of a prominent white spire in Stony Brook and a green house with white trimmings on the spit on the east side of the entrance led to the buoy. From the buoy the channel trends east-southeastward for ⅓ mile, and then curves gradually southward to the west side of the spit on the east side of the entrance. The channel then leads in midchannel northeastward of the first islet, passes close to the east side of the northeast end of the islet, and then follows the east bank to the wharf.

There is a high bluff between Stony Brook Harbor and Nissequogue River, another between the latter and Sunken Meadow Creek, and bluffs in places between the latter and Northport Bay.

Nissequogue River is a shallow, crooked stream, the mouth of which is about 4 miles westward of Stony Brook. There are rocks and shoals, bare at low water, on the bar outside the entrance, through which there is a narrow channel, sometimes marked by stakes, with a depth of about 1 foot at low water. About ½ mile southwestward of the mouth of the river is a State hospital, a prominent group of buildings with green roofs and a large red-brick chimney; there is a red standpipe farther westward. The railroad station is **Kings Park.**

There is a prominent tower about ⅝ mile inland and 2 miles eastward of Northport Bay.

Eatons Neck is a prominent, wooded head, with elevations of 100 feet or more, and marked at its north end by the lighthouse. The northwest end of the neck is a low spit. On the west side of the spit, ½ mile southwestward of the lighthouse, there are two small jetties between which is the entrance to a pond which has been dredged inside the spit by a sand and gravel company. There is a depth of about 8 feet through the entrance, favoring the south jetty.

Eatons Neck lighthouse is a white, stone tower with attached dwelling at the north end of the high land of Eatons Neck. The light is fixed white, 144 feet above the water, and visible 18 miles. The fog signal is a siren, blast 5 seconds, silent 40 seconds.

A shoal with rocky patches and bowlders in places extends 2⅝ miles northward (true) from Eatons Neck. There are bowlders and little depth for a

distance of ¼ mile from shore; farther out are shoals on which the least depth found is 13 feet, which are marked by a black buoy, lying ⅞ mile north-northeastward of the lighthouse. A rocky patch, with 16 to 24 feet over it, lies 1½ to 1¾ miles northward of the lighthouse; the 16-foot spot is marked by a horizontally striped buoy. The outer part of the shoal is a rocky ridge, on which the least depth found by a careful development is 21 feet, lying 1¾ to 2⅝ miles northward (true) of the lighthouse. The best channel across the shoal is about midway between the black buoy and the horizontally striped buoy, where the least depth indicated by the survey is 28 feet; but it is not advisable for vessels of a greater draft than about 18 feet to use it. Otherwise, vessels of a greater draft than about 15 feet should pass in midsound northward of the entire shoal, between it and the 4¾-fathom patch lying 2 miles southward of Sheffield Island.

HUNTINGTON BAY.

This large bay, on the south shore of Long Island Sound just westward of Eatons Neck, is an excellent anchorage for large vessels, protected against all but northerly winds. The bay is about 2½ miles long in a southerly direction and 1 mile wide abreast West Beach. The depths in the bay range from 4¾ to 6 fathoms until 1½ miles from its southern end, and anchorage can be selected according to draft and direction of wind. Farther in there are depths of 20 feet or less in places as shown on the chart, the 18-foot curve extending ¼ mile from the east shore, ⅜ mile from the west shore, and ¾ mile from the south shore. Anchorage with shelter from northwesterly winds can be had for small vessels at the southwesterly end of Huntington Bay, ¼ to ⅜ mile northeastward of Lloyd Harbor lighthouse and the same distance eastward of the disused light tower on East Beach, in 3 to 6 fathoms. The arms of the bay are secure harbors, Northport Bay being generally used by vessels.

Lloyd Harbor extends westward from Huntington Bay nearly to Oyster Bay, from which it is separated by a narrow strip of beach at high water. Vessels of less than 7 feet draft can anchor just inside the entrance, where the depths are 7 to 9 feet. The narrow part of the harbor extending westward has a narrow, crooked channel, with a least depth of about 3 feet to a point about ½ mile from its head. **East Beach**, extending halfway across the entrance, is marked near its south end by a disused lighthouse tower. The eastern shore of East Beach should be given a berth of ¼ mile until the disused lighthouse bears 271° true (**W** by **N** mag.), and then enter on a 248° true (**W** by **S** mag.) course, passing 200 yards southward of the disused lighthouse.

Lloyd Harbor lighthouse is on the outer part of a bowlder reef lying between the entrance of Lloyd Harbor and the channel leading into Huntington Harbor. The lighthouse is a square tower attached to a dwelling on a pier. The light is fixed red and 42 feet above the water. The fog signal is a bell, single stroke every 15 seconds.

Huntington Harbor, at the southwest end of Huntington Bay, has been improved by dredging a channel 100 feet wide and 8 feet deep through the entrance, and a channel 200 feet wide and 8 feet deep in the harbor to the

steamboat wharf at Huntington. The entrance is difficult on account of the narrow channel, the bowlder reef which forms its western side and extends out to Lloyd Harbor lighthouse, and the strong tidal currents which have an estimated velocity of 3 knots or more at strength. In the absence of local knowledge, only small craft should attempt the entrance and should proceed with caution.

Passing about 150 feet westward of the black buoy off the entrance, and 500 feet southeastward of Lloyd Harbor lighthouse, steer for the southeast end of a clump of cedars, which are on the west side just inside the entrance. Pass about 150 feet northwestward and in mid-channel westward of Sandy Point, on the east side of the entrance. Follow the west shore at a distance of 150 feet, heading westward of the large residence on the south shore. Pass 200 feet northward of the wharf in front of the residence, and head a little southward of a lone tree northward of the yacht club, with an old mill at the western end of the harbor astern. On approaching the yacht club, haul southeastward, keeping a square, yellow tower with red roof open westward of the yacht club, pass 100 feet westward of the yacht club wharf, and head just clear of the wharf at the electric-light plant (marked by a red chimney), which is also the steamboat wharf.

Huntington is a village at the head of the harbor. There is a depth of about 9 feet at the steamboat wharf and 6 feet at the oil company's wharf. About 400 yards northward of the steamboat wharf is the entrance of a narrow channel, with a depth of about 3 feet, which leads to the coal and lumber wharves on the west side of the harbor. Coal, water, gasoline, and launch supplies can be obtained. There is a marine railway 65 feet long, which can take out boats of 5 feet draft. There is an electric road to the railroad station, about 2½ miles distant, and also across the island to Amityville.

West Beach, which extends more than halfway across the entrance of Northport Bay, is occupied by a large plant of a sand and gravel company. A channel has been dredged from southward into the beach by the company.

Northport Bay is a large bay opening from the southeast end of Huntington Bay. The western part of Northport Bay has a good anchorage in 4 to 8 fathoms, and the eastern part in 8 to 11 feet. The entrance from Huntington Bay is through a narrow, buoyed channel having a depth of 18 feet. A narrow spit, with 16 to 18 feet, extends south-southwestward from West Beach, its south end (depth 16 feet) lying ¼ mile 296° true (**NW** ¾ **W** mag.) of the gas buoy at the entrance. The course through the middle of the narrow entrance to Northport Bay is 68° true (**E** by **N** mag.), passing 150 feet southward of the black buoys which mark its north side. From the inner black buoy a 57° true (**ENE** mag.) course will lead well northward of the red buoy, which marks the shoal extending ¼ mile northward from Little Neck Point.

Centerport Harbor is a shoal bight in the south shore of Northport Bay just eastward of the entrance. A narrow, crooked channel, with a depth of about 3 feet, leads to the village of Centerport. This channel leads a little eastward of midharbor in approaching the bare spit, which extends nearly across the

bay, follows the north side of the spit at a distance of about 200 feet, curves around the southwest end of the spit, then follows its south side northeastward, and then trends southward somewhat eastward of midharbor. The tidal currents through the narrow channel at the end of the spit have an estimated velocity of 3 knots at strength.

Duck Island Harbor is a shallow cove on the north side of Northport Bay westward of **Duck Island Bluff**, which is the southwest one of two wooded knolls. There are depths of 7 to 9 feet in the entrance, and 2 to 5 feet in the upper part of the harbor. A spit, with 4 feet on its outer part extends east-southeastward nearly across the entrance from Winkle Point. The range of a large tank on the north side of Duck Island Harbor, shut out by the trees on Duck Island Bluff, leads eastward of the spit, but the south side of Duck Island Bluff must be given a berth of nearly 200 yards.

There is a summer resort on **East Beach**, at the northeast end of Northport Bay, and a number of private boat landings at which the depth is about 3 feet.

Northport Harbor, at the southeast end of Northport Bay, has a depth of 10 feet in the entrance, shoaling gradually to between 7 and 8 feet abreast the wharves at Northport. Vessels select anchorage according to draft; the bottom is soft. Ice closes Northport Harbor about two months each winter; there is no danger from drift ice.

Northport is a village with railroad communication on the eastern shore of Northport Harbor. The depths at the principal wharves are 6 to 8 feet. The greatest draft that can be taken to Northport is 14 feet. Coal, gasoline, water, ice, and other supplies can be obtained. Repairs to vessels can be made at Northport; there is a marine railway capable of hauling out vessels of about 200 tons.

Tides.—The mean rise and fall of the tides is 7.3 feet.

DIRECTIONS, HUNTINGTON BAY.

FROM EASTWARD.—Note the description preceding of the shoals northward of Eatons Neck. If entering across the shoals and desiring to carry the best water pass 3/8 mile or more northward of the black buoy and 1/4 mile or more southward of the horizontally striped buoy. From northwestward of Eatons Neck the course up the bay is about 181° true (**S** by **W** mag.), keeping the eastern shore a little the best aboard, but giving it a berth of over 1/4 mile.

Or, from the Sound, a 170° true (**S** mag.) course, with Greens Ledge lighthouse astern, will lead into Huntington Bay.

FROM WESTWARD.—A course for Eatons Neck lighthouse on any bearing southward of 96° true (**ESE** 1/2 **E** mag.) will lead northward of the shoals off Lloyd Point. Passing 1/4 mile northward of the bell buoy off Lloyd Point, a 116° true (**SE** 3/4 **E** mag.) course will lead to the entrance, giving the shore a berth of over 1/2 mile. When Lloyd Harbor lighthouse bears 196° true (*SSW* 3/8 *W* mag.), a 170° true (**S** mag.) course will lead up the middle of the bay.

OYSTER BAY.

This bay is on the south side of Long Island Sound, about 5 miles westward of Eatons Neck lighthouse, the entrance lying between Lloyd Neck and Center Island Point (harbor chart 367). The entrance and harbor are characterized by extensive shoals, bowlder reefs, and broken ground making off from the shores, and vessels should proceed with caution if obliged to approach or cross shoal areas. The bay above Cold Spring Harbor lighthouse is a secure harbor, and is available for vessels of less than about 18 feet draft.

Lloyd Neck, between Huntington and Oyster Bays, is high and wooded, and has a high yellow bluff on its north side ¾ mile eastward of Lloyd Point. There are bowlders on the shoal which extends off from the north side of the neck, and it should be given a berth of over ¼ mile by small craft.

Lloyd Point, the north end of Lloyd Neck, is a low spit. A rocky shoal extends ½ mile north-northeastward from Lloyd Point, and is marked at its northeast edge by a black bell buoy, placed in a depth of about 23 feet. A rocky area, on which the least depth found is 22 feet, extends ⅝ mile west-northwestward from the bell buoy. Morris Rock, with 2 feet over it and marked by a horizontally striped buoy, lies ⅜ mile eastward of Lloyd Point and 600 yards from shore.

About ⅝ mile southwestward of Lloyd Point there are two small jetties between which is the entrance to a pond which has been dredged into the spit by a sand and gravel company. In 1913 there was a depth of about 4 feet through the entrance and 6 feet at the wharf inside the pond.

A shelving shoal, with 20 feet on its outer part, extends ¼ mile from the east shore of Oyster Bay for a distance of ¼ mile southward from **Northwest Bluff**. From May 1 to November 1 a black spar buoy is maintained off the northwest side of the shoal.

Center Island Point is a small bluff, on the summit of which there is a large, red house, with white trimmings, showing among the trees. **Center Island Reef** is a dangerous bowlder reef, which extends 1¼ miles northward from Center Island; there is a small, 21-foot, rocky patch at the north end of the reef.

A shoal, with 5 to 9 feet over it, extends eastward from the northern part of Center Island nearly across Oyster Bay, and is marked near its eastern end by Cold Spring Harbor lighthouse. There is a depth of 12 feet at the lighthouse, 18 feet 100 yards eastward, and 19 feet 350 yards eastward of the lighthouse. A depth of 8 or 9 feet can be taken across the shoal on a course about north or south (mag.), passing about 100 yards eastward of spar buoy No. 2.

Cold Spring Harbor lighthouse is a white, square, pyramidal tower on a pier. The light is fixed white, with a red sector between 39° true (NE ⅜ E mag.) and 121° true (SE ¼ E mag.), and 41 feet above the water. The fog signal is a bell, single stroke every 15 seconds.

Cold Spring Harbor, the south end of Oyster Bay, extends about 2¼ miles southward of Cooper Bluff. The harbor is free from dangers if the shores be

given a berth of 300 to 400 yards, the depths being 15 to 18 feet to near its head. **Cold Spring** is a village on the eastern shore, near the head of the harbor. There are depths of 6 to 8 feet at the principal wharves. There are several marine railways; the largest is 156 feet long, with a capacity of about 400 tons. Gasoline can be obtained. The railroad station is about 3 miles from the wharves.

Cooper Bluff is a prominent bluff at the northeast end of Cove Neck. A bowlder reef extends ¼ mile northward from **Cove Point**, the northwest end of Cove Neck, and is marked at its north end by a black buoy. The entrance of Oyster Bay Harbor is nearly 400 yards wide between this buoy and Plum Point.

Plum Point is marked at its south end by a small stone tower, and there are boat landings on the southwest side of the point. There is a prominent yacht club and landing nearly ¼ mile west-northwestward of Plum Point.

Oyster Bay Harbor is a long, crooked arm on the western side of Oyster Bay. A channel, with a depth of over 5 fathoms, leads into the harbor to Moses Point, and good anchorage can be selected; one of the best is southward of Moses Point, in 4 to 6 fathoms. Above this point the channel is narrow, and is not suitable for vessels of a greater draft than about 10 feet, for which there is good anchorage in the channel between Moses Point and Soper Point, and northwestward of the latter. Vessels of less than 7 feet draft can anchor in the bight between Cove Neck and the wharf at Oyster Bay, and also in the large bight on the northwest side of Center Island.

Oyster Bay is a village with railroad communication on the south shore of Oyster Bay Harbor. There is a depth of about 8 feet to the wharf and along its west side, and 6 feet along its east side. In 1913 there was a private buoy off the wharf. Passing eastward of the buoy stand in to the wharf on the line of its west side. Coal, gasoline, ice, and other supplies can be obtained. Lying about 650 yards westward of the wharf there is a dredged channel, with a depth of about 6 feet, leading into a slip having a number of private landings.

Two rocks, lying near the shore of Center Island northwestward of **Soper Point**, were marked by private spindles in 1913.

Mill Neck Creek, at the northwest end of Oyster Bay Harbor, has a channel depth of about 3 feet for a distance of nearly 1 mile above the drawbridge at the entrance and is much used by launches. Approach the entrance with a skeleton lookout tower on Oak Neck in range with the north end of the draw span, give the south shore inside the bridge a berth of 200 yards, favor the north shore when approaching the narrow part ½ mile above the bridge, and then keep near the middle. There are generally numerous stakes on the shoals in the creek. **Bayville** is the post office on Oak Neck, on the north side of the creek. The bridge has two openings 46 feet wide each.

Storm warnings are displayed at the yacht club on Plum Point.

Ice usually extends the whole length of the bay during a part of January and February, and in exceptionally severe winters extends into the sound.

Tides.—The mean rise and fall of the tides is 7.3 feet.

DIRECTIONS, OYSTER BAY.

Approaching from eastward deep-draft vessels should pass 1 mile or more northward of Lloyd Point, and avoid the 22-foot sounding shown on the chart a little over ¾ mile off the point and ⅝ mile west-northwestward of the bell buoy. Approaching from westward, pass ½ mile northward of the black buoy marking Center Island Reef. Heading for Cold Spring Harbor lighthouse on any course between 140° true (**SSE** ⅝ **E** mag.) and 130° true (**SE** ½ **S** mag.) will lead in the deepest water between Northwest Bluff and Center Island Reef.

The principal channel is eastward of Cold Spring Harbor lighthouse and is good for a depth of 19 feet. To go through this channel give the lighthouse a berth of over 125 yards. Small craft sometimes strike the shoal in the bight ¼ mile northward of the lighthouse. Vessels of about 7 feet draft at low water or 12 feet draft at high water can cross the shoal westward of the lighthouse on a course about north or south (mag.), passing about 100 yards eastward of spar buoy No. 2.

In shaping the course for Oyster Bay Harbor, avoid a bowlder reef which extends 250 yards off the east side of Plum Point, and enter the harbor between the point and the black buoy marking the bowlder reef making off from Cove Point.

Shoals with 10 to 12 feet on them extend 350 yards in places from shore in the bight of Center Island for a distance of ⅝ mile southwestward of Plum Point. The best water will be carried by passing about 100 yards northwestward of the black buoy off Cove Point and heading for the principal wharf at Oyster Bay.

The deepest water then leads along the south end of Center Island, passing about 300 yards southward of Moses Point and 200 yards southward of Soper Point, and then leads about in mid harbor northwestward of Soper Point.

OYSTER BAY TO WILLETS POINT.

Center Island Point and Reef are described with Oyster Bay preceding.

Oak Neck Point is marked by a prominent water tank and a number of large residences. A stone jetty to protect a private boat landing extends a short distance from the shore just westward of the point. A shoal strewn with bowlders extends ¼ to ½ mile from the shore between Oak Neck Point and Matinicock Point. From May 1 to November 1 a black buoy is maintained about ½ mile off Oak Neck Point to mark the end of the shoal.

Just eastward of **Peacock Point** is **Frost Creek**, which has been improved by dredging a channel about 40 feet wide and 8 feet deep to a private estate. The channel at the entrance is well defined with the water below half tide, and is marked on the east side by a private spindle; it is protected by a stone jetty which extends a short distance from the shore about 150 feet eastward of

the dredged channel. A stone jetty to protect a private boat landing extends a short distance westward from Peacock Point.

Matinicock Point is marked on its western side by a stone pier. A shoal extends about 600 yards off the point, and is marked at its end by a gas buoy.

Hempstead Harbor is 4 miles wide at the entrance between Matinicock Point and Prospect Point. It is free from dangers if the shores be given a berth of ¼ mile, and is much used by vessels seeking shelter in any but strong northerly winds, affording excellent anchorage with good holding ground. Vessels can anchor in any part of the harbor according to draft and direction of the wind. A good anchorage for vessels drawing 20 feet or less is just inside of a line from Mott Point to the breakwater, and small vessels can anchor behind the breakwater. There are several villages on the eastern shore, and large sand and gravel plants on the western shore above and below Bar Beach.

Passing northward and westward of the gas buoy off Matinicock Point, a 213° true (**SW** ⅛ **S** mag.) course will lead westward of the black buoy off Weeks Point, and then a 184° true (**S** by **W** ¼ **W** mag.) course will lead westward of the light on the end of the breakwater. Passing ¼ mile northward of the bell buoy off Prospect Point, a 113° true (**SE** by **E** mag.) course will lead for the light on the end of the breakwater.

Glen Cove is a village with railroad communication on Glencove Creek, about 1 mile back from the eastern shore of the bay. The steamboat landing for the village is at the inner end of the breakwater. The breakwater has been built to 4 feet above high water, extends 1,564 feet west-southwestward from this wharf, and is marked at its end by **Glencove Breakwater light.** The anchorage behind the breakwater is known as **Glencove Harbor**, the depths ranging from 18 to 22 feet behind its outer half and 7 to 9 feet nearer shore.

Glencove Creek, lying ¾ mile southward of Glencove Breakwater, is a crooked stream with an average width of 40 to 50 feet and depth of 1 to 2 feet. At high water boats of as much as 7 feet draft are taken about ¾ mile above the entrance, nearly to the village of Glen Cove.

Sea Cliff is a village on the steep hill on the south side of Glencove Creek. The steamboat wharf has a depth of 9 to 10 feet at its end. A ferry runs to New Rochelle, Echo Bay, and Oakland Beach, Rye, in summer. Water can be obtained at the wharf and by water boat. From Sea Cliff to the northerly wharves at Glenwood a shoal extends 309 yards from the eastern shore.

The head of Hempstead Harbor above Bar Beach is occupied by extensive flats, and the narrow channels require local knowledge. From the entrance the channel follows the wharves of Glenwood, between them and a flat partly bare at low water; southward of the power plant (marked by a high yellow chimney) it narrows to about 100 feet with a least depth of about 7 feet. Above South Glenwood Landing the channel shoals to 6 feet. The tidal currents have an estimated velocity of about 4 knots at strength through the narrow channel abreast the wharves of Glenwood. A channel 80 feet wide and 6 feet deep has been dredged to the old town wharf at Roslyn, and 50 to 100 feet wide and 6 feet

deep for a distance of 1,600 feet farther to the new town wharf, which is at the head of navigation; some shoaling had occurred to 1914.

Glenwood is a village on the eastern shore abreast Bar Beach, and **Roslyn** is a village on the railroad at the head of the harbor. Gasoline can be obtained. The deepest draft of the vessels taken up to Roslyn is 13½ feet. **Ice** generally closes navigation about six weeks during January and February.

Tides.—The mean rise and fall of tides is 7.2 feet.

From **Mott Point** to Prospect Point there are bluffs in places. A shoal, with bowlders extends ¼ mile from shore between the points, and also for a short distance southward of Mott Point. Abreast Mott Point the shoal is marked by a bell buoy. Picket Rock, awash at low water, lies ¼ mile northward of Mott Point and 300 yards from shore.

Prospect Point has a rocky shoal making out nearly ½ mile northward from it. The shoal rises abruptly from a depth of 10 fathoms to 16 feet, and has bowlders. **Old Hen,** a bowlder awash at low water, lies 400 yards from shore. The north end of the shoal is marked by a black bell buoy, which lies ⅞ mile east-southeastward of Execution Rocks lighthouse.

Execution Rocks are marked by Execution Rocks lighthouse, and the rocks with depths of 18 feet or less extend ½ mile northward and 600 yards southwestward from the lighthouse. The 18 foot curve at the north and southwest ends of the rocks is marked by horizontally striped buoys, and a red buoy marks the east side of the rocks 300 yards northeastward of the lighthouse. Rocks, with 8 to 9 feet over them, extend about 400 feet southward from the lighthouse.

Execution Rocks lighthouse is a white, stone tower, with a brown band about midway of its height, attached to a granite dwelling. The light is flashing white (light 1.5 seconds, eclipse 8.5 seconds), with a flashing red sector between 34° true (**NE** mag.) and 70° true (**E ⅞ N** mag.), 55 feet above the water and visible 13 miles. The fog signal is a siren, blast 3 seconds, silent 17 seconds.

Sands Point is marked by a lighthouse. A bowlder reef extends 600 yards off the point and is marked by a black buoy. The bowlders show at low water for a distance of about 300 yards from shore.

Sands Point lighthouse is a white tower attached to dwelling. The light is fixed white, 65 feet above the water and visible 12 miles.

Barker Point is a high bluff on the northeast side of the entrance of Manhasset Bay. **Gangway Rock,** marked by a black bell buoy, is at the northerly end of a broken line of rocks and shoal water, which extends ⅝ mile north-northwestward from Barker Point. **Success Rock,** awash at low water and marked by a spindle, is one of this broken line of rocks. A rock with about 6 feet on it is reported between Gangway Rock and Success Rock.

Manhasset Bay is nearly 1 mile wide between Barker Point and Hewlett Point, and over 3 miles long. It affords excellent shelter for vessels of about 12 feet, or less, draft, and is much frequented by yachts in the summer. The principal traffic is in barges, which take sand and gravel from the bay and

bring coal and building material to Port Washington. The depths in the outer part of the bay range from about 12 to 16 feet, and about 8 to 12 feet in the inner part inside Plum Point. The head of the bay is shoal.

Plum Point is a low spit extending southward from the eastern shore about 1 mile southward of Barker Point. The bight eastward of Plum Point is shoal. The edge of this shoal is marked by a black buoy, placed in a depth of 11 feet about ¼ mile southeastward of the point.

Port Washington is a village, with railroad communication on the south side of a shoal bight about 1 mile southeastward of Plum Point. A channel, with depths of 6 to 8 feet and marked at its entrance by buoys, leads along the south side of the bight from 100 to 400 feet off Copps Wharf and Town Wharf. Copps Wharf is the lumber wharf just inside the entrance buoys, and Town Wharf is 300 yards above it. The depths at these wharves are about 7 and 5 feet, respectively, and at the principal boat landings about 4 feet. Yacht supplies, gasoline, and water can be obtained. The largest marine railway is 60 feet long, draft 6 feet forward and 8 feet aft, and capacity about 60 tons. There are good facilities for repairing motors and wooden hulls.

Tides.—The mean rise and fall of the tides is 7.2 feet.

A bowlder reef, largely bare at low water and marked by a black buoy, extends over 300 yards northward from **Hewlett Point**, on the west side at the entrance of Manhasset Bay.

Stepping Stones is a dangerous bowlder reef, which extends about ¾ mile in a northwesterly direction from the shore and is marked near its end by Stepping Stones lighthouse. There are three rocks which show at low water southeastward of the lighthouse, and little depth at other places as shown on the chart. The 5-fathom curve on the outer part of the reef extends 250 yards northwestward from the lighthouse, and vessels should not approach it closer.

Stepping Stones lighthouse is a red-brick dwelling on a granite pier, and there is a white, horizontal band on the southwest face of the pier. The light is fixed red, 46 feet above the water, and visible 8 miles. The fog signal is a bell, double stroke every 20 seconds.

Little Neck Bay is nearly 1 mile wide eastward of Willets Point, and about 2 miles long. The shores of the bay are generally settled, and there are numerous boat landings. The depths are about 9 feet in the entrance, 6 feet about halfway to its head, and thence shoaling gradually. There are bowlders in places close to shore. A much used boat anchorage is in the cove on the east side 1 mile southward of Elm Point, the depths being 5 to 7 feet and beach sandy. The two branches of the bay are bare at low water. There is a railway and repair plant for motor boats on the east branch.

EAST RIVER

is the name given to the narrow strait which connects Long Island Sound with New York Bay. At its eastern end the river is about ⅝ mile wide between Throgs Neck and Willets Point, and thence its course is westward and south-

westward for about 14 miles, being in many places extremely narrow, and in no place more than 1 mile wide. Its channel is much obstructed by rocks and islands, and the currents have great velocity, especially in the narrow passage between Wards Island and Hallets Point, known as Hell Gate. Strangers in sailing vessels should not attempt to pass through Hell Gate without a pilot or towboat.

Throgs Neck, on the north shore at the eastern entrance of East River, is marked by a lighthouse and a wharf at its south end. Storm warnings are displayed at Throgs Neck. A shoal extends 200 yards south-southeastward from Throgs Neck, and is marked by a red buoy which should be given a berth of over 50 yards. Shoals extend 400 yards from the north shore of the bight between Throgs Neck and **Old Ferry Point**; the north side of the channel off the edge of the shoal is much used as an anchorage by vessels and barges.

Throgs Neck lighthouse is a red-brick, conical tower on the south bastion of Fort Schuyler. The light is fixed white, 69 feet above the water, and visible 13 miles. The fog signal is a bell, single stroke every 15 seconds.

Willets Point, on the south shore at the eastern entrance of East River, is marked by a large granite fort, and there are two wharves on its west side. A channel with a depth of 13 feet has been dredged to the wharves. A shoal extends off from Little Bay, its edge passing nearly 400 yards northwestward of Willets Point. Cables cross from the wharf at the south end of Throgs Neck to the root of the wharf at Willets Point, and from the latter to Stepping Stones lighthouse, along the southeast side of Harts Island and East Nonations, between Middle Reef and Lower Green Flats, and to the northwest dock on Davids Island.

Little Bay, westward of Willets Point, has general depths of 7 to 8 feet if the shore be given a berth of 200 yards. Its south and west shores have been improved by filling in behind bulkheads, and are generally settled. **Beechhurst** is a settlement extending westward from the bay toward Whitestone. There are a number of private landings.

Whitestone is a town on the south shore eastward of Whitestone Point. There is communication by railroad and electric road, and coal and water can be obtained. The depths at the principal wharves range from about 16 to 22 feet.

Whitestone Point is a small wooded bluff, marked at its end by a light and fog bell (double stroke every 30 seconds). There are bowlders partly bare at low water for a distance of about 100 yards off the point. The 18-foot curve extends 200 yards and the 30-foot curve 350 yards off the point.

Powells Cove, ½ mile westward of Whitestone Point, has general depths of 3 to 4 feet and less near the shore. A wharf with a depth of about 9 feet at its end makes off in a northwesterly direction from the eastern point at the entrance. There is a railway and repair plant for small craft on the west side of the cove.

Tallman Island has a pleasure resort, **Point View**, and a wharf with a depth of about 8 feet at its end. There is a landing with a depth of about 2 feet

at its end in the bight on the west side of the island. Gasoline, oil, and motor-boat supplies can be obtained.

Westchester Creek has its entrance in the shoal bight on the north side of East River, between Old Ferry and Clauson Points. Improvements are in progress to obtain a channel 8 feet deep with a width of 100 feet to abreast Castle Hill Point, 80 feet to the entrance of the narrow part of the creek, and thence 60 feet to the head of navigation at the fixed bridge at Main Street, Westchester, a total distance of 2¼ miles. In 1913 there was a depth of 8 feet in the channel nearly to the wharf at the St. Josephs Deaf and Dumb Home, and thence 6 feet to the head of navigation. There is some ledge in the upper part of the creek. The channel is buoyed from East River to the entrance of the narrow part of the creek. The creek is crossed by a highway drawbridge at Unionport, 1½ miles above the entrance. The navigable opening is on the east side of the center pier, and has a clear width of about 51 feet. The mean rise and fall of tides is 7.1 feet at the entrance and about 6.8 feet in the creek.

Pugsley Creek joins Westchester Creek at Castle Hill Point. From the buoys just eastward of the point a crooked channel marked by stakes during the summer leads up Pugsley Creek to the head of navigation, at a sewer crossing, about ¼ mile above Castle Hill Point. This channel has a least depth of about 3 feet in the entrance and 5 feet in the creek. There are a repair plant and railways for small craft on the creek. There is a wreck which shows, except at high water, and is marked by a red flag on the flats off the entrance of the creek and about 250 yards northward of Clauson Point.

Clauson (Clason) Point is a large amusement resort. There is a ferry to College Point during the summer. The city wharf, at the southeast end of the point eastward of the ferry slip, has a depth of about 12 feet at its end. The oil company's wharf extends out to a depth of about 20 feet. Water, gasoline, oils, and motor-boat supplies can be obtained. Many small boats anchor on the flats on the west side of the point.

Bronx River has its entrance at the head of the shoal bight on the north side of East River between Clauson Point and Hunts Point. In 1913 there was a depth of about 3 feet in the channel across the flats to the mouth of the river, and thence there was a tortuous channel 35 to 50 feet wide and about 2½ feet deep for a distance of 1⅞ miles up the river to the bend eastward of the gas works at East One hundred and seventy-third Street. Improvements are authorized to straighten the river and obtain a channel with a least width of 100 feet and depth 10 feet from the channel of East River to the head of navigation, at the dam at East One hundred and seventy-seventh Street, a total distance of 2⅞ miles. The mean rise and fall of tides is 7.1 feet at the entrance and about 6 feet at the head of navigation. Two bridges with draw openings cross the river. One is at Westchester Avenue, and the other is a railway lift triple bridge, 600 feet above Westchester Avenue.

A red buoy marks the end of a sunken wharf off **Hunts Point**. Many small boats anchor on the flats on the east side of the point.

College Point Reef, with 4 feet over it, lies 350 yards north-northeastward of the dock at the north end of College Point, and is marked by a black bell buoy.

College Point is a town on the south side of East River and east side of Flushing Bay, and has communication by railroad and electric road with Flushing and New York. There is a ferry to Ninety-ninth Street and One hundred and thirty-fourth Street, New York. The shoal bight on the northwest side of the town is used as an anchorage by motor boats; there is a shipyard for repairing hulls and motors on the south side of the bight; the largest marine railway is 60 feet long, draft 4 feet forward and 6 feet aft, and capacity 25 tons. The principal wharves, at the west end of College Point, have depths of about 8 to 10 feet. Water can be obtained at the ferry wharf. Coal can be obtained from one of the wharves lying in the shoal bight about ½ mile southeastward of the ferry wharf, but there is little depth, as shown on the chart. Gasoline, ice, and other supplies are obtainable. There are bowlders in places near the shore around College Point.

Flushing Bay is 1 mile wide between College Point and Sanford Point, and 1½ miles long. The depths are 5 to 6 feet at the entrance, and shoal gradually to the head. A wreck which shows at high water lies near the middle of the bay, 400 yards northwestward of Flushing Bay light. A convenient anchorage for small craft and very small vessels is from 100 to 200 yards westward of the wharves at the west end of College Point, the depths being 8 to 11 feet; depths of 6 to 7 feet will be found farther westward.

Flushing Creek has its entrance at the southeast end of Flushing Bay. A channel 200 feet wide and 10 feet deep has been dredged through the bay and about ⅜ mile up the creek to Broadway Bridge, which has a double lift opening. Passing 250 feet westward of the ferry slip at College Point the axis of the dredged channel trends 165° true (S ½ E mag.) for ⅜ mile until halfway to Flushing Bay light, and then trends 156° true (S by E ¼ E mag.) and follows the eastern side of the dike in Flushing Bay at a distance of 150 feet. When about 300 feet northward of the south end of the dike the channel bends eastward into the creek, favoring the north side until well inside; this bend is the difficult part of the channel for a stranger. For a distance of nearly ⅝ mile above Broadway Bridge to Main Street Bridge a channel 7 feet deep and about 100 feet wide has been dredged in the creek. Coal barges are taken about 1 mile above Main Street Bridge to Strongs Causeway, above which the creek is very crooked, but is navigable for a further distance of about 1 mile.

Three center pier drawbridges cross Flushing Creek above Broadway Bridge, as follows: Railroad bridge (500 feet above Broadway Bridge), Main Street Bridge, and Strongs Causeway Bridge. There are strong tidal currents through the railroad and Main Street Bridges.

The dike in Flushing Bay has a total length of 4,663 feet, and lies 50 feet from the west edge of the dredged channel. The entire dike is covered at high water, and about 1,600 feet of the north end of the dike is mostly submerged at low water. Flushing Bay light marks the north end of the dike. Flushing Bay

Inner light marks the angle in the dike, and there are two spindles, each with keg, on the dike between the lights.

Ice generally obstructs navigation in Flushing Bay and Creek during a part of January and February.

Tides.—The mean rise and fall of tides at College Point is 7.1 feet.

Flushing is a town on Flushing Creek near its mouth. Coal, gasoline, water, ice, and other supplies can be obtained. The wharves extend to the edge of the dredged channel. Vessels must go to the wharves, as there is no room in the creek for anchorage.

Rikers Island is partly occupied by buildings of the Department of Correction of New York. A large area of the flats on the southeast side of the island is being reclaimed. The main channel of East River leads northward of Rikers Island. The south side of the main channel off the north edge of the eastern part of the flats extending eastward from Rikers Island is much used as an anchorage by coasting vessels, the depths being 23 to 30 feet.

The buoyed channel southward of Rikers Island has ample width and is easily followed, except at its western end between Rikers Island and Lawrence Point. At this point the channel is narrow, with rocky, uneven bottom, and has rocks, with little depth, on both sides. The generally used channel leads eastward of the horizontally striped buoy, westward of the red buoy lying westward of South Brother Island light, and eastward of the black buoys northwestward. Strangers should proceed with caution, and should not depend on a greater depth than about 12 feet at low water.

Lawrence Point is occupied by extensive gas and power works. Lawrence Point Ledge light is located on the reef, partly bare at low water, which extends ¼ mile off the wharves extending southeastward from Lawrence Point. The northerly and northeasterly sides of the reef are marked by black buoys. A privately buoyed channel leads from southeastward along the wharves.

The passage between Rikers Island and **South Brother Island** is much used as an anchorage by motor boats, the depths being 5 to 12 feet. Care should be taken to avoid the extensive reef, partly bare at low water, which extends about ¼ mile southward and south-southeastward from South Brother Island.

Barretto Point is on the north shore abreast the north end of Rikers Island. A rock near mid-channel southward of Barretto Point has been removed to a depth of 26 feet.

Oak Bluff Rock, with 15 to 19 feet over it, and marked by a red buoy, lies northeastward of North Brother Island and from 150 to 350 feet off Pier No. 1, on the north side of the channel. The least depth is on the north end of the rock, and there is a depth of about 19 feet near its south end. Westward of this rock there is deep water close to the shore and to the wharves at Port Morris.

There are extensive railroad terminals at **Port Morris**, northward and northwestward of North Brother Island, to and from which car floats are taken through East River. **Oak Bluff light** is on the north bank of the river, northward of North Brother Island.

North Brother Island is occupied by hospitals and other buildings, and is marked at its south end by a lighthouse. The main channel is northward of North Brother Island. A reef extends nearly 100 yards off the north end of North Brother Island, and is marked by a black buoy.

A channel 300 feet wide and 26 feet deep was nearing completion in 1914, midway between North and South Brother Islands. The direction of the improved channel is 79° true (**E** ⅛ **N** mag.), and its north edge lies 300 feet southward of North Brother Island lighthouse. Pending the completion of the channel, it is not used by large vessels.

North Brother Island lighthouse is a white dwelling. The light is occulting white (light 5 seconds, eclipse 5 seconds), and 47 feet above the water. The fog signal is a bell, single stroke every 15 seconds.

Bronx Kill is a narrow, shallow, unnavigable passage on the northeast side of Randalls Island, connecting East and Harlem Rivers. **Randalls Island** has municipal buildings scattered over it, and is prominently marked by the elevated railroad which extends across it and Wards Island. **Sunken Meadow**, lying off the southeast side of Randalls Island, is marked on its southeast side by a light.

Middle Ground is a large rocky area on which there are numerous heads with a depth of 19 feet; the least depth is 17 feet. The northwest side is being removed to a depth of 26 feet, the southeasterly limit of the improved channel lying 545 feet southeastward of Sunken Meadow light. The reef is marked at its south end by a red buoy, and on its northwest side by a black buoy, which are towed under water at times by the currents.

Wards Island lies southward of Randalls Island and Sunken Meadow, and is separated from them by **Little Hell Gate**, a narrow and foul passage leading into Harlem River. The insane asylum and some hospitals are located on this island.

The New York, New Haven & Hartford Railroad Bridge, not completed in 1914, crosses the East River from Negro Point Bluff, southeast side of Wards Island. The height of the bridge above mean high water is to be 135 feet.

Hell Gate is the name of the part of East River south of Wards Island and north of the northern end of Blackwells Island. The rocks have been removed to a depth of 26 feet, securing a channel about 850 feet wide between Wards Island and Hallets Point and between the latter and Mill Rocks, but a rock with 23 feet over it lies in the channel 200 yards 40° true (**NE** ½ **E** mag.) of Hallets Point light, and the removal of Middle Reef, on the southeast side of Mill Rocks, was not completed in 1914. The great velocity of the current, the crooked channel, and crowded traffic in Hell Gate require extra caution on the part of the navigator to avoid accident or collision, and make it dangerous for sailing vessels.

Negro Point, the south end of Wards Island, is marked by a light and fog bell (double stroke every 5 seconds). A ledge extends about 200 feet off Negro Point.

Holmes Rock and **Hogs Back**, which show above water, lie in the bight on the south side of Wards Island westward of Negro Point. Ledges extend 300 feet southwestward from the easterly rock and 400 feet southwestward from the westerly one.

Hallets Point, on Long Island southward of Wards Island, is marked by Hell Gate light and fog bell (single stroke every 5 seconds). The channel extends close to this point.

Mill Rock, lying northwestward of Hallets Point, is 250 yards long and is occupied by buildings of the United States engineers in connection with the work of improving Hell Gate. There is a light at the north and south ends of the rocks. **Middle Reef** extended about 150 yards southeastward from Mill Rock in 1914. The outer part of the reef has been removed to a depth of 26 feet, and when completed the northwesterly edge of the channel will pass about 200 feet south-southeastward of Mill Rock southerly light on a 58° true (**ENE** mag.) line.

Rhinelander Reef, lying westward of Mill Rock, has depths of 9 to 10 feet, and less in places close to the piers. It extends about 300 feet off the ferry slips at the foot of East Ninety-second Street, and extends northward to the north line of East Ninety-third Street.

Blackwells Island divides East River, forming two channels. The western channel is the wider, has the deeper water, and is generally used; the eastern channel favors generally the island, and has a least depth of about 22 feet, but is narrow and difficult. The north end of the island is marked by a light maintained by the city of New York; **Bread and Cheese Reef** extends 70 yards northeastward from the north end of Blackwells Island. The island is occupied by municipal buildings of the city, and a sea wall extends along both sides of the island to its south end.

Queensboro Bridge, a cantilever structure 135 feet above mean high water, crosses East River and Blackwells Island nearly ½ mile from the south end of the island.

Blackwells Island Reef, partly bare at half tide, extends 900 yards southwestward from the southerly end of Blackwells Island. The reef has a general width of about 125 yards, and is marked at its end by a horizontally striped bell buoy. **Blackwells Island Reef light** is shown from a house on the reef, 125 yards from its southerly end.

Newtown Creek entrance is on the east side of East River ¾ mile southward of the southerly end of Blackwells Island. The project for the improvement of the creek is to maintain a channel 125 feet wide and 18 feet deep from the entrance to the head of navigation in the creek and English Kills, respectively, at the Metropolitan Avenue Bridge, a distance of about 3 miles. The traffic in the creek is very extensive. The mean rise and fall of tides is about 4.2 feet.

The following are the drawbridges crossing Newtown Creek and their distances in nautical miles above the entrance: Vernon Avenue, ⅜ mile; Green-

point Avenue, 1⅛ miles; Meeker Avenue, 1¾ miles; Grand Street Bridge, 2⅝ miles; Metropolitan Avenue Bridge, English Kills, 3 miles.

From Pier No. 72, at the foot of East Twenty-fourth Street nearly to the Williamsburg Bridge, sunken reefs extend from 300 to 400 yards off the piers on the New York side of the river. **Shell Reef,** with a least depth of 14 feet, is marked by a red buoy lying about ½ mile northward of the Williamsburg Bridge.

The **United States Navy Yard,** on Wallabout Bay, is on the south shore southward of Williamsburg Bridge, where the East River makes a bend westward.

Williamsburg, Manhattan, and **Brooklyn Bridges,** crossing East River, are suspension bridges 135 feet in the clear at the middle above mean high water, and 119 feet at the piers. Allowing for changes of temperature, a masted vessel should not depend on a greater height than 130 feet at mean high water for a width of about 400 feet at the middle of the bridge.

Governors Island lies in the middle of East River, where it joins New York Upper Bay. Fort Columbus is on the northeast part of the island, and Castle William at its northwest end. The main channel leads north of Governors Island.

Buttermilk Channel leads from New York Upper Bay into East River, between Governors Island and Brooklyn, and forms the access to Atlantic Docks. The channel follows the piers of Brooklyn; the general depth is 30 feet, but there are several spots with as little as 27 feet over them. The channel is broad and unobstructed and about 800 feet wide at its narrowest part from Atlantic Avenue Ferry to the Atlantic Docks.

East River Channel between The Battery and Governors Island.—This channel is good at all stages of the tide for vessels of 23 feet draft or less, care being taken not to approach too close to Governors Island or The Battery. There is a good range leading through the deeper water of this channel which should be used at low water by all vessels of over 23 feet draft. The range is a target on the peak of the warehouse on pier 10, Brooklyn, in line with the middle (west) tower of **St. Margaret's Hotel** (most prominent brick building, with three towers, south of Brooklyn Bridge) in Brooklyn.

Vessels of 25 to 26 feet draft at low water and 30 feet at high water can pass through this channel, but they must keep close on the range, as for a distance of 800 feet along the range westward of a line through the end of pier 3 (New York) and the Produce Exchange tower, the northern end of Dimond Reef is only 150 feet southward of the range, and the shoal water off The Battery is 300 feet northward of the range. At high water vessels of 25 to 26 feet draft pass through the middle of a channel about 870 feet wide by keeping on the range.

Pilotage is compulsory for foreign vessels and vessels under register navigating the channel of Hell Gate who shall be spoken. A number of the Hell Gate pilots have their headquarters at City Island. Pilots come off in small boats from Sands Point, City Island, and The Battery in response to signal.

The rates of pilotage for sloops and schooners are $1.50 per foot of draft from eastward of Sands Point or Execution Rocks to the port of New York, or the reverse, and $1 per foot from westward of Sands Point or Execution Rocks; and for steamers or square-rigged vessels the rates are $1.75 and $1.25 per foot, respectively, from eastward and westward of those points.

From November 1 to April 1 $2 additional for a steamer or square-rigged vessel, and $1 additional for a schooner, sloop, or barge.

Towboats will be found in the vicinity of City Island and in East River. Vessels intending to take a towboat should do so before going westward of Rikers Island.

Reporting station.—Vessels are reported at the Maritime Exchange, New York City, from City Island.

See currents, page 38.

ANCHORAGES IN EAST RIVER.

For the defined limits of the anchorages see Appendix I.

Hammond Flats, between Throgs Neck and Old Ferry Point, is an anchorage for all classes of vessels in 5 fathoms or more, with good holding ground. Toward Old Ferry Point the water deepens abruptly to 16 and 18 fathoms. There are no dangers, but the water shoals abruptly close inshore from 18 to 4 or 5 feet.

Off Whitestone good anchorage in 18 feet to 8 fathoms is found eastward of the point. There are no dangers, but the water shoals abruptly close inshore. Avoid Whitestone Point, which makes off rocky northward and is shoal on its western side.

The stretch between Whitestone Point and College Point is not much used as an anchorage.

Flushing Bay is available for light-draft vessels. Deep-draft vessels may anchor in the deep channel off the entrance to Flushing Bay, between College Point and Rikers Island, in 5 to 7 fathoms. The flats in Flushing Bay are soft mud, and afford excellent anchorage for vessels of light draft.

Westward of Rikers Island the channel is narrow, the water deep, the holding ground poor, and the tidal currents have great velocity, making it unsafe for vessels to anchor before reaching the wharf at the foot of East Thirty-first Street, New York City.

A good anchorage in 4 to 10 fathoms is found between East Thirty-second Street and East Twenty-fourth Street wharves, on the New York side of the river.

DIRECTIONS, EAST RIVER.

With the aid of a pilot, vessels of as much as 30 feet draft are taken to some of the piers in East River from New York Upper Bay. Twenty feet is about the deepest draft of vessels regularly using the through route to Long Island Sound, and barges drawing as much as 23 feet are towed through. The strong tidal currents and the

crowded traffic in the river between Rikers Island and Governors Island makes great caution necessary. Strangers should not attempt to pass through at night, and are advised to take a pilot at City Island if bound through in the daytime.

THROGS NECK TO SUNKEN MEADOW.—Passing about 300 yards southward of Throgs Neck, steer 277° true (**WNW** ½ **W** mag.) for 1¼ miles until Whitestone Point light is abeam distant nearly ¼ mile; then steer 260° true (**W** mag.) for 2½ miles, passing about 250 yards southward of Old Ferry Point, the same distance northward of the black bell buoy off College Point, and to a position nearly ¼ mile southward of Hunts Point.

Then steer 286° true (**NW** by **W** ⅝ **W** mag.) to a mid-channel position between Barretto Point and the north end of Rikers Island; then steer 295° true (**NW** ⅞ **W** mag.) for Oak Bluff light, and round the north end of North Brother Island in mid-channel. When rounding North Brother Island extra caution is necessary to avoid collision with passing vessels and tows off Port Morris.

When northwestward of North Brother Island bring Oak Bluff light astern on a 219° true (**SW** ⅜ **W** mag.) course and pass about 100 yards southeastward of Sunken Meadow light.

SUNKEN MEADOW TO BLACKWELLS ISLAND REEF.—From abreast Sunken Meadow light steer about 212° true (**SW** ¼ **S** mag.) and keep near mid-river. Give Negro Point light a berth of over 100 yards. Avoid the ledges in the bight on the south side of Wards Island and round Hallets Point at a distance of 50 to 200 yards. Follow a mid-channel course westward of Blackwells Island and then follow the wharves on the New York side until abreast East Fortieth Street, at a distance of less than 250 yards, to avoid Blackwells Island Reef.

The *tidal currents* have great velocity between Sunken Meadow and the north end of Blackwells Island; the greatest velocity is between Negro Point and Hallets Point, where extra caution is necessary to avoid collision with passing vessels. The west shore of Blackwells Island should be given a berth of 70 yards, and when abreast of East Sixty-fifth Street the west shore of the island should not be approached closer than 100 yards.

BLACKWELLS ISLAND REEF TO GOVERNORS ISLAND.—Passing about midway between Blackwells Island Reef buoy and the wharf at the foot of East Fortieth Street steer about 176° true (**S** ½ **W** mag.) and keep in the eastern half of the river until past Third Street Reef about ¼ mile northward of Williamsburg Bridge. Then follow a mid-river course under the Williamsburg, Manhattan, and Brooklyn Bridges. Vessels can pass on either side of Governors Island into New York Upper Bay, taking care not to pass too close to the Battery and Governors Island.

To pass northward of Governors Island on the deep-water range follow the range from a mid-river position off Pier 7 or 8, New York, course 259° true (**W** ⅛ **S** mag.), which leads about 350 yards northward of Governors Island; see the description of the channel and range in the description of East River preceding.

To pass through Buttermilk Channel follow the wharves of Brooklyn at a distance of less than 300 yards until abreast Red Hook and the south end of Governors Island. Vessels can then continue to follow the wharves of Brooklyn southward, passing through Red Hook and Bay Ridge Channels, or can steer 237° true (**WSW** mag.) to the channel of New York Upper Bay, passing between the shoal extending southwestward from Governors Island and the north end of the shoal lying westward of Red Hook Channel. Approaching Buttermilk Channel from New York Upper Bay, St. Margarets Hotel, in range with the southeasterly end of Governors Island, is a good guide until past the anchorage buoys lying ⅜ to ½ mile south-southwestward of Governors Island, and then follow the Brooklyn wharves.

HARLEM RIVER AND SPUYTEN DUYVIL CREEK.

These waters form a through passage from Hudson River, 11¾ miles above The Battery, to East River westward of Wards Island (harbor chart 274). The channel is narrow and crooked and is navigable only for steamers or powered vessels. The traffic is extensive. Vessels of too great height to pass under the bridges should preferably make the passage against the current.

Channel.—The project for the improvement of Harlem River and Spuyten Duyvil Creek provides for securing a channel 400 feet wide and 15 feet deep, except at Washington Bridge, where a width of 354 feet is provided, and at the rock cut at Dyckmans Meadow (between Harlem River and Spuyten Duyvil Creek), where the projected width is 350 feet and the depth 18 feet. It also provides for straightening the channel at Johnson's iron works, Spuyten Duyvil Creek, by making a cut 400 feet wide and 15 feet deep.

The channel has been deepened to 15 feet for a width varying from 150 to 400 feet, except in the westerly draw opening of Central Bridge, where the depth is 12 feet; the easterly draw opening of this bridge is not navigable.

Bridges.—The least height of the bridges above mean high water is 25.5 feet, except Spuyten Duyvil Bridge, which is 7 feet. All of the bridges have wide openings except High Bridge, which has a clear width of 44 feet between the piers at a depth of 5 feet below low water. The bridges are center-pier draws, with the exception of High Bridge and Washington Bridge. The following are details relating to the bridges, with the height above mean high water and the least width on either side unless otherwise stated:

Willis Avenue Bridge, height 25.5 feet, openings 109 feet.

Second Avenue Bridge, height 29 feet, openings 98 feet.

Third Avenue Bridge, height 26.5 feet, openings 100 feet.

Fourth Avenue Bridge, height 25.5 feet, openings 103 feet.

Madison Avenue Bridge, height 25.5 feet, openings 104.5 feet.

One hundred and forty-fifth Street Bridge, height 26 feet, openings 104 feet.

Central (Macombs Dam) Bridge, height 28.5 feet, openings 164 feet. The west opening only is navigable, the east opening being blocked by a ledge, bare at low water.

Putnam railroad bridge, height 35 feet, openings 123 feet.

High Bridge is an arched structure, with a clear height of 100 feet above mean high water to the middle of the arches, and a clear width of 44 feet between the piers at a depth of 5 feet below mean low water.

Washington Bridge is a single-span arch for the full width of the river, with a clear height of 129 feet above mean high water to the middle of the arch.

Two hundred and seventh Street Bridge, height 27 feet, openings 101 feet.

Broadway Bridge, height 26.5 feet, openings 103 feet.

Spuyten Duyvil Bridge, height 7 feet, openings 100 feet.

Tides.—The mean rise and fall of the tides at Willis Avenue Bridge is 5.1 feet; Central Bridge, 4.7 feet; Broadway Bridge, 3.8 feet; Spuyten Duyvil Bridge, 3.7 feet.

Currents.—The local rule for the tidal currents is that the current in Harlem River runs from the Hudson River toward East River (south current), while the easterly current is running in East River (Hell Gate) and the reverse.

Current observations have not been made in recent years. The time of slack water is subject to some variation, depending on the freshet conditions in Hudson River, but may be taken approximately as one hour after high and low water at Governors Island. The times of the strength of the south and north currents occur about two hours before high and low water, respectively, at Governors Island. The velocity of the current is estimated at 2 knots or more in the narrower parts of the channel. Strong currents with swirls occur between the piers of High Bridge.

Bridge regulations.—The following are the regulations prescribed by the Secretary of War for the opening and operation of the draws in the bridges crossing Harlem River:

1. The drawbridges spanning the Harlem River which have a clear space of 24 feet between the undersides thereof and the high water of spring tides shall not be required to open, except for vessels propelled by steam, with or without vessels in tow, nor to open at any time other than between 10 a. m. and 5 p. m., except as hereinafter prescribed in section 7.

2. The clear space prescribed by river and harbor act of September 19, 1890, between the undersides of the bridges and the high water of spring tides is 24 feet, and in order that the draws may not be required to be opened or operated oftener than necessary between 10 a. m. and 5 p. m. from and after the completion of the bridges at Third and Fourth Avenues the pilot houses, flagpoles, and smokestacks of all tugs propelled by steam, with or without vessels in tow, habitually using said river are not to exceed 24 feet high above the water line,

and if now exceeding that height will be reduced in height or hinged, so that they can conveniently pass underneath the draws when closed.

3. Any tug passing the draw of any of the said bridges as often as once a day for 10 days of any month will be regarded as using said river "habitually," and shall conform to the regulation as to height of pilot house, flagpole, and smokestack which is prescribed in section 2 above.

A failure to comply with this regulation by any tug after one warning by the persons owning or controlling any of said bridges shall be sufficient cause for a refusal to open the draw for the accommodation of said tug until such later time as may be convenient to the persons controlling the bridge.

4. When a steam vessel wishes to pass the bridge within the time prescribed for opening the draws the master thereof shall signify his intention by three blasts of the whistle. If the draw is ready to be opened, the signal shall be answered by three blasts of the whistle from the bridge; if the draw is not ready for opening, by two blasts from the bridge.

5. The draw shall be opened with the least possible delay upon receiving the prescribed signal, except when said signal is given to a railroad bridge five minutes or less before the scheduled arrival of an express passenger train. In this case the draw need not be opened until after the passage of said train unless the bridge tender has information that said train is delayed as much as five minutes.

6. The bridge at the mouth of Spuyten Duyvil Creek, being a low bridge, shall be opened at all times during the day and night when approached by vessels desiring to pass it upon receiving the signals prescribed in section 4.

7. The foregoing regulations apply only to commercial or pleasure vessels, tugs, and steamers. Steam vessels owned, controlled, or employed by the United States Government or by the departments of the city of New York shall be passed without delay through the draws of said bridges at any hour of the day or night after giving a signal of four blasts of the whistle.

SOUTH COAST OF LONG ISLAND.

The south coast of Long Island has a general 247° true (**W** by **S** mag.) trend for 68½ miles from Montauk Point to Fire Island Inlet, and thence trends about 263° true (**W** ¼ **N** mag.) for a little over 35 miles to the western end of Coney Island and the northern point at the entrance to the Lower Bay of New York. It is a clean shore, and may be safely approached as close as 1 mile, with not less than 5 fathoms anywhere between Montauk Point and Rockaway Inlet, except off Fire Island Inlet and the inlets westward, where the shore should be given a berth of at least 1½ miles. When viewed from seaward it presents but few characteristic features. It is composed of a series of sand hillocks backed by low, dark woods.

Montauk Point and lighthouse are described on page 47.

About 14 miles westward of Montauk Point and ½ mile back from the beach is the village of **Amagansett**, and westward of this, along the whole line of the

Long Island Railroad and some distance back from the beach, are a number of towns and villages. **Southampton** is 27 miles westward of Montauk and 1½ miles eastward of Shinnecock Bay.

Shinnecock, Moriches, Great South, and Hempstead Bays lie inside of the beach along the south coast of Long Island and form an inside route for boats of 3 feet draft (see the description following). In 1913 there were three inlets from sea to these bays used by boats—Fire Island Inlet, depth 6½ feet; Jones Inlet, depth 8 feet; and East Rockaway Inlet, depth 4 feet. These inlets are subject to frequent and extensive changes, and although buoyed should not be used in the absence of local knowledge.

Shinnecock Bay lighthouse is on Ponquogue Point, about the middle of the north side of Shinnecock Bay and 1 mile back from the beach. The lighthouse is a red brick tower. The light is flashing white (three flashes every 7.5 seconds), 160 feet above the water, and visible 18 miles.

Fire Island lighthouse is a black and white horizontally banded tower. The light is flashing white (flash 5 seconds, eclipse 55 seconds), 167 feet above the water, and visible 19 miles. Near the lighthouse are a radio station and a reporting station, from which vessels are reported to the Maritime Exchange, New York.

Fire Island light vessel, moored in a depth of 16 fathoms 9⅜ miles 172° true (S ⅛ W mag.) of Fire Island lighthouse, has a red hull with "Fire Island" on each side, two masts, and a black, circular gallery under the lens lantern at head of each. The lights are fixed white, 57 feet above the water, and visible 13 miles. The fog signal is a steam chime whistle, blast 3 seconds, silent intervals 4 and 20 seconds. If the whistle be disabled, a bell will be struck by hand a group of 7 strokes every minute. The submarine bell strikes "68" every 38 seconds.

The following summer resorts are on the beach and are prominent from offshore: Point of Woods and Ocean Beach, lying 4 and 3 miles, respectively, eastward of Fire Island lighthouse; Oakbeach, Long Beach, Far Rockaway, and Rockaway Beach, lying 3½, 21, 25, and 27 miles, respectively, westward of Fire Island lighthouse; and Coney Island.

INLAND WATERS, SOUTH COAST OF LONG ISLAND.

Shinnecock, Moriches, Great South, and Hempstead Bays form an inside route for boats of 3 feet draft from Peconic Bay to East Rockaway Inlet. Masted boats are limited to a height of less than 20 feet above the water by the fixed bridges over Shinnecock Canal. Westward of East Rockaway Inlet, boats must at present pass outside to reach Jamaica Bay or New York Harbor. The private stakes and other aids mentioned were in place in 1913.

Shinnecock Bay, about 8 miles long, can be entered by boats of 3 feet draft, and this depth or more can be taken into the coves on the north side. The south side of the bay is shoal.

Moriches Bay, about 8 miles long, has a least depth of 4 feet in the entrance from Great South Bay and 3 feet from Shinnecock Bay.

Seatuck Cove, north side of Moriches Bay, has a depth of 3½ feet to the landing at **Eastport**, on the point which separates the two creeks at its head. About ¼ mile southward of the landing a shoal extends from the east side and is marked by a stake with box.

Tuthill Cove, north side of Moriches Bay, 1 mile westward of Seatuck Cove, has depths of 3 to 5 feet. **East Moriches** is on its northwest side, and gasoline and small repairs can be had.

Hart Cove has considerable grass and is little used.

Senix Creek, north side of the west end of Moriches Bay eastward of Forge River, has a narrow entrance, with a depth of 3 feet between bulkheads, and the depth throughout the creek is about 2 feet. A green light is maintained on the west side at the entrance. A stake with flag marks a shoal on the east side at the entrance. The post office is Center Moriches.

Forge River has a channel depth of about 4 feet in the lower half and 3 feet nearly to the railroad bridge at the head of navigation. The channel is indicated by the grass on the shoals.

Great South Bay, about 28 miles long, can be entered at high water by boats of about 8 feet draft through Fire Island Inlet, 3 feet draft from Great Peconic Bay, and 5 feet draft from westward through Hempstead Bay.

Fire Island Inlet had a depth of about 6½ feet at low water in 1913 in the buoyed channel across the bar. The inlet and Fire Island Beach have been moving westward at a fairly uniform rate for many years. The channel across the bar is subject to great change, sometimes leading between the point of Fire Island Beach and the shoal westward, and at other times leading westward along Oak Island Beach northward of that shoal. A bell buoy is placed in a depth of 8 fathoms outside of heavy weather breakers off the bar at the entrance of Fire Island Inlet. Inside it the water shoals abruptly. This buoy is a guide for clearing the bar and for vessels bound into the inlet.

The **currents** in Fire Island Inlet after crossing the bar have an estimated velocity of 2 to 3 knots at strength and are influenced greatly by the force and direction of the wind. In the bay the currents have little velocity except in the narrow channels between the shoals and within a radius of 3 miles from the lighthouse, where at times their estimated velocity is 1 to 1½ knots.

Inside of Fire Island Beach the channels are fairly stable, and the chart can be used with more confidence. From the inlet the channel with good depth leads eastward inside the beach past Fire Island lighthouse, from which several channels lead between the shoals to the north side of Great South Bay.

East Channel is buoyed and is good for a depth of 8½ feet. From between Fire Island lighthouse and Fire Islands the channel trends northeastward to Fire Islands, then eastward along the beach to Point of Woods, then 6° true (**N** by **E** ½ **E** mag.) nearly 1¾ miles, and then northeastward.

West Channel is buoyed and is good for a depth of 7 or 8 feet, which is found in Great South Bay at the north end of the channel. From close westward of Fire Island the channel trends about 338° true (**N** by **W** mag.) for 1 mile, and then about 321° true (**NNW** ½ **W** mag.).

Point of Woods and **Ocean Beach** are summer resorts 4 and 3 miles, respectively, eastward of Fire Island lighthouse. Landings extend from them to deep water on East Channel, Great South Bay, and boats make regular trips to Bay Shore. Gasoline and provisions can be obtained.

Cherry Grove is a summer resort on Fire Island Beach 6½ miles eastward of Fire Island lighthouse. A boat landing extends to a depth of 4½ feet in Great South Bay, and to it boats make regular trips from Patchogue and Sayville through the slough which extends in a south-southwesterly direction to it.

Carmans River has a depth of 3 feet for nearly 1 mile above the entrance to the landing at **Brook Haven**, above which the river is shoal and crooked. There is a bush stake on each of the shoals making off from the points at the entrance. Entering in midriver between these stakes, favor the west side for a distance of ½ mile and then follow midriver.

Bellport, a town on the north side of Bellport Bay, has a wharf with 5 feet at its end. The deepest draft taken to the wharf is about 5½ feet at high water. The approach is clear. Coal, provisions, and motor-boat supplies can be obtained, and repairs to gas engines can be made. A ferry runs across the bay in a southeasterly direction and through a slough between the shoals to **Old Inlet**, on Fire Island Beach.

Patchogue River is on the north side of the eastern end of Great South Bay. The project for improving the river is to secure a channel 100 feet wide and 8 feet deep to the head of navigation at the railroad bridge, nearly 1 mile above the end of the jetty. The latter is on the west side of the entrance, and is marked at its end by a red light. In 1913 there was a depth of about 6 feet in the channel. To enter, follow the jetty at a distance of 85 feet until through the narrow entrance, then 100 feet off the bulkhead on the east side for 300 yards until past the entrance of the boat slough on that side, favor the west side until the harbor narrows, and then favor the east side. For a distance of 500 feet from its head practically the entire harbor is clear.

Patchogue, the principal town on Great South Bay, has several marine railways and facilities for repairing and supplying small craft. There are depths of 6 to 9 feet at the bulkhead on the east side near the head of the river; elsewhere there are little depths in places. There is a depth of 3 feet at the end of the wharf on the bay side of the town. From Patchogue boats run southward and southwestward across Great South Bay to **Long Cove** and **Walter Island**, bathing places on Fire Island Beach.

Brown Creek, on the north side of Great South Bay, 3 miles westward of Patchogue, has been improved by building two short jetties at the entrance out to a depth of about 4 feet and by dredging a channel 100 feet wide and 4 feet deep to the sharp bend ⅝ mile above the entrance. Enter midway between the jetties on a 349° true (N mag.) course and keep in midcreek. Two electric lights on the town dock on the west side of the mouth of the river form a range for the entrance.

Sayville, a town on Brown Creek, has marine railways 50 feet long and facilities for repairing and supplying small craft. There is a prominent, high radio mast at Sayville.

Connetquo River, on the north side of Great South Bay, 3 miles westward of Brown Creek, has a depth of 3 feet for 2 miles above the entrance to the railroad. **Great River** is a post office on its west side.

Great Cove is on the north side of Great South Bay 354° true (**N ⅜ E** mag.) of Fire Island lighthouse. A dredged channel with a depth of 5 feet leads in a north-northeasterly direction into the eastern creek of the cove to the town of **Islip**. This channel is marked on its east side by red buoys and a stake with red keg at the outer end, which also mark the edge of the shoal on the east side of Great Cove.

Bay Shore is a town on the northwest shore of Great Cove. The wharf has a depth of about 4 feet at its end, and from it boats run to **Ocean Beach**. There is a marine railway at Bay Shore and facilities for repairs and supplies for small craft.

Babylon is a town near the north shore of Great South Bay 305° true (**NW** mag.) of Fire Island lighthouse. The public landing is ¼ mile northward of Sampawam Point and at the mouth of Sampawam Creek, and has 4½ feet at its end. Approaching around **Sampawam Point** give the point a berth of over ¼ mile when southeastward of it and head for the wharf on a northwesterly course. Provisions, coal, supplies of all kinds, and engine repairs are obtainable. Water can be had at the landing. There are marine railways for small craft on Sampawam and Carll Creeks. A cable crosses the bay in a southeasterly direction from Sampawam Point, and anchorage should be avoided in its locality.

Sampawam Creek, just northward of the wharf, has been dredged to reclaim adjacent lands, and is bulkheaded on its west side. It is used as an anchorage by small craft and has a depth of about 5 feet through the entrance. Boats also anchor between the public landing and Sampawam Point.

Carll Creek, westward of Sampawam Point, has been dredged to reclaim land near it; and a channel with a depth of about 5 feet, which has been cleared of grass, leads in a northwesterly direction to the entrance and into the creek.

Oakbeach is a summer resort on Oak Island Beach 3½ miles westward of Fire Island lighthouse. Boats make regular trips from Babylon through a channel which has a depth of 3½ feet and is marked on its west side by stakes and buoys. This channel has approximately a 141° true (**SSE ½ E** mag.) direction, with the public landing at Babylon astern, then southward for ¼ mile, then southwestward to the east side of Oak Island, and then follows the east and south shores of Oak Island. Gasoline and provisions can be obtained.

Amityville Creek, on the north side of the west end of Great South Bay, has a depth of 3 feet. There are small marine railways, and gasoline and other supplies can be obtained.

Hempstead Bay is the name applied to the numerous sloughs which lie inside the beach from the west end of Great South Bay to Far Rockaway. Boats of 5 feet draft can be taken through from Great South Bay to East Rockaway Inlet, westward of which they have to pass outside for a short stretch to reach Rockaway Inlet or New York. Jones Inlet is the other entrance

to Hempstead Bay. The sloughs of Hempstead Bay are subject to large changes in the vicinity of the inlets and where dredging is done to reclaim land.

Jones Inlet had a depth of about 8 feet in 1913 in the buoyed channel. It is used by boats up to 5 feet draft, which go eastward by the inside route to Great South Bay and northward through Long Creek and a dredged canal to **Freeport**. There are motor works and a marine railway at Freeport.

East Rockaway Inlet had a depth of about 4 feet in 1913 in the buoyed channel. It is used by small craft of as much as 5 feet draft carrying building material to **East Rockaway** by way of Broad and East Rockaway Channels, which have been dredged to a depth of 3½ feet. There are marine railways at East Rockaway.

Communication.—The Long Island Railroad affords communication to all of the towns on the north side of Shinnecock, Moriches, Great South, and Hempstead Bays, and to Long Beach, Far Rockaway, and Rockaway Beach. There is communication by electric road across the island from Amityville to Huntington. There are telegraph and telephone facilities at these places and at Fire Island Beach near the lighthouse.

Supplies and gasoline can be obtained at all of the towns and at many of the smaller places, as mentioned in the description preceding or the directions following.

Repairs.—There are marine railways for small craft at Patchogue, Sayville, Bay Shore, Babylon, Amityville, Freeport, and East Rockaway. There are small machine shops or garages at many places, in addition to the towns, where repairs to gas engines can be made.

Tides.—at the north entrance to Shinnecock Canal, in Great Peconic Bay, the tide has a mean range of about 2.5 feet; in Shinnecock Bay, 0.2 foot; Moriches Bay, 0.3 foot; Bellport Bay and Great South Bay as far west as Babylon, except at the inlets, about 1 foot, increasing to 1.7 feet at Amityville; Fire Island Inlet, on bar, 3.5 feet; in the inlet near Fire Island lighthouse, 1.5 feet; in Hempstead Bay, at the inlets, about 4 feet, diminishing toward points in the bay remote from the inlets.

High water at Babylon is about 2½ hours and at Bellport 3½ hours after high water on the bar at Fire Island Inlet, or 2¼ and 3¼ hours, respectively, after high water at Sandy Hook.

Winds affect the water level to a marked degree, and may amount to as much as 2 feet above or below the normal in some localities. In Moriches Bay storm tides of 3 feet are reported.

The currents have considerable velocity in the vicinity of the inlets, in the sloughs in Hempstead Bay, and in Shinnecock Canal; elsewhere they are generally weak.

The tidal currents in Great South Bay are reported to meet in the vicinity of Strong Point, about 4 miles westward of Babylon.

Between Jones and East Rockaway Inlets the currents meet at the east entrance of the canal leading west from Cinder Creek.

Ice.—These waters are generally closed to navigation by ice during January and February, and at times from December to March.

DIRECTIONS, INSIDE ROUTE, SOUTH COAST OF LONG ISLAND.

The route leads from Great Peconic Bay to East Rockaway Inlet through Shinnecock Canal, Shinnecock, Quantuck, Moriches, Great South, South Oyster, and Hempstead Bays and the natural channels and dredged canals connnecting them.

The channel has a least depth of 3 feet, and boats of this draft can be taken through. Masted boats are limited to a height of less than 20 feet above the water by the fixed bridges over Shinnecock Canal. In the dredged cuts between Shinnecock and Moriches Bays lumps are encountered which have been formed by the propellers of grounded boats.

The channel is marked by private aids, consisting of stakes, bushes, stakes with cans or pointers, and buoys. They are established and maintained by local yacht clubs generally. The principal marks which were found in place in 1913 are mentioned in the directions following:

The underwater extensions of many of the points on the north shore are composed of gravel, and such localities should be approached with caution.

From Babylon to Amityville there is a heavy growth of grass on the bottom. In this section the channel is cleared of grass to a considerable extent by the propellers of boats, and the channel is indicated by the grass on each side at all stages of the tide. Special propellers which free themselves of the grass are used by local boats, and are necessary for this locality.

During heavy weather there is a short, choppy sea in Great South Bay which is uncomfortable to small craft, and even dangerous to open boats.

Shinnecock Canal.—In 1913 there was a shoal in Great Peconic Bay from 100 to 200 feet off the jetties at the entrance of Shinnecock Canal, and there was slightly deeper water on either side of it. The range of the north end of the east jetty and the south end of the west jetty led in the best water eastward of the shoal. The channel then leads midway between the jetties; then through a widening or pond in the canal follow the east bank, about 15 yards off, carrying 4½ to 5 feet. About 200 yards north of the railroad bridge favor the west bank and follow a mid-channel course under the bridges, which are fixed spans for the full width of the canal and have about 20 feet head room between the girder posts. When past the highway bridge head for the spoil bank along the west side of the dredged cut and pass about 10 yards east of the exposed bank. This dredged cut has a depth of 3 feet. There is considerable traffic through the canal.

Slack water in the pond occurs at about half tide in Great Peconic Bay, and the currents throughout the canal have considerable ve-

locity, with swirls where the channel is contracted at the old tide gates.

Good Ground, a station on the Long Island Railroad, just west of the canal, is the nearest post office. *Canoe Place*, the settlement at the canal, has gasoline and some supplies.

Shinnecock Bay.—Leaving the dredged cut, the west shore is favored for a distance of 300 yards, then steer 107° true (**SE** by **E** ½ **E** mag.) so as to go nothing southward of the middle of this part of the bay, in order to avoid the shoal extending nearly ¼ mile north of *Cormorant Point.* When Cormorant Point bears westward of southwest, follow the west shore at a distance of not less than 250 yards to the entrance of a staked channel southeastward of Shinnecock lighthouse, on Ponquogue Point. On the west shore about ¼ mile south of Cormorant Point is a prominent casino. Ponquogue Point is low and sandy.

The channel is about 150 yards eastward and 300 yards southward of *Ponquogue Point*, and is marked by stakes on its west and north sides, which should be followed at a distance of 25 yards. When up with a stake with can lying southwestward of Ponquogue Point steer northward and westward, following the north shore at a distance of about 300 yards. There is a white frame launch garage on the north shore about ½ mile northwest of Ponquogue Point, a channel marked by stakes and cans leads to the garage and basin.

Pass 100 yards off *Rampasture Point*, which is very low and nearly awash at its outer end, and steer westward for Pine Neck, a low flat sandy point, until halfway to it; then steer west-southwestward to pass ¼ mile southward of Pine Neck. About ½ mile east of Pine Neck a 3-foot channel, marked by stakes along its east side, leads south by east to *Tiana life saving station.* Then steer westward for *Philips Point* and pass 200 yards southward of the point; there is a stake with can on the end of the shoal off the point. When past Philips Point haul gradually southwestward and follow the west shore, or east side of *Penniman Point*, at a distance of 200 yards. Follow a mid-channel course south of Penniman Point, and give the south shore a berth of over 200 yards in crossing the mouth of Penniman Creek.

Approaching the canal favor the south shore, and favor the north side of the cut after entering the canal. From the canal cross the pond heading for *Quogue drawbridge;* bound east from Quogue drawbridge, the entrance to the canal is the northern one of two openings in the marsh, and from the draw it shows just south of Shinnecock lighthouse.

The channel through the dredged cuts and ponds connecting Shinnecock Bay and Moriches Bay has a depth of about 3 feet. Quogue Bridge has a lift draw with a width of 30 feet, 9 feet head-

room when closed, and 5 feet depth in the opening. At a point 300 yards west of the bridge the canal shoals to 3 feet, but the general depths are 4 to 5 feet; spoil banks mark both sides of the cut. On the south side of the canal is a launch garage and basin. Follow the cut, favoring the north side, to the pivot drawbridge at Quogue life saving station. This bridge has 28 feet clear width, 8½ feet headroom when closed, and a depth of 8 feet in the opening. Ice, gasoline, some supplies, and repairs may be had here.

From the bridge favor the north side of the dredged cut, marked by spoil banks on each side, which leads westerly through the marsh to *Quantuck Bay*. Entering Quantuck Bay the channel is marked on the south side by a low sand spit, and thence by stakes on both sides. When past the last stake head for the West Hampton pivot drawbridge with a gray windmill tower astern. At the entrance to the cut, about 400 yards east of the bridge, the general depth diminishes to 3 feet, increasing to 4 feet toward the bridge. Favor the north bank in the cut as the bridge is approached. The openings of the draw have a clear width of 33 feet, 7 feet headroom when closed, and 12 feet depth in the north opening. A pipe line crosses the canal at the bridge, and anchorage is forbidden. There is a hotel at *West Hampton Beach*.

West from West Hampton bridge favor the north side of the cut and avoid a 2-foot shoal in mid-channel, and marked by a black buoy, about 300 yards west of the bridge. Entering *Moneybogs Bay*, favor the north side of the canal and head for Jessup bridge. Pass 10 yards south of an island and 15 yards north of a small islet, then steer westward and follow the north shore at a distance of 50 yards until 200 yards from the bridge, and then head for the pivot draw. The draw has a clear width of 36 feet, 7 feet headroom when closed, and a depth of 8 feet in the south opening.

Moriches Bay.—Entering Moriches Bay from Jessup bridge, the course is westerly for 100 yards, then follow the north shore at a distance of 100 to 150 yards. At the point where the north shore turns northwestward, about ⅜ mile westward of the bridge and just southward of the narrow entrance of a pond, a shoal makes off 150 yards. Pass southward of the shoal and steer west-northwestward for the left tangent of Tanner Neck, which will lead about midway between the diverging north and south shores of the bay. Pass 350 yards southward of Tanner Neck on a westerly course and pass 250 yards off *Speonk Point*, low and grassy.

Then steer 254° true (**W ½ S** mag.), pass ¾ mile off *Havens Point* (marked by a large white hotel), and pass ¼ mile off Tuthill Point and the point westward; then steer 265° true (**W ½ N** mag.) for a prominent white flagstaff on the west side of the entrance to Forge River; or the north shore can be followed at a distance of ¼ mile.

Pass ¼ mile off *Hallet Point*, low and grassy, on the east side of the entrance to Forge River, and steer southward and westward, following the north shore of the bay at a distance of 200 to 250 yards until approaching *Stony Point*, which lies 1 mile northwestward of Forge River life-saving station. Follow the southwest side of Stony Point at a distance of 75 yards on a west-northwesterly course. The channel off Stony Point is contracted by a gravel shoal which extends northeastward from the south shore of the bay, the end of the shoal being marked off Stony Point by stakes along the south side of the channel.

From the head of the bight westward of Stony Point follow the north shore southwestward at a distance of 125 yards, pass 150 yards southward of the point just westward of the bulkhead landing, and then steer westward and pass 75 yards southward of the point on the north shore abreast the northeast point of *Pattersquash Island*.

Pass about 125 yards off the north end of Pattersquash Island, then midway between its west end and the north shore, and pass 200 yards off the points on the north shore until ½ mile west of Pattersquash Island; then draw closer to the north shore and pass 50 yards off the point on the east side of the entrance to the cove on the north side, ⅞ mile westward of Pattersquash Island. The channel is narrow at this point, and in 1913 there were some stakes marking the south edge of the channel; then steer west-southwestward with this point astern and Smith Point in range with the point at the north end of Smith Point bridge ahead, which will lead in the best water across the entrance of the cove. When 200 yards from the bridge head for the draw opening, passing about 100 yards off the north end of the bridge.

Smith Point bridge is a pile trestle. The draw opening has a clear width of 36 feet, 10 feet headroom when closed, and a depth of 11 feet in the opening. From the bridge steer west-southwestward and pass 150 yards south and 100 yards west of Smith Point.

Bellport Bay.—Then follow the east shore of Bellport Bay at a distance of 150 yards until up with a small bight about 1¼ miles northward of Smith Point and abreast *Smith's house*, a prominent yellow building with red roof lying ½ mile southward of Sandy Point. When Smith's house bears southward of east steer west-northwestward and pass ¼ mile southward of Long Point. Then follow the north shore westward at a distance of about ⅜ mile, and pass ⅜ mile southward and southwestward of Howell Point.

Along the north shore of Bellport Bay shoals of less than 3 feet depth extend 300 yards off shore, and shoals with 3 feet and less extend from the south shore to within ½ to ¾ mile of the north shore. The sailing line indicated leads in depths of 4½ to 7 feet through Bellport Bay. From the channel along the east shore of

Bellport Bay two sloughs, with depths of 3 to 4 feet and marked by stakes, lead northwesterly through the shoals to the deeper water along the north side of the bay.

Great South Bay.—In the open and deeper water of Great South Bay the chart is a good guide.

From Howell Point to Patchogue and Blue Point the north shore may be followed at a distance of not less than ½ mile; or passing ⅜ mile southwestward of Howell Point steer for Blue Point until halfway across, and then haul out to pass ⅝ mile southward of it. Westward of Howell Point shoals with 3 feet or less extend nearly 1½ miles from the south shore of the bay.

An oyster reef, with depths less than 6 feet and which shoals abruptly, extends about ½ mile off *Blue Point* and is marked at its south end by a black buoy. Passing close to this buoy keep ½ mile off the north shore past Brown and Green Points, and then steer westward across Nicoll Bay heading for Nicoll Point. Pass ⅜ mile south of Nicoll Point and then westward about ½ mile off the points of the north shore. Cross Great Cove and follow the north shore at a distance of about ½ mile until approaching Conklin Point and then draw in to ⅜ mile. Then steer westward and pass ¼ mile southward of Sampawam Point and Fleet Point.

The channel from Fleet Point westward to the bulkhead north of Townsend Island is marked by stakes and bushes which are passed close to. From ¼ mile off *Fleet Point* head to pass ⅜ mile off the point on the west side of the entrance to Neguntatogue Creek, then to pass 200 yards off Strong Point, the same distance off the point at the east side of the entrance to Great Creek, 150 yards off the west point, and then 100 yards off the point east of Wood Creek. South of the entrance to Wood Creek a channel marked by cedar bushes along the east bank and good for 3 feet at high water leads through Hole Creek to *Gilgo life-saving station.* Thence westward past the yacht club on the point at the west side of the entrance to Amityville Creek, head for the point on the west side of entrance to Carman Creek until 300 yards from it, and pass 100 yards south of the point. Here the channel carries about 3 to 3½ feet at low water through the bulkhead.

Then follow the S-shaped channel with 3 feet at low water, which is marked on its westerly side by stakes and bushes and extends in a general southerly direction across the bay toward the north end of *Townsend Island.* From a point 150 yards north of Townsend Island the channel passes north of a cluster of islets and trends westward nearly for the north end of *West Islands;* along this reach the channel is deep with steep banks, and is marked on its north side by stakes and bushes. When 200 yards off the north end of

West Islands turn southward along the east side of West Islands, about 100 yards off shore. The channel is deep with steep banks, and is marked on its west side by stakes and bushes along the east side of West Islands.

The channel then passes around the end of a flat which extends ¼ mile southwestward from West Islands and is marked at its end by a stake; then past a shoal on the south side of the channel, which is marked by a bush; thence westerly past flag stakes marking the north side of the channel and passing ¼ mile south of *Squaw Island.* There are also bush stakes on the flats surrounding Squaw Island. From a position ¼ mile south of Squaw Island head for the east end of South Line Island and follow the channel northward and westward, as marked by stakes on its east and north sides, past the east end of South Line and Middle Line Islands and toward the first stake and flag on the south shore of North Line Island and enter Bulkhead Drain.

In *Bulkhead Drain* follow the north bank, which is marked by stakes, at a distance of 50 yards. From the west end of North Line Island the channel leads west-southwestward to pass 50 yards off the south side of Low Island, and is marked on the north side by stakes; then steer for the north side of Egg Island till past a stake on the north side of the channel midway between Low and Egg Islands; then steer south-southwestward and pass 125 yards off the southeast side of *Egg Island;* then steer westward, about 50 yards off the north shore of Snipe Island and Deep Creek Meadow. *Brant Point* and landing are at the north end of Deep Creek Meadow. Gasoline, some launch supplies, and provisions can be obtained here.

Round Brant Point about 50 yards off and thence along and the same distance off the west shore of Deep Creek Meadow, which is marked by stakes; then pass 100 yards north of Deep Creek Island, marked by *Short Beach life-saving station;* then steer west-southwestward and follow the southeast and south shores of Jones Island at a distance of 100 yards to the mouth of *Swift Creek.* Head northwestward into the mouth of Swift Creek until 50 yards from the west bank, and then haul southward and round the southeast point of Meadow Island, which is marked by two stakes with cans.

Then steer westward through a narrow slough, with a depth of about 4 feet, which leads about 20 yards off the high-water mark on the south side of *Meadow Island.* This slough is marked on its north side by stakes, and on its south side is a large flat, partly bare at low water. The run along the south side of Jones and Meadow Islands is exposed to the sea through Jones Inlet, and the channel is subject to change. The Prospect Gun Club Landing is on the southwest end of Meadow Island.

From the Prospect Gun Club follow the west side of Meadow Island for a distance of about ¼ mile northward in *Long Creek* to a stake which marks the end of a spit extending from the southeast point of High Meadow. Pass southward of this stake and steer westward into *Sea Dog Creek*, following the shore of High Meadow at a distance of 50 yards to the first house on that side; then steer southward for the first slough through the east end of *Alder Islands*. Favor the west side at the north end of the slough, and then cross to the east side to avoid the shoal on the west side at its south end, which is marked by a keg buoy; then steer westward in *Long Beach Thoroughfare* and pass 50 yards off the Hempstead Bay Yacht Club, on the south side of Alder Islands. The easterly end of Long Beach Thoroughfare is shoal, and the above-described route is now used.

The channel through Long Beach Thoroughfare is difficult. From the Hempstead Bay Yacht Club the channel leads diagonally across the passage, and from ¼ to ⅝ mile westward of the yacht club follows the south side at a distance of 50 yards. It then trends northwestward, passes close to the southwest side of Long Meadow, and then follows the north side of the eastern half of *Middle Island* at a distance of about 100 yards until the west end of Long Meadow bears about north. The channel then heads north-northwestward and westward around the shoal extending 200 yards off the north side of Middle Island. The edge of this shoal is staked. In the passage westward of Middle Island follow the west bank at a distance of 75 yards until down to the next bend in *Cinder Creek*, the east edge of the channel being marked by stakes; then steer westward to the entrance of the canal.

The channel leads 271° true (*W* by *N* mag.) through the first canal, across East Channel, and through the second canal into the waterway along the north side of Long Beach at the entrance to Garrett Lead; the west end of the second canal is marked on the north side by a stake and target. From the canal steer for the standpipe on the north shore of Long Beach, just west of the bridges, and when ½ mile east of the bridge steer for the draw.

The east bridge carries the highway and has a pivot draw, with openings 55 feet wide, and 5 feet headroom at high water when closed; either opening may be used. The whistle signal for the draw is three long and one short blasts. The trestle approach on each side of the draw has about 6 feet headroom at high water.

The west or railroad bridge has a draw with one opening 40 feet wide, and no headroom at high water when closed. The trestle approach on each side of the draw has about 3 feet headroom at high water. The whistle signal for the draw is three long blasts. At *Wreck Lead*, the settlement on Barnum Island at the north end of

the bridges, bait, supplies, and provisions may be obtained. West of the bridges the channel favors the south shore.

Along *Hicks Beach*, on the north side west of *Broad Channel*, a shoal flat extends off about 300 yards. The north side of the inlet off Lawrence is used as a small boat anchorage.

The town of *Long Beach* is an important settlement and seaside resort on the outer beach east of East Rockaway Inlet.

Lawrence is a settlement and resort on the mainland, at the entrance of East Rockaway Inlet, and has communication with Long Beach by ferry.

JAMAICA BAY.

Rockaway Inlet, the entrance of Jamaica Bay, lies between Rockaway Beach on the east and south, and Plumb and Barren Islands on the north. The inlet is obstructed by a shifting bar over which there is a buoyed channel which has a depth generally of 12 to 14 feet. Rockaway Beach, Rockaway Inlet, and the bar of the inlet have been moving westward steadily for many years.

The principal channel used by vessels leads into the inlet from westward, passing about ½ mile southeastward of the eastern end of Coney Island. This channel was dredged 200 feet wide and 12 to 14 feet deep, and is well marked by buoys. On account of the proximity of the channel to the shifting shoals of Rockaway Inlet strangers, even in small vessels, should not attempt it except under the safest condition of a rising tide and a smooth sea. The deepest draft of vessels entering is about 14 feet. The tidal currents of Rockaway Inlet set northeastward and southwestward across the easterly entrance of the dredged channel.

Jamaica Bay (harbor chart No. 542) is formed by numerous marshy islands and shoals with narrow channels between. The shoals and channels, especially those nearest Rockaway Inlet, are subject to change, and the shoaling is generally abrupt on the sides of the channels. At present (1914) the principal traffic is to the large refuse factories on Barren Island and through Beach Channel to the summer resort of Rockaway Beach and those farther eastward. These channels are well marked, and with the aid of the chart vessels should have no difficulty, when inside the dredged channel of Rockaway Inlet, in proceeding to an anchorage in Beach Channel below the horizontally striped buoy marking the lower end of Long Bar. Otherwise the channels of Jamaica Bay require local knowledge.

Extensive improvements are in progress in Jamaica Bay. It is proposed to maintain a channel at Rockaway Inlet, and to dredge a waterway from the east end of Barren Island northward to Bergen Beach, and then northeastward and eastward along the north shore to the mouth of Cornell Creek. To 1914 the improvements were not sufficiently advanced to affect navigation.

Canarsie, a town and summer resort on the northwest shore of the bay, is a part of New York City, with which it has communication by electric roads. Coal, gasoline, and water are obtainable. There is a railway for small craft.

Ferry steamers run to Barren Island and Rockaway Point, and there is a large fleet of launches and small craft owned in the vicinity. Numerous boats run to the fishing grounds off the inlet.

Bergen Beach is a summer resort lying 1 mile southwestward of Canarsie. It has communication by electric road, and gasoline can be obtained.

Rockaway Beach is a popular summer resort on the beach forming the south side of Jamaica Bay. It has communication with New York by electric and steam trains and by several lines of excursion steamers. The railroad drawbridges crossing Beach and Broad Channels have openings 48 and 50 feet wide, respectively.

Sheepshead Bay, on the north side of the eastern end of Coney Island, is frequented by small craft and launches. A dredged channel 100 feet wide and 6 feet deep has been dredged into the bay, and is marked on its east side by two lights. The channel is subject to change, and had shoaled to a depth of about 4 feet in 1914. Anchorage regulations are given in those for the port of New York. (See Appendix I.)

Ice generally closes navigation during January and February.

Tides.—The mean rise and fall of tides is about 4.5 feet.

NEW YORK BAY AND HARBOR.

New York Bay is the principal entrance by water to New York City and surrounding ports. It is divided by The Narrows, a passage 1 mile wide, into an upper and lower bay. The harbor and surrounding ports are shown on charts, as indicated on the index map.

LOWER BAY.

The lower bay extends to The Narrows. That part of it lying westward of Sandy Hook and the main channels extending up the bay is described under the heading "New York Lower Bay, western part." The entrance between Sandy Hook on the south and Coney Island on the north is about 6 miles wide. An extensive bar through which several channels lead extends across the entrance. By the best of these channels the deepest draft vessels can go up to the city.

Ambrose Channel, the principal entrance to New York Harbor, has been dredged 2,000 feet wide and 40 feet deep, and is easy of access both day and night in clear weather. The channel is navigable at mean low water for vessels of 37 feet draft going at moderate speed, and is used by nearly all steamers. The following are extracts from regulations prescribed by the Secretary of War for the navigation of Ambrose Channel:

1. The use of Ambrose Channel is hereby restricted to navigation by vessels under efficient control with their own motive power and not having barges or other vessels or floats in tow. Sailing vessels and vessels carrying tows are not permitted to use this channel.

2. Vessels permitted to use Ambrose Channel under section 1 of these regulations must proceed through the channel at a reasonable speed such as not to en-

danger other vessels and not to interfere with any work which may become necessary in maintaining, surveying, or buoying the channel; and they must not anchor in the channel, except in cases of emergency, such as fog or accident, which would render progress unsafe or impossible.

3. These regulations are not to be construed as prohibiting any necessary use of the channel by any Government boats while on Government duty, nor in emergencies by pilot boats, whether steam or sail, nor by police boats.

Main Ship—Bayside—Gedney Channel is the former route used by deep-draft vessels leading westward past Sandy Hook and then northward up the bay. By the last examinations the channels had a depth of 30 feet, but with widths decreased in places to 500 feet.

From Gedney Channel gas and whistling buoy the course through Gedney Channel is 282° true (**WNW** ⅛ **W** mag.) heading for Old Orchard Shoal lighthouse and passing between the gas buoys which mark the sides of the channel. Then 250° true (**W** ⅞ **S** mag.) on the Main Channel range (Point Comfort and Waackaack beacons). Then 293° true (**NW** by **W** ⅛ **W** mag.) on the Southwest Spit range (South Hook beacon and Sandy Hook lighthouse); in 1913 the shoal on the west side of the channel was encroaching on the intersection of the Southwest Spit and Conover and Chapel Hill ranges, the least depth on the range lines being 26 feet. Then 6° true (**N** by **E** ⅜ **E** mag.) on the Conover and Chapel Hill range up the bay. In addition to the ranges the channels are buoyed.

South Channel is the next channel of importance, and has a least depth of 21 feet. A straight course leads from its entrance near Scotland light vessel through it and Swash Channel into the bay, on the range of Elm Tree and New Dorp beacons, course 311° true (**NW** ½ **N** mag.).

Swash Channel leads from the junction of Gedney and South Channels in a northwesterly direction between Romer Shoal and East Knolls, and passes close to the southwesterly edge of Romer Shoal. It is a narrow channel with depths by the last survey of 25 to 29 feet, but there are several lumps with 22 feet over them.

False Hook Channel leads along and close to the eastern shore of Sandy Hook and joins the main channel eastward of the point of the Hook. It is buoyed, and by the last survey had a depth of 17 to 19 feet, but is not safe for strangers.

Coney Island Channel leads nearly parallel with the south shore of Coney Island, about ¼ mile from the beach near its western end. It is marked by buoys, and is being improved by dredging a channel 600 feet wide and 20 feet deep; in 1914 the depth in the channel was 18 feet, but it is subject to change. The channel is used principally by vessels going to Jamaica Bay and Coney Island.

The most prominent landmark southward of the entrance of New York Harbor is the high, wooded ridge forming the **Highlands of Navesink**, on the side of which, in a cleared space, is **Navesink lighthouse**. The latter is two brownstone towers connected by dwelling. The light, shown from the south-

erly tower, is flashing white of high power (light 0.1 second, eclipse 4.9 seconds), 246 feet above the water, and visible 22 miles. In case of accidental extinguishment of the flashing light a fixed white light will be shown from the north tower.

Ambrose Channel light vessel has a straw-colored hull, with "Ambrose" on the sides, and two masts with a circular day mark at the head of each. The light is occulting white (light 12 seconds, eclipse 3 seconds), 52 feet above the water, and visible 13 miles. If the light can not be shown from the foremast, it will be shown with the same characteristics from the mainmasthead. Should the occulting light become inoperative a fixed white light will be shown. The fog signal is a steam whistle, blast 3 seconds, silent 12 seconds; if whistle be disabled a bell will be struck a single stroke every 30 seconds. A submarine bell strikes "22" every 12 seconds.

Scotland light vessel has a lead-colored hull with "Scotland" on each side and two masts with cylindrical daymark at foremasthead. The lights are group flashing white, 63 feet above the water, on the foremast (light 3 seconds, eclipse 3 seconds, light 3 seconds, eclipse 9 seconds), and fixed red light 45 feet above the water on the mainmast, and are visible 11 miles. The fog signal is a bell struck by hand a triple stroke every 45 seconds.

Sandy Hook, the southern point at the entrance of New York Harbor, is low and sandy. On the north end of Sandy Hook is North Hook beacon, and at the northwest end of the Hook is Sandy Hook fog bell (triple stroke every 10 seconds). Southward of these are a fort, some houses, Sandy Hook lighthouse, South Hook beacon, a life-saving station, and a storm-warning display station. Near North Hook beacon there is a vessel-reporting station, from which vessels are reported to the Maritime Exchange in New York City.

Sandy Hook lighthouse is a white stone tower. The light is fixed white, 88 feet above the water, and visible 15 miles.

North Hook beacon is a brown, conical tower lying ⅝ mile 348° true (**N ⅛ W** mag.) of Sandy Hook lighthouse. The two lights mark the axis of the inner section of Ambrose Channel and form the **Ambrose Channel inner range.** The light is fixed white, 44 feet above the water, and visible 12 miles. The fog signal is a siren, blast 3 seconds, silent 27 seconds.

Romer Shoal lighthouse, located on Romer Shoal, on the northeast side of Swash Channel, is a conical tower, lower part white, upper part brown, on a black pier. The light is a group of three white flashes every 18 seconds (light 0.5 second, two eclipses 2.5 seconds, one eclipse 11.5 seconds), 54 feet above the water, and visible 13 miles. The fog signal is a bell, single stroke every 30 seconds.

Ambrose Channel outer range is formed by West Bank and Staten Island lighthouses, and marks the axis of the outer section of Ambrose Channel.

West Bank lighthouse, located off the south end of West Bank, is a brown, conical tower on a black pier having a white horizontal band. The light is occulting white (light 4.5 seconds, eclipse 0.5 second), with a red sector westward of 4° and 181°, 69 feet above the water, and visible 14 miles. The fog

signal is a horn, blast 3 seconds, silent 2 seconds, blast 3 seconds, silent 12 seconds.

Staten Island lighthouse, located on high land at Richmond, Staten Island, 5⅛ miles 297° true (**NW ¾ W** mag.) of West Bank lighthouse, is a light-color, octagonal brick tower. The light is fixed white, 231 feet above the water, and visible 21 miles.

Coney Island, on the north side of Lower Bay, is a large summer amusement resort, which is a prominent feature. **Coney Island lighthouse**, located on **Norton Point**, on the west end of Coney Island, is a white, square, pyramidal, skeleton tower. The light is flashing red (flash 1.5 seconds, eclipse 3.5 seconds), 75 feet above the water, and visible 14 miles. The fog signal is a bell, single stroke every 15 seconds.

Gravesend Bay makes into the Long Island shore between the western end of Coney Island and The Narrows. The bay affords good anchorage in 11 to 16 feet, but the southeasterly part of the bay southward of a line joining Norton Point and the pier northward of the marine basin is shoal, having depths of 1 to 6 feet.

A marine basin, marked at its southwest end by a yacht clubhouse, is on the east side of the southerly part of Gravesend Bay. The entrance is on the north side, and is reached through a dredged channel. The ruling depth in the bay is 12 feet, and there is a greater depth in the dredged channel and basin; vessels of 15 feet draft enter at high water. To enter, keep northward of the line of the pier, lying northward of the basin, pass 150 feet off the end of the pier, and steer for the east side of the entrance of the basin in range with a red and white striped post on the south pier of the basin about 100 feet from its end. The basin is 325 feet by 1,675 feet. There is a marine railway 135 feet long, which can take out vessels 175 feet long, and there are good facilities for storing and repairing.

THE NARROWS

connects the Lower and Upper Bays, and has a clear width of over ⅝ mile at its narrowest part between Fort Wadsworth and Fort Lafayette. **Fort Lafayette** is a brown-stone structure on the edge of the flats, 300 yards from the Long Island shore; on the southwest corner of the sea wall of Fort Lafayette is a fog bell; single stroke, silent 20 seconds; double stroke, silent 20 seconds. In 1903 a channel 200 feet or more wide and 13 feet deep was dredged on the east side of Fort Lafayette.

East of Fort Lafayette, on the wharf at **Fort Hamilton**, is a tide indicator, which can be seen by vessels passing through The Narrows. **Bay Ridge**, a part of Brooklyn, is about 1 mile northward of Fort Hamilton.

Fort Wadsworth lighthouse, on the west side of The Narrows, is a red-brick, semicylindrical tower. The light flashes alternately red and white (red 2.5 seconds, eclipse 7.5 seconds, white 2.5 seconds, eclipse 7.5 seconds), is 75 feet above the water, and visible 14 miles. The fog signal is a bell, single stroke every 15 seconds.

Above Fort Wadsworth, on Staten Island, are **Clifton (Rosebank)**, **Stapleton**, **Tompkinsville**, and **St. George**. The latter has communication with Manhattan Island by ferry. Just above Fort Wadsworth in The Narrows are the **Quarantine Headquarters and Boarding Station**. Vessels subject to visitation by the health officer are boarded when abreast of or a little northward of Fort Wadsworth.

UPPER BAY.

The Upper Bay extends from The Narrows to The Battery. The main channel leads between Jersey Flats and Gowanus Flats, and has depths of 5 to 15 fathoms, and a width of about ½ mile; the shoaler water is found on the eastern side of the channel abreast Gowanus Flats. Bay Ridge and Red Hook Channels follow the wharves of Brooklyn eastward of Gowanus Flats. Kill van Kull connects the bay with Newark Bay and Arthur Kill, and separates the northern shore of Staten Island from Bergen Neck (Bayonne).

The whole of the western part of the bay is occupied by extensive flats, with 1 to 6 feet over them, known as **Jersey Flats**. The eastern edge of the flats is marked by Robbins Reef lighthouse, Bedloes Island, Ellis Island, the black bell buoy southeastward of Robbins Reef lighthouse, gas buoys at the entrances of Greenville and Black Tom dredged channels, and a number of black buoys.

A dredged channel, 800 feet wide and 18 feet deep, leads to the piers of the Pennsylvania Railroad terminal at **Greenville**. The channel is marked by buoys, and its entrance lies ⅞ mile northeastward of Robbins Reef lighthouse.

A channel, 20 feet deep and marked by buoys, has been dredged through the flats southward of Bedloes Island to the piers of the Lehigh Valley Railroad terminal on **Black Tom Island**. From the north side of the channel a channel 18 feet deep and marked by dolphins has been dredged to the wharf at the west end of **Bedloes Island**. The colossal statue on Bedloes Island is more than 300 feet high.

Gowanus Flats, with a least depth of 9 feet, lie eastward of the main channel of the Upper Bay and westward of Bay Ridge and Red Hook Channels.

Bay Ridge Channel leads from The Narrows to Gowanus Bay, between the wharves of Brooklyn and Gowanus Flats. It is being improved by dredging, to secure a channel 1,200 feet wide and 40 feet deep. In 1914 the channel was nearing completion. The piers on the upper part of Bay Ridge Channel, southward of Gowanus Bay, are used by large foreign shipping.

Red Hook Channel leads from Gowanus Bay to Buttermilk Channel between the wharves of Brooklyn and the northerly part of Gowanus Flats. The channel has been dredged 1,200 feet wide and 35 feet deep; in 1913 the channel was good for a depth of 33 feet.

Gowanus Bay is the bight in the Brooklyn shore about 1¼ miles southward of Governors Island. It has been partially dredged to a depth of 40 feet. **Gowanus Creek**, which empties into Gowanus Bay, has been improved by dredging, and has depths generally of over 20 feet in the channel of its lower part, but there is much less in places near the bulkheads and in the slips. The

project for the improvement of the upper part of the creek is to secure a width of about 100 feet and depth of 12 feet from Hamilton Avenue to Ninth Street, 10 feet to Third Street, 9 feet to Carroll Street, and 7 feet to a point 100 feet northward of the north line of Douglass Street, a total distance of 5,300 feet.

Erie Basin is on the north side of Gowanus Bay, and is entered from Red Hook Channel. It is important on account of its dry docks and facilities for repairing vessels.

Governors Island, lying at the mouth of East River, is occupied at its northeasterly end by Fort Columbus. There is a light and fog bell on the southwest end of the island. Castle William, a light, and a fog siren are on the northwest point of the island, and there is a fog bell on the eastern end.

Buttermilk Channel leads from the Upper Bay into East River between Governors Island and Brooklyn. It is described with East River.

Hudson River flows into the Upper Bay from northward, its mouth being between Manhattan Borough (New York City) on the east and Jersey City and Hoboken on the west. **East River** flows into the head of the Upper Bay from northeastward, between Brooklyn Borough (city of Brooklyn) and Queens Borough (Long Island City and Flushing) on the south and east, and Manhattan Borough (New York City) and Borough of the Bronx (Port Morris and Westchester) on the north and west. These two rivers, together with Harlem River and Spuyten Duyvil Creek, which connect the Hudson and East Rivers north of the city of New York, form the water front of the city. Hudson River and East River are described in another part of this volume.

GENERAL INFORMATION.

The **wharves** and **piers** of New York City along the water front of the Hudson and East Rivers are numbered, the numbers beginning at the Battery and following in sequence eastward along the East River and northward along the Hudson River water fronts of the city.

Anchorage.—The anchorage limits are given in Appendix I.

Pilotage is compulsory for foreign vessels, vessels from a foreign port, and all vessels sailing under register. Pilots generally cruise westward of a line drawn from Fire Island to Seagirt. Pilot boats are always found near Scotland and Ambrose Channel light vessels.

The fees for piloting for the port of New York, by the way of Sandy Hook, are as follows:

For every vessel, inward bound and not exempted from pilotage by any law of this State or any regulation thereunder, and drawing less than 14 feet of water, $2.78 cents per foot.

For every vessel drawing 14 feet, and less than 18 feet, $3.38 per foot.

For every vessel drawing 18 feet, and under 21 feet, $4.13 per foot.

For every vessel drawing 21 feet and upward, $4.88 per foot.

If the master or owner of any vessel shall request the pilot to moor said vessel to any place within Sandy Hook, and not to be taken to the wharf or harbor of New York, or the vessel be detained at quarantine, the same pilotage shall be allowed, and the pilot entitled to his discharge.

When any ship or vessel bound for the port of New York, and boarded by any pilot appointed by the Board of Commissioners of Pilots of the City of New York, at such distance to the southward or eastward of Sandy Hook lighthouse, as that said lighthouse could not be seen from the deck of such ship or vessel in the daytime, and in fair weather, the addition of one-fourth to the rates of pilotage hereinbefore mentioned shall be allowed to such pilot, provided the commander of such vessel shall have agreed to pay such addition. But such additional rate may be waived by the pilot boarding or offering his services to any vessel, and if waived he shall be taken on board and shall be entitled to pilot such vessel, and to be paid at the ordinary rates established by law. In case of the refusal of the commander of any vessel to take such pilot after such waiver, he and the owner or consignee of the vessel shall be liable to pay such pilot at the ordinary rate, the same as if he had piloted the vessel to the port of New York. In case the same additional rate of pilotage is not waived by the pilot so boarding or speaking any vessel, the commander, owner, or consignee shall not be liable to pay any pilotage, except that in case of failing to take a licensed pilot before such vessel reaches the port of New York, the pilotage shall be paid at the ordinary rate to the pilot who first offers his services. * * *

The pilotage on vessels, outward bound, not exempt from pilotage, shall be as follows:

For every vessel drawing less than 14 feet of water, $2.02 per foot.

For every vessel drawing 14 feet, and less than 18 feet, $2.33 per foot.

For every vessel drawing 18 feet, and less than 21 feet, $3.08 per foot.

For every vessel drawing 21 feet and upward, $3.56 per foot.

Pilotage for taking vessels from the old to the new quarantine, etc.

a. For vessels having had death or sickness on board, double outward pilotage, etc.

b. For vessels from sickly ports, but having had no sickness on board, single outward pilotage.

c. Pilotage of vessels from New York to Perth Amboy, or from Perth Amboy to New York, except on the voyage to or from sea, shall be $1.50 per foot of the vessel's draft.

d. Pilotage of vessel from the North River or from the East River to Bayonne or Yonkers, or vice versa, $10 each way.

e. For moving any vessels from the North River, the East River, Atlantic Dock, Erie Basin, Kill von Kull, or any pier or dock in the upper bay of New York Harbor (excepting such places as have a different rate established for them), to an anchorage in the said upper bay, or vice versa, $5 each way, unless such moving is done on the same calendar day as the vessel enters or leaves the port.

f. In case of vessels bound over Sandy Hook Bar to or from points in Newark Bay, Staten Island Sound, the Passaic, Hackensack or Raritan Rivers, only one full pilotage shall be paid, of which two-thirds shall be paid to the pilot piloting the vessel over Sandy Hook Bar, and one-third to the local pilot:

Provided, however, That if the bar pilot is competent to pilot the vessel the whole way, he shall be entitled to do so, and to receive the full pilotage the same as if the vessel was piloted to or from New York, Jersey City, or Brooklyn.

g. Vessels boarded north or west of a line drawn from the lights of the Highlands of Navesink to the Black Buoy No. 1, of the bar, thence to the Red Buoy No. 2, of Gedney Channel, shall pay half pilotage only. If boarded above the Narrows, quarter pilotage.

h. No pilotage, except the regular inward pilotage, shall be allowed when vessels are detained from the nonvisiting of the health officer.

i. Vessels returning from sea in consequence of head winds or stress of weather shall pay full pilotage.

j. For delivering a letter on board a vessel coming to New York ordering her to go instead to another port, without entering the port of New York, the charge shall be a sum equal to one-half the inward and outward pilotage of the said vessel.

Quarantine regulations for the port are changed from time to time, as found necessary by the local authorities. The quarantine headquarters and boarding station are just above Fort Wadsworth in The Narrows.

A **United States Branch Hydrographic Office** is established at the Maritime Exchange, New York City. Bulletins are posted here giving information of value to seamen, who are also enabled to avail themselves of publications pertaining to navigation and to correct their charts from standards. No charge is made for this service.

A **Coast and Geodetic Survey suboffice** is located at the Customhouse. Charts and other publications relating to the coasts of the United States are kept on hand.

A **tide indicator,** maintained by the Coast and Geodetic Survey is erected on the wharf at Fort Hamilton, so as to be seen by vessels passing through The Narrows. On this indicator is shown the exact stage of the tide in The Narrows, and whether the tide is rising or falling. The arrowhead in the middle of the semicircle when pointing upward indicates a rising tide, and when pointing downward a falling tide. The pointer near the arrowhead points to the height of the tide (in feet), which is indicated by figures on the semicircle, the zero agreeing with mean low water. A similar, but smaller, tide indicator is mounted in the Maritime Exchange, Nos. 78–80 Broad Street, New York City, which shows the stage of the tide at Pier A, Hudson River, and another at the American Seamen's Friend Society Institute, 507 West Street, New York City, which shows the stage of the tide at Pier 51, Hudson River.

Storm warnings of the United States Weather Bureau are shown in New York City from the Whitehall Building, Maritime Exchange, and One hundred and thirty-eighth Street, Hudson River; they are also displayed at Brooklyn Navy Yard, Norton Point, and Sandy Hook.

Reporting stations.—Vessels are reported to the Maritime Exchange at New York from City Island, Fire Island, Sandy Hook, Highlands of Navesink, and Quarantine.

Ice.—The large number of ferryboats, towboats, and steamers navigating the waters of this harbor usually keep the channels open, but in severe winters ice seriously interferes with navigation for short periods.

For tides see page 33, also the tide tables for the Atlantic coast of the United States, in which the tides are predicted for every day of the current year for Sandy Hook, Governors Island, and Willets Point.

CURRENTS, NEW YORK BAY AND HARBOR.

Approaching New York Bar from seaward the flood current rarely attains a velocity of 1 knot, and sets fair for the entrance, except that it is disposed to press upon the outside shores of Sandy Hook and Coney Island. At the beginning of the flood the current sets in at the bottom, while the surface current is still running out.

The ebb current issuing from the harbor is stronger than the flood, even when the river is low, the excess being never less than 10 per cent, except near Coney Island and the outside shore of Sandy Hook, where the flood and ebb approach equality.

In Ambrose Channel slack water occurs about 40 minutes after high and low water at Governors Island. The mean velocity at strength of the flood current is 1.9 knots and of the ebb current 2.2 knots.

In the Narrows slack water occurs about 1 hour 50 minutes after high and low water at Governors Island. The mean velocity at strength of the flood current is 1.8 knots and of the ebb current 2.3 knots.

In the path of the Hudson, from the Narrows to the Tappan Sea, it is running flood 15 feet below the surface fully one hour before the turning from ebb to flood at the surface.

In Hudson River, off the Battery, slack water occurs about three hours after high and low water at Governors Island. Off Thirty-ninth Street slack water occurs about 3 hours 10 minutes after high and low water at Governors Island. The mean velocities at strength of the flood and ebb currents are about 1.8 and 2.2 knots, respectively, off the Battery, and 2.1 and 3 knots, respectively, off Thirty-ninth Street.

GENERAL REMARKS, APPROACHES TO NEW YORK.

Approaching New York from southeastward there is a decided drop in the surface temperature of the sea water, which is most marked in winter and least in summer. The greatest change occurs within a distance of 250 miles southeastward from Sandy Hook, the difference in temperature of the surface sea water in that distance ranging from about 27° F. in February to about 7° F. in August. The following are mean temperatures (Fahrenheit) of surface sea water about 250 miles southeastward of Sandy Hook and at the entrance of New York Harbor, respectively: February 63° and 36°, May 70° and 48°, August 79° and 72°, and November 72° and 50°.

SOUNDINGS.—The lead will be found most useful to warn vessels of too close an approach to the shore; many vessels have been wrecked on the coasts of New Jersey and Long Island through neglect to take frequent soundings when the position was uncertain.

Depth is a better indication of position off this part of the coast than the character of the bottom, as the same characteristics may be found in widely different positions. A frequent use of the lead and close study of the charts will always give sufficient warning of danger.

If not sure of the position the depth should not be shoaled to less than 15 fathoms on the south coast of Long Island eastward of Fire Island lighthouse, 12 fathoms between Fire Island lighthouse and Barnegat, and 10 fathoms southward of Barnegat.

From the position of the two shores relative to each other and to the entrance to New York Bay, it follows that a 215° true (**SW** mag.) course will deepen the water if the vessel is on the Long Island side of the approach, and will shoal it if she is off the New Jersey coast. A 35° true (**NE** mag.) course will deepen the water if the vessel is off the New Jersey side of the approach, and will shoal it if she is off the Long Island coast.

Eastward of Fire Island lighthouse the water shoals quite rapidly toward the Long Island shore; but inside of a line drawn from Fire Island lighthouse to Barnegat lighthouse there is no marked difference in the soundings, except in the mud gorge, as either shore is approached.

MUD GORGE.—The surveys of the sea approaches to New York have developed a continuous, narrow channel or ancient river course cut in the sea bed from off Sandy Hook out nearly to the ocean basin. The sea bed, for a distance of nearly 100 miles off Sandy Hook, until a depth of 40 to 60 fathoms is reached, is composed of *sand*. In some places the sandy bottom has black specks, in others yellow specks, and again pebbles and broken shells are found in it. The continuous gully cutting southeastward through this bed of sand has a bottom of *mud or clay;* near its outer or seaward end this is a green ooze mixed with sand; farther in it becomes a blue clay mixed with some sand; but whatever the character of the bottom in particular parts of the gully, its general features are so different from those of the sand bed through which it cuts that there is no room for mistake. It must be borne in mind, however, that the deep channel in which a bottom of mud is found is narrow in places, requiring quick work with the lead to pick it up.

The first indications of this remarkable channel are found about 4 miles southeastward of Ambrose Channel light vessel, where the depth is about 19 fathoms. For about 10 miles from this point the

channel or gully follows a southerly course, with a width of ¾ to 1 mile, and a depth increasing gradually from 19 to 33 fathoms between banks over which the depth is the same as that of the adjacent sea bed—about 15 to 18 fathoms. The gully then has a general southeasterly direction for nearly 60 miles to a sand bar extending across it. Throughout the second 15 miles the depth remains nearly constant at about 35 fathoms, the banks having depths of 22 to 27 fathoms. Thence to the bar, a distance of about 45 miles, the depth in the channel remains about the same—41 to 43 fathoms—while the banks gradually sink to the same level. The bar, over which the depth is also about 43 fathoms, is near the outer limit of the sand bed already mentioned.

Outside the bar, which is about 10 miles wide, the channel is found again as a deep ravine extending eastward about 25 miles farther, with a depth of from 200 to about 475 fathoms between banks over which the depth, increasing offshore, is from 45 to 200 fathoms. The average width of this ravine is about 3 miles. Specimens of bottom from it are the same as from its banks and the adjacent flats—a green, sandy mud.

Currents.—Observations made between Nantucket and Cape May have developed the existence of weak tidal currents veering around the compass, accompanied by a general drift of the sea southwestward, amounting to about 7 miles in 24 hours.

Approaching from eastward from the vicinity of Nantucket Shoals light vessel, a slight allowance should be made for a southwesterly set of the current. Should the wind be easterly it is customary to allow, in order to make the course good, a set of the current with it of at least 12 miles in every 24 hours.

The effect of the winds on the currents should always be considered. The ordinary maximum velocities caused by strong gales are 2 to 2.5 knots at Nantucket Shoals light vessel, and 1 to 1.5 knots at Fire Island, Ambrose Channel, and Northeast End light vessels. Alongshore winds produce the highest velocities at Fire Island and Northeast End light vessels.

Between Gay Head and Montauk Point the tidal currents have a perceptible set, the flood northward and ebb southward. The estimated velocity in a depth of about 25 fathoms is about 0.5 knot; closer inshore this velocity increases.

At Fire Island light vessel the tidal currents have a mean velocity at strength of 0.24 knot in a west-northwest and east-southeast direction on the flood and ebb, respectively. Slack water occurs at about the time of high and low water at Sandy Hook.

The important currents affecting navigation are those due to winds, the maximum velocities of current ranging from 1 to 1.5 knots. A

sudden reversal in the direction of the wind produces a corresponding change in the current and augmented velocity. Sustained winds do not maintain the currents at the maximum velocities, as the location of the light vessel in the angle of the coast between Long Island and New Jersey prevents a free circulation and a long-continued flow.

At Ambrose Channel light vessel the velocity at strength of the tidal current ranges from about 0.3 to 0.6 knot. The maximum velocities noted, due to winds, are 1 to 1.5 knots.

DIRECTIONS, NEW YORK BAY AND HARBOR.

The shoals on the bar at the entrance of New York Bay are as follows: East Bank lies eastward of Ambrose Channel; Romer Shoal lies between Ambrose and Swash Channels; East Knolls, Flynn Knoll, and Southwest Spit lie between Swash Channel and the Main Ship-Bayside Channel; Pitch of the Hook extends northeastward from Sandy Hook; and False Hook, Oil Spot, and Outer Middle Ground lie off the eastern side of Sandy Hook. For the depths on these shoals reference is made to the chart. They are subject to change in position and depth, and should be avoided by strangers.

Ambrose Channel is maintained 2,000 feet wide and 40 feet deep, is used by nearly all steamers, and is the best one for strangers. Regulations respecting the channel are given in the description preceding. For the condition of the other channels reference is made to the chart; they are described on page 188. Strangers should not attempt to enter the harbor in thick weather.

THROUGH AMBROSE CHANNEL.—Passing 350 yards northward of Ambrose Channel light vessel a 282° true (**WNW** ⅛ **W** mag.) course for 2⅞ miles leads to Gedney Channel gas and whistling buoy, which is at the intersection of the axes of Ambrose and Gedney Channels.

From this buoy the course through the outer section of Ambrose Channel is 297° true (**NW** ¾ **W** mag.) for about 6 miles, with West Bank lighthouse in range with Staten Island lighthouse, until between the red gas and bell buoy and black gas and whistling buoy which mark the sides of the channel at the turn; Romer Shoal lighthouse will then bear about 186° true (*S* by *W* ⅜ *W* mag.).

The course is then 324° true (**NNW** ⅜ **W** mag.) for ⅞ mile until between the red gas and bell buoy and black gas and whistling buoy which mark the sides of the channel at the turn; West Bank lighthouse will then bear about 271° true (*W* by *N* mag.).

The course is then 348° true (**N** ⅛ **W** mag.), with North Hook beacon in range with Sandy Hook lighthouse astern; this course made good for 3 miles will lead to a position ¼ mile eastward of Craven Shoal gas and bell buoy.

A 339° true (**N** by **W** mag.) course for about 3½ miles will then lead through The Narrows and to a position about ⅜ mile off the wharves of Tompkinsville.

From off the wharves of Tompkinsville the course is about 27° true (**NE** ¾ **N** mag.), passing ⅜ to ⅝ mile eastward of Robbins Reef lighthouse; the deeper water favors the western side of the channel abreast Gowanus Flats as shown on the chart.

From Scotland light vessel a 350° true (**N** mag.) course for 3 miles will lead to the entrance of Ambrose Channel.

Remarks.—In addition to the range lights, Ambrose Channel is marked at short intervals by buoys. The red gas buoys on the northeasterly side of the straight sections of the channel show fixed red lights, those at the entrances and angles being gas and bell buoys (flashing red light). The black gas buoys on the southwesterly side of the straight sections of the channel show fixed white lights; those at the entrances and angles being gas and whistling buoys (flashing white lights).

West Bank borders the western side of the channel between West Bank lighthouse and Fort Wadsworth, a distance of 4 miles. The bank is marked on its eastern side by black buoys, which are placed in depths of 18 feet or more. **Swinburne** and **Hoffman Islands**, two artificial islands, each having a number of buildings, are located on West Bank.

Craven Shoal, lying ¼ mile eastward of West Bank and 1¼ miles south-southeastward of Fort Wadsworth, has bowlders and a least depth of about 18 feet; it is marked on the east side by a gas buoy and a bell buoy, both painted red and black in horizontal stripes.

NAVESINK RIVER AND SHREWSBURY RIVER,

through one common entrance, empty into the southern extremity of Sandy Hook Bay eastward of the Highlands of Navesink (harbor chart 543). The rivers have a navigable length of about 7 miles above the entrance in Sandy Hook Bay. They are under improvement to secure a channel 6 feet deep, with a width of 300 feet in the entrance channel common to the two rivers, and 150 to 200 feet wide to Oceanic on Navesink River and Seabright on Shrewsbury River. The channel has the project depth, but not for the required width throughout. The Navesink River above Oceanic has a channel depth of 6 feet or more to Redbank. The Shrewsbury River above Seabright has a least depth of about 5 feet in the channel to the steamboat landing at Long Branch. The deepest draft of vessels trading in the rivers is 6 feet to Redbank and 5 feet to Long Branch.

In the absence of local knowledge, the chart is the best guide. The following remarks may be of some assistance to small craft using the chart; the bush stakes and other private aids mentioned were in place in 1913.

The entrance can be approached with the outer dike light in range with the lone tree on the south end of Island Beach, passing about 150 feet westward of the low water line, 300 yards northward of the light, and avoiding the point of

a shoal 200 yards northwestward of the light. The channel then follows the south side of the dike (awash at high water), until 100 yards eastward of the inner light, then leads for Navesink lighthouse for ½ mile, and then leads for the point on the west side southward of Island Beach; the channel from the dike to this point is marked on its east side by bush stakes. There are shoals bare at low water on both sides, and a submarine cable extends from Island Beach southwestward to Highlands.

Passing 150 feet off the point on the west side, southward of Island Beach the channel leads for the draw in **Highlands Bridge** and through the west opening. The bridge is about 6 feet in the clear above high water, and has two openings, with a least width of 98 feet. The current sets diagonally through the bridge, southeastward on the flood and northwestward on the ebb. The east side of the river northward of the bridge and west side ¼ mile southward of the bridge are used as anchorages for motor boats. Parts of the shoals on the east side southward of the bridge are being reclaimed. From the bridge the channel follows the west side to the junction of the channel leading into Navesink River, and Reeves Channel leading to Shrewsbury River.

To Navesink River.—The channel is marked by private stakes or barrel buoys. At the light eastward of Barley Point the channel is narrow and turns sharply from west to northwest, and care is necessary to avoid the shoal on the north side when bound west, and the submerged stone dike on the south side of the channel eastward of the light when bound east. From the light head for the light off Upper Rocky Point, and then follow the channel as marked by lights and bush stakes to the north opening in the draw at **Oceanic**; the draw opening is 95.5 feet wide. A stake, 300 yards eastward of the bridge, marks the east side of a channel for boats across the shoal middle ground.

Just west of the bridge is the steamboat landing, depth 7 feet, at Oceanic, from which the channel leads northwestward; the west end of the middle ground on the north side of the channel is marked by a bush stake. The landings above Oceanic are Locust Point, depth 7 feet; Browns dock, depth 3 feet; Fairhaven, depth 8 feet; and Redbank, depth 7 feet. The narrow channel leading to Redbank is marked on both sides of the entrance, and on the east side at the turns by bush stakes, and is good for a depth of 6 to 7 feet. The bottom in Navesink River is hard sand from the entrance to Oceanic Bridge, above which the bottom is soft.

Reeves Channel and the channel is Shrewsbury River are marked by several lights and by bush stakes, and are good for a depth of 6 feet at low water to the south end of Seabright. The light on the west side of the channel at the entrance is at the north end of a submerged jetty, which shows only at lowest tides. The channel leads through the east opening (clear width 80 feet) in **Seabright Bridge**. There is a short rock jetty on the east side of the channel just northward of the light off the northeast end of Sedge Island.

At the light on the south side, 1 mile farther up, the channel turns sharply from west to southwest and shoals to about 5 feet. From the entrance to this light the bottom is hard sand, and above it the bottom is soft. The channel

leads through the east opening (clear width 40 feet) of the bridge crossing **Pleasure Bay**, and then leads for the steamboat dock at Long Branch. The largest vessel navigating the river to this dock is over 200 feet long and 5 feet draft. Above it the channel is good for about 3 feet at low water, bottom soft.

Sandy Hook, including **Island Beach**, is a Government reservation down to the north end of Highland Beach, and landing is not permitted. **Highland Beach, Navesink Beach, Normandie, Seabright, Monmouth Beach**, and **Long Branch** are summer resorts, with railroad communication, on the outside beach. Motorboat supplies can be obtained at Seabright. Storm warnings are displayed at Long Branch.

Highlands is a settlement on the west side of the entrance. The wharf south of the bridge has about 8 feet alongside. Gasoline, water, and supplies can be obtained. There is a railway for boats.

Redbank is a town at the head of navigation on Navesink River. There are boat-building and repair plants; and railways, with a capacity of about 12 tons, that can take out boats about 60 feet long and 5 feet draft. Water is piped to the steamboat dock, which has a depth of about 7 feet alongside.

Branchport, at the head of navigation on Pleasure Bay, Shrewsbury River, has a small marine railway. Supplies and repairs can be had. There is a depth of 3 feet in the channel to this point.

Oceanport, at the head of navigation on Shrewsbury River, has a depth of 3 feet at low water to it, the channel leading through two drawbridges.

Bridge regulations.—See Raritan Bay following.

Tides.—The mean rise and fall of tides are as follows: Entrance 5.0 feet, Highlands Bridge 3.0 feet, Seabright Bridge 1.3 feet, head of Shrewsbury River about 1.0 foot, Oceanic 2.5 feet, Red Bank about 2.0 feet. Strong southerly and westerly winds lower the water about 1 foot, and northerly and easterly winds raise it an equal amount; the greatest variations noted are from 2 to 2.5 feet.

High water occurs later than the time of high water at Sandy Hook, as follows: Rocky Point 2 hours, Red Bank 3 hours, head of Shrewsbury River 5 hours.

Currents.—The tidal currents have considerable velocities in the contracted parts of the channel. The currents generally set fair with the channels and through drawbridges.

At Highlands Bridge the fender pier is at an angle with the axis of the flow, and both ebb and flood currents set across the opening, northwestward on the ebb and southeastward on the flood. The estimated velocity is about 4 knots at strength.

In Navesink River, in the vicinity of the bridge off Oceanic, the currents have a velocity of about 2 knots at strength, and slack water occurs about one hour after local high and low waters.

In Shrewsbury River, off Seabright, velocities of 3 to 4 knots are reported. Slack water occurs about 1½ to 2 hours after local high water.

Ice.—Navigation in Navesink and Shrewsbury Rivers is generally suspended on account of ice from December to March, inclusive.

NEW YORK LOWER BAY, WESTERN PART.

Sandy Hook Bay is the southern part of the Lower Bay, lying westward of Sandy Hook and eastward of Point Comfort. The bay is an excellent anchorage for vessels of less than 24 feet draft, the depth of water ranging from 5 fathoms, just inside the Hook, to 15 feet near its southern part; the shoaling is gradual and the bottom good holding ground. The best anchorage is in the eastern part of the bay, giving the shore of Sandy Hook a berth of about ½ mile. See the anchorage map in Appendix I. Vessels of over 24 feet draft can not find good anchorage out of the channel until above Quarantine. Extensive shoals make off northward and eastward from Point Comfort, but as the depth of water decreases gradually the lead will give sufficient warning of too close an approach to the shore. There are heavy fish traps, extending out to a depth of 20 feet in places, on the shoals on the southwest side of Sandy Hook Bay between Atlantic Highlands and Point Comfort.

Navesink and Shrewsbury Rivers are described above.

Compton Creek is on the south side of Sandy Hook Bay, 4 miles westward of Sandy Hook lighthouse; the entrance is called **Shoal Harbor.** A channel 100 feet wide and 4 feet deep has been dredged across the flats to the mouth of the creek, and about 60 feet wide and 4 feet deep in the entrance of the creek. The entrance channel is marked by a range of two red and white targets, maintained on the shore by private parties. The creek is navigable a distance of 1 mile to a railroad bridge without a draw. A highway drawbridge (opening 29 feet wide) crosses the creek ⅜ mile above the entrance. **Port Monmouth,** a village at the mouth of the creek, is the shipping point for garden produce from the adjoining country, and for fish and oysters.

Staten Island (Richmond Borough of New York City) forms the northwest side of New York Lower Bay. The high wooded ridge of the island has elevations of 100 to over 300 feet. **South Beach** and **Middle Beach** are summer resorts on the southeast side of the island.

Staten Island Flats are the extensive shoals making off from the southeast side of Staten Island. Parts of these flats are known as Old Orchard Shoal and West Bank, the latter bordering on the main channel up the bay. A channel used by local vessels of less than about 8 feet draft leads westward of **West Bank.** From the black bell buoy southeastward of Fort Wadsworth steer southwestward to a position 300 to 400 yards off the wharf at South Beach, and then steer for a perpendicularly striped bell buoy in range with Old Orchard Shoal lighthouse. Care should be taken when anchoring not to foul the cable which extends from the southernmost wharf at Fort Wadsworth to the wreck buoy off Point Comfort.

Old Orchard Shoal lighthouse is a conical tower, lower half brown, upper half white, on a black pier. The light is occulting white, with a red sector (light 12 seconds, eclipse 3 seconds), 51 feet above the water, and visible 13 miles. The fog signal is a siren, blast 7.5 seconds, silent 7.5 seconds.

Great Kills is a shallow bight on the south side of Staten Island northwestward of Old Orchard Shoal lighthouse. It is used as an anchorage by small local craft, but is exposed to southerly and southwesterly winds. A narrow channel, with depths of 4 to 6 feet, leads about in the middle of the entrance; the deeper water, depths 2 to 5 feet, is in the western half of the bight, as shown on chart 369.

RARITAN BAY

is the part of New York Lower Bay lying westward of Point Comfort and southward of Staten Island. The bay is full of shoals, with depths of 7 to 18 feet over them, but the channel into Raritan River and Arthur Kill, leading along the southeastern shore of Staten Island, is connected with the deep water of the bay by a dredged channel 300 feet wide and 21 feet deep, which is maintained by dredging. This channel is buoyed, and can be used by strangers of 15 feet draft in the daytime as far as Perth Amboy, South Amboy, or Tottenville; but strangers of deeper draft should take a pilot. The direct channel over the shoals is good for a depth of about 11 feet, and is used only by small vessels and towboats.

A wharf with a depth of about 7 feet at its end extends in a northwesterly direction from **Point Comfort.**

Matawan Creek empties into Raritan Bay from southward, between Conaskonk Point and Matawan Point, the entrance lying about 3½ miles southward of Princess Bay lighthouse. A channel, 200 feet wide and 8 feet deep, is maintained by dredging to the docks at Keyport, and vessels load to from 7 to 9 feet there. The entrance is buoyed, and buoys mark the west side of the shoal making northward from Conaskonk Point. The axis of the improved channel trends 190° 30′ true (**S** by **W** ¾ **W** mag.), passing 300 feet westward of the private light on the end of the ruins of the railroad pier to the red buoy, which lies 500 feet west-southwestward of the end of the pier, and then trends 204° true (**SW** by **S** mag.) to the wharves. The mean rise and fall of the tides is 4.9 feet.

Keyport is at the entrance of Matawan Creek. Steamers make daily trips to New York, and there is railroad communication. Water, coal, gasoline, and other supplies can be obtained. There are several marine railways, and facilities for repairing wooden hulls and machinery. The largest railway can take out vessels 160 feet long, draft 5 feet forward and 8 feet aft. Storm warnings are displayed at Keyport.

Matawan Creek, above Keyport, is navigable for a distance of 1.7 miles to a railroad bridge without a draw. The channel is a dredged cut, 4 feet deep and from 50 to 75 feet wide for a distance of 1.5 miles above Keyport. The channel leads between very shoal flats, and from the Keyport steamboat dock trends west-southwestward and then westward into the creek. The channel in Matawan Creek favors the north bank to Wilkson Creek, and then leads in mid-creek. A highway drawbridge (opening 48.5 feet wide) crosses the creek about 0.5 mile above Keyport.

Cheesequake Creek is on the south side of Raritan Bay southward of Great Beds lighthouse. The entrance is between two stone jetties, awash at high water, which are 200 feet apart and are marked at the outer ends by spindles. Between the jetties a channel 100 feet wide and 5 feet deep has been dredged close to the west jetty from that depth in Raritan Bay to deeper water in the creek. The best water in the approach is on or just eastward of the line of the west jetty until about 200 yards from it, and then keep between the jetties. The creek is crossed at the inner end of the jetties by a highway lift bridge, clear opening 51 feet, and a short distance farther up by a railroad lift bridge, clear opening 50 feet. The channel in the creek is good for a depth of about 4 feet at low water for a distance of about 3 miles above the entrance to Cheesequake. The mean rise and fall of tides is 5 feet.

Seguine Point is marked by a prominent large factory, with cupola. There is a depth of about 16 feet at the wharf. The public dock eastward of Lemon Creek has a depth of about 7 feet at its end.

Lemon Creek is a narrow, shallow stream on the south side of Staten Island ¼ mile westward of Seguine Point. A channel 35 to 50 feet wide and 8 feet deep at high water was dredged into the creek, the entrance cut having a direction of about north mag. In 1913 the entrance was good for a depth of about 2 feet at low water. A drawbridge about 4 feet above high water crosses the creek near its mouth. Gasoline and motor-boat supplies can be obtained from a station at the entrance.

Princess Bay lighthouse, and the high reddish bank on which it stands, are prominent, and lie ⅞ mile westward of Seguine Point.

Great Beds lighthouse is on the shoals at the western end of Raritan Bay.

GENERAL INFORMATION.

Pilotage for ports in the States of New York and New Jersey is compulsory for certain vessels (see pilotage under New York Harbor preceding). Pilots for New York Bay have authority, and sometimes bring vessels in to Perth Amboy and South Amboy. Vessels bound up the Raritan River or Arthur Kill, and desiring a pilot, can get one at Perth Amboy.

Towboats are used by the larger sailing vessels, and by all but very small craft, bound up the Raritan River and Arthur Kill. They can be had by making signal off the entrance to the dredged channel, and are found cruising in the lower bay, inside Sandy Hook.

The **anchorage** limits are given in Appendix I.

Quarantine.—The national quarantine boarding station is at a landing near the southern end of Perth Amboy. The quarantine anchorage is westward of the middle ground off the south end of Perth Amboy, and is marked by buoys.

Hospital.—At Perth Amboy there is a relief station of the United States Public Health Service.

Storm warnings are displayed at Sandy Hook and Keyport.

Supplies.—Coal and water can be had at the wharves in Perth Amboy and South Amboy. Provisions and ship-chandler's stores can be had at Perth Amboy, South Amboy, Tottenville, and New Brunswick.

Repairs.—See description of Perth Amboy, Tottenville, and New Brunswick following.

Ice.—In ordinary winters ice does not seriously interfere with navigation in Raritan Bay or Arthur Kill, but in severe winters the ice sometimes prevents the movements of vessels for periods of two weeks at a time. In easterly winds the drift ice in New York Lower Bay collects in Raritan Bay and obstructs navigation, but usually only for a short time, as the prevailing westerly winds drive the ice out of the bay. The Delaware and Raritan Canal is closed to navigation in winter.

Tides.—The main rise and fall of the tides is 5.3 feet.

BRIDGE REGULATIONS.

1. All drawbridges spanning Raritan Bay, Arthur Kill, and their navigable tributaries, and Shrewsbury River shall be opened promptly, upon signal, for the passage of vessels during the day or night, except as prescribed in paragraph 2.

2. During the hours between 7.30 and 10 a. m. and between 5 and 7.30 p. m. drawbridges shall not be required to remain open longer than 10 minutes nor be permitted to remain closed longer than 10 minutes to the exclusion of vessels approaching for passage: *Provided*, That the draw of any bridge used solely for United States mail, passenger, and express trains need not be opened for a vessel reaching said draw less than five minutes before the scheduled arrival of any such train until such train passes, unless the bridge tender has notice that the train is delayed more than five minutes: *Provided further*, That the owners of bridges acting under this rule shall maintain a tug at the drawbridge to control and aid in the passage of vessels.

3. When a vessel approaches within signalling distance of a bridge for passage the master thereof shall signify his intention by three blasts of a whistle or horn. The signal shall be answered by three blasts of a whistle or horn from the bridge unless, under paragraph 2, a delay in opening is permitted, when the answer from the bridge will be two blasts of whistle or horn, and the tug stationed at the draw shall immediately go to the assistance of the vessel.

4. Upon hearing or perceiving the signals prescribed the tenders or operators of a drawbridge, except as provided in paragraph 2, shall at once open the draw spans of the bridge for the prompt passage of any vessel or craft: *Provided*, That the bridge may not be opened when there is a train, wagon, or vehicle at the time passing over said draw span, or a train approaching so closely that it can not be safely stopped before reaching the bridge, but it shall be opened as soon as the draw span may be cleared.

5. Wagons, vehicles, and trains shall not be stopped on a drawbridge or on a draw span for the purpose of delaying the operation of the drawbridge, nor shall water craft or vessels be so manipulated as to hinder or delay the operation of the draw span, but all passage upon, through, or under a drawbridge shall be prompt to prevent delay to either land or water communication.

6. The foregoing regulations apply only to commercial or pleasure vessels. Steamers or vessels employed or controlled by the United States Government, or by municipal departments, shall be passed without delay through the draws of said bridges at any hour of the day or night upon giving four blasts of the whistle.

RARITAN RIVER

empties into the western end of Raritan Bay between Perth Amboy and South Amboy (harbor chart 375). It has a length of 10½ miles from South Amboy to New Brunswick, a width varying from ½ mile to 125 yards, and is crooked in places. Dredging has been done to obtain a channel 200 feet wide and 10 feet deep to a point ¼ mile above the mouth of South River, and thence 100 feet wide with the same depth to New Brunswick. In 1914 there was a depth of about 9 feet in the channel to New Brunswick. There is considerable traffic to the factories and brickyards on the river, and New Brunswick is the eastern terminus of the Delaware and Raritan Canal.

South Amboy is an important port for the shipment of coal by water. A channel about 300 feet wide and 21 feet deep has been dredged from the channel near Great Beds lighthouse to the wharves at South Amboy. The deepest draft which can be taken to the wharves at low water is about 19 feet.

A narrow channel, good for a depth of 6 feet at low water, leads across the shoal southward of Perth Amboy, and affords a short cut for small vessels between South Amboy and Arthur Kill. The channel is marked by bush stakes, and there is a good range for it. The range is the tallest iron stack on the upper coal dock at South Amboy open a little eastward of the Catholic church tower; the latter is a square brick tower with four minarets, one at each corner.

Two center-pier drawbridges cross Raritan River just above South Amboy. The lower, or railroad, bridge has two openings 132 feet wide each, and is 8.6 feet above high water. The upper bridge, ⅝ mile above the railroad bridge, has two openings 109 feet wide each, and is 5.4 feet above high water. See bridge regulations preceding.

Sayreville is a village with extensive brickyards located on the south bank of the river 6 miles above the entrance. The entrance of the South River Canal is at the western end of Sayreville.

New Brunswick is a city at the entrance of the Delaware and Raritan Canal from Raritan River. There is a marine railway about 100 feet long capable of hauling out small craft of 6½ feet draft.

The **Delaware and Raritan Canal** is 38 miles (44 statute miles) long from New Brunswick to Bordentown on the Delaware River. There are 13 locks in the canal, the dimensions of which are 210 feet long, 23 feet 4 inches wide, and 7 feet deep. The deepest draft permitted through the canal is 7 feet. Masted vessels are limited to masts less than 50 feet above canal level by the arched stone bridge at New Brunswick. The inside route from New York Bay to Delaware and Chesapeake Bays is described in United States Coast Pilot, Section C.

Harbor control.—It is not lawful for any steamer to pass any of the wharves on either side of Raritan River, between New Brunswick and a point 200 yards

below French's or Wood's landing, at a greater speed than 4 miles (statute) per hour while any vessel is lying thereto, nor pass up and down the river between said points at a greater speed than 7 miles (statute) per hour.

South River is entered through the South River Canal, the entrance of which is at the western end of Sayreville, 6 miles above South Amboy. The project for the improvement of the river is to maintain a channel 100 feet wide and 8 feet deep through the canal and river to the town of **Washington**, a distance of 1.3 miles; thence 6 feet deep to the head of navigation at **Oldbridge**, 5.5 miles above the mouth. Two drawbridges, with openings 34.5 and 39 feet wide, respectively, cross the river 0.6 and 1 mile above Washington; the west and east openings, respectively, are used by vessels. See bridge regulations preceding.

Tides.—The mean rise and fall of tides is 5.3 feet at South Amboy and 5.6 feet at New Brunswick; and on South River, 5.4 feet at Raritan Railroad bridge, and 4.6 feet at Oldbridge. High and low waters occur later than at Sandy Hook, as follows: South Amboy, 8 minutes and 16 minutes; New Brunswick, 49 minutes and 1 hour and 33 minutes.

ARTHUR KILL,

the narrow body of water separating Staten Island from New Jersey, has an extensive traffic. On its shores are located Perth Amboy, Tottenville, Elizabethport, many large manufactories, and two important coal-shipping points.

Arthur Kill has been improved by dredging a channel 300 feet wide and 21 feet deep. The deepest draft taken into the southern part of Arthur Kill from New York Lower Bay is about 23 feet at high water. The channel requires local knowledge to keep in the best water, and large, deep-draft vessels employ a pilot or towboat. The channels at Shooters Island are described with Kill van Kull.

The present project for the improvement of Arthur Kill provides for securing a channel 400 feet wide and 25 feet deep from Kill van Kull to Perth Amboy, with a suitable turning basin of the same deph at Fresh Kills.

Perth Amboy is on the point at the junction of Raritan River and Arthur Kill, at the western end of Raritan Bay. The principal wharves are situated along the west bank of Arthur Kill. The deepest draft entering is about 23 feet at high water. There is a depth of about 20 feet at low water alongside some of the wharves. There is good anchorage abreast the wharves in about 6 fathoms. (See the anchorage limits in Appendix I.) There are several floating docks at Perth Amboy. The largest is 305 feet long, has a deadweight capacity of 4,500 tons, and will take a draft of 20 feet. The facilities for repairs to hulls of vessels are excellent.

There is communication by ferry from Perth Amboy to Tottenville, thence by railroad to St. George, and thence by ferry to The Battery.

Tottenville, a small town on the southwestern end of Staten Island, is of little commercial importance, but has a number of shipyards and marine railways for building and repairing vessels. The largest railway is 175 feet long, draft 9 feet forward and 12 feet aft, and capacity 1,000 tons.

Woodbridge Creek enters Arthur Kill from westward about 3 miles above Ward Point. A channel with a depth of 8 feet and least bottom width of 50 feet is maintained for a distance of 1⅝ miles above the entrance to **Salamander Dock.** Above this dock the channel shoals gradually from a depth of 3 feet to 1 foot at the fixed bridge which forms the head of navigation, about 2 miles above the entrance. Two drawbridges, 300 feet apart, cross the creek ½ mile above the entrance. The draw opening has a width of 53 feet in the lower or highway bridge and 38 feet in the railroad bridge. The overhead wires at the lower bridge are 125 feet above high water. There is considerable traffic to the various industrial plants on the creek.

Smiths Creek enters Arthur Kill from northward about ½ mile northward of Woodbridge Creek. There is a depth of about 2 feet on the bar at the entrance and greater depth inside. The channel at the entrance follows the western shore to avoid a shoal which extends southward from the marshy point on the east side of the creek. The creek is used as an anchorage for small craft, and there are numerous boathouses and private landings. Gasoline and supplies can be obtained at the hotel landing, just south of the entrance.

Fresh Kills enters Arthur Kill from eastward southward of Linoleumville. There are several brickyards on its banks, but the section is generally agricultural. There are two entrances, ⅝ mile apart. The northern one is good for a depth of about 5 feet at low water, the channel at the entrance favoring the southerly shore to avoid a shoal which extends in a southwesterly direction from the point on the north side.

The southerly entrance of Fresh Kills, opposite the steelworks at Chrome, is approached on a northeasterly course, favoring the south shore to avoid a shoal which extends southwestward from the point on the north side. There is a depth of about 10 feet in the channel to the brickyard, ⅝ mile inside the entrance, and a least depth of 8 feet to the forks in the Kills, 1⅝ miles above the southerly entrance.

The easterly branch of Fresh Kills is good for a depth of about 6 feet at low water for a distance of 1 mile to a drawbridge. Barges load to 11½ feet at high water at the brickyard at the village of Fresh Kills, below the bridge. Above the bridge the channel narrows and gradually shoals to a depth of about 2 feet at **Richmond**, a distance of ¾ mile. The northerly branch is shoal, but barges of 5 feet draft are towed by launches at high water to the head of the creek at **Travisville**, a distance of about 1½ miles.

Rahway River enters Arthur Kill from westward ½ mile southward of Pralls Island, and extends westward about 4½ miles to the town of **Rahway.** It is frequented only by motor boats and other small craft. There is a depth of 3½ to 4 feet on the bar at the entrance. A draft of 5 feet can be taken to Rahway at high water, and this is about the deepest draft of boats that enter. Drawbridges cross the river at the following distances above the entrance: Railroad bridge, 0.1 mile, two openings 50 feet wide each; railroad bridge, 1.6 miles, one opening 47 feet wide, the north opening is closed; railroad bridge, 1.7 miles, lift bridge with opening 65 feet wide, overhead cable 125 feet above high water;

Lawrence Street Bridge at Rahway, 3.8 miles, two openings 52 feet wide each; Milton Avenue Bridge at Rahway, 4.2 miles, two openings 46.5 feet wide each. The mean rise and fall of the tides is about 5 feet at the entrance and 4 feet at Rahway.

The Baltimore & Ohio Railroad bridge, crossing Arthur Kill just southward of Elizabethport, is a center-pier drawbridge with two openings, east one 202 feet, west one 212 feet, wide in the clear. The east opening has the deeper and clearer channel, and is generally used.

Elizabethport, the eastern part of the city of Elizabeth, is at the northern end of Arthur Kill at its junction with Newark Bay. There are several shipyards with dry docks and marine railways. There is communication by ferry across Arthur Kill, thence by railroad to St. George, and thence by ferry to The Battery. Coal, water, gasoline, and supplies of all kinds are obtainable.

Elizabeth River enters Arthur Kill at Elizabethport. It has a width varying from 50 to 100 feet, a depth at high water of 7 feet to Summer Street, 5 feet to South Street, 4 feet to Bridge Street, and 3 feet to Broad Street Bridge, which is the head of navigation, 2⅜ miles above the entrance. Improvements are authorized to dredge a channel 60 feet wide and 6 feet deep at low water from the entrance to the New York & Long Branch Railroad bridge. The mean rise and fall of tides is 4.7 feet at the entrance and 3.4 feet at Bridge Street.

The following are the bridges crossing Elizabeth River, the distance above the entrance, and the width of the draw opening: Front Street, 300 feet, 46.5 feet; South First Street, 0.5 mile, 60 feet; New York & Long Branch Railroad, 0.8 mile, 59.3 feet; Summer Street, 1.4 miles, 38.3 feet; South Street, 1.9 miles, 48.4 feet; Bridge Street, 2.2 miles, 31.6 feet.

For general information relating to Arthur Kill see Raritan Bay.

Tides.—The mean rise and fall of the tides is 5.3 feet at Tottenville and 5 feet at the mouth of Rahway River.

Currents.—Throughout Arthur Kill the flood current sets from Raritan Bay to Newark Bay, and the ebb the reverse. Slack water occurs at Perth Amboy, at the south end of Arthur Kill, about 30 minutes after high and low water at Governors Island. Proceeding northward slack water occurs later than the time of high and low water at Governors Island, as follows: Perth Amboy, 30 minutes; Rossville, 40 minutes; Island View, 50 minutes; 0.4 mile north of Pralls Island, 1 hour 15 minutes; and Elizabethport, 1 hour 30 minutes.

The mean velocity of the current at strength is about as follows: Tottenville, 1.2 knots; Rossville, 0.5 knot; Island View, 0.9 knot; 0.4 mile north of Pralls Island, 1.4 knots; Elizabethport, 1.5 knots.

DIRECTIONS, RARITAN BAY.

The approach to the entrance of the dredged channel in Raritan Bay is easy of access in the daytime with the aid of the chart, and anchorage can be selected below the dredged channel. The anchorage limits are given in Appendix I. Local knowledge is required to

follow the best water in the dredged channels to South Amboy, Perth Amboy, and through Arthur Kill, and vessels of a greater draft than about 15 feet should take a pilot.

Entering New York Lower Bay by the Gedney and Main Channels, pass southward of black can buoy No. 1, at the entrance of Chapel Hill Cut, from which a 286° true (**NW** by **W** ¾ **W** mag.) course for 5¼ miles will lead to the perpendicularly striped entrance buoy of the dredged channel off Seguine Point.

From the entrance buoy steer 291° true (**NW** by **W** ¼ **W** mag.) for the cupola of the large, red-brick factory on Seguine Point, and follow the buoys which mark the sides of the dredged cut to can buoy No. 3. Pass about 200 feet northward of can buoy No. 3, steer 262° true (**W** ⅛ **N** mag.), and pass about 300 feet northward of can buoy No. 5.

Round can buoy No. 5 at about this distance and steer about 229° true (**SW** by **W** ¼ **W** mag.) with a dead, bushy tree in range with the north end of a yellow, hip-roofed hotel astern, and pass about 150 feet eastward of buoy No. 6; the course leads over the edge of the bank on the east side of the channel when abreast Princess Bay lighthouse, and deeper water will be found by keeping westward of the range for a distance of about 300 yards, measured along the range line, on either side of the lighthouse. Continue the course until a black church spire in Perth Amboy is in range with a shed near the end of Ward Point.

Then steer 210° true (**SW** ½ **S** mag.) and pass about 150 feet eastward of buoy No. 8. Then make the turn with an easy port helm, pass about 300 feet northward of buoy No. 7, and head for Great Beds lighthouse.

To Perth Amboy.—Pass about 600 feet southward and 200 feet westward of buoy No. 10, steer 333° true (**N** by **W** ½ **W** mag.), and pass 100 feet eastward of a horizontally striped buoy, 300 feet westward of Ward Point, and on approaching the horizontally striped buoy off Perth Amboy haul northward a little so as to pass about 300 feet eastward of it. Anchor on the western side of the channel, northward of this buoy.

To South Amboy.—Steer through the first section of the dredged channel with the Catholic Church tower (square brick tower with four minarets, one at each corner) in South Amboy in range with the end of a wharf on the east side of the town and pass 700 feet southward of Great Beds lighthouse. From buoy No. 9 the dredged channel trends 280° 30′ true (**WNW** ¼ **W** mag.) for 250 yards and then trends 303° 30′ true (**NW** ⅛ **W** mag.). In 1913 vessels could pass 100 feet northward of buoy No. 9 on a west-northwesterly course, heading for the end of the town dock, and then steer 305°

true (**NW** mag.) for the south end of the draw span in the railroad bridge, with buoy No. 9 a little on the starboard quarter. These directions depend on the position of buoy No. 9 as located in 1913. Anchorage can be had on the north side of the channel, about 150 yards from the wharves, below the bridge.

For the narrow channel leading across the shoal between Perth Amboy and South Amboy see the paragraph following South Amboy in the description of Raritan River, preceding.

Small vessels of less than 9 feet draft can use the direct channel over the shoals in Raritan Bay. Passing close to the black bell buoy lying ¾ mile northward of West Bank lighthouse, steer 232° true (**SW** by **W** ½ **W** mag.), which will lead northward of Old Orchard Shoal lighthouse; then bring this lighthouse astern on a 246° true (**WSW** ¾ **W** mag.) course and pass northward of can buoy No. 3, off Conaskonk Point. Continue the course past the buoy until Great Beds lighthouse bears 276° true (**WNW** ⅝ **W** mag.), and then steer this course for the lighthouse until up with the buoys marking the channels southward of Ward Point.

For the channel leading from Fort Wadsworth westward of West Bank see the description of Staten Island Flats preceding.

KILL VAN KULL AND NEWARK BAY.

Kill van Kull connects New York Upper Bay with Newark Bay and Arthur Kill, and separates the southern shore of Bergen Neck (city of Bayonne) from Staten Island (see harbor chart 544). There is an extensive through traffic, and there are large manufactories on its shores. The Kill is about 3½ miles long, 300 to 500 yards wide, and has general depths of 5 to 7 fathoms. The least depth is about 25 feet, which is found on spots on Baxters Ledge, at the eastern entrance; also about ⅜ mile eastward of the ferry landing at Port Richmond, where the channel is contracted by a ledge with 17 feet over it, nearly in the middle.

The navigation through Kill van Kull and Arthur Kill is not difficult for vessels of less than about 15 feet draft with the aid of the charts. A shoal with 22 feet at its end extends 700 yards southward from Robbins Reef lighthouse. **Baxters Ledge**, on which there are depths of 20 to 25 feet in spots, lies between this shoal and the wharves, westward of the ferry at St. George. Lying ⅜ mile eastward of the ferry at Port Richmond there are rocks with 14 to 18 feet over them for a distance of 250 yards from the north side of the channel which are marked at the south end by a red buoy. The channel south of the buoy has depths of 22 to 25 feet. Depths less than 18 feet extend 400 feet southward and westward of Bergen Point lighthouse, and the north edge of the improved channel, with a depth of 25 feet, passes 600 feet southward of the lighthouse.

The main channel from Kill van Kull to Arthur Kill leads southward of **Shooters Island**, and then in a northwesterly and westerly direction to Arthur Kill, at Elizabethport. It is marked by buoys between Shooters Island and Elizabethport, and is easily followed. Improvements are authorized to dredge this channel 400 feet wide and 25 feet deep in connection with the improvement of Arthur Kill, and this channel was practically completed in 1914 to the Baltimore & Ohio Railroad bridge at Elizabethport. A channel 300 feet wide and 16 feet deep has been dredged through the shoals northward of Shooters Island. In 1914 the depth was 12 to 13 feet. The island is occupied by the ruins of a shipyard.

Constable Point and **Port Johnson**, on the north shore of the Kill, are parts of the city of **Bayonne**, and are commercially important for the shipment of mineral oil and other products in foreign vessels.

New Brighton, **Factoryville**, **Port Richmond**, and **Mariners Harbor** are on the south shore of Kill van Kull. Several shipyards and floating dry docks are located on this shore. There is railroad communication from these to other parts of Staten Island, and ferry communication with Bayonne, and with New York City from **St. George** at the eastern end of New Brighton.

Currents.—In Kill van Kull the flood current sets westward and ebb eastward, and slack water occurs about 30 minutes after high and low water at Governors Island. The mean velocity at strength of the currents is about 2 knots.

The direct currents favor the Bergen Point side of the channel between West New Brighton and Port Richmond; between these points, in the bight on the south shore of the Kill, there is more or less of an eddy when the current is at strength.

NEWARK BAY

has a length of about 4 miles from Kill van Kull to the junction of the two channels leading to Passaic and Hackensack Rivers. The greater part of the bay is very shoal, but a channel, partly obtained by dredging, leads through the bay to the rivers (see description under Passaic River). Two railroad drawbridges cross the bay; the flood sets in a northeasterly and ebb in a southwesterly direction diagonally through the openings in the southern bridge.

See bridge regulations following Hackensack River.

For anchorage limits see Appendix I.

For pilotage see New York Harbor.

Ice generally closes navigation during a part of January and February.

PASSAIC RIVER

is under improvement to secure a channel 300 feet wide and 20 feet deep from deeper water in Newark Bay to Nairn Linoleum Works, which are 9.2 miles above the Central Railroad of New Jersey bridge in Newark Bay; thence 200 feet wide and 16 feet deep a distance of 1 mile to the Erie Railroad (Montclair and Greenwood Lake) bridge at Arlington; and thence a channel about 100 feet wide and 6 feet deep a distance of 5.4 miles to Gregory Avenue Bridge, Passaic.

The following are the drawbridges crossing Newark Bay and Passaic River, the distance in nautical miles above the Central Railroad of New Jersey bridge crossing Newark Bay, the least width of the two draw openings, and the clear height above mean high water:

Central Railroad of New Jersey (Newark Bay), 82.5 feet, 3.5 feet.

Lehigh Valley Railroad (Newark Bay), 2.9 miles, 97.1 feet, 8.5 feet.

Central Railroad of New Jersey, 4.4 miles, 100 feet, 25 feet.

Newark Plank Road, 5 miles, 100 feet, 11 feet.

Pennsylvania Railroad (freight at Point No Point), 5.6 miles, 100 feet, 15.6 feet.

Jackson Street (highway), 7.2 miles, 75 feet, 16 feet.

Pennsylvania Railroad (passenger, at Market Street), 7.6 miles, 74 feet, 21.3 feet.

Pennsylvania Railroad (Center Street), 7.9 miles, 80 feet, 10 feet.

Bridge Street (highway), 8.2 miles, 80 feet, 9 feet.

Delaware, Lackawanna & Western Railroad (Morris and Essex), 8.3 miles, 75 feet, 15.8 feet.

Clay Street (highway), 8.5 miles, 76 feet, 7 feet.

Erie Railroad (Fourth Avenue, Newark), 8.7 miles, 56.5 feet, 10.4 feet.

Erie Railroad (Montclair and Greenwood Lake, at Arlington), 10.2 miles, 47.3 feet, 36.6 feet.

Belleville (highway, being rebuilt), 10.9 miles, 46.1 feet, 7 feet.

Avondale (highway), 12.5 miles, 68.9 feet, 7.8 feet.

Delaware, Lackawanna & Western Railroad (at Lyndhurst), 13.4 miles, 47.3 feet, 26.1 feet.

Rutherford Avenue (highway, at Rutherford), 13.6 miles, 67.8 feet, 9.3 feet.

Union Avenue (highway, at Rutherford and Passaic), 14.8 miles, 65 feet, 13 feet.

Erie Railroad (Passaic), 15.1 miles, 62 feet (west opening), 18.6 feet.

Gregory Avenue (Passaic and Wallington), 15.6 miles, 58.8 feet (east), 78 feet (west), 12.5 feet.

Second Street (Passaic), 16.1 miles, 50.1 feet, 10.4 feet.

Above Second Street (Passaic) the bridges are closed, and have a least height of 5.6 feet above mean high water. Above the head of navigation, near Second Street, the river is obstructed by bowlders partly showing above water. Dundee Dam, the first one above Passaic, is 2.5 miles above Second Street Bridge.

The city of **Newark** extends along the Passaic River for a distance of nearly 5 miles above its mouth. The towns of **Belleville, Rutherford, Nutley, Garfield,** and several villages are located on the river between Newark and Passaic. The latter is a manufacturing city at the head of navigation.

Tides.—The mean rise and fall of tides is 4.7 feet at the mouth of the river, 5 feet at Newark, and 3.5 feet at Passaic. High water at these points occurs 38 minutes, 58 minutes, and 1 hour 41 minutes, respectively, later than at Governors Island. Ordinarily the flood current extends above Second Street Bridge, Passaic.

Freshets overcome the flood current down as far as Newark, and sometimes to the mouth of the river. Ordinary freshets cause a rise of about 2 feet and a current velocity of about 3 knots at Newark, and are of a few hours duration. Destructive freshets occasionally occur, at intervals of years, generally in the spring and fall.

HACKENSACK RIVER

empties at the northeast end of Newark Bay, and is navigable a distance of about 17.6 miles to dams at **New Milford**. The principal navigable tributaries are **Berrys Creek** and **Overpeck Creek**, 5.9 and 11.1 miles, respectively, above the entrance, which are crossed by drawbridges and are navigable for distances of about 3 miles from Hackensack River. Lying 6.8 miles above the entrance is the entrance of **Berrys Creek Canal**, which is 1 mile long, 150 feet wide, has a least channel depth of about 11 feet, and leads to Berrys Creek above the Erie Railroad.

The project for the improvement of the river is to maintain a channel 12 feet deep, the width to be 200 feet from Newark Bay to **Little Ferry**, and thence 150 feet wide to the New York, Susquehanna & Western Railroad bridge at **Hackensack**. Navigation above Hackensack is limited to small craft.

The following are the drawbridges crossing Hackensack River, the distance in nautical miles above the entrance, the least width of the two draw openings, and the clear height above mean high water:

Central Railroad of New Jersey, 0.5 mile, 94 feet, 25 feet.

Newark Plank Road, 1 mile, 77.9 feet, 10.7 feet.

Pennsylvania Railroad (passenger), 2.2 miles, 56.3 feet, 6 feet.

Pennsylvania Railroad (freight), 2.2 miles, 60 feet, 5.5 feet.

Newark Turnpike, 2.3 miles, 82.6 feet, 8.9 feet.

Delaware, Lackawanna & Western Railroad (at Marion), 2.5 miles, 71.6 feet, 12.5 feet.

Pennsylvania Railroad (near Snake Hill), 4 miles, 99.6 feet, 23.5 feet.

Erie Railroad (near Snake Hill), 4.3 miles, 99 feet, 7.5 feet.

Delaware, Lackawanna & Western Railroad (near Kingsland Creek), 5.5 miles, 60 feet, 5.5 feet.

Erie Terminals Railroad, 6.1 miles, 100 feet, 4 feet.

Paterson Plank Road, 7.7 miles, 59.5 feet, 5.8 feet.

Bergen Turnpike (at Little Ferry), 11.1 miles, 59.5 feet, 4.5 feet.

Court Street (at Hackensack), 13 miles, 59.6 feet, 4 feet.

New York, Susquehanna & Western Railroad (at Hackensack), 13.4 miles, 43 feet (east only), 2.2 feet.

Bergen County Traction Co. (at Hackensack), 13.6 miles, 58 feet, 7.5 feet.

Anderson Street (at Hackensack), 13.9 miles, 45 feet, 2 feet.

New Bridge (highway), 15.5 miles, 39.6 feet, 3.5 feet.

River Edge (highway), 16.8 miles, 40 feet (east only), 6.6 feet.

Tides.—The mean rise and fall of the tides is 4.7 feet at the mouth of the river and 5.2 feet at Little Ferry and Hackensack. High water at these points

occurs 38 m., 1 h. 26 m., and 1 h. 36 m., respectively, later than at Governors Island. The river has little freshet flow, and the tidal currents are rarely affected by it.

BRIDGE REGULATIONS.

1. All drawbridges spanning Newark Bay and the Passaic and Hackensack Rivers and their navigable tributaries shall be opened promptly, upon signal, for the passage of vessels during the day or night, except as prescribed in paragraphs 2 and 3.

2. During the hours between 7.30 and 10 a. m. and between 5 and 7.30 p. m. drawbridges shall not be required to remain open longer than 10 minutes nor be permitted to remain closed longer than 10 minutes to the exclusion of vessels approaching for passage.

3. The draw of any bridge used solely for the United States mail, passenger and express trains, need not be opened for a vessel reaching said draw less than five minutes before the scheduled arrival of any such train until such train passes, unless the bridge tender has notice that the train is delayed more than five minutes. The owners of bridges acting under this rule shall maintain a tug at the drawbridge to control and aid in the passage of vessels.

4. When a vessel approaches within signaling distance of a bridge for passage the master thereof shall signify his intention by three blasts of a whistle or horn. In the bascule type of bridge, having two draw openings, the approaching vessel shall signal for the opening of the draw span in the customary manner by three blasts of a whistle or horn, and this shall be followed after a short interval with one blast if it is desired that the draw span on the starboard hand as the vessel approaches be opened, or by two blasts if it is desired that the one on the port hand be opened. The signal shall be answered by three blasts of a whistle or horn from the bridge, unless the bridge is one coming under paragraph 3, when the answer from the bridge will be two blasts of whistle or horn, and the tug stationed at the draw shall immediately go to the assistance of the vessel.

5. Upon hearing or perceiving the signals prescribed the tenders or operators of a drawbridge, except as provided in paragraphs 2 and 3, shall at once open the draw spans, and in bridges of the bascule type, as above, the desired draw span, of the bridge for the prompt passage of any vessel or craft: *Provided*, That the bridge may not be opened when there is a train, wagon, or vehicle at the time passing over said draw span or a train approaching so closely that it can not be safely stopped before reaching the bridge, but it shall be opened as soon as the draw span may be cleared.

6. Wagons, vehicles, and trains shall not be stopped on a drawbridge or on a draw span for the purpose of delaying the operation of the drawbridge, nor shall water craft or vessels be so manipulated as to hinder or delay the operation of a draw span, but all passage upon, through, or under a drawbridge shall be prompt, to prevent delay to either land or water communication.

7. The foregoing regulations apply only to commercial or pleasure vessels. Steamers or vessels employed or controlled by the United States Government or by municipal departments shall be passed without delay through the draws of said bridges at any hour of the day or night upon giving four blasts of the whistle.

HUDSON RIVER

takes its rise in one of the lakes in Essex County, in the northeastern part of the State of New York, and flows in a southerly direction for about 260 miles to its junction with East River at the southern end of Manhattan Island, where both enter New York Upper Bay. For a distance of 79 miles above the Battery (or as far up as Rondout) it has a deep and unobstructed channel navigable for large vessels, the least depths in the channel being some spots with 13 to 21 feet over them lying 2 to 3½ miles above Tarrytown. Above Rondout the channel, although it has a depth of about 24 feet as far up as Hudson, is rendered more difficult for navigation by reason of numerous middle grounds and flats, which rise abruptly from deep water. Hudson is 22 miles above Rondout and about 30 miles below Troy, which is at the head of navigation, about 131 miles above the Battery.

Between Hudson and Troy the river has been improved to secure a channel 400 feet wide and 12 feet deep, and had a least depth of about 11 feet in 1914. The present project for the improvement of this part of the river provides for the excavation of a channel 12 feet deep at all stages (see tides following), to be 200 feet wide from Waterford down to the dam and with a general width below the dam of 400 feet, except in front of Troy and Albany, where it is to be widened so as to form a harbor at these localities.

The most important ports on the Hudson River above New York are Yonkers, Newburgh, Poughkeepsie, Kingston and Rondout, Hudson, Albany, and Troy. There are also the towns of Tarrytown, Nyack, Ossining, Haverstraw, Peekskill, Catskill, New Baltimore, Rensselaer, and Watervliet, and a number of villages. These ports support a considerable business in the manufacture of cement, brick, and miscellaneous merchandise, the quarrying of rock, and the cutting of ice. The rural district is largely devoted to fruit raising, truck farming, and dairying.

The river also forms a waterway for the traffic of the Erie Canal, which extends to the Great Lakes at the foot of Lake Erie; and of the Champlain Canal, which extends to the head of Lake Champlain. The latter is connected with the St. Lawrence River by the Richelieu River.

The New York Central Railroad, with its main line on the east bank and its west shore division on the west bank, follows the Hudson from New York to Albany, and on the east bank to Troy. Albany and Troy are important railroad centers. Several lines of large steamers, carrying passengers and freight, operate on the river between New York and Albany.

The western bank of the river opposite Manhattan Borough (New York City) is occupied by **Jersey City, Hoboken, Weehawken, Guttenberg, Shady Side,** and **Edgewater.**

On the eastern bank, nearly opposite Edgewater, is Grant's Tomb. Just above the tomb is **Fort Washington Point** (marked by Jeffreys Hook light), and a little more than 1¼ miles above it is **Tubby Hook,** about ½ mile below the mouth of Spuyten Duyvil Creek. The latter is marked by the drawbridge at the entrance; the creek is described with Harlem River.

Fort Lee is on the west bank of the river, opposite Fort Washington Point. From Fort Lee to Piermont, 12½ miles farther up the river, on the same side, the western bank is rocky cliffs (in places thickly wooded with scrub), 300 to 500 feet high, known as **The Palisades.**

Yonkers, on the east bank of the river, 15 miles above the Battery, has a number of wharves and considerable trade. Opposite, on the west bank, are two landings—the lower, **Huylers**; the upper, **Closter.** About 4 miles above Yonkers, on the same side of the river, is **Hastings upon Hudson,** about 1 mile farther up is **Dobbs Ferry,** and opposite it, on the western bank, is **Sneden Landing.**

Piermont is on the west bank, 22 miles above the Battery. Here is a long earthen embankment, formerly a pier of the New York & Erie Railroad. The end of the submerged pier is marked by a black buoy. **Irvington** is a village opposite Piermont. **Tappan Sea** is the name given to the stretch of the river, about 2 miles wide, extending from abreast Piermont to Croton Point, a distance of 7½ miles.

Tarrytown is on the east bank of the river, 24 miles above the Battery. A dredged channel, about 60 feet wide and 11 feet deep and marked by buoys, leads to the steamboat dock, at the south end of the water front, and then leads in a northerly direction to the coal pier, passing about 75 feet off the wharf northward of the ferry landing. From northward a depth of about 6 feet can be taken across the flat to the dredged channel by heading for the gasometer in Tarrytown on a 115° true (**SE ⅛ E** mag.) course. There is little depth at most of the wharves, and local knowledge is needed for the best water. Fresh water can be had at the steamboat wharf.

Tarrytown lighthouse lies southwestward of Kingsland Point, just above Tarrytown, and 400 yards eastward of the main channel of Hudson River. A red buoy marks the edge of the main channel abreast the lighthouse.

Nyack, opposite Tarrytown, has a depth of about 8 feet at the principal wharves. There are a shipyard, with good facilities for repairing wooden hulls, and a launch building and storing yard at Nyack, and a ferry runs to Tarrytown. Fresh water and launch supplies can be obtained. The largest marine railway is 110 feet long, and can take out a vessel 125 feet long.

For a distance of ¾ mile in the vicinity of **Rockland Lake Landing** the shore is occupied by quarry wharves. **Rockland Lake lighthouse** is in a depth of about 12 feet on the shoal off the landing, and is on the west edge of the main channel of Hudson River. **Verdrietege Hook,** extending about 1¾ miles south-

ward from Rockland Lake Landing, is 600 to 730 feet high and wooded with scrub, but in places shows bare, precipitous cliffs. Near the southern part of the Hook it has a height of 730 feet, and is called **Hook Mountain.** The west bank of the river between Rockland Lake Landing and Haverstraw rises precipitously to heights varying from 400 to 820 feet, the highest part, **High Tor,** lying about ½ mile southward of Haverstraw.

Ossining is on the east bank, 28 miles above the Battery. The controlling depth is 7 feet on the flats off Ossining and 5 to 7 feet at the wharves, except that a bar with little depth extends a short distance off the mouth of Sing Sing Creek, at the foot of Quimby Street. Sing Sing Prison, the State penitentiary, is located on the flat shore at the south end of Ossining.

Croton Point is the long peninsula just above Ossining. Haverstraw Bay is the wide stretch of the river extending from Croton Point to Stony Point, a distance of 5 miles. The extensive flats on the east side of **Haverstraw Bay** have ruling depths of 7 to 9 feet, as shown on the chart. There are brickyards on the west side of Croton Point, also at **Crugers** and **Georges Island,** at the north end of Haverstraw Bay. **Croton** is on the east bank, northward of Croton Point. There is a depth of about 6 feet at the principal wharves.

Haverstraw is on the west bank of the river, 32 miles above the Battery, and is remarkable for the number of its brickyards extending along the water front. **Grassy Point,** at the north end of Haverstraw, has a shipyard for building and repairing wooden hulls and a railway with a capacity of about 225 tons.

Minisceongo Creek has its entrance at the head of the shoal bight westward of Grassy Point. A channel, with a least depth of about 5 feet and marked on its south side by stakes, follows the shore through the flat westward of Grassy Point, and through the west opening (clear width 45 feet, height above high water 9 feet) in the drawbridge at the entrance of the creek. Barges loaded to 7½ feet draft are taken to and from the brickyards on the creek. The drawbridge will be opened during daylight; the signal for it is three blasts.

Stony Point is on the west bank 3 miles above Haverstraw. Opposite Stony Point is a shoal bight called **Greens Cove,** on the north side of which is Verplanck Point and the village of **Verplanck,** which has a number of brickyards. There are also stone works at Verplanck and Tomkins Cove.

Peekskill is a village in the shoal bight on the east bank of the river 38 miles above the Battery. A dredged channel 100 feet wide and 9 to 10 feet deep leads to and along the wharves from northward and southward, as shown on the chart. The southern channel is marked by buoys; a chimney on the west gable of the house on the end of the wharf in line with a white church spire on the crest of the first hill is a range for the channel. The outer section of the northern channel is buoyed, the coal hoist at the north end of the wharves in line with the north end of a large white building forms a range for the north edge of the inner section of the northern channel, and vessels must keep southward of the range to follow the channel.

Peekskill (Annsville) Creek, just northward of Peekskill, has been improved by dredging a channel 100 feet wide and 7 to 8 feet deep to the sand plant about ⅞ mile above the drawbridge at the entrance. Follow the northern channel leading to Peekskill until abreast the drawbridge opening. The channel then leads through the drawbridge, follows the wharves on the east bank (keeping out of the bights) for ½ mile, then leads for the next point on the west bank, and then curves northeastward to the sand plant. The channel is marked on the west side by stakes, and by flats and grass which show on both sides at low water.

Bridge regulations, prescribed by the Secretary of War, require that the draw over Annsville Creek shall be opened promptly for vessels from 4.45 a. m. to 5.15 a. m., from 11.15 a. m. to 1 p. m., and from 3.40 p. m. to 4.05 p. m., and shall not be required to open at other times, except for vessels owned, controlled, or employed by the United States Government or by the State of New York.

Opposite Peekskill is **Donderberg**, a high, densely wooded hill terminating eastward in a low, flat point called **Kidds Humbug (Jones Point)**. About 1½ miles above Kidds Humbug is Iona Island.

Just above Peekskill the river becomes much narrower, and for a distance of 8 miles has a width of about ¼ mile. The river here flows along the base of very high hills (some over 1,000 feet in height) known as the Highlands. The river scenery between Peekskill and Newburgh, about 14 miles above, is scarcely excelled anywhere in the world. **Anthonys Nose** is the high, steep, thickly wooded hill on the eastern bank about 2 miles above Kidds Humbug. On the west bank, 2 miles above Anthonys Nose, is **Con Hook** (marked by a light), and 1½ miles farther up the river is **Highland Falls**.

West Point, 45 miles above the Battery, is the site of the United States Military Academy, and can be easily recognized from the prominence of the buildings and the road leading up the hillside from the ferry wharf and station of the West Shore Railroad. Opposite this station is the village of **Garrison** and a station of the Hudson River Railroad; a ferry is run between Garrison and West Point. The northeastern extremity of West Point decends to a rocky point, upon the extremity of which is West Point lighthouse. On the opposite side of the river and north of West Point is **Constitution Island**; the bend between the two is locally known as Worlds End, and has very deep water, 36 fathoms being found in the channel.

A little above Constitution Island, on the west bank of the river, is a steep, rocky, wooded hill 1,396 feet high, known as **Crow's Nest**, and just above it an equally steep and prominent hill, 1,340 feet high, known as **Storm King**. About 4 miles above West Point and on the west bank is **Cornwall on the Hudson**, just above which is **Moodna Creek**. There is a depth of about 20 feet at the coal docks at Cornwall. **Polopel Island** is a small island lying near the edge of the shoal on the eastern side of the river opposite Moodna Creek.

Newburgh, a city on the west bank of the river, 52 miles above the Battery, has large manufacturing interests, a railroad shipping point for coal, and con-

siderable river trade in farm produce. There is a shipyard with good facilities for the construction and repair of hulls and machinery and a railway with a capacity of about 1,200 tons. There are numerous brickyards on both sides of the river for a distance of about 2 miles southward from Newburgh. Opposite the city is **Fishkill**, which is connected by ferry and submarine cable.

There are numerous brickyards on the west bank of the river between **Roseton** and Danskammer Point. **New Hamburg** is a village on the east bank, 58 miles above the Battery and on the north side of the shoal bight at the entrance of Wappinger Creek. Opposite New Hamburg, on the west bank, is the village of **Cedarcliff**.

Wappinger Creek has been improved by dredging a channel 8 feet deep and from 40 to 80 feet wide for a distance of 11,000 feet from the channel of Hudson River to a point 200 feet below a bridge at the lower falls, where are large print works. Two bridges cross the creek. The railroad bridge, at the entrance, is a lift bridge with a clear opening 40 feet wide; the highway bridge, 1,100 feet above the railroad bridge, has two openings, 48 feet wide each, and is about 8 feet in the clear above high water. The mean rise and fall of tides is 3.3 feet.

The entrance from Hudson River to the railroad bridge is marked by buoys, the cut having a 59° true (**ENE** ¼ **E** mag.) direction until in line with the draw opening, bearing southward of 90° true (**E** by **S** mag.). From the upper end of the fender piers the channel leads for the south end of the highway bridge, above which the south bank should be followed about 100 feet off and pass close to the foundry bulkhead; then head across to pass about 80 feet off the next point on the west bank and follow this bank and the dike above it at a distance of about 60 feet. The channel then leads close to the coal dock, and then follows the south bank at a distance of about 70 feet (a little more in the bight) to the upper end of a bulkhead, from which a narrow channel, with a depth of about 6 feet, leads to the lumber sheds on the south bank. The main channel, however, from the upper end of the bulkhead follows the north bank at a distance of about 100 feet, drawing in to about 50 feet when passing the steep part of the bank near the bend at the north end of the creek. Then keep near mid-creek.

Poughkeepsie, about 7 miles above New Hamburg and 65 miles above the mouth of the river, has about 1 mile of wharf front and is the center of an important trade in manufactured goods. At Poughkeepsie the river is crossed by a bridge with spans over 500 feet in length, the spans having clear heights of 130 and 167 feet alternately above high water. There is a fog bell on the pier nearest Poughkeepsie. There is a ferry to the post village of **Highland**, opposite Poughkeepsie. Submarine cables cross the river southward of the bridge.

From Poughkeepsie to Rondout, 13½ miles farther up, the river has a deep and unobstructed channel, and on its banks between these two places are a number of villages and landings.

Esopus Island, small and narrow, with a light at its south end, is 72½ miles above the Battery and 7 miles above Poughkeepsie. A ledge, partly bare at low

water and marked by a horizontally striped buoy, extends 300 yards northward in prolongation of the island. The better channel is westward of the island. **Esopus** is a village on the west bank of the river abreast Esopus Island. About 2½ miles above Esopus Island, on the west bank, is Esopus Point, on the eastern extremity of which is Esopus Meadows lighthouse.

Rondout Creek enters the western side of Hudson River 79 miles above the Battery. It is the harbor for Rondout and Kingston. The entrance is between two long dikes, and is under improvement to maintain a channel 100 feet wide and 14 feet deep. The channel leads close to the north dike and the bulkhead at Rondout. Above Rondout there is a depth of about 7 feet in the channel to **Eddyville**, where vessels load to a draft of 8 to 9 feet at high water. The head of navigation is at the lock of the abandoned **Delaware and Hudson Canal** above Eddyville landing, 3¼ miles from the entrance. A railroad fixed bridge, with a clear height of 150 feet above mean low water, crosses Rondout Creek 2 miles above the entrance. The mean rise and fall of tides is 3.6 feet.

Rondout and **Kingston** have considerable trade, and are the home port of the principal fleet of towboats operating on Hudson River. At **South Rondout** there are facilities for building and repairing wooden hulls and ordinary repairs to machinery; at high water a draft of 9 to 10 feet can be taken to the floating dock there. Coal, water, gasoline, and other supplies are obtainable. A ferry runs to **Rhinecliff**, opposite the mouth of Rondout Creek. **Kingston Point** is an amusement resort and a stopping place for some of the river steamers.

Barrytown is a village on the east bank of the river, 5 miles above the mouth of Rondout Creek. **Magdalen Island** is a small island lying in the eastern part of the river 1¾ miles above Barrytown. Nearly 1 mile above the island, on the east bank, is the village of **Tivoli**.

Esopus Creek enters the western side of Hudson River 88 miles above its mouth. The village of **Saugerties** is on the creek about ¾ mile from its mouth. The creek has been improved by dredging a channel 125 to 200 feet wide and 12 feet deep for a distance of 4,000 feet above the lights at the entrance between the dikes to the steamboat landing, which is on the south bank of the creek. For a distance of about 1,000 feet below the steamboat landing a shoal extends 20 to 35 yards from the north bank. A ferry runs from Saugerties to **Tivoli**, which is on the east bank of the river ¾ mile southward of Esopus Creek. A landing for Saugerties, used by some of the steamers, is on the west bank ⅝ mile southward of Esopus Creek.

Malden is a village on the west bank about 1¼ miles above the mouth of Esopus Creek. About 2 miles above Malden is the village of **West Camp**; and on the opposite bank of the river is **Cheviot**, which is 92 miles above the Battery. The landing for **North Germantown** is 2 miles above the wharf at Cheviot.

Catskill Creek enters the western side of Hudson River 97 miles above the Battery. **Catskill** is a village, with a number of factories, on the creek. A long dock extends from the village to the channel of Hudson River and forms the north side at the entrance of the creek. Gasoline and motor boat supplies

can be obtained. A ferry runs to **Greendale**, opposite Catskill Creek, and to Hudson.

The channel in Catskill Creek has a least width of about 100 feet and least depth about 10 feet to the head of navigation, about 6,500 feet above the entrance, and 1,200 feet above the highway bridge. The north edge of the channel leads close to the end of the wharf at the entrance, then passes 75 feet off the first small pier, lying 200 yards inside the end of the wharf, and then passes close to the next small pier on the north side. The best water is then in mid-creek until around the first sharp bend; it then follows the south bank nearly to the highway bridge, then through the north draw opening, and then follows the north bank. The highway bridge is about 10 feet above high water, and has two openings about 60 feet wide; the south opening is shoal.

Hudson, on the east bank, 101 miles above the Battery, is at the head of the deeper navigation in Hudson River, there being a depth of about 24 feet in the channel to this point. The deepest draft of vessels loaded at Hudson in 1913 was about 22 feet. **Athens**, a village opposite Hudson, has a marine railway with a capacity of about 1,000 tons.

The following are the principal villages between Hudson and Albany and their distances in nautical miles above the Battery: **Coxsackie**, 107 miles; **Stuyvesant**, 109 miles; **New Baltimore**, 113 miles; **Coeyman**, 115 miles; and **Castleton**, 118 miles. There are also numerous ice houses which ship their product by water. At New Baltimore there is a railway with a capacity of about 400 tons.

Albany is on the west bank of the river, 24 miles above Hudson and 125 miles above the Battery. There is a depth of about 11 feet at ordinary low water in the channel to Albany and Troy, and 13½ feet is the deepest draft that can be taken up at high water.

Rensselaer is a town opposite Albany, and **Troy** is a manufacturing city on the east bank of the river, 6 miles above Albany and 131 miles above the Battery. **Watervliet**, opposite Troy, is the site of the United States Arsenal.

Bridges.—The following are the drawbridges crossing the Hudson River at Albany and Troy, the least width of the two draw openings, and the clear height above the plane of mean high water:

Albany and Greenbush, 165 feet, 22.2 feet.

New York Central Railroad (passenger) at Albany, 109 feet, about 29 feet.

New York Central Railroad (freight) at Albany, 103 feet, about 29 feet.

Congress Street, at Troy, 110 feet, 31 feet.

Delaware & Hudson Railroad, one opening 45 feet, 21.8 feet.

Cohoes and Lansingburg, one opening 49.5 feet, about 38 feet.

Canals.—The State Dam at Troy, 132 miles above the Battery, is the head of tidewater on the Hudson River. A lock 96 feet long, 27 feet wide, and good for vessels of 9 feet draft at high water enables vessels to go above the dam to the new canal entrances. A new dam and lock to replace the present structures are under construction 1,500 feet farther upstream. The new lock will pass vessels

that can use the new canals, and the dredging of a channel 200 feet wide and 12 feet deep is in progress from the lock to the new canal entrances at Waterford.

Waterford, 2½ miles above the State Dam, is the terminal of the new Erie Canal and Champlain Canal.

Erie Canal extends from the Hudson River at Albany and Troy to Tonawanda and Buffalo, at the foot of Lake Erie. It has a capacity at present for boats 98 feet long, 17½ feet beam, 6 feet draft, and an overhead clearance of about 11 feet under the fixed bridges. The new barge canal, which is expected to be completed in 1916, will have a depth of 12 feet and permit a draft of 10 feet. It has lock dimensions of 338 feet between gates (311 feet available length), 45 feet width, and 12 feet depth on sills. For the most part the bridges crossing the canal will be fixed structures, with an overhead clearance of 15½ feet. Charts of the lakes embraced in the canal system, of Lake Champlain, and of the Great Lakes are published by the United States Lake Survey Office, Detroit, Mich.

Champlain Canal extends from the Hudson River at Waterford to the south end of Lake Champlain, at Whitehall. The locks on the present canal have the same dimensions as the Erie Canal, but the maximum draft is 4½ feet. The new canal, which is expected to be completed in 1915, will have the same lock dimensions, available depth, and bridge clearance as the new Erie Canal. **Champlain Canal** affords an inside route from Hudson River through Lake Champlain and down the Richelieu River to the St. Lawrence River at Sorel. The distances in nautical miles are: Champlain Canal from Waterford to Whitehall, 52 miles; Lake Champlain, from Whitehall to the international boundary, 93 miles; Richelieu River, from the boundary to the St. Lawrence River at Sorel, 70.5 miles.

Richelieu River has a navigable depth of about 7 feet. There are 10 locks, the least dimensions of which are length, 118 feet; width, 22.5 feet; depth on sills, 6.5 feet.

Tides.—High water at the points named along the Hudson occurs later than at Governors Island. The difference in the times and mean rise and fall of tides for low stages in the upper river are as follows: Yonkers, 56 minutes, 3.9 feet; Ossining, 1 hour 50 minutes, 3.4 feet; Peekskill, 2 hours 24 minutes, 3.1 feet; Newburgh, 3 hours 39 minutes, 2.7 feet; Poughkeepsie, 4 hours 36 minutes, 3.1 feet; Tivoli, 5 hours 56 minutes, 4.1 feet; Hudson, 6 hours 55 minutes, 4.2 feet; New Baltimore, 8 hours 31 minutes, 3.2 feet; Castleton, 9 hours 14 minutes, 2.8 feet; Albany, 9 hours 53 minutes, 2.9 feet; Troy, 10 hours 22 minutes, 2.9 feet.

The plane of reference for the improvement of Hudson River is assumed lowest low water, which is 2.5 feet lower than mean low water up to Albany, increasing to 3.1 feet at Troy.

Currents.—The time of slack water, the duration of flood and ebb, and velocity of the current are greatly affected by freshet conditions in the river. The time

of the strength of the current is not greatly affected by freshet conditions, and occurs approximately later than high and low water at Governors Island, as follows: Fort Washington, 30 minutes; Dobbs Ferry, 1 hour 10 minutes; Croton Point, 2 hours; Donderberg, 2 hours 15 minutes; West Point, 2 hours 30 minutes; Poughkeepsie, 3 hours 20 minutes.

The observed velocities of the currents range from 1 to 3 knots from the Battery to Dobbs Ferry, and the mean velocity is about 2 knots. Above Dobbs Ferry the ordinary velocity ranges from about 1 to 1.5 knots, the ebb having slightly the greater velocity. In the upper river the mean velocities of the strength of the flood and ebb at low stages of the river are, approximately, as follows: Poughkeepsie, 0.7 and 0.9; Barrytown, 1.1 and 1.3; Hudson, 0.9 and 1.5. See also the statement relating to freshets following.

Freshets.—During March, April, and May freshets may be expected of from 8 feet upward in height at Albany above the plane of lowest low water, and lasting through periods of 10 days and more. During warm months freshets may be expected from 8 to 14 feet in height at Albany above the plane of lowest low water, with from 3 to 5 days' duration. Rain freshets are not, as a rule, very destructive, the main damage being interference with navigation due to wharves being under water. Freshets caused by ice gorges, which occur nearly every year in February or March, usually rise higher, last longer, cause loss and destruction on shore, and form shoals and bars in the channel.

During low-water stages at Albany there is an ebb current for about 7 hours and a clearly definable flood current for 2½ to 4 hours. When the freshet low water rises to mean half tide the flood current disappears, and the tidal wave is felt only by small fluctuations in the water level. When the freshet height reaches 10 feet above the plane of lowest low water the tidal action ceases to be apparent. During low stages at Albany the velocity of the flood current at strength is about 0.6 knot and the ebb 0.7 knot. During freshets of not less than 6 feet the flood current disappears and there is an ebb current of about 1.5 knots. After the flood current disappears the average difference in the velocities of the ebb current between flood and ebb tides is about 1.2 knots, and during extreme freshets the current reaches a velocity of nearly 5 knots.

Ice closes navigation on the upper Hudson River from about December 12 to March 24. From 1901 to 1912 the dates of opening navigation ranged from March 14 to April 4, and of closing navigation ranged from December 1 to January 3. In 1913, however, navigation remained open till February 6, which is the latest of record.

Hospital.—There is a relief station of the United States Public Health Service at Albany.

BRIDGE REGULATIONS.

The following are the regulations prescribed by the Secretary of War to govern the opening of the drawbridges crossing the Hudson River at Albany:

1. The draw in each of the bridges crossing the Hudson River at Albany, N. Y., shall, upon the signal prescribed in paragraph 9 below being given, be

opened promptly at all hours for the passage of any vessel or vessels or other water craft not able to pass underneath it.

2. The draw of a bridge shall not be required to remain open for the passage of vessels longer than 15 minutes consecutively, and upon being closed it shall be authorized to remain closed for a sufficient time to allow delayed land traffic to pass over, and in no case exceeding the period of 10 minutes consecutively, unless at the expiration of such a period a train in motion having passed the derailing point is approaching the draw, which train shall be permitted to pass the draw before opening: *Provided*, That no train shall be stopped on the bridge between the derailing points except in a case of great emergency, after which it shall be opened promptly for any vessels desiring to pass the draw: *Provided*, That this regulation shall not apply to any vessels of more than 500 tons burden, to a tug with a tow on a hawser, or to single tows which require longer than 15 minutes to pass through the draw, or to any vessels down bound during freshets whose height exceed 5½ feet above the plane of lowest low water as determined by the War Department.

3. The length of time that a draw has been open shall be computed from the time that the draw span begins to move in opening, and the length of time that a draw has been closed shall be computed from the time that the draw span ceases to move in closing.

4. Vessels with tows shall not so approach a bridge as to attempt to pass the draw in succession without interval. They must arrange their approach so as to cause no delay in closing the draw promptly for the relief of land traffic.

5. The draw of a bridge shall not be required to be opened to permit the passage of vessels habitually using said river, which have stacks, jack staffs, or flagstaffs exceeding 21 feet in height above the water line, and which are otherwise capable of clearing the bridge when closed. If such vessels wish to pass the bridge, the stacks, jack staffs, or flagstaffs must be so erected that they may be lowered to permit the passage under the bridge.

6. Any tug or vessel passing the draw of a bridge at Albany as often as once a day for 10 consecutive days of any month will be regarded as using the river habitually in the meaning of paragraph 5 of these regulations. A failure to comply with that regulation by any tug or vessel after one warning by the persons owning or controlling any of the Albany bridges shall be sufficient cause for a refusal to open the draw for the accommodation of said tug or vessel until such later time as may be convenient to the persons controlling the bridge.

7. These regulations shall not apply to vessels which are owned or controlled by the United States Government or by the police or fire departments of the cities of Albany, Rensselaer, Troy, and Watervliet, such vessels shall be passed without delay through the draws of the bridges on identification.

8. *Signals.*—The signals for boats desiring to use a draw shall be by whistle or horn, as prescribed in paragraph 9. The signals from the bridges shall be by blasts of whistle or horn with an additional visible signal as prescribed below. A long blast of whistle or horn shall continue 5 seconds, a short blast 1 second.

The visible signals, by day, shall be displayed at least 15 feet above the fixed day signal at the middle point of the draw span and visible from both sides of the bridge, and by night at a height of at least 15 feet above the fixed light at the center of the draw, the "fixed" signals referred to being those required by the general "Regulation for lighting bridges over navigable rivers."

By day if the draw is to be opened the visible signal shall be a round ball not less than 3 feet in diameter and painted green, or if the draw is not to be opened it shall be a latticework barrel-shaped sign 5 feet 6 inches high, and 4 feet in diameter painted red.

By night, if the draw is to be opened, the visible signal shall be a green light from a standard marine lamp; or, if the draw is not to be opened, it shall be a red light from a standard marine lamp.

9. *Signal code, vessels bound north.*—A vessel bound north shall, on approaching a bridge, give 3 long blasts of the whistle or horn.

Vessels bound south.—A vessel bound south shall, on approaching a bridge, give 3 long blasts followed by 1 short blast of the whistle or horn.

If a vessel desires to pass through more than 1 bridge, the signal calling for the bridge to be opened will be repeated for each bridge.

If a draw is to be opened, the signal from the vessel shall be answered from the bridge by 3 long whistle blasts and by displaying the green-ball visible signal. If the draw is not to be opened in time for the vessel to pass through safely, 5 short blasts of the whistle shall be sounded, and the red-barrel visible signal be displayed.

10. Private signals of towing or steamboat companies should not be used if in any way they may be mistaken by the bridge tender for signals of the regular code.

DIRECTIONS, HUDSON RIVER.

For the charts covering Hudson River see the index charts facing page 19.

The channel of Hudson River is broad and has few obstructions as far as Rondout. It is good for a depth of about 24 feet to Hudson and 11 feet to Troy.

From the Battery to Irvington the deepest water follows the east bank, and then leads between the shoals along the east bank and the extensive shoals fringed by broken ground making off from the west bank from southward of Piermont to Rockland Lake lighthouse.

Broken ground, on which the least depths found are 13 to 21 feet, extends in a northerly direction across the channel, and lies from 2 to 3 miles northward of Tarrytown lighthouse. A gas buoy and another red buoy, lying 2½ and 3¼ miles respectively northward of Tarrytown lighthouse, mark the east edge of the channel abreast the broken ground, and assist in avoiding it; but strangers should proceed with caution in vessels drawing more than about 15 feet.

A shoal bank, with a least depth of about 23 feet, extends southward from the *Donderberg* and lies on the west side of the channel.

With the exception of the flats in the bights and along the banks, the obstructions in the channel above the *Donderberg* are rocky.

A rock with 9 feet over it lies on the west side of the channel 400 yards from the west bank and 350 yards north-northwestward of the north end of *Iona Island.*

Con Hook Rocks, with 8 feet over them, lie 300 yards from the west bank and nearly 3/8 mile south-southwestward of the light at Con Hook; the rocks are marked by a black buoy.

The Brothers is a ledge, partly bare at extreme low water, which lies on the east side of the channel off the shoal bight northward of Constitution Island, and is marked by a red buoy.

Diamond Reef has 5 feet over it, and lies near mid-river off the lower end of New Hamburg. It is about 300 feet in diameter with depths less than 18 feet, and is marked near its shoalest part by a horizontally striped spar buoy. There is a clear channel on either side of the reef.

A rocky patch with a least depth of 18 feet lies 300 yards from the east bank off a sand dock which lies about 3½ miles northward of New Hamburg. The rock is marked by a horizontally striped buoy.

Another small rocky patch with 18 feet over it lies in mid-river, 1⅞ miles southward of the bridge at Poughkeepsie, and is marked by a horizontally striped buoy.

From Rondout to Hudson the channel has a least depth of about 24 feet, but is rendered more difficult than southward of Rondout by reason of numerous middle grounds and flats. With the aid of the chart, however, small vessels should have no difficulty in making the passage. From Kingston Point to Barrytown the channels on both sides of the Flats are used. The principal channel then leads westward of the Hogs Back, eastward of Saddle Bags, westward of Green and Upper Flats, eastward of Upper Coal Beds, and westward of Rogers Island. The generally used channel follows the west bank passing Athens, and from Four Mile Point to Coxsackie.

From Coxsackie to Troy the river is being improved to obtain a channel 400 feet wide. The bottom is rocky at many of the bars under improvement, and some local knowledge is required to insure safety for anything but small craft. Strangers are advised to take a pilot; one can be obtained at Hudson and at other cities and towns on the river.

COAST PILOTS OF THE COAST AND GEODETIC SURVEY.

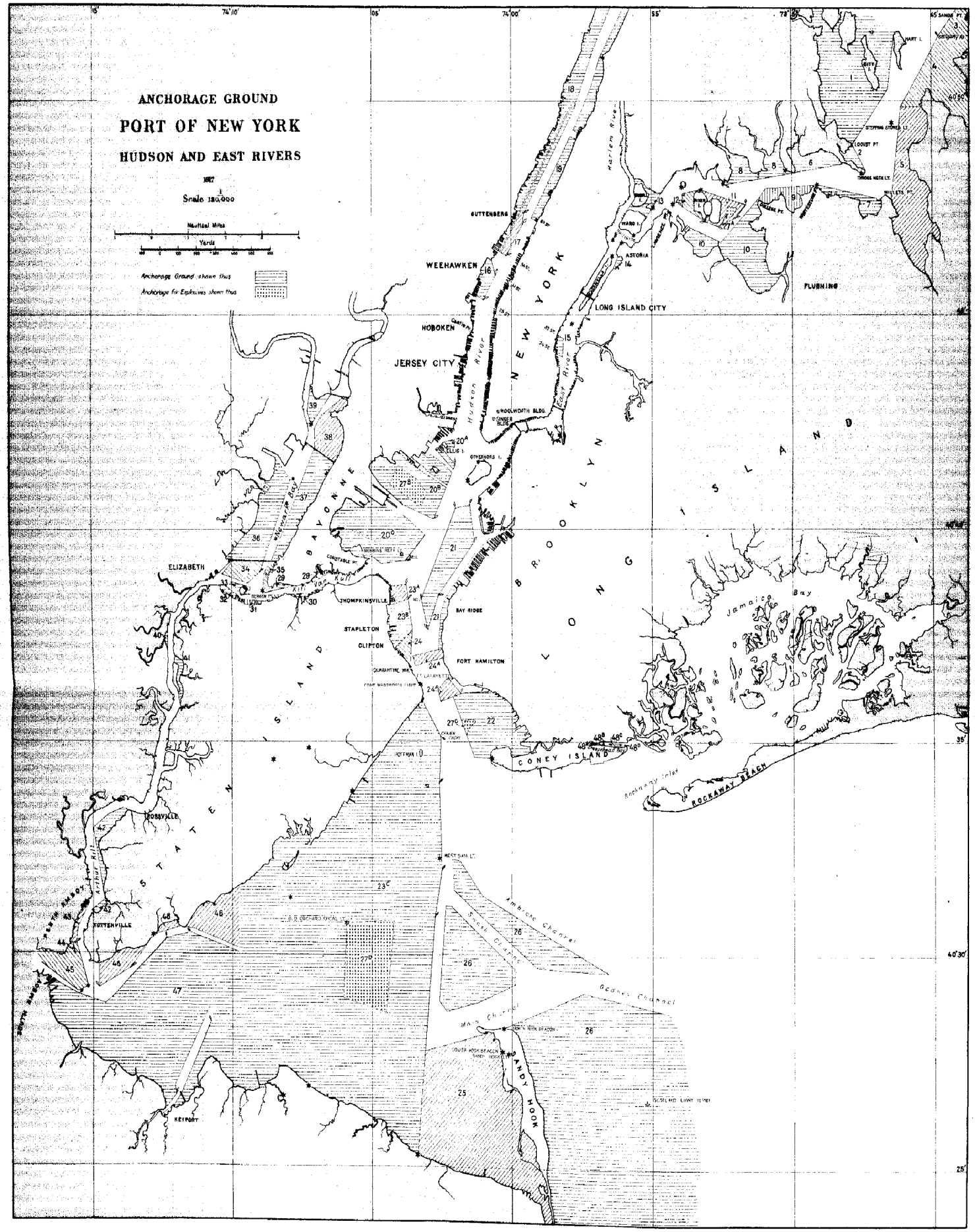
	Price.
U. S. Coast Pilot, Atlantic Coast, Parts I–II, from St. Croix River to Cape Ann	$0.50
U. S. Coast Pilot, Atlantic Coast, Part III, from Cape Ann to Point Judith	.50
U. S. Coast Pilot, Atlantic Coast, Part IV, from Point Judith to New York, including Long Island Sound	.50
U. S. Coast Pilot, Atlantic Coast, Part V, from New York to Chesapeake Bay entrance	.50
U. S. Coast Pilot, Atlantic Coast, Part VI, Chesapeake Bay and tributaries	.50
U. S. Coast Pilot, Atlantic Coast, Section D, Cape Henry to Key West	.50
U. S. Coast Pilot, Atlantic Coast, Part VIII, Gulf of Mexico, from Key West to the Rio Grande	.50
Inside Route Pilot, New York to Key West	.20
U. S. Coast Pilot, Pacific Coast, California, Oregon, and Washington	.50
U. S. Coast Pilot, Pacific Coast, Alaska, Part I, from Dixon Entrance to Yakutat Bay	.50
U. S. Coast Pilot, West Indies, Porto Rico	.50

COAST PILOT NOTES, ALASKA AND HAWAIIAN ISLANDS.

Bulletin No. 38. Prince William Sound, Cook Inlet, Kodiak Island, and route from Unalaska to Chignik
Coast Pilot Notes from Yakutat Bay to Cook Inlet and Shelikof Strait
Coast Pilot Notes on Bering Sea and Arctic Ocean
Coast Pilot Notes on Hawaiian Islands

SAILING DIRECTIONS, PHILIPPINE ISLANDS.

Section I. North and west coasts of Luzon and adjacent islands
Section II. Southwest and south coasts of Luzon and adjacent islands
Section III. Coasts of Panay, Negros, Cebu, and adjacent islands
Section IV. Coasts of Samar and Leyte and the east coast of Luzon
Section V. Coasts of Mindanao and adjacent islands
Sections VI and VII. Mindoro Strait, Palawan Island, and Sulu Sea and Archipelago


ANCHORAGE GROUND
PORT OF NEW YORK
HUDSON AND EAST RIVERS
1917
Scale 1/20,000
Nautical Miles
Yards
Anchorage Ground shown thus
Anchorage for Explosives shown thus
GUTTENBERG
WEEHAWKEN
HOBOKEN
JERSEY CITY
NEW YORK
Hudson River
East River
Harlem River
ASTORIA
LONG ISLAND CITY
FLUSHING
WOOLWORTH BLDG.
GOVERNORS I.
ELLIS I.
BROOKLYN
LONG ISLAND
BAYONNE
ELIZABETH
THOMPKINSVILLE
STAPLETON
CLIFTON
BAY RIDGE
FORT HAMILTON
CONEY ISLAND
ROCKAWAY BEACH
Jamaica Bay
STATEN ISLAND
TOTTENVILLE
KEYPORT
SANDY HOOK
Ambrose Channel
Swash Channel
Gedney Channel
Main Channel
SOUTH HOOK BEACON
SCOTLAND LIGHT VESSEL

APPENDIX I.

ANCHORAGE GROUNDS FOR THE PORT OF NEW YORK AND RULES AND REGULATIONS RELATING THERETO.

WAR DEPARTMENT, *December 22, 1916.*

Attention is invited to the following provisions of law:

River and harbor act approved March 4, 1915—

SEC. 7. That the Secretary of War is hereby authorized, empowered, and directed to define and establish anchorage grounds for vessels in all harbors, rivers, bays, and other navigable waters of the United States whenever it is manifest to the said Secretary that the maritime or commercial interests of the United States require such anchorage grounds for safe navigation and the establishment of such anchorage grounds shall have been recommended by the Chief of Engineers, and to adopt suitable rules and regulations in relation thereto; and such rules and regulations shall be enforced by the Revenue-Cutter Service[1] under the direction of the Secretary of the Treasury: *Provided*, That at ports or places where there is no revenue cutter available such rules and regulations may be enforced by the Chief of Engineers under the direction of the Secretary of War. In the event of the violation of any such rules and regulations by the owner, master, or person in charge of any vessel, such owner, master, or person in charge of such vessel shall be liable to a penalty of $100; and the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district within which such vessel may be and in the name of the officer designated by the Secretary of War.

Under authority of the provisions of section 7 of the river and harbor act approved March 4, 1915, quoted above, the following anchorage grounds for vessels in the port of New York, including Sheepshead Bay, Kill von Kull, Newark Bay, Arthur Kill, and Raritan and Sandy Hook Bays, are hereby defined and established, and the following rules and regulations relating thereto are adopted, superseding the rules and regulations previously in force. The officer of the Revenue-Cutter Service, now the Coast Guard service, charged with special duties in connection with the enforcement of these regulations under the direction of the Secretary of the Treasury, is designated "Supervisor of Anchorages." His office is at the United States Barge Office, New York City.

THE ANCHORAGE GROUNDS.

EAST RIVER ANCHORAGES.

1. To the westward of a line from the west side of the north end of Hart Island ranging toward the light on the outer end of the Willets Point Wharf to a point off the south end of City Island and northwest of a line from thence to Locust Point.

[1] Now included in the U. S. Coast Guard; act of Jan. 28, 1915.

2. To the westward of a line from Locust Point to Throgs Neck.

3. To the southward of a line from buoy off Sands Point to buoy off Gangway Rock.

4. To the southeastward of a line from buoy off Gangway Rock ranging on the center of Stepping Stones lighthouse to a point about ½ mile northeast of the lighthouse.

5. To the eastward of a line from the latter point southerly in range with the east point of Hart Island and Fort Totten flagstaff.

6. On Hammond Flats to the northward of a line from Old Ferry Point to the head of Engineers Wharf, Throgs Neck, the said line running about magnetic east and west between said points.

7. To the southward of a line from Willets Point to Whitestone Point.

8. On the north side of the channel, north of a line between Old Ferry Point and the red channel buoy No. 2 off Hunts Point.

9. On the south side of the channel, south of a line between Whitestone Point and buoy (No. 1) off College Point, and to the eastward of a line running from said buoy to College Point.

10. In Flushing and Bowery Bays, to the southward of lines ranging from College Point Pier to the south end of the pier at Sanford Point and from the north end of the latter pier to the north end of the Astoria Veneer Mills Pier at Steinway.

11. To the eastward of Rikers Island south of a line from the north pier of Rikers Island to the striped buoy off College Point; to the westward of a line from thence to red channel buoy No. 2 and northward of a range from thence to red buoy No. 4, and from thence to red buoy No. 6.

12. To the westward of Rikers Island, northward of a line from red channel buoy No. 6 to red buoy No. 8, to the eastward of a line from thence to the west side of South Brother Island, and southward of a line from the north side of the latter island to the north pier of Rikers Island.

13. To the westward of a line from Stony Point to northeast end of Wards Island; and between Wards Island and Randalls Island, and between Randalls Island and Port Morris.

14. To the eastward of a line from Hatters Dock to Gibbs Point (Halletts Cove, Astoria).

15. To the southward of Thirty-second Street Pier and the northward of Twenty-fourth Street Pier, and to the westward of a line passing through the horizontal-striped buoy off Nineteenth Street, running thence N by E ⅛ E (cor. mag.) to the center of the Forty-second Street ferry slip.

SOUTH ANCHORAGE, HUDSON RIVER.

16. To the westward of a line 100 yards west of the center line of Hudson River within an area southwest of a line drawn from the southeast corner of Gokey's dry dock just below the Weehawken Terminal of the West Shore ferries to the end of the Thirty-fourth Street Pier, New York, and northward of a line in range with the white anchorage buoy and the end of the Twenty-fifth Street Pier, New York, about NW ⅜ W to the Erie Railroad Co.'s piers.

MIDDLE ANCHORAGE, HUDSON RIVER.

17. To the westward of the center line of said river running about NE ½ N (cor. mag.) from Castle Point, Hoboken, through two white anchorage buoys off Fifty-fourth Street and Seventy-second Street, respectively, and west of a line from the buoy off Seventy-second Street to a white anchorage buoy off Seventy-ninth Street, about 125 yards west of the center of the river; to the northward of the range of the north side of West Fifty-fourth Street, New York, about SE ½ E (cor. mag.) and to the southward of a line in range with the south side of West Seventy-ninth Street, New York. No vessel shall anchor in the channel dredged by the United States.

UPPER ANCHORAGE, HUDSON RIVER.

18. To the northward of the range of the south side of West Seventy-ninth Street, New York, to the westward of a line parallel to and 125 yards to the westward of the center line of the river, marked by two white anchorage buoys off West Seventy-ninth and West One hundred and twenty-fourth Streets, respectively, extending north to a point off West One hundred and forty-first Street, New York, and a line from thence to a point off Fort Washington Point 100 yards west of the middle of the river, and of a line from thence north about on the line of the 24-foot curve. No vessel shall anchor in the channel dredged by the United States.

NAVAL ANCHORAGE, HUDSON RIVER.

19. An anchorage is set aside for naval vessels to moor in a single line on the east side of Hudson River, north of West Seventy-ninth Street, and thence to Fort Washington Point, and above that point if necessary. Anchors shall be let go to the eastward of a line drawn 250 yards from the end of the pier at Seventy-ninth Street to 250 yards from the end of the pier at the foot of One hundred and twenty-ninth Street; thence to a point 330 yards from the pier at the foot of One hundred and fifty-eighth Street; and thence northeasterly to a point 125 yards west of the light on Fort Washington Point; and thence northeasterly to a point 250 yards from the end of the wharf at the foot of Dyckman Street, New York. No ships shall anchor within a limit of 300 yards of the prolongation of One hundred and thirtieth Street, in order to give free passage for the Fort Lee ferryboats. The destroyers and other light-draft naval vessels may anchor on the west side of the river west of the 18-foot curve as shown on Coast Survey Chart No. 369[8], but not so as to obstruct navigation in the channel dredged by the United States.

NOTE.—Small vessels may anchor inside the pierhead lines as established by the Secretary of War, along the east bank of the Hudson River between Eighty-first Street and One hundred and twenty-first Street, and between One hundred and thirty-second Street and One hundred and fifty-eight Street, in the discretion of the supervisor of anchorages, but the officer in charge of anchorage grounds may, whenever he deems it advisable, move or cause to move any vessel not, in his opinion, complying with this proviso.

WESTERN ANCHORAGE, UPPER BAY.

20–A. Within an area lying northeast of Ellis Island to the southward of a range passing through the northwest corner of the island and Pier A, New York; to the westward of a line ranging S ⅞ W (cor. mag.) from the end of Central Railroad of New Jersey's pier, No. 5, and to the northward of a line ranging from the south side of the main island of Ellis Island Station to the outer end of the Staten Island ferry racks, on the New York shore.

20–B. *Temporary anchorage.*—Southwest from a line ranging from the southeast corner of Island No. 2 of the Immigrant Station, through the easterly of two white anchorage buoys southeast of Ellis Island and Governors Island Extension light; to the westward of a line through the easterly of the two anchorage buoys about SW ⅞ S (cor. mag.) ranging to the north end of the United States Marine Hospital at Stapleton, Staten Island, and to the northward of a line about E by S ⅞ S ranging from the light on the east end of the breakwater of the Greenville Terminal of the Pennsylvania Railroad toward the red nun buoy No. 14 on the east side of the main channel. This anchorage is set aside as a temporary anchorage for vessels arriving and leaving port, the word "temporary" to mean the time necessary for a vessel to obtain a permanent berth in another anchorage or at a wharf, which will in no case exceed 72 hours, unless a permit is obtained from the Supervisor of Anchorages to remain for a longer period.

20–C. To the northeast of the new channel approach to the Lehigh Valley Railroad ore piers at Constable Point and to the northward of a line ranging from the southeasterly tall chimney of the International Nickel Corporation at Constable Hook to Robbins Reef bell buoy; to the westward of a line from the westerly lantern of the St. George Ferry Terminal to the Governors Island Extension light and to the southward of a line from the southerly corner of the main pier of the Pennsylvania Railroad Co.'s Greenville terminal to the westerly corner of Morses Basin, Brooklyn, and south of the Greenville Channel.

No vessel shall anchor between Ellis Island and the piers of the Central Railroad of New Jersey, or in the dredged channel approaches to this space, or the piers and wharves of the railroad, or in the dredged channel approaches to the National Docks at Black Tom Island, to Bedloes Island, to the Greenville Terminal, or to Packards Basin, or near the entrance to said channels so as to obstruct the approaches or interfere in any way with the free navigation of the same.

EASTERN ANCHORAGE, UPPER BAY.

21. To the southward of a line passing through the bell buoy at the entrance to Greenville Channel, the easterly white buoy marking the north limit of anchorage ground and the middle point of the front of the New York Dock Co.'s Pier No. 41 (Merchant Stores); to the eastward of a range passing through Governors Island Extension light, buoy No. 14, and the bell buoy off Owls Head, and a line from the bell buoy to a white anchorage buoy at the south entrance to Bay Ridge Channel and to the westward of Bay Ridge and Red

Hook Channels marked by four white anchorage buoys and by channel buoys along the edge of the dredged channel. Small vessels may, in the discretion of the supervisor of anchorages, anchor to the eastward of Bay Ridge Channel, southward of Sixty-sixth Street, South Brooklyn, provided they are inside of the pierhead line as established by the Secretary of War, and eastward of a line tangent to said pierhead line off Ninety-third Street ranging to the west edge of Fort Lafayette.

EASTERN ANCHORAGE, LOWER BAY.

22. To the eastward of a line tangent to the west edge of Fort Lafayette in a S by E (mag.) direction, south of red spar buoy No. 12–A and to the northward of a line drawn from Coney Island lighthouse, on Norton Point, to Hoffman Island, approximately WNW ¾ W (mag.). (See par. No. 27.)

STATEN ISLAND ANCHORAGE.

23–A. *Man-of-war anchorage.*—To the southward of a line ranging E ½ S (cor. mag.) from the north end of the east rack of St. George Ferry to the white buoy off St. George Landing; to the westward of a line ranging from Robbins Reef light to the Fort Wadsworth light; and to the northward of a line ranging from a white buoy W ¾ S (cor. mag.) to the south end of Tompkinsville Landing. Merchant vessels are forbidden to use this anchorage.

23–B. *Temporary anchorage.*—South of a line ranging from a white buoy W ¾ S (cor. mag.), to the south end of Tompkinsville Landing; to the westward of a line ranging from Robbins Reef light to Fort Wadsworth light; and northwestward of a line from a point in range with the lighthouses and in line with the south side of the city pier at Stapleton, Staten Island, to the center of large gas tank at Clifton, Staten Island. This anchorage is set aside as a temporary anchorage for vessels arriving at and leaving port, the word "temporary" to mean the time necessary for a vessel to obtain a permanent berth in another anchorage or at a wharf, which will in no case exceed 72 hours unless a permit is obtained from the supervisor of anchorages to remain for a longer period.

23–C. To the westward of a line running SSE ¼ E (nearly) from Fort Tompkins to the buoy on Craven Shoal; thence to buoys Nos. 11, 9, and 7; thence to Conover Beacon.

QUARANTINE ANCHORAGE.

24. To the southeastward of a line from a point in a line ranging from Robbins Reef light to Fort Wadsworth light and in line with the south side of the city pier at Stapleton, Staten Island, to the center of the large gas tank at Clifton, Staten Island, and to the westward of a line from the same point to the north end of the Quarantine Landing at Rosebank, Staten Island.

NAVAL ANCHORAGE.

24–A. South of a line ranging from the spire of St. Mary's Roman Catholic Church, Rosebank, Staten Island, to the cross on tower of the Convent of the Visitation, Eighty-ninth Street, Bay Ridge,

Brooklyn; east of a line ranging north from Fort Wadsworth light through the red gas buoy off the Quarantine Wharf and north of a line from the red gas buoy E ¼ N (cor. mag.).

Southeast of a line ranging from Fort Lafayette to bell buoy 13–A, east of a line ranging S ⅝ E (cor. mag.) from Bobbins Reef light and north of a line ranging from buoy 13–A to spar buoy 12–A.

SANDY HOOK ANCHORAGE.

25. To the southward of a line extending from North Hook Beacon lighthouse to Point Comfort Beacon lighthouse.

26. Vessels may anchor on Romer Shoal and Flynn Knoll and south of Gedney Channel.

ANCHORAGE FOR EXPLOSIVES.

27. Vessels carrying gun powder or other explosives may anchor only as follows:

(*a*) On the shoal ground to the eastward of Rikers Island, East River, from 300 to 900 yards from this island, provided that no vessel using this anchorage shall carry more than 20 tons of high explosives in bulk[1] and that vessels carrying high explosives in bulk shall not anchor closer than 500 feet to one another, and that no vessel carrying explosives of any kind shall anchor within 500 feet of vessels carrying high explosives in bulk. In so far as practicable in the use of this anchorage, preference shall be given to vessels storing explosive for current consumption.

(*b*) On the New Jersey Flats between a line drawn parallel to and 500 yards to the south of the Black Tom dredged channel and a line drawn parallel to and 500 yards north of the Greenville dredged channel, and to the westward of a line from Bedloes Island to Robbins Reef, provided they do not anchor within 1,000 yards of Bedloes Island, or within 500 yards of any pier, provided that no vessel using this anchorage shall carry more than 20 tons of high explosives in bulk and that vessels carrying high explosives in bulk shall not anchor closer than 500 feet to one another and that no vessel carrying explosives of any kind shall anchor within 500 feet of vessels carrying high explosives in bulk. In so far as practicable in the use of this anchorage, preference shall be given to vessels storing explosives for current consumption.

(*c*) In Gravesend Bay east of a line drawn in a S by E (mag.) direction tangent to the west face of Fort Lafayette and passing

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[1] The term "high explosives in bulk" shall be construed to mean high explosives packed in boxes, barrels, or kegs and not loaded in ammunition or shells. The standard definition of the term "high explosives" will be that contained in paragraph 1503 of the regulations of the Interstate Commerce Commission for the transportation of explosives by rail, viz: "High explosives are all explosives more powerful than ordinary black powder, except smokeless powder and fulminates. Their distinguishing characteristic is their susceptibility to detonation by a blasting cap. Examples of high explosives are the dynamites, picric acid, picrates, chlorate powders, nitrate of ammonia powders, dry trinitrotoluol, dry nitrocellulose (gun cotton), and fireworks that can be exploded en masse." Unless they are loaded in the same vessel with articles enumerated in the rule quoted above, picric acid 10 per cent wet, and trinitrotoluol 10 per cent wet, and nitrocellulose (gun cotton) 20 per cent wet, will not be classified as high explosives. The term "high explosives in bulk" does not include such articles as benzol, toluol, smokeless powder, black powder, small-arms ammunition, ammunition for cannon with explosive projectiles, explosive projectiles or torpedoes, percussion fuses, time fuses, combination fuses, tracer fuses, cordeau detonant, primers for cannon and small arms, blasting caps, detonating fuses, and fulminate of mercury in bulk. Blasting caps, detonating fuses, and fulminate of mercury in bulk will be considered as constituting a distinct class by themselves and must be stowed and handled with special care in strict accordance with Rules 8 and 12, pages 239 and 240.

through Robbins Reef light, but not within 1,600 yards of the shore, provided that not more than three seagoing vessels shall receive or discharge cargoes of high explosives in bulk in this anchorage at any one time. Seagoing vessels carrying high explosives in bulk will not occupy this anchorage for a period of time longer than is necessary to receive or discharge such cargoes except by special permit from the Supervisor of Anchorages. All vessels carrying high explosives in bulk in this anchorage shall not anchor closer than 400 yards to one another, but this provision is not intended to prohibit lighters from tying up alongside ships for the transfer of cargoes.

(*d*) In Raritan Bay south of a line through Old Orchard Shoal light and Princess Bay light, east of a line through Old Orchard Shoal light and Elm Tree beacon, north of a line through Princess Bay light and Sandy Hook light, and west of a line drawn parallel to and 2,500 yards west of the channel range Conover beacon—Chapel Hill beacon.

KILL VAN KULL ANCHORAGES.

29. To the northward of a line from a point 100 yards south of Bergen Point lighthouse to the south end of the rack of the Bergen Point Ferry at Bayonne, N. J., and to the northward of a line from the south face of the City Wharf at the foot of Ingham Avenue, Bayonne, ranging to the Pacific Coast Borax Works chimney, between said wharf and the Tidewater Oil Co.'s piers.

30. To the southward of lines joining the ends of the long piers between the pier of the National Lead Co. at Port Richmond and the power station at Livingston Point.

31. To the southward of a line running W ½ N from Standard Varnish Works, Port Richmond, to north end of milling dock.

32. To the southward of a line from the northwest corner of the docks of the Staten Island Shipbuilding Co. at Mariners Harbor to black spar buoy No. 1 and a line from thence to the northeast corner of Milliken Bros. wharf.

NEWARK BAY ANCHORAGES.

33. To the north and west of Shooters Island between a line ranging from Bergen Point lighthouse through a point 100 yards north of the east end of the north pier of the dry dock and a line ranging from the northwest corner of Hecker-Jones-Jewell Co.'s pier tangent to the southwest corner of Shooters Island.

34. To the westward of a line ranging from the old brick chimney on Shooters Island to black spar buoy No. 1 and a line from thence to a point on the trestle bridge of the Central Railroad of New Jersey, 100 yards west of the west pier of the west lift bridge, to the northward of a line ranging from the southerly end of Bergen Point to the southeast corner of the Singer Manufacturing Co.'s bulkhead at Elizabethport and to the eastward of a line ranging from Procter & Gamble's Soap Works chimney on Staten Island to the east end of the filling of the Central Railroad on the west side of the bay.

35. To the eastward of a line from the center of Bergen Point light ranging to the west pier of west lift bridge of the Central Railroad to a point off the north side of the pier of the Texas Co., and a line from thence to a point 100 yards east of the east pier of the east lift bridge of the railroad.

36. To the westward of a line from the point 100 yards west of the west pier of the west lift bridge of the Central Railroad of New Jersey, ranging to a point 200 yards west of the stake light just south of the bend in the dredged channel, and to the southward of the new channel dredged by the city of Newark from Peddie Ditch to just below said stake light.

37. To the eastward of a line ranging from a point 200 yards east of the east pier of the east lift bridge of the Central Railroad of New Jersey to a point 200 yards east of the east end of the draw of the Lehigh Valley Railroad bridge.

38. To the eastward of a line ranging from said point 200 yards from the Lehigh Valley draw toward the round brick chimney on the factory built on the point between the Hackensack and Passaic Rivers to a point southeast of the stake light; a line from thence northerly in range with the southerly end of the Government dike and the abutment at end of the fill of the Newark & New York Railroad bridge on the west side of the Hackensack River to a point off Droyers Point south of red spar buoy No. 2, and southeast of a line from thence to the abutment at the end of the fill of the Newark & New York Railroad on the east side of the Hackensack River.

39. In the area between the entrance channels of the Hackensack and Passaic Rivers to the eastward of a line from the stake light north of the Lehigh Valley Railroad bridge, ranging toward the northeast corner of Balbach's Wharf to a point about one-fifth of a mile north of Gross's Wharf, and a line from thence ranging from the southeast corner of Gross's wharf to the abutment and end of filling of the Newark & New York Railroad bridge on the east side of the Passaic River, and to the westward of a line from said stake light to the abutment of the railroad bridge on the west side of the Hackensack River.

ARTHUR KILL ANCHORAGES.

40. To the westward of a line from the northerly wharf of the Grasselli Chemical Co. to the center of Buckwheat Island and a line from thence to the south end of the southerly wharf of the Standard Oil Co.

41. The passage between Pralls Island and Staten Island included between a line running NE ½ N from the extreme northwest point of Pralls Island to a point on Staten Island and a line from the southern point of the island to the north side of the mouth of Neck Creek at Linoleumville, Staten Island.

42. To the southward and eastward of lines from Smoking Point, Rossville, Staten Island, to the white anchorage buoy 250 yards northwest; thence W by S ⅜ S to a second white anchorage buoy off the Ultra Marine Works; thence to red spar buoy No. 4, SW by W ⅝ W; thence to the salient of shore line at Richmond Valley and from the south point of this shore to red spar buoy No. 2 at Tottenville, Staten Island.

43. To the westward of a line ranging from the southeast corner of the northerly pier of the Lehigh Valley Railroad coal terminal toward the outer end of the ferry rack at Perth Amboy to a point off Washington Street, and a line from thence ranging from the north end of the coal wharf of the Public Service Corporation to the red-and-black buoy off Gordon Street, Perth Amboy.

QUARANTINE ANCHORAGE.

44. A quarantine anchorage for vessels in a single line is established between two red buoys, Nos. 1 and 2, off the south end of Perth Amboy.

RARITAN BAY ANCHORAGES.

45. Near Perth Amboy, to the westward of a line from the red-and-black buoy off Gordon Street to the center of Great Beds lighthouse; to the northward of a line from thence to the white anchorage buoy placed NE by N 175 yards from buoy No. 9 and northeast of a line from thence through a second white anchorage buoy NW ¼ W (cor. mag.) to the center of a pier on north side of draw of the New York & Long Branch Railroad bridge.

46. Near Staten Island, to the eastward of a line due south from Wards Point to buoy No. 10; northwest of a line from thence to buoy No. 6, and a line from thence to the center of Princess Bay lighthouse, and in Princess Bay to the northward of a line from the lighthouse to the southeast corner of the three-story brick machine shop of the S. S. White Dental Works on Seguine Point, and to the northward of the dredged channel from Seguine Point to the deep water of the Lower Bay.

47. To the southward of the South Amboy and Raritan Bay channels in ranges running from the north end of the Wyoming coal piers at South Amboy to buoy No. 9; thence in the direction of the Boundary beacon to a point south of buoy No. 7; from thence through the white anchorage buoy south of buoy No. 8 to buoy No. 5; thence to buoy No. 3, and from thence south of the buoys marking the dredged channel off Seguine Point. At Keyport Harbor, to the westward of lines ranging from can buoy No. 3 toward the west shore line at the mouth of Matawan Creek, to a point opposite black spar buoy No. 9; thence to red spar buoy No. 2, and thence to the west shore line at the mouth of the creek and to the eastward of a line from black spar buoy No. 1 to a point 200 yards east of red spar buoy No. 2, and a line from thence to the northeast corner of the easterly steamboat wharf, and to the southward of a line from west corner of the old steamboat wharf to a point on the shore midway between Matawan and Oyster Creeks.

SHEEPSHEAD BAY ANCHORAGE.

48–A. Within an area at the western end of the bay to the eastward of a line 150 feet east of the west bulkhead; to the westward of a line in range with the alley in the middle of the block between Coleridge and Dover Streets, Manhattan Beach Estates; to the northward of a line 75 feet north of the south bulkhead, and to the northward of a line 150 feet long at right angles to the west bulkhead, at a point 75 feet south of the north corner thereof.

48–B. Within an area to the westward of the footbridge across the bay at Ocean Avenue; to the southward of a line at right angles to the bridge at a point 380 feet north of its intersection with the bulkhead along the south shore of the bay; to the northward of a line ranging from a point on said bridge, 70 feet north of the said bulk-

head, toward the southeast corner of Domenick's bulkhead (near the foot of Sheepshead Bay Road); and to the eastward of a fairway 125 feet in width, measured from said corner.

48–C. Within an area opposite the space between Elmore Place and Batchelder Street, to the southward of a line ranging from a point on the footbridge, 380 feet north of the south bulkhead, to a point 115 feet south of the southeast corner of Fitzgerald's bulkhead (near the foot of Bragg Street); to the westward of a line drawn at right angles to the south bulkhead, at a point thereon 800 feet from its easterly end; to the northward of a line ranging from said southeast corner of Fitzgerald's bulkhead to a point 200 feet north of the south bulkhead and in a line at right angles thereto, at a point 1,585 feet west of its easterly end; and to the northward of a curving line thence westerly parallel to and 200 feet from the south bulkhead; to the eastward of a line ranging from a point on the said bulkhead, 550 feet east of the footbridge, toward the south end of Hammer's boat landing; and to the southeastward of a line ranging from a point on the said range, about 235 feet south of the south end of Hammer's landing, toward the south end of Lundy's landing (near the foot of Mansfield Place) and also in line with a point on the footbridge 70 feet from the south bulkhead.

48–D. Within an area to the westward of the range of the present easterly bulkhead of Manhattan Beach Estates; to the southward of a line 310 feet north of the south bulkhead; to the eastward of a line at right angles to said bulkhead, at a point 530 feet west of its easterly end; and to the northward of a line 100 feet north of the south bulkhead.

RULES AND REGULATIONS.

1. Excepting in cases of great emergency, no vessel shall be anchored in the port of New York outside of the anchorage areas hereby defined and established, nor be made fast to the exterior end of any pier, nor to any vessel lying at the exterior end of any pier, or along any bulkhead in such manner as to obstruct the passage of any vessels to or from the adjacent wharf property, or impede the movements of any vessels entering or leaving adjacent slips.

2. Anchors must not be placed outside the anchorage areas, nor shall any vessel be so anchored that any portion of the hull or rigging shall at any time extend outside the boundaries of the anchorage area.

3. Vessels anchoring under circumstances of great emergency, outside anchorage areas, must be placed as near the edge of the channel as possible and so as not to interfere with the free navigation of the channel, or obstruct the approach to any pier or impede the movement of any ferryboat, and shall remain so anchored only for a reasonable period.

4. The Supervisor of Anchorages shall assign berths in the anchorages to all vessels applying. He may grant permits for habitually maintaining and using the same mooring place in an anchorage area, and no vessel shall occupy a permanent berth in an anchorage excepting under authority of such permit, which may be revoked at any time.

5. A vessel upon being notified to move into the anchorage limits or to shift its position on anchorage grounds must get under way at once or signal for a tug, and must change position as directed with reasonable promptness.

6. Except as provided in rules 16 and 17, vessels carrying explosives shall be anchored only within the anchorage areas described in paragraph 27, above, under the heading "The anchorage grounds." These areas are reserved for this special purpose and are not to be used by vessels carrying other classes of freight except in cases of emergency.

7. Vessels carrying explosives shall be at all times in charge of competent persons and must display by day a red flag of at least 16 square feet at the masthead, or at least 10 feet above the upper deck, if the vessel has no mast; at night a red light will be displayed in the same positions specified for the red flag. No smoking will be permitted on or near such vessels, and no person under the influence of liquor will be allowed on board any vessel, barge, or scow carrying explosives, nor will they be allowed to approach such vessels.

8. Vessels carrying explosives shall not carry inflammable liquids, inflammable solids, oxidizing materials, mineral acids, as defined in Federal regulations for the transportation of explosives by rail, or articles liable to spontaneous ignition, or to give off inflammable gases, unless the explosives be stored in separate rooms or otherwise so separated as to effectually prevent danger to the explosive from any of these articles, or from the vapor thereof. Where blasting caps, detonating fuses, and fulminate of mercury in bulk are loaded on the same vessel with high explosives, they must be in a different compartment, the distance in a straight line from the compartment containing them to the explosives to be not less than 25 feet.

9. No unnecessary fires shall be permitted on vessels carrying explosives, and those fires which are deemed necessary must be properly safeguarded and must be left in constant charge of some one individual during the entire period that they are burning. No artificial light shall be permitted in the holds or compartments of any vessel which contain explosives except electric flash lights or electric lanterns or regular electric installation of the vessel. Crews must not have or carry matches, firearms, or cartridges on their persons.

10. No explosive will be allowed to be placed aboard a vessel until the rest of the cargo has been placed aboard and the vessel trimmed. All the necessary work in construction of floors, partitions, etc., or for the removal of any other combustibles from that part of the hold in which the explosives are to be stored, shall be completed before loading of the explosives is commenced. All decks, gangways, and holds over which explosives must be passed in loading must be freed from all loose metal or tools and carefully swept before loading is commenced and after loading has ceased.

11. All explosives must be handled carefully. No metal tools shall be used in loading, unloading, or handling explosives. Men engaged in loading, unloading, or handling explosives must not have or carry on their persons metal tools or bale hooks, matches, firearms, or cartridges, and they must not wear boots or shoes with iron nails or shod or strengthened with iron unless such boots or shoes are covered with leather, felt, or some other such material. Packages of explosives must not be thrown, dropped, rolled, dragged, or slid over each other or over the decks. Dynamite boxes should be stowed with top side up. Powder kegs should be loaded with seams up.

12. In transferring high explosives in bulk, blasting caps, detonating fuses, and fulminate of mercury from one vessel to another they must be handled by hand or regulation chute and mattress. If difference in elevation between vessels or condition of weather renders it impossible to transfer or load by hand or chute, mechanical hoists and a special crate or basket may be used. Explosives transferred in this manner must not be handled roughly. They must be hoisted and lowered carefully and only deposited or lowered on a mattress.

13. When an inclined chute is employed, such chute shall be constructed of 1-inch planed boards with the side guards 4 inches high, extending 3 inches above top face of bottom of chute and throughout its length fastened with brass screws. D-shaped strips or runners not more than 6 inches apart and running lengthwise of the chute must be fastened to the upper surface of the bottom part by means of glue and wooden pegs extending through the bottom part and runners. Chutes must be occasionally wiped down with waste moistened with machine oil, when dynamite packages are being handled. A stuffed mattress 4 feet wide by 6 feet long and not less than 4 inches thick, or a heavy jute or hemp mat of like dimensions, must be placed under the discharging end of the chute. The incline of the chute should be such that the velocity of the packages sliding will not be great enough to cause violent shock when coming in contact with other packages or when reaching bottom of slide, or men must be stationed alongside the chutes to retard the velocity of the packages and prevent violent shocks when packages come in contact with each other or reach bottom of chute.

14. Broken or seriously damaged packages of explosives may be recoopered when it is practicable and not dangerous. A broken box of dynamite that can not be recoopered should be reinforced by stout wrapping paper and twine, placed in another strong box, and surrounded by dry, fine sawdust, or dry and clean cotton waste, or elastic wads made from dry newspaper. A ruptured can or keg should be inclosed in a grain bag of good quality and boxed or crated. Injured packages thus protected and properly marked may be forwarded. Packages too seriously damaged to be recoopered should not be forwarded, but set aside and the shipper notified to make disposition of them. In removing broken cases or kegs of explosives from vessels, care must be taken to remove any particles of loose explosives.

15. In the Gravesend Bay anchorage the transfers of cargoes of explosives from one vessel to another will be made under the direct supervision of such special inspectors as may be assigned for the purpose by the supervisor of anchorages. Owners or agents of the vessel receiving cargo will be required to provide subsistence and, when necessary, suitable sleeping accommodations for the special inspectors on board such vessel during the time it is receiving cargo of explosives.

16. Any district engineer officer in charge of works of river and harbor improvement within the limits of New York Harbor is empowered to authorize, in writing, the anchorage in or near the vicinity of each such work of improvement, of a single scow carrying explosives for use on such work, but only in quantities considered by him safe and necessary for the uninterrupted progress of the work

from day to day. The district officer shall prescribe the conditions under which this explosive shall be stored and handled and shall in each case furnish the supervisor of anchorages with a copy of the written permit to anchor explosives on the work and a copy of the rules and regulations for the storage and handling.

17. In cases of great emergency and when weather conditions are such that it is impossible for barges, scows, or lighters loaded with more than 20 tons of high explosives to proceed to Gravesend Bay or Raritan Bay, or lie at anchor there, such vessels may anchor temporarily in the Jersey Flats anchorage, but in each case the supervisor of anchorages must be immediately notified, and such vessels will not remain so anchored without his special permission.

18. Municipal ash scows may be anchored in such places as the supervisor of anchorages may designate.

19. When the maritime or commercial interests of the United States so require, the Coast Guard service is hereby empowered to shift the position of any vessel anchored within the anchorage areas, of any vessel anchored outside the anchorage areas, of any vessel which is so moored or anchored as to impede or obstruct vessel movements in any channel or obstruct or interfere with range lights, and of any vessel which, lying at the exterior end of a pier or alongside an open bulkhead, obstructs the passage of vessels to or from adjacent wharf property or impedes the movements of vessels entering or leaving adjacent slips. In any case of violation of these rules and regulations in regard to the handling of explosives the Coast Guard service is also empowered to remove any vessel or any man or men from the anchorages for vessels carrying explosives or to stop the loading or unloading of explosives in these anchorages.

20. Permits to anchor in channels may be granted by the supervisor of anchorages to wrecking plants legally engaged in recovering sunken property.

21. Nothing in these rules and regulations shall be construed as relieving the owner or person in charge of any vessel from the penalties of the law for obstructing navigation, or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights, fog signals, etc.

7568°—17——16

Meteorological table compiled by the United States Weather Bureau.

NANTUCKET, MASS.

Month.	Barometer at 32° F. and mean sea level.				Air temperature, in °F.							Average relative humidity.	Average amount of clouds 0–10.	Precipitation.			Wind.											Number of days with winds of 40 miles or over.	Number of days fog.
	Mean.	Extremes.			Mean.				Extremes.								Statute miles.		Average number of times (observations at 8 a. m. and 8 p. m.) from—											
	For month.	Highest.	Lowest.	Range.	For month.	Mean max.	Mean min.	Range.	Highest.	Lowest.	Range.			Average fall.	Number of days 0.01 inch or more.	Maximum fall in 24 hours.	Average hourly velocity.	Highest velocity.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.		
	Ins.	*Ins.*	*Ins.*	*Ins.*								%		*Ins.*		*Ins.*													
January	30.04	30.99	28.82	2.17	32.1	37.9	26.0	11.9	57	−4	61	81	6	3.42	13	2.47	15.1	83	6	6	3	4	5	9	14	15	0	6	5
February	30.04	30.81	28.89	1.92	32.6	36.1	24.6	11.5	55	−1	56	79	6	3.11	12	1.78	15.8	72	7	5	2	3	3	8	15	13	0	6	4
March	29.98	30.51	28.99	1.52	36.8	41.5	31.0	10.5	68	6	62	81	6	3.98	14	3.22	15.1	60	7	6	4	6	6	13	9	11	0	5	6
April	29.97	30.67	29.13	1.54	44.2	49.1	38.4	10.7	73	22	51	82	6	2.64	12	2.33	14.2	70	6	8	2	6	8	14	8	8	0	4	7
May	29.99	30.54	29.38	1.26	53.0	58.5	46.9	11.6	86	35	51	84	6	2.67	11	2.78	12.7	60	5	8	5	6	7	20	7	4	0	2	11
June	29.98	30.49	29.51	0.98	61.3	66.9	55.0	11.9	89	43	46	86	5	2.41	10	3.74	11.8	55	5	9	4	5	7	20	7	3	0	1	11
July	29.98	30.51	29.47	1.04	67.5	73.7	61.9	11.8	89	48	41	86	5	2.68	9	3.04	10.7	65	3	6	2	5	8	27	7	4	0	1	13
August	29.99	30.36	29.42	0.94	68.0	73.1	62.0	11.1	89	51	38	86	5	3.05	9	5.73	10.3	55	5	11	4	6	8	18	6	4	0	1	9
September	30.08	30.56	29.48	1.08	62.8	68.2	57.8	10.4	86	41	45	83	5	2.73	9	2.77	11.7	58	6	11	6	5	9	14	5	4	0	2	8
October	30.05	30.59	29.35	1.24	54.5	58.5	48.9	9.6	76	34	42	80	6	3.39	10	3.86	14.1	60	7	9	6	7	4	11	9	9	0	3	3
November	30.05	30.80	29.16	1.64	45.2	49.9	39.6	10.3	66	15	51	80	6	3.28	13	2.88	14.3	72	8	5	2	4	4	9	14	14	0	4	2
December	30.05	30.91	28.73	2.18	36.7	41.4	30.0	11.4	60	−1	61	79	6	3.64	14	2.62	14.8	64	6	6	3	5	3	8	16	15	0	5	2
Mean	30.02	.....	.....	.....	49.6	54.5	43.5	11.0	....	....	....	82	6	.....	.....	.....	13.4	.....	....	....	....	....	....	....	....	....	....	....	....	....
Total	.....	.....	.....	.....	.....	.....	.....	.....	....	....	....	.....	.....	37.00	136	.....	.....	.....	71	90	43	62	72	171	117	0 4	0	40	81

Meteorological table compiled by the United States Weather Bureau.

PROVIDENCE, R. I.

Month.	Barometer at 32° F. and mean sea level.				Air temperature, in °F.							Average relative humidity.	Average amount of clouds 0–10.	Precipitation.			Wind.											Number of days with winds of 40 miles or over.	Number of days fog.
	Mean.	Extremes.			Mean.				Extremes.								Statute miles.		Average number of times (observations at 8 a. m. and 8 p. m.) from—											
	For month.	Highest.	Lowest.	Range.	For month.	Mean max.	Mean min.	Range.	Highest.	Lowest.	Range.			Average fall.	Number of days 0.01 inch or more.	Maximum fall in 24 hours.	Average hourly velocity.	Highest velocity.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.		
	Ins.	*Ins.*	*Ins.*	*Ins.*								%		*Ins.*		*Ins.*													
January	30.06	30.84	29.01	1.83	27.2	37.8	21.6	16.2	64	−9	73	72	6	4.38	13	1.16	9.2	60	10	4	1	6	3	8	9	16	5	1	1
February	30.05	30.96	29.01	1.95	29.0	35.7	18.0	17.7	62	−5	67	70	5	4.42	11	1.83	10.0	60	6	4	2	3	3	6	13	19	0	1	1
March	29.98	30.91	28.97	1.94	35.7	45.3	28.6	16.7	79	7	72	67	5	4.62	13	1.60	9.2	52	7	5	2	8	4	8	10	18	0	1	1
April	29.98	30.72	28.87	1.85	46.6	56.1	37.4	18.7	85	22	63	65	5	3.76	11	1.79	9.6	50	6	6	3	10	6	5	9	14	1	0	1
May	29.98	30.52	29.34	1.18	58.5	65.8	47.0	18.8	89	32	57	69	6	3.46	13	2.19	8.3	42	6	8	4	12	7	9	7	9	0	0	1
June	29.97	30.42	29.46	0.96	68.3	75.6	56.0	19.6	92	42	50	72	5	3.14	10	2.94	7.0	41	8	8	2	8	5	11	10	8	0	0	1
July	29.97	30.47	29.43	1.04	73.4	81.2	62.5	18.7	99	51	48	74	5	3.52	10	2.07	7.0	40	5	5	3	7	10	15	8	9	0	0	1
August	29.99	30.39	29.43	0.96	71.0	77.9	59.9	18.0	95	46	49	76	5	4.05	10	2.14	6.5	47	7	9	3	6	8	11	8	10	0	0	0
September	30.07	30.53	29.52	1.01	63.2	72.0	54.1	17.9	92	36	56	80	5	3.17	9	3.41	6.5	40	10	7	2	7	8	8	7	11	0	0	1
October	30.05	30.62	29.22	1.40	52.2	62.1	43.2	18.9	85	27	58	74	4	3.84	7	3.13	7.7	48	9	7	3	4	5	8	10	16	0	0	1
November	30.07	30.75	28.74	2.01	40.4	49.1	33.5	15.6	75	12	63	71	5	3.90	10	1.66	8.7	46	6	5	1	3	4	8	15	17	1	0	1
December	30.06	30.82	28.94	1.88	31.6	37.9	22.6	15.3	68	0	68	71	6	3.88	12	2.05	9.2	62	8	3	1	3	3	9	16	19	0	0	2
Mean	30.02	.....	.....	.....	49.8	58.2	40.5	17.7	.....	.....	.....	72	5	.....	.....	.....	8.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46.14	129	.....	.....	.....	88	71	27	77	66	106	122	166	7	3	12

Meteorological table compiled by the United States Weather Bureau.

BLOCK ISLAND, R. I.

Month.	Barometer at 32° F. and mean sea level.				Air temperature, in °F.							Average relative humidity.	Average amount of clouds 0–10.	Precipitation.			Wind.											Number of days with winds of 40 miles or over.	Number of days fog.
	Mean.	Extremes.			Mean.				Extremes.								Statute miles.		Average number of times (observations at 8 a. m. and 8 p. m.) from—											
	For month.	Highest.	Lowest.	Range.	For month.	Mean max.	Mean min.	Range.	Highest.	Lowest.	Range.			Average fall.	Number of days 0.01 inch or more.	Maximum fall in 24 hours.	Average hourly velocity.	Highest velocity.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.		
	Ins.	*Ins.*	*Ins.*	*Ins.*								%		*Ins.*		*Ins.*													
January	30.07	30.89	28.80	2.09	31.4	37.1	25.1	12.0	59	−4	63	76	6	3.86	13	2.41	19.0	77	7	5	3	4	5	12	10	16	0	11	4
February	30.06	30.93	28.72	2.21	31.2	35.9	24.2	11.7	58	−4	62	75	5	4.29	11	4.54	19.6	78	10	4	2	4	2	9	10	15	0	13	2
March	29.98	30.94	29.43	1.51	35.9	40.8	30.0	10.8	68	6	62	79	5	4.37	13	4.29	17.7	77	5	6	5	5	5	14	9	13	0	8	4
April	29.98	30.75	29.10	1.65	43.8	49.3	38.8	10.5	72	25	47	80	5	3.62	11	3.73	16.2	72	3	7	5	4	7	13	10	11	0	5	6
May	29.99	30.52	29.32	1.20	52.9	58.1	47.2	10.9	82	31	51	85	5	3.75	12	3.19	14.4	72	2	7	6	6	7	19	8	7	0	2	8
June	29.97	30.54	29.51	1.03	61.6	67.4	56.1	11.3	86	44	42	87	5	2.87	9	4.93	13.6	72	3	8	5	5	6	21	8	4	0	1	7
July	29.97	30.52	29.46	1.06	68.1	73.9	62.8	11.1	92	52	40	87	5	3.31	10	6.22	12.5	60	3	4	4	4	11	21	9	6	0	1	7
August	29.99	30.44	29.42	1.02	68.7	73.1	63.1	10.0	89	49	40	86	5	3.48	9	3.62	12.1	72	3	8	6	5	7	18	7	8	0	1	4
September	30.08	30.62	29.45	1.17	64.1	68.5	58.7	9.8	86	38	48	83	5	3.00	9	4.88	14.1	84	6	8	6	6	8	15	4	7	0	2	4
October	30.05	30.64	29.40	1.24	55.3	59.0	49.1	9.9	76	30	46	78	5	4.11	9	3.46	17.2	84	7	8	4	5	5	14	6	13	0	5	1
November	30.06	30.82	28.51	2.31	45.3	49.8	39.5	10.3	70	14	56	76	5	3.88	11	4.54	18.0	90	6	6	2	3	3	11	12	17	0	9	1
December	30.06	30.92	28.77	2.15	36.6	40.9	29.7	11.2	60	−3	63	75	6	3.82	12	2.52	19.7	84	6	4	2	2	4	14	14	16	0	11	2
Mean	30.02	.....	.....	.....	49.6	54.5	43.7	10.8	.....	.....	.....	81	5	.....	.....	.....	16.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44.36	129	.....	.....	.....	61	75	50	53	70	181	107	133	0	69	50

Meteorological table compiled by the United States Weather Bureau.

NEW LONDON, CONN.

Month.	Barometer at 32° F. and mean sea level.				Air temperature, in °F.							Average relative humidity.	Average amount of clouds 0-10.	Precipitation.			Wind.										Number of days with winds of 40 miles or over.	Number of days fog.
	Mean.	Extremes.			Mean.				Extremes.								Statute miles.		Average number of times (observations at 8 a. m. and 8 p. m.) from—										
	For month.	Highest.	Lowest.	Range.	For month.	Mean max.	Mean min.	Range.	Highest.	Lowest.	Range.			Average fall.	Number of days 0.01 inch or more.	Maximum fall in 24 hours.	Average hourly velocity.	Highest velocity.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.		
	Ins.	Ins.	Ins.	Ins.								%		Ins.		Ins.													
January	30.08	30.82	28.90	1.92	29.0	36.4	21.7	14.7	65	−10	75	75	5	4.38	11	2.85	7.9	54	12	6	2	2	3	8	11	18	0	1	2
February	30.08	30.86	28.85	2.01	29.7	37.3	23.0	14.3	65	− 6	71	74	5	3.93	13	6.66	8.8	80	11	4	3	3	2	6	10	17	0	1	2
March	29.99	30.57	29.07	1.57	35.1	42.4	28.0	14.4	64	4	60	72	5	4.74	14	2.46	9.0	60	12	5	3	3	4	8	7	20	0	0	2
April	29.98	30.74	29.10	1.64	45.6	53.3	38.1	15.2	79	19	60	70	5	3.67	12	2.38	8.1	40	8	6	3	7	8	9	6	13	0	0	2
May	29.98	30.48	29.29	1.19	56.4	64.1	48.3	15.8	93	31	62	73	5	3.59	12	2.05	7.0	44	7	8	5	13	3	12	5	9	0	0	3
June	29.98	30.50	29.57	0.93	65.6	73.1	57.4	15.7	95	43	52	77	5	3.16	10	5.97	6.0	36	6	5	3	9	9	13	8	7	0	0	2
July	29.97	30.49	29.58	0.91	71.0	77.9	63.3	14.6	93	51	42	78	5	4.02	12	1.71	5.8	48	5	2	4	7	11	16	8	9	0	0	1
August	30.00	30.31	29.57	0.74	69.7	76.5	62.4	14.1	92	47	45	79	5	4.70	10	3.71	5.4	57	8	2	3	6	7	12	9	15	0	0	1
September	30.08	30.58	29.43	1.15	63.2	70.8	56.2	14.6	93	35	58	78	5	3.35	11	1.90	6.2	41	9	6	3	4	12	13	3	10	0	0	1
October	30.06	30.58	29.35	1.23	53.1	61.0	45.2	15.8	83	27	56	76	5	4.44	11	2.88	7.1	63	10	9	4	3	4	9	9	14	0	0	1
November	30.07	30.81	29.32	1.49	41.9	49.8	35.5	14.3	72	4	68	73	5	4.07	12	2.54	7.9	63	9	7	2	2	4	8	12	16	0	1	1
December	30.08	30.90	29.36	1.54	32.6	40.7	26.2	14.5	60	− 8	68	74	5	3.46	12	2.27	7.8	69	10	5	1	2	3	8	14	19	0	1	1
Mean	30.02				49.5	57.0	42.1	14.9				75	5				7.2												
Total														47.51	143				107	65	36	61	70	122	102	167	0	4	19

Meteorological table compiled by the United States Weather Bureau.

HARTFORD, CONN.

Month.	Barometer at 32° F. and mean sea level.				Air temperature, in °F.							Average relative humidity.	Average amount of clouds 0-10.	Precipitation.			Wind.											Number of days with winds of 40 miles or over.	Number of days fog.
	Mean.	Extremes.			Mean.				Extremes.								Statute miles.		Average number of times (observations at 8 a. m. and 8 p. m.) from—											
	For month.	Highest.	Lowest.	Range.	For month.	Mean max.	Mean min.	Range.	Highest.	Lowest.	Range.			Average fall.	Number of days 0.01 inch or more.	Maximum fall in 24 hours.	Average hourly velocity.	Highest velocity.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.		
	Ins.	Ins.	Ins.	Ins.								%		Ins.		Ins.													
January	30.07	30.76	28.67	2.09	25.5	36.0	20.5	15.5	62	−12	74	72	6	3.83	13	1.95	7.9	48	13	3	1	2	11	12	3	17	0	1	1
February	30.06	30.95	29.04	1.91	27.2	33.9	16.8	17.1	57	− 6	63	69	6	3.55	10	2.03	8.0	54	13	2	1	1	7	11	4	17	0	0	1
March	29.99	30.91	28.90	2.01	35.0	45.0	28.4	16.6	80	7	73	67	6	4.32	11	2.66	7.8	46	12	3	1	2	12	7	7	18	0	0	1
April	29.99	30.70	29.02	1.68	46.7	57.2	38.2	19.0	85	21	64	66	6	3.57	11	3.73	8.8	42	8	5	3	3	12	8	4	17	0	0	1
May	29.98	30.51	29.37	1.14	57.5	67.6	48.4	19.2	93	32	61	69	6	3.54	13	3.18	8.1	40	11	6	2	3	18	8	3	11	0	0	0
June	29.97	30.45	29.46	0.99	67.1	77.2	57.2	20.0	92	40	52	72	6	3.08	10	2.50	7.0	31	11	5	2	3	15	12	3	9	0	0	0
July	29.97	30.45	29.43	1.02	71.6	82.8	63.1	19.7	100	48	52	73	6	4.11	10	1.55	7.0	39	9	4	2	2	22	11	3	9	0	0	0
August	29.99	30.41	29.46	0.95	68.9	79.0	59.8	19.2	96	43	53	76	6	4.56	9	2.21	6.2	31	12	5	2	3	20	8	2	10	0	0	1
September	30.07	30.59	29.09	1.50	61.7	73.3	54.7	18.6	92	36	56	78	6	3.50	9	4.03	6.1	34	15	4	2	4	17	7	3	8	0	0	3
October	30.06	30.63	29.29	1.34	51.2	62.0	42.0	20.0	90	25	65	72	5	3.86	8	4.67	6.8	46	14	3	2	4	12	10	3	14	0	0	3
November	30.08	30.57	28.75	1.82	39.5	48.3	33.2	15.1	74	14	60	71	6	3.82	9	2.00	7.5	44	11	3	2	2	8	13	5	16	0	0	2
December	30.07	30.85	29.00	1.85	29.8	36.2	21.8	14.4	67	0	67	72	6	3.57	9	1.99	7.3	43	13	2	1	1	9	15	6	15	0	0	1
Mean	30.02				48.5	58.4	40.5	17.9				72	6				7.4												
Total														45.31	122				142	45	21	30	163	122	46	161	0	1	14

Meteorological table compiled by the United States Weather Bureau.

NEW HAVEN, CONN.

Month.	Barometer at 32° F. and mean sea level.				Air temperature, in °F.							Average relative humidity.	Average amount of clouds 0–10.	Precipitation.			Wind.											Number of days with winds of 40 miles or over.	Number of days fog.
	Mean.	Extremes.			Mean.				Extremes.								Statute miles.		Average number of times (observations at 8 a. m. and 8 p. m.) from—											
	For month.	Highest.	Lowest.	Range.	For month.	Mean max.	Mean min.	Range.	Highest.	Lowest.	Range.			Average fall.	Number of days 0.01 inch or more.	Maximum fall in 24 hours.	Average hourly velocity.	Highest velocity.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.		
	Ins.	*Ins.*	*Ins.*	*Ins.*								%		*Ins.*		*Ins.*													
January	30.08	30.93	28.78	2.15	27.3	35.7	19.8	15.9	65	−14	79	74	5	3.91	13	2.74	9.6	60	11	10	2	3	6	8	9	13	0	1	2
February	30.07	30.95	28.76	2.19	28.3	36.2	20.8	15.4	67	−11	78	74	5	3.75	11	4.13	10.0	56	11	7	2	2	3	9	9	12	0	1	1
March	29.99	30.65	29.16	1.49	35.4	43.4	27.2	16.2	81	0	81	73	5	4.45	13	4.78	10.0	50	10	11	2	5	7	7	8	12	0	1	2
April	29.99	30.72	29.04	1.68	46.4	55.1	37.7	17.4	85	16	69	69	5	3.56	11	5.90	9.6	50	10	7	5	7	7	6	7	11	0	1	1
May	29.99	30.53	29.60	0.93	57.6	66.6	48.4	18.2	93	30	63	73	5	3.64	11	3.22	8.3	45	7	9	3	11	11	8	5	8	0	0	0
June	29.97	30.51	29.30	1.21	66.9	75.5	57.7	17.8	96	41	55	75	5	3.17	11	4.79	7.4	41	7	9	3	6	10	11	6	8	0	0	0
July	29.97	30.51	29.53	0.98	71.9	80.3	63.3	17.0	98	49	49	77	5	4.78	12	7.00	7.0	43	6	6	2	7	15	10	6	9	1	0	0
August	29.99	30.44	29.44	1.00	70.1	78.1	61.7	16.4	98	45	53	79	5	4.99	10	8.73	7.0	57	13	8	3	5	11	10	5	7	0	0	0
September	30.07	30.39	29.43	0.96	63.9	71.7	55.0	16.7	100	32	68	80	5	3.79	10	6.69	7.6	60	13	7	4	5	9	9	4	9	0	0	1
October	30.06	30.66	29.24	1.42	52.8	61.5	44.1	17.4	89	24	65	77	5	3.92	9	4.54	8.6	62	13	10	2	3	6	9	7	12	0	0	0
November	30.07	30.80	28.65	2.15	41.3	49.3	33.8	15.5	73	2	71	76	5	3.58	10	2.93	9.1	51	13	6	1	2	4	10	11	13	0	1	0
December	30.07	30.86	28.88	1.98	31.8	39.4	25.0	14.4	68	−10	78	75	5	3.65	11	3.75	9.4	55	10	9	1	1	3	15	11	12	0	0	1
Mean	30.03	.....	.....	.....	49.5	57.8	41.2	16.6	....	....	....	73	5	.....	.....	.....	8.6	.....	....	....	....	....	....	....	....	....	....	....	....	....
Total	.....	.....	.....	.....	.....	.....	.....	.....	....	....	....	.....	.....	47.19	132	.....	.....	.....	124	99	30	57	92	112	88	126	1	5	8

Meteorological table compiled by the United States Weather Bureau.

NEW YORK, N. Y.

Month.	Barometer at 32° F. and mean sea level.				Air temperature, in °F.							Average relative humidity.	Average amount of clouds 0-10.	Precipitation.			Wind.											Number of days with winds of 40 miles or over.	Number of days fog.
	Mean.	Extremes.			Mean.				Extremes.								Statute miles.		Average number of times (observations at 8 a. m. and 8 p. m.) from—										
	For month.	Highest.	Lowest.	Range.	For month.	Mean max.	Mean min.	Range.	Highest.	Lowest.	Range.			Average fall.	Number of days 0.01 inch or more.	Maximum fall in 24 hours.	Average hourly velocity.	Highest velocity.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.		
	Ins.	*Ins.*	*Ins.*	*Ins.*								%		*Ins.*		*Ins.*													
January	30.10	30.78	28.75	2.03	30.2	37.3	23.8	13.5	67	−6	73	74	6	3.79	12	2.48	13.1	76	4	7	4	3	5	8	14	16	1	6	3
February	30.09	30.86	28.70	2.16	30.7	37.9	24.1	13.8	69	−6	75	72	5	3.74	11	3.25	14.5	96	5	5	4	2	4	6	13	17	0	8	1
March	30.03	30.93	29.22	1.71	37.5	45.1	29.7	15.4	78	3	75	71	6	4.10	13	3.60	13.8	80	4	8	7	4	6	6	10	17	0	6	2
April	30.02	30.63	29.16	1.47	48.1	56.9	40.5	16.4	90	20	70	68	5	3.30	11	3.72	11.8	84	4	7	7	5	7	5	9	16	0	6	2
May	29.98	30.45	29.13	1.32	59.3	68.2	51.6	16.6	95	34	61	71	5	3.18	11	4.17	10.7	64	3	6	10	7	9	9	7	11	0	4	2
June	29.99	30.46	29.34	1.12	68.5	77.3	61.1	16.2	97	45	52	73	5	3.26	11	3.63	9.5	72	4	7	5	6	10	8	8	9	3	2	0
July	29.98	30.51	29.46	1.05	73.5	82.1	66.6	15.5	99	50	49	73	5	4.54	12	3.80	9.1	72	4	5	3	5	12	11	10	12	0	2	0
August	30.01	30.33	29.28	1.06	72.2	80.0	65.9	14.1	96	51	45	75	5	4.53	10	5.05	8.8	76	4	8	7	6	12	8	7	10	0	1	0
September	30.08	30.55	29.55	1.00	66.5	74.0	59.8	14.2	100	36	64	76	5	3.59	9	6.17	9.8	72	5	7	8	6	10	8	6	10	0	2	1
October	30.08	30.55	29.29	1.26	55.6	63.0	48.4	14.6	88	31	57	73	5	3.71	9	9.40	11.6	76	6	8	4	6	6	7	12	13	0	4	1
November	30.11	30.80	28.70	2.10	44.0	50.9	37.5	13.4	74	7	67	73	5	3.44	10	3.62	12.5	76	4	5	3	1	5	6	17	19	0	6	1
December	30.12	30.89	28.97	1.92	34.4	40.6	28.0	12.6	68	−6	74	73	6	3.45	11	2.93	13.3	78	4	6	3	2	5	9	15	18	0	6	2
Mean	30.05	.....	.....	.....	51.7	59.5	44.8	14.7	.....	.....	.....	73	5	.....	.....	.....	11.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44.63	130	.....	.....	.....	51	79	65	53	91	91	128	168	4	38	15

Meteorological table compiled by the United States Weather Bureau.

ALBANY, N. Y.

Month.	Barometer at 32° F. and mean sea level.				Air temperature, in °F.							Average relative humidity.	Average amount of clouds 0–10.	Precipitation.			Wind.											Number of days fog.
	Mean.	Extremes.			Mean.				Extremes.								Statute miles.		Average number of times (observations at 8 a. m. and 8 p. m.) from—									Number of days with winds of 40 miles or over.	
	For month.	Highest.	Lowest.	Range.	For month.	Mean max.	Mean min.	Range.	Highest.	Lowest.	Range.			Average fall.	Number of days 0.01 inch or more.	Maximum fall in 24 hours.	Average hourly velocity.	Highest velocity.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.		
	Ins.	*Ins.*	*Ins.*	*Ins.*								%		*Ins.*		*Ins.*													
January	30.07	30.99	28.46	2.53	22.5	31.0	15.0	16.0	64	−24	88	80	6	2.59	13	1.62	7.5	60	9	6	1	4	15	6	5	16	0	[1] 0	3
February	30.07	30.99	28.93	2.06	23.6	31.8	16.5	15.3	63	−18	81	79	6	2.52	11	1.89	8.1	70	9	7	1	4	12	2	4	17	0	0	2
March	30.01	30.65	28.96	1.69	32.1	40.7	24.4	16.3	79	− 8	87	76	6	2.74	13	2.29	8.8	54	8	6	1	5	16	3	5	18	0	0	1
April	30.00	30.69	29.12	1.57	45.8	55.7	37.9	17.8	88	13	75	68	6	2.39	12	2.02	8.3	56	8	6	1	5	13	4	7	16	0	0	1
May	29.98	30.54	29.29	1.25	58.9	68.8	49.7	19.1	97	29	68	69	5	2.98	13	2.19	7.5	41	8	4	1	5	21	4	7	12	0	0	0
June	29.97	30.48	29.33	1.15	67.9	78.0	59.3	18.7	99	40	59	71	5	3.76	13	2.95	6.7	48	8	4	2	8	18	5	5	10	0	0	0
July	29.96	30.55	29.51	1.04	72.0	82.4	63.6	18.8	104	48	56	71	5	3.90	13	3.12	6.4	70	5	4	2	7	22	6	6	10	0	0	1
August	29.98	30.46	29.36	1.10	69.5	80.0	62.0	18.0	98	43	55	75	5	3.96	11	2.40	6.0	44	8	5	2	7	22	4	4	10	0	0	3
September	30.07	30.62	29.44	1.18	62.3	72.6	54.6	18.0	97	32	65	77	5	3.18	10	3.27	6.3	38	8	7	1	6	20	4	4	10	0	0	3
October	30.06	30.72	29.18	1.54	50.4	60.0	43.2	16.8	90	23	67	78	6	2.99	10	4.75	6.8	70	8	6	1	6	17	6	5	13	0	0	4
November	30.08	30.80	29.00	1.80	38.4	46.3	32.5	13.8	71	−10	81	79	7	2.80	12	2.46	7.4	52	9	4	1	4	16	5	5	16	0	0	2
December	30.08	30.94	29.07	1.87	27.5	35.1	21.6	13.5	66	−17	83	80	7	2.57	12	2.39	7.4	60	9	5	1	4	18	5	4	16	0	0	2
Mean	30.03				47.6	56.8	40.0	16.8				75	6				7.3												
Total														36.38	143				97	64	15	65	210	54	61	164	0	0	22

[1] Mean less than 0.5.

AGENCIES OF THE COAST AND GEODETIC SURVEY.

Maine—
Addison Point: V. H. Nash.
Augusta: J. F. Pierce.
Bangor: Snow & Nealley Co., 98 Broad Street.
Bar Harbor: Albert W. Bee; Fifield & Joy.
Bath: Charles A. Harriman, 106 Front Street.
Belfast: Newton S. Lord, 31 Front Street.
Blue Hill: H. B. Darling.
Boothbay Harbor: R. G. Hodgdon.
Camden: Eugene M. Clark.
Castine: W. A. Ricker.
Damariscotta: R. C. Reed.
Eastport: Bucknam & Colwell Co.
Harrington: Wm. N. Dyer.
Jonesport: E. B. Sawyer.
Lubec: J. W. Case.
Machias: W. B. Parlin.
McKinley: Frank McMullin.
Millbridge: E. W. Wallace.
New Harbor: Samuel Tibbetts.
North Haven: C. S. Staple.
Pemaquid Harbor: Chas. A. Farrin.
Portland: Wm. Senter & Co., 51 Exchange Street.
Rockland: E. R. Spear & Co., 408 Main Street.
Vinal Haven: F. E. Littlefield.

Vermont—
Burlington: L. W. Fennell, customhouse.

Massachusetts—
Barnstable: V. D. Bacon.
Boston: W. E. Hadlock & Co., 132 State Street; C. C. Hutchinson, 152 State Street.
Fall River: George E. Bamford, 7 Granite Block.
Gloucester: W. F. Chisholm & Son, 161 Main Street.
Marblehead: Stearns & McKay.
Nantucket: Obed G. Smith.
New Bedford: A. C. Smith, 27 William Street.
Provincetown: F. H. Dearborn.
Salem: A. F. Hitchings, customhouse.
Vineyard Haven: E. R. Tilton.

Rhode Island—
Block Island: C. C. Ball.
Newport: J. T. O'Connell, 89 Long Wharf; W. H. Tibbetts, 185 Thames Street.
Providence: Goff & Page, customhouse.

Connecticut—
Bridgeport: J. H. Shannon, customhouse.
Hartford: Robert D. Stevens, customhouse.
New Haven: Edward A. Welch, customhouse.
New London: Edwin Keeney & Co., corner Bank and State Streets.
South Norwalk: Chas. J. Prescott.
Stamford: John J. Bohl, post office; Fred. A. Taff.
Stonington: James H. Stivers, 72 Water Street.

New York—
Albany: B. Lodge & Co., 91 North Pearl Street.
College Point: Albert Humm.
Greenport: George B. Preston.
New York: T. S. & J. D. Negus, 140 Water Street; John Bliss & Co., 128 Front Street; R. Merrill's Sons, 66 South Street; Michael Rupp & Co., 112 Broad Street; E. Steiger & Co., 49 Murray Street; Rand, McNally & Co., 40–42 East Twenty-second Street; C. S. Hammond & Co., 30 Church Street; Motor Boat Publishing Co., 110–112 West Fortieth Street; E. J. Willis Company, 85 Chambers Street.
Northport: Charles S. Mott.
Sag Harbor: Charles P. Cook.

New Jersey—
Atlantic City: J. F. Hall, 1632 Atlantic Avenue.
Island Heights: Walter M. Wood.

Delaware—
Wilmington: David A. Hay & Co., 121 Market Street.

Pennsylvania—
Philadelphia: Riggs & Bro., 310 Market Street; Jno. E. Hand & Sons, 222 Walnut Street.

Maryland—
Baltimore: Jno. E. Hand & Sons, 510 East Pratt Street; Wm. B. Clark, Johns Hopkins University.
Crisfield: Thos. E. Stevenson.

District of Columbia—
Washington: Coast and Geodetic Survey Office; W. H. Lowdermilk & Co., 1424 F Street NW.; Wm. Ballantyne & Sons, 1409 F Street NW.; Brentano's, 1200 F Street NW.

Virginia—
Alexandria: R. Bell's Sons, 110 South Fairfax Street.
Chincoteague Island: J. W. Field.
Newport News: W. L. Shumate & Co., 133 Twenty-fifth Street.
Norfolk: William Freeman, 268 Main Street.
Richmond: Elmo S. Redwood, post office.

North Carolina—
Elizabeth City: P. W. Melick Co.
Washington: Dr. E. M. Brown.
Wilmington: Thomas F. Wood, 1 Princess Street.

South Carolina—
Beaufort: P. A. Roper, customhouse.
Charleston: Isaac Hammond, 10 Broad Street.

Georgia—
Brunswick: Minton H. Johnson, customhouse.
Savannah: J. P. Johnson, customhouse.

Florida—
Apalachicola: J. E. Grady & Co., Water Street.
Cedar Keys: Henry G. Nelson, customhouse.
Fernandina: S. M. Thompson.
Fort Myer: James B. Parker.
Jacksonville: H. & W. B. Drew Co.
Key West: Alfred Brost, customhouse.
Miami: Frank T. Budge.
Pensacola: McKenzie Oerting & Co., 603 Palafox Street.
Tampa: Tampa Book & News Co.
Tarpon Springs: C. D. Webster.

Alabama—
Mobile: C. H. Costello Co., 25–27 Commerce Street; E. O. Zadek Jewelry Co.

Mississippi—
Gulfport: Rolf Seeberg Ship Chandlery Co.
Pascagoula: Miss Lizzie S. Alley.

Louisiana—
Morgan City: B. M. Young.
New Orleans: Woodward, Wight & Co., 406–418 Canal Street.

Texas—
Galveston: Charles F. Trube, 2415 Market Street.
Port Lavaca: L. Seabrook.

Cuba—
Habana: Hillebrand y Menció, 10 Mercaderes.

Porto Rico—
San Juan (Bayamon): H. F. Smith.

Ohio—
Cleveland: Penton Publishing Co., Browning Building.

Illinois—
Chicago: Rand, McNally & Co., 168 Adams Street; Geo. B. Carpenter & Co., 202–208 South Water Street.

California—
Eureka: James E. Mathews, 423 F Street.
Longbeach: F. J. Schinnerer.
Los Angeles: Cunningham, Curtiss & Welch Co., 252 South Spring Street.
Monterey: Francis M. Hilby.
San Diego: Carpenter's Book Store, 762–766 Fifth Street; Arey-Jones Co., 1051 Fifth Street.
San Francisco: Louis Weule Co., 6 California Street; Geo. E. Butler, Alaska Commercial Bldg., cor. California and Sansome Streets; H. J. H. Lorenzen, 12 Market Street; A. Lietz Co., 632–634 Commercial Street.
San Pedro: Marine Hardware Co., 509 Beacon Street.

Oregon—
Marshfield: Norton & Hansen.
Portland: The Beebe Co., 182–186 W. Morrison Street.

Washington—
Aberdeen: Evans Drug Co.
Anacortes: S. D. Temple & Co., 610 Commercial Avenue.
Bellingham: Edward T. Mathes; Union Printing Co., South Bellingham.
Blaine: J. D. Stage.
Everett: Adam Hill, 2929 Colby Avenue.
Friday Harbor: E. F. Harpst.
Olympia: Winstanley & Blankenship.
Port Townsend: Waterman & Katz; W. J. Fritz, 320 Water Street.
Seattle: Lowman & Hanford Stationery and Printing Co., 616 First Avenue; Max Kuner Co., 94 Columbia Street.
South Bend: Marion D. Egbert.
Tacoma: Cole-Martin-Berg Co., 926 Pacific Avenue.

Alaska—
Cordova: Northern Drug Co.
Craig: Charles A. Fox.
Haines: George Vogel.
Juneau: John T. Spickett.
Ketchikan: Chas. E. Ingersoll; Forest J. Hunt; Ryus Drug Co.
Sitka: Chas. M. McGrath.
Valdez: Owl Drug Co.
Wrangell: F. Matheson.

Hawaii—
Honolulu: Hawaiian News Co.

Philippine Islands—
Cebu: Pacific Commercial Co.
Iloilo: Hoskyn & Co.
Manila: C. & G. Survey Office; Luzon Stevedoring Co., water front, foot of Calle Madrid.
Zamboanga: Behn, Meyer & Co.

Canada—
Montreal, Quebec: Hearn & Harrison, 1640 Notre Dame Street: Harrison & Co., 53 Metcalfe Street.
Quebec, Quebec: T. J. Moore & Co., 118 Mountain Hill.
St. John, N. B.: A. B. Smalley & Son, 91 Prince William Street.
Toronto, Ontario: Charles Potter, 85 Yonge Street.

Canada—Continued.
Vancouver, B. C.: Clarke & Stuart, 441 Hastings Street; Thomson Stationery Co., 325 Hastings Street, W.
Victoria, B. C.: J. Johnston, 77 Government Street; T. N. Hibben & Co., 69 Government Street.

China—
Hongkong: Chas. J. Gaupp & Co.

Australia—
Newcastle, New South Wales: W. H. Sproull & Co.

Germany—
Berlin, S. W.: Dietrich Reimer, Wilhelm-Strasse, No. 29.
Hamburg: Eckardt & Messtorff.

France—
Paris: Augustin Challamel, Rue Jacob 17.

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Additions and corrections to May 3, 1918, for U.S. Coast Pilot, Atlantic Coast, Part IV, since the publication of the volume.

Atlantic Coast Pilot, Section B, Cape Cod to Sandy Hook, is in press, and will probably be ready for issue in July 1918. It replaces a part of Coast Pilot Part III, and all of Coast Pilot Part IV. The price is 50 cents.

Page 41.

Point Judith Harbor of Refuge.---An occulting white light is established on a white tank house on a black colum at the south end of the west breakwater.

Page 44.

Watch Hill Lighthouse.--The light is changed to fixed white and group flashing red (white 10 seconds, eclipse 1.1 seconds, red 0.3 second, eclipse 2.2 seconds, red 0.3 second, eclipse 1.1 seconds)

Page 45.

Race Rock.--The fog signal of Race Rock lighthouse is changed to an air siren, sounding a group of two blasts every 30 seconds, blasts each 2 seconds, silent intervals 1 and 25 seconds. The auxiliary fog signal (bell) has been discontinued.

Pages 47 and 48.

An examination of the shoals off Montauk Point by means of a wire deag has located a shoal with a depth of 30 feet, 1-3/4 miles northwestward of Shagwong Reef.

Page 49.

Great Salt Pond.--Additional buoys are established to mark the channel into Great Salt Pond.

Page 68.

Buoys have been established to mark the channel in Pawcatuck River.

Page 73.

From Crooks beacon to Mystic.--The first dolphin is replaced by red buoy No. 8.

Page 81.

Niantic Bay.--A rocky patch, with a least depth of 14 feet, has been found 300 yards south-southeastward of White Rock.

Page 87.

Potash Bar.--The buoy marking the west side of the eastern channel is removed.

Page 90.

Hen and Chickens.--The spindle formerly marking the south side of the rocks is replaced by a horizontally striped buoy.

Page 96.

Inner Reef.--A horizontally striped buoy is established to mark the rock with 8 feet over it lying 3/8 mile westnorthwestward of Inner Reef.

Page 101.

Branford River.--The depth to Branford was 7 feet in 1917.

Page 109.

Wepawaug River.--There was a depth of 10 feet to Merwin Wharf in 1917.

Page111.

Stratford Shoal (Middle Ground) lighthouse fog signal is changed to a siren, blast 2 seconds, silent 13 seconds.

Pages 114 and 117.

Bridgeport Harbor.--Bridgeport beacon (red pile dolphin) is discontinued, and horizontally striped buoy established to mark its former position.

Page 121.

Saugatuck River.--In June, 1917, there was a depth of 2-1/2 feet to the lower wharves at Westport.

Page 133.

Cove Rock is now marked by a horizontally striped buoy on its southerly side.

Page 136.

Great Captain Island lighthouse.--The light is changed to fixed white alternating with group flashing red (white, 6.7 seconds, eclipse 0.7 seconds red 0.2 second, eclipse 1.5 seconds, red 0.2 second, eclipse 0.7 second).

Page 137.

Port Chester Channel light has been moved about 300 yards southeward to the west side of the south end of the dredged channel, and shows a white light. Channel buoy S4 has been moved 300 yards 542° to the former position of the light, on the east side of the channel.

Page 143.

New Rochelle Harbor.--Lower Green Flats, between Pea Island and Middle Reed, has a boulder with a least depth of 1-1/2 feet at low water.

Page 147.

East Chester Creek.--There was a depth of 4 feet at low water to Fulton Avenue Bridge in June, 1917.

Page 148.

Mattituck.-- A light is established on the outer end of the west jetty.

Page 156.

Oyster Bay.--The northerly limit of the red sector in Cold Spring Harbor lighthouse has been moved to 125° true (SE mag.).

Page 161.

A gas buoy, "LA", has been established in 3 fathoms of water, 150 yards southwestward of Plum Point, Manhasset Bay.

Page 163.

Bronx.--In June, 1917, Bronx River had a depth of 7 feet for one mile, thence 2-1/2 feet to the gas works. Buoys have been established to mark the channel.

Page 169.

Directions, East River.--The channel of the East River from Whitestone Point westward to Sunken Meadow has been examined by means of a wire drag, and several rocks of 19 to 25 feet depth have been found close to the sailing lines. The shoals are shown on the charts.

Page 189.

Navesink lighthouse.--The light is changed to flash 0.3 second, eclipse 4.7 seconds.

North Hook beacon.--The light is now shown from a skeleton tower, and the brown conical tower is removed.

Page 191.

Bay Ridge Channel has been completed to project dimensions, Red Hook Channel has a depth of 40 feet, but not for the full width.

Page 204.

Cheesequake Creek.--A green light is established to mark the outer end of the east jetty.

Page 211.

Raritan Bay.--Can buoy No. 3, off Conaskonk Point, is replaced by a gas buoy from April 1 to December 15, and a spar buoy for the remainder of the year.

Page 212.

Kill van Kull.--The 16-foot channel leading through the shoals northward of Shooters Island is marked by buoys.