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2262

2227-2228-2261  
2262

Diag. Ch. No. 121-1

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	<i>Hydrographic</i>
Field No.	<i>2227-2228</i>
	Office No. <i>2261-2262</i>
LOCALITY	
State	<i>N.Y. &amp; R.I.</i>
General locality	<i>Off Montauk</i>
Locality	<i>Point Long Island</i>
	<i>N.Y. &amp; Block Island R.I.</i>
-194-	
<i>1895-1896.</i>	
CHIEF OF PARTY	
<i>St. Garrett Blandin U.S.N.</i>	
LIBRARY & ARCHIVES	
DATE .....	

2228

Diag. Cht. No. 1211-1

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*W W Duffield*  
Superintendent.

State: *N.Y. + R.I.*

DESCRIPTIVE REPORT.

*Hyd. C.* Sheet No. *2228*

LOCALITY:

*See*

*2227*

*1895-6*  
*100*

CHIEF OF PARTY:

*J M Garnett*

2228

2261

Diag. Ch. No 1211-1

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

*W. W. Duffield*  
Superintendent.

State: *N.Y. & R.I.*

DESCRIPTIVE REPORT.

*Hyde* Sheet No *2261*

LOCALITY:

*See*

*2227*

*1895-6*  
*190*

CHIEF OF PARTY:

*L. M. Barrett*

2261

# 2262

Diag. Cht. No. 1211-1

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*W. W. Duffield*  
Superintendent.

State: *N.Y. & R.I.*

## DESCRIPTIVE REPORT.

*Hyd* Sheet No. *2262*

LOCALITY:

*See*

*2227*

*1893-6*  
*190*

CHIEF OF PARTY:

*I. M. Garrett*

2262

U. S. COAST AND GEODETIC SURVEY.

*Gen. W. W. Duffield* . Superintendent.

States: *N. Y. + R. I.*

DESCRIPTIVE REPORT.

*Hydrographic* Sheets Nos. *2227,*  
*2228, 2261, 2262.*

LOCALITY:

*Off Montauk Point,*  
*Long Island, N. Y.,*  
*and*  
*Block Island, R. I.*

*1895-6.*

CHIEFS OF PARTY:

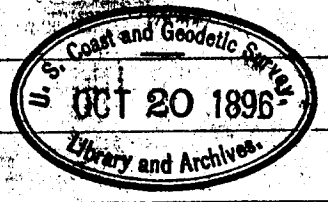
*Lt. L. M. Garrett, W. P. Benson,*  
*and J. J. Blanding, U. S. N.*

*Archives*  
To me at: *South Hyannis, Mass.*  
Telegraph me at: *OCT. 19. 1896 13296*  
My Express Office is:

U. S. Coast and Geodetic Survey,  
*Str. "Endeavor," South Hyannis, Mass.,*  
*October 14<sup>th</sup>, 1896.*

2-547

*Gen. Wm. L. Quiffild,*  
*Superintendent U. S. C. & G. Survey,*  
*Washington, D. C.*



Sir:

I have the honor to submit the following descriptive reports of the work done off Montauk Point, Long Island, N.Y. and Block Island, P.I., which, with the report of Lieut. L. M. Garrett U. S. N., of Dec. 16<sup>th</sup> 1895, and of Lieut. W. S. Benson U. S. N., of August 15<sup>th</sup> 1896, will cover the work from the beginning

Since the detachment of Lieut. W. S. Benson U. S. N. on Aug. 15<sup>th</sup> 1896, this party has been engaged in developing the shoal ridges lying between Montauk Pt. and Block Island; traverses were run across the deep cuts to the eastward of these shoals; an examination was made of the Inner and Outer Fishys, shoals lying to the southward of a Stratton's House Chimney (at Strat); these portions of lines run in 1895 in which the soundings did not cross were run over, and

specimens of bottom were taken over the whole area covered by the sheet. The work on this sheet was closed on Sept. 24, 1896. By reason of the distance of the work from a good anchorage, many miles have been run by the ship going to and from the work. Since leaving Baltimore, Md. on May 19, 1896, this vessel had run 3162 miles, including lines of soundings to the date of closing the work on this sheet.

Copy  
 + The shoals between Montauk Point and Block Island are long ridges of sand and gravel, and their positions are clearly indicated by the rip of the tide over them. A start was made at the close of the season of 1895 to develop these shoals, but little progress was made on account of bad weather. These ridges are very narrow with deep water on each side of them. The work done on them has been plotted on a sheet made on board this vessel on a  $\frac{1}{20000}$  scale, as much of the work was too close to be plotted on the main sheet ( $\frac{1}{40000}$ ).

The deep cut between Montauk Pt. and Block Island was further developed, and a set of specimens of bottom taken in it, as it is an excellent guide for entering Block Island Sound in thick weather, and of going clear of the shoals on each side of it at any time.

Lieut. Benson called Montauk Shoal "The Frisbys" in his report.

This is an error, and an examination of the Frisby's has been made. The Inner Frisby is a ledge running out from shore about E. S. E. The bottom is hard to the lead, but there are numerous small stones scattered over it. The Outer Frisby is a shoal of the same description, having 9 fms. on it in from 11 to 12 fms. water. The range for both of these shoals is the Chimney of Strattons House (called by the Fishermen "The Frisby House") over a group of sharp pointed black rocks on the shore line. The cross range for the Inner Frisby is Montauk Point Light House over Turtle Head. For the Outer Frisby open a round topped hill over Strattons House. The Skilber Ground, on which a position was taken, but which was not developed, is another place much frequented by fishermen. The bottom there is of the same character as on the Frisby's.

Specimens of bottom were taken over the whole area, as there were large gaps in the published chart.

The iron pier at Fort Pond Bay, mentioned by Lewis Benson has been completed, and 6 fms. can be carried alongside it, but there is a shoal just to the Eastward of the pier with 2 fms. on it. A large hotel is to be erected near the Skeather Station (© Storm) during this Winter. Fort Pond Bay is a very poor anchorage in the Fall and Winter,



as it is entirely open to the Northward. There is good holding ground there, however, a stiff blue clay.

The work on the cut into Great Salt Pond, Block Id. has been carried on this Summer. This cut has been widened about 50 feet, and has been dredged out to a more uniform depth (about 12 ft.). It is proposed to extend the Southern breakwater into deeper water, as the filling in of sand is all done from the Southward. In the angle which the breakwater makes with the shore, on the Southern side the beach has built out at least 100 yards, and a decided shoal formed just off the outer end of the breakwater. This latter has been dredged out. This is the only good harbor for miles around, and it should be surveyed, and a harbor chart issued. Two lines of steamers use it during the summer months, besides numerous yachts and fishing vessels.

The prevailing winds in this locality are from the S.W. during the Spring and Summer months. In September the N.E. gales set in, and the nearest safe anchorage is Great Salt Pond, Block Island.

There is a great deal of hazy weather in this locality, the S.W. winds always causing hazy or smoky weather. In the Spring and Fall there are dense fogs. May and

5  
June are the best months for hydrographic work.

New London, Conn. is the nearest port of entry,  
and is also the only place in this vicinity where  
supplies can be obtained in any quantity, or repairs  
made.

Very respectfully

J. A. Blandin,

Lieut. U. S. Navy.

Comdg.

2227

Diag. Chart No. 1211-1

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Hydrographic*  
Field No. \_\_\_\_\_ Office No. *2227*

LOCALITY

State *New York*  
General locality *Off Montauk*  
Locality *Point*

*1896*

~~194~~

CHIEF OF PARTY

*St. S. M. Garrett. U.S.N.*

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DATE \_\_\_\_\_

2227

2227

U. S. COAST AND GEODETIC SURVEY.

Gen. W. W. Duffield, Superintendent.

State: *New York.*

DESCRIPTIVE REPORT.

*Hydrographic Sheet No. 2227.*

LOCALITY:

*Off Montauk Pt.*

1896.

CHIEFS OF PARTY.

*Tr. L. M. Forester, U.S.N.,*  
*St. W. V. Benson, U.S.N.*

## Descriptive Report

Form 65.—Field Letter.

Write me at:

Archives

AUG 17. 1896.

010652

Telegraph me at:

My Express Office is:

~~Assistant in Charge~~U. S. Coast and Geodetic Survey, Str. "Endeavor",  
New London, Conn.

August 15, 1896.

2-527

Gen. W. B. Duffield,

Superintendent of the U. S. C. &amp; G. Survey,

Washington, D. C.

Sir:

In accordance with paragraph 209 General Instructions for Hydrographic Parties, upon the eve of my detachment I beg to submit the following descriptive report of the work done under my direction on sheet # 2227.

The greater area of this sheet is off shore, and there are no marked changes from the old survey, the development simply being a little closer, and more regular. The general depths are about the same. The part of this sheet, the immediate vicinity of Montauk Point, specially developed, has shown some decided changes.

As this sheet covers the entrance to Block Island Sound, between Long Island and Block Island

and thence into Long Island Sound and its tributaries, is of great importance both commercially and strategically. In addition to the vast amount of commerce that now passes through it, the Long Island R.R. Co. has finished its road to Fort Pond and are rapidly completing docking facilities for large ocean steamers, with the idea of making this point the terminus of their ocean steamship line.

( On account of the very strong tidal currents, and the prevalence of fog in this locality, it is of great importance that every shoal be discovered and well located, and every assistance possible be given to the navigator entering these waters.

Fortunately the approach to the land on the south shore of Long Island is bold, and the depths given by the recent survey show that a vessel of ordinary draft may approach the shore with confidence. The currents run parallel to the beach, and not on and off it. The portion of the coast covered by this survey is as a rule bold, and to coasters is undoubtedly easily distinguished.

In this connection I beg to offer the following suggestion: That the Life Saving Stations along our

sea coast be clearly marked in some way so that a vessel in making the land in the vicinity of one of them can tell beyond a doubt its exact locality and shape a course accordingly. These are government stations, and the additional cost would be nothing compared with the vast amount of assistance it would be to the seagoing community. For instance, on this sheet on the South side of Long Island there are three Life Saving Stations, the chart shows that a vessel can approach the locality of either with confidence if the Captain knew that on sighting the land he would find some object the position of which he could feel sure. The current sweeps up and down the coast and a vessel trying to make Montauk Light House might be easily swept so far to the westward as not to be able to see the light house but could see one of the stations. )

There are no pilots in this locality and none are needed for such vessels as now frequent it.

The survey so far has shown that there is a strip of foul ground extending from the East end of Long Island to the S.W. Ledge off Block Island. The regular system of sounding lines has been run

and a closer development will undoubtedly discover shoaler soundings than have yet been found.

A series of very narrow ridges, in places not over five to ten metres in width, running generally in a N.W. and E.S.E. direction, exists in this locality. The method followed in locating them so far has been to wait for comparatively smooth water with a strong tide, and, then run along the smooth side of the tide ribs about ten metres from the rib. This will invariably locate the shoal ridges, and much more absolutely than any regular system of lines.

The tidal currents run in various directions. In the main part of the channel the current runs along the axis, but both to the north and south of a line joining Montauk Pt. and Block Island, the current opens out, as it were, in the shape of a funnel. On the south side of Long Island the tidal current sets along the shore. Off the S.W. point of Block Island the current runs N.W. and E.S.E. At Gun Eastern Rock the tidal current continues about one hour after slack water in at Montauk Point.




In reducing the soundings for the works tide gauges were set up at Fisherman's Cove, Montauk Point, and at S. E. Harbor, Block Islands. As there is evidently some error in the position of the Bench Mark at S. E. Harbor comparisons were carried on for four days between the two gauges. The Bench Mark at Montauk Point being taken as correct.

For all special development in the immediate vicinity of Montauk Point no time allowance was made, but for the remainder of the work a time allowance was made proportional to the change of time between the gauges, and due allowance was also made for difference in range.

July 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> were devoted to the investigation of Gardiners Point. The data for which has already been sent to the office.

Before leaving I shall forward the special development in the vicinity of Montauk Point with the record books, but not the tidal data as it goes also with the Main Sheet. This work has been plotted on a separate sheet of 1/10000 scale, and a separate record made for it, although it is supplemental to the Main Sheet.

It is sent now in order to give time to overhaul it before the season closes if the office so wishes.

Since last year a weather signal station has been established to the eastward of Trout Pond. Its location is given on the Main Sheet as  Storm. A telegraph station is at the railroad station and the regular weather signals are displayed at this station. Mail can be sent from here by the station agent.

A separate report has been made regarding Great Salt Pond, Block Island.

As stated in my annual report a most thorough investigation of Montauk Shoal has failed to show any soundings in this locality less than five (5) fathoms. A close system of lines has been run, the shoalest spots found have been gone over with the drag, and the ship has drifted over the shoal several times searching for least water. A partial examination has also been made in the whale boat. <sup>\*</sup>Fishermen in this locality speak of these two ridges as the outer and inner "Frisbys."

\* (See Lt. Blandin's letter #1483 - Sept. 5, 1895 - in Hyd. Supt's. Office - which says Montauk Shoal + the Frisbys are not the same.)

Since the early part of July the weather has been uniformly unfavorable, either fog or thick haze, and from the peculiar situation of this work it is absolutely necessary to have weather sufficiently clear to see signals, both on Montauk Point and Block Island. Consequently very few days have been sufficiently clear for this work. I would respectfully state that my experience this season convinces me that the months of May and June are the best ones for off shore work along this part of the coast.

A week to ten (10) days of good weather would, in my opinion, be sufficient time in which to finish the remainder of the work on this sheet, unless unlooked for conditions should develop.

Very respectfully.

W. D. Benson

Lieut. U. S. N. Comdg.