

2515

Diag. Cht. No. 902

U. S. COAST AND GEODETIC SURVEY.

O. H. Tittmann, Superintendent.

State: *P. R.*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2515*

LOCALITY:

Guayanilla Harbor

1901.

CHIEF OF PARTY:

G. L. Flower

GUAYANILLA HARBOR

This is an excellent harbor and affords a safe refuge for vessels of the largest draft in all kinds of weather. There is a good anchorage in five fathoms about three quarters of a mile to half mile south east of the playa with sticky bottom and good holding ground. The entrance channel is one fifth of a mile wide at its narrowest part with a depth of over ten fathoms. This point is one half a mile due west (true) from the western shore of Maria Langa Island. For vessels drawing less than twenty five feet the channel is much wider extending to within one quarter of a mile to where the reef breaks on the western side of the entrance. ¶ From the above mentioned point the deep water channel course is north 15 west ^(true) for the distance of from three quarters to one mile or to a point where ^{the} little island on the starboard hand bears north 35 east ^(true) distant one half a mile; then haul north or north one half east ^(true) when the water will be found to shoal gradually until the depth it is desired to anchor in is found. ¶ On the north eastern shore of the harbor there will be seen a conspicuous light colored rocky bluff at the foot of which the railroad from Ponce to Yauco passes. Vessels entering the harbor for safety from hurricanes will find good holding ground in from four to five fathoms of water, one half of a mile south south west to west of this bluff, and smaller vessels may enter with safety the little bay that extends along the south side of the two small hills south of ~~of~~ the bluff. ✕ Vessels entering for cargo should not go west of a north and south line drawn through the prominent ^{sugar house} chimney just north of the playa.

Approaching Guayanilla from either east or west it is best to keep in deep water, the thirty fathom curve being very close to the reefs in places, until the island of Maria Langa on the eastern side of the entrance, bears north (true) then steer directly for it. When its western end bears north distant three quarters of a mile steer north 45 east ^(true) keeping as close to the reef that fringes the southern and western

side of Maria Langa as the draft of the vessel will permit, until the north western point of the island bears east 10 north (true), then steer north 15 west for one mile and then north or north half east to the anchorage. These courses will answer for the largest draft ships. Vessels drawing less than four fathoms will have considerably more room as indicated by the chart.

SHOALS

In fine weather shoal water is usually clearly defined by the color, the deep being a dark blue while the shallow is a light green where there is white sand bottom and dark brown where rocks and coral heads exist. The reefs at the entrance of the harbor usually break and are steep-to and may be safely approached by moderate draft vessels to a half or three eights of a mile. When the water is clear the bottom is clearly visible in five fathoms and in many places in seven or eight. There is a shoal having five fathoms of water five-eights of a mile due west of Maria Langa which has an area of about two hundred square metres. Shoal water extends alongside of the low land on the eastern side of the entrance for a distance of about a quarter of a mile. This is not particularly noticeable in the color of the water and should be approached with great caution as in some places the depth runs from 10 feet to 50 feet in a distance of less than 100 metres. There is a very dangerous shoal on the western side of the entrance channel about half way in and at the ^{point} indicated above as the change of the course from north 15 west to north. This shoal some times breaks in fresh winds and at other times discolored water may be seen on it but on a cloudy calm day there is no indication of it and care should be taken when in the vicinity. The shoal is steep-to having 10 fathoms of water nearby. After passing this shoal the harbor is free of obstructions and anchorage may be obtained where ever desirable.

Sailing vessels can ordinarily enter the harbor at any time as the prevailing winds are from the eastward but in leaving it is advisable to get underway in the early morning and thus take advantage of the land.

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breeze which blows until about seven or eight o'clock after which there is a varying period of calm for an hour or so when the sea breeze sets in. It is well to stand as far off shore as possible with the land breeze in order not to be set on the reef by the sea that rolls in from the southeast ward during the interval between the land breeze dying out and the sea breeze setting in. There is very little tide and practically no current was noticed when the survey was being made near the land. When the deep water was entered a quite a preceptable westerly set was noticed however.

There are several small rivers emptying into Guayanilla Bay from which water may be obtained by carrying it in buckets to boats but it should not be used for drinking purposes, ^{without boiling} as in the interior the streams are used as sewers and for laundry purposes.

About one mile and a half from the landing is the ^{town of Guayanilla and the} railway station. It takes about forty minutes to go to Ponce and about twenty to go to Yauco. There is telegraphic communication to all parts of the island

Sugar and molasses are shipped to a small extent from this harbor.

There is an area of about two square miles in which a good anchorage and ample room for a fleet of the deepest draft vessels. The harbor is perfectly protected from the sea on all sides and its nearness to Ponce makes it especially valuable for any vessels that may be there and wish to avoid the disastrous effects of the hurricanes.

*Geo. L. Flower
Chief of Party, U. S. C. & G. S.*

May 5, 1901

2515

Treasury Department,
U. S. COAST AND GEODETIC SURVEY.

O. H. Sittmann
Superintendent.

State: *P. R.*

DESCRIPTIVE REPORT.

Hyda. Hyd. C Sheet No. *2515* *lie*

LOCALITY:

San Juanilla Harbor

1905

CHIEF OF PARTY:

"R. L. Fane, Asst."

2515

S. Post 2575

As the Rocker 28 1/2 ft Spite West
from Maria Is. was not developed
with additional illumination
no haul to be made -

F.C.D.

GUAYANILLA HARBOR SHEET

The sounding lines shown on this sheet are a re-survey of certain doubtful spots. The re-examination of the 28 foot spot at the entrance to the harbor did not develop any shoaler water than is already shown on the published chart. The bottom is rocky, but no projecting or isolated rock was found.

Several spots on the anchorage at the head of the harbor were re-surveyed with the result that shoaler water was found in some instances. Fourteen feet of water was found over the seventeen foot spot and nineteen on the twenty-two foot spot. No changes were found on the other two spots examined.

A. L. Fair

Assistant C. & G. Survey,

June, 1905.

2515 bis

Coast & Geodetic Survey

O. H. Tittmann, Supt.

H Y D R O G R A P H Y

of the

South Coast of Porto Rico

Guayanilla Harbor

by the

Party in charge of R. L. Faris, Assist.

Str. "EXPLORER"

Scale $10,000$

Observers:-

E. Vance Miller, Captain's Clerk, & N. H. Heck, Aid

Begun April 26, 1905

Ended April 27, 1905

Recorder:-

H. E. Klages, Writer 2nd., class

Leadsman:-

T. N. Janssen, Qmr. 2 nd., class

S T A T I S T I C S :-

Date 1905	Number of	Vol.	Angles	Soundings	Miles	Vessel
April 26	a : 1	: 72	: 149	: 1.2	: Stm. Launch	
April 27	b : 1	: 130	: 205	: 2.7	: Stm. Launch	
Total	: 2	: 1 : 202	: 354	: 3.9	:	

*Projection and sounding lines plotted by E Vance Miller Capt's Clerk
 Transferred to 2515 and plotted & inked by F. D. ...
 Verified by -*