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U. S. COAST AND GEODETIC SURVEY.

O. H. Tittmann, Superintendent.

State Mass.

DESCRIPTIVE REPORT.

Hydrographic Sheets No. 2530-2531

LOCALITY

Nantucket Sound

1901

CHIEF OF PARTY:

O. B. French

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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O H Tittmann
Superintendent.

State: Mass

DESCRIPTIVE REPORT.

Hydc Sheet No 2531

LOCALITY:

See
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1901

CHIEF OF PARTY:

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Ale. L.A.

FORM 65.—Field Letter.

Write me at:

Telegraph me at:

My Express Office is:

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Washington, DC.
June 30th, 1901

Mr. O. H. Tittmann,
Superintendent C. & G. Survey,
Washington, DC.

Sir:-

The following descriptive report to accompany the sheets showing the results of a hydrographic examination in Nantucket Sound, Mass is respectfully submitted.

Two sheets were used for plotting this work. all the sounding taken to develope the channels near Cross Rip Light Vessel are shown on a scale of 1:20.000 and all the work eastward is shown on a scale of 1:40.000.

Vessels drawing 30 ft of water can safely pass through the channel provided they keep north of Cross Rip Light Vessel and also some little distance South of the red buoy on the South-east side of Horse Shoe Shoal.

The Sound is used as a thoroughfare for all coastwise shipping. The traffic is very large

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a hundred or more ships passing during the day being quite common.

The shore line along the sound is of a sand beach, with occasional boulders, with wooded hills in the back ground on the main land. The Islands are bare of timber.

The important aids to navigation are the Light Houses and one Light Vessel viz:- Great Point Light House, Monomoy Point Light House, Bishop & Clerks Light House and Cape Poge Light House and Cross Rip Light Vessel.

Life saving stations are situated at Great Point, Monomoy Point, Cape Poge and Muskiget Island.

In order to more effectively mark the channel near Cross Rip Light Vessel I would suggest that another buoy be placed about W.S.W. of the one now marking the S.E. end of Horse Shoe Shoal as the point of this shoal is dangerous for very deep draft ships.

The bottom in the region investigated is a hard sand.

An anchorage is safe almost anywhere in the sound excepting in very bad weather. In rough and unfavorable weather it is much safer to anchor in the N.E. part of the sound.

Coal and provisions can be obtained

at Nantucket, Hyannis Port, Edgartown and Woods Holl.

Tow boats are not kept around the harbors as most vessels using them take them from the port of their departure.

A. U.S Marine Hospital is situated at Vineyard Haven.

A regular line of steamers ply between Woods Holl, Vineyard Haven, Cottage City, Edgartown and Nantucket.

Fogs are liable at any time but are more frequent from April to October. Even on days when fogs are not prevalent the atmosphere is often so thick that Light Houses and land cannot be seen from the vicinity of Cross Rip Light Vessel.

Owing to the urgency for the results of this work no further data was obtained.

Respectfully yours,
Owen B. French,
assistant C & G. Survey