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

O. H. Tittmann
Superintendent.

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DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2582*

LOCALITY:

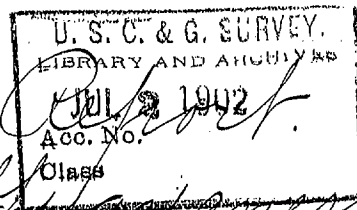
*Point Cascajo to Point
Mayaguez*

1902

CHIEF OF PARTY:

R. L. Jarvis

2582

Hydrographic Sheet No. 2582.Descriptive Report
Pt. Cascajo to Pt. Guayama.

The importance of this locality from a commercial standpoint lies in the fact that it is traversed by vessels in the Porto Rican coasting trade and by many of those which ply between Porto Rico and South American ports. It includes the ports, or shipping points, of the towns of Humacao and Naguabo, the former being, perhaps, the most important place in this part of the island.

The coast from Pt. Cascajo around Pt. Lima and in the vicinity of Port

Guayanes is bold and rocky with steep, grassy slopes. Between Port Maguabo and Pt Candelero, the coast is flat and the shore, sandy, but lined with vegetation.

The bottom is generally of coral except where protected and near the mouths of rivers. When sandy bottom is found, it is usually broken by coral heads or rocks, often tall pinnacles in shape. At a few places, the bottom is soft and sticky and affords good holding ground for anchorage. Such places are just southwest of Pts Cascajo and Lima and of Santiago Bay (which last is probably the best anchorage within the limits of this sheet, and

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the most frequented by vessels owing to its proximity to Cumacao and Nequabo.

In entering this Santiago Bay anchorage, several shoals of less than three fathoms may be encountered. Santiago Bay and prominent buildings on shore afford useful ranges. Pilots may be found here, but they are not usually taken as it is not difficult to reach the anchorage safely without them. Most vessels stopping here carry men acquainted with this locality.

The trade with these coast ports is carried on largely by sailing vessels, but also by steamers to some extent. Sugar is the principal export product. Food supplies and machinery are received by steamers,

generally. For handling cargoes, lighters, propelled by hand, are invariably used, as there are no wharves in deep water.

The principal line of steamers is that of the New York and Porto Rico Steamship Company. They do a general coasting business, stopping where necessary, all around the island.

Trips are made weekly, or nearly so. There are no railroads here. Post office and telegraph stations may be found at Humacao and Naguabo. There is a mail each day. At the port of Humacao, or Playa de Humacao, as it is called, there is a custom house. Here and at the Playa de Naguabo, are villages where

laborers may be hired and transportation to Humacao and Naguabo secured. Vessel repairs may be made at St. Thomas, D. W. I.

The prevailing winds have been southeasterly in direction, this season, and moderately strong. The anchorage mentioned above is satisfactory in almost any, but southerly weather.

In thick weather, it is difficult to approach this coast with safety, and too much dependence should not be placed on the use of the lead.

O. M. Leland.
Aid.

1902 - 6 - 26.

O. M. Leland

applied to Chart 940 Jan. 2, 1948 H. E. Moore Ewen