

2597

Diag. Chy. No. 1208-2 & 1209-2

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey *Hydrographic*
Field No. Office No. *2597*

LOCALITY

State *Massachusetts*
General locality *Nantucket*
Locality *Shoals*

1902

CHIEF OF PARTY

P. A. Welker

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

O. H. Tittmann

Superintendent.

State: Massachusetts.

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 2597.

LOCALITY:

Pollock Rip Slue

Nantucket Shoals

Massachusetts

1902

CHIEF OF PARTY:

P. A. Welker, Assistant.

2597

RB.

WRITE ME AT: U.S.S. Bache, General Delivery, Jersey City, N. J.
/ TELEGRAPH ME AT:

TREASURY DEPARTMENT,

U.S. Coast and Geodetic Survey Str. "Bache",

Providence, R. I.

November 8th, 1902.

MR. O. H. Tittmann,
Superintendent of the U.S.C. & G. Survey,
Washington, D. C.

S i r : -

In obedience to instructions and Memoranda for Descriptive Reports, 1887, I have the honor to submit the following report on Hydrographic Sheet No. 2597:

The work consists of an hydrographic resurvey of Pollock Rip Slue, Nantucket Shoals, Mass., on a scale of 1:20000, and was executed by the party under my charge during the time from July 26th. to August 20th., 1902.

Pollock Rip Slue is one of the most important passages leading through the shoals into Nantucket Sound, it being used by almost all vessels bound in or out and to or from the north. It is rather narrow for deep draught sailing vessels, with numerous dangerous shoals in proximity, very strong currents and frequent fogs, all of these facts making the passage extremely dangerous during thick or foggy weather and there have been numerous wrecks and collisions

in the vicinity. The character of the bottom is mostly very hard and irregular in contour, little dependance can be put in the lead for determination of position. A few soft spots for anchoring can be found near the southern end should it become necessary in being overtaken by a fog or accident. The channel is well buoyed, marked at the northern end by Pollock Rip Shoals Light Vessel and at the southern end by Pollock Rip Light Vessel.

The traffic through this channel is very great and for this reason it should be navigated with great caution during thick weather in order to avoid collision with the numerous vessels passing through.

The shoals rise rather abruptly and during stormy weather are marked by lines of breakers distinctly showing the channels between them.

The shoals and character of the bottom are apt to change with the prevailing storms and the navigator should be cautioned to make due allowance for the date of the survey on the chart that he is using for navigating this passage.

There are two Life Saving Stations, distant about 3 miles, on Monomoy Point, where a constant watch is kept for vessels requiring assistance.

During fair weather, the passage through is easily made by following the light ships, buoys and beacons.

The average range of tide is 4.1 feet.

Strong tide rips occur in the vicinity extending into deep water. The navigator should not regard them as evidence of shoal spots providing he is certain of his position. As they occur more often on the shoals, however, in the event of thick weather or uncertainty of position, precautions to keep the vessel in deep water should be taken when they are observed.

Owing to the strong currents, compass courses cannot be relied upon for making the passage through this channel unless corroborated by other evidence.

Respectfully yours,

P. A. Walker
Assistant, U.S.C. & G. Survey,
Commanding.