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rapid encroachment of the sea upon the light-house site, which threatened to soon reach the structure itself, were exceptionally efficacious, and the entire works are now buried in the sand which they have accumulated.

98. *Sandy Neck, entrance to Barnstable Harbor, Massachusetts.*—The bulkhead, 71 feet long, was rebuilt for the protection of the site against the sea, an outside cellarway was made, and minor repairs were made to the dwelling, tower, service room, and walks.

99. *Cape Cod, on the northeast side of Cape Cod, Massachusetts.*—The dwelling in its clapboarding, masonry, plastering, interior joiner work, shingling, and lead flashing was quite severely and extensively damaged by lightning on February 28, 1891, and was immediately repaired. A brick oil house, 12 by 13 feet in plan, was built and various minor repairs were made.

106. *Monomoy Point, southern extremity of Cape Cod, Massachusetts.*—The pipe well, 25 feet deep, was renewed.

119. *Bishop and Clerks, on a submarine site in Nantucket Sound, Massachusetts.*—An iron crane for hoisting the boat and supplies was renewed.

127. *West Chop, entrance to Vineyard Haven Harbor, Massachusetts.*—Some dwellings recently erected in the vicinity of this station obscured the light over a part of Vineyard Sound. To remedy this a lens lantern was provided and attached to an iron mast, 17 feet high, erected upon the lantern deck. The tower itself, of rubble masonry, covered with shingles, is in poor condition, and will be rebuilt during the ensuing fiscal year.

129. *Tarpaulin Cove, on Naushon Island, Vineyard Sound, Massachusetts.*—The old tower of rubble masonry, built in 1817, was demolished and a brick tower, 28 feet high, with iron stairs, iron deck, and a new fourth-order lantern complete, was built upon the same foundation. The station was provided with a 1,200-pound bell, struck by machinery.

— *Butler Flats, New Bedford Harbor, Buzzards Bay, Massachusetts.*—The following recommendation, which was made in the Board's last two annual reports, is renewed:

The entrance near buoy No. 9, on the point of Butler Flats, is narrow, obscure, and difficult to find in snowstorms, fogs, and dark nights. If a light with a fog signal was placed on that point it would mark both the entrance and turning-point; would guide vessels to an anchorage in the lower harbor, and, with the light on Palmer Island, would guide them clear of North Ledge, Henrietta and Hurricane Rocks, in Buzzards Bay, and be of great service to the navigation of this important port. It is stated by the custom-house authorities that 1,814 vessels entered the port of New Bedford during 1887, not including yachts, fishing craft, or boats. It is also stated that the Vineyard Sound and Nantucket steamers took 75,000 passengers to and from this port and received \$22,500 for freight carried. It is further stated that the New York propellers made 104 trips between New York and New Bedford, and received over \$100,000 for freight carried. New Bedford is now said to be the third

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manufacturing city in Massachusetts, and the collector of the port states that about 500,000 tons of shipping came into the port during last year.

The Board, as stated in its last annual report, is of the opinion that the needs of commerce and navigation require the establishment of a light and fog signal at this point. It is estimated that they can be erected for \$45,000, and it is recommended that an appropriation of this amount be made therefor.

REPAIRS.

At each of the following-named stations repairs of greater or less extent were made during the year:

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| 65, 66. Newburyport, Upper Harbor, Massachusetts. | 83. Minots Ledge, Massachusetts. |
| 67, 68. Ipswich, Massachusetts. | 85. Boston Auxiliary, Massachusetts. |
| 70. Straitsmouth, Massachusetts. | 88. Long Island Head, Massachusetts. |
| 71, 72. Cape Ann, Massachusetts. | 92. Duxbury Pier, Massachusetts. |
| 73. Eastern Point, Massachusetts. | 94. Wood End, Massachusetts. |
| 74. Tenpound Island, Massachusetts. | 95. Long Point, Massachusetts. |
| 75, 76. Baker Island, Massachusetts. | 96. Mayo Beach, Massachusetts. |
| 77. Hospital Point, Massachusetts. | 100-102. Nauset Beach Beacons, Massachusetts. |
| 79. Derby Wharf, Massachusetts. | 111. Sankaty Head, Massachusetts. |
| 80, 81. Marblehead, Massachusetts. | 135. Palmer Island, Massachusetts. |

SURVEYS.

Plots of the light-house land, showing in detail the contours and buildings, with separate plots of the buildings on a larger scale, were made for the following stations:

- 127. West Chop, Massachusetts.
- 129. Tarpaulin Cove, Massachusetts.
- 139. Wings Neck, Massachusetts.

LIGHT-SHIPS.

105. *Pollock Rip Light-Vessel, No. 42, off Chatham, Cape Cod, Massachusetts.*—On May 19, 1891, she was towed to New Bedford, where her boilers were repaired, her decks were calked, a boat was repaired, a new set of sails was supplied, stoves for the cabin and the galley were put in, the tanks were cemented, the medicine chest was replenished, and other necessary articles were furnished. She was towed on June 30, 1891, to Hyannis on her way to her station, when light-ship No. 47, which had been on the station while repairs were being made to this ship, was brought in.

107. *Shovelful Shoal Light-Vessel, No. 3, off Monomoy Point, Cape Cod, Massachusetts.*—The boat was repaired, a rope for the chain stopper and new hose were supplied.

108. *Handkerchief Light-Vessel, No. 4, Nantucket Sound, Massachusetts.*—The bell was repaired and blocks, rubber hose, boat sail, etc., were furnished. In September 1890, she was run into and received some slight damage, which was repaired by the keeper.