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(All communications should be addressed to "THE LIGHT-HOUSE BOARD.")

D

Treasury Department

Endorsement. None.

Office of the Light-House Board,

Subject

Washington, 9 March, 1894.

Lt. Colonel J. A. Smith, U.S.A.,

Engineer 10th Light-House District,

Cleveland, Ohio.

Sir:

At its session held on 7 March '94, the Board had under consideration the designs submitted by you with your letter of 9 Feb. '94, for the rear and front beacons of the new Grassy Point Range (Manhattan Point), mouth of the Maumee River, Ohio, when it was ordered that these designs be modified, as follows:

Front Beacon.

1. That on account of the heavy ice in the river the pile foundation shown, be changed to a more substantial crib foundation 18 feet square and from 7 to 8 feet high above the Lake level. The piling up of heavy ice against the pile structure will easily destroy the beacon, when after a few years the piles become rotten near the water-line.

2. That the lantern floor and railing be made of wood instead of iron.

3. That the iron spiral stairway below the lantern floor be changed to a wooden ladder and be so arranged that the already

small space in the lantern is not obstructed by the necessary head room of the stairs as shown.

Rear Beacon.

1. That the tower be changed to a skeleton structure with enclosed watch-room; for a structure of this kind has less resistence to the wind and therefore requires a less heavy foundation and especially so when the base is larger than that of the proposed structure.

2. The concrete blocks to which the beacon is to be anchored need not have their footings lower than 4 feet below the surface. Should it be feared that the lake may encroach upon the foundation it would be better not to locate the beacon so close to the water edge.

3. The changes suggested in the construction of the lantern floor, the railing and the spiral stairs of the front beacon also apply to the rear beacon.

The Board requests that you will have these designs modified in accordance with the order of the Board, and then submit them again for its consideration.

Respectfully,

Phil Sheridan

Captain of Engineers, U.S.A.,
Engineer Secretary.