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Department of Commerce and Labor
LIGHT-HOUSE ESTABLISHMENT

BUREAU OF LIGHT-HOUSES
NOV 25 1910
DEPT OF COMMERCE AND LABOR

OFFICE OF INSPECTOR, 1ST DISTRICT
PORTLAND, ME.

November 23, '10.

NOV 26

The Commissioner,

Bureau of Light-Houses,

Washington, D. C.

Sir:

1 Referring to the Bureau's letter of November 17, 1910, Portsmouth Harbor Approaches - I have to submit the following recommendations, with the estimated cost thereof for the more important changes:

2 Whaleback Light - a fourth order fixed white light, varied by flashes.

I recommend that a fourth order, white, double flash every ten (10) seconds, incandescent oil vapor lamp be installed. The Bureau has already approved of the installation of an incandescent oil vapor lamp at this station, and the requisition for its manufacture ha has been sent in, but it is believed that if a double flash light be installed that no further complaint will be justifiable from this locality.

Copy of this in Draft Room Files 1st District "Costs" 26 Nov. 1910

The following is an estimate of the cost:

1 4th-order flashing lens,	$800.00
1 " " clock and case,	124.00
2 ball bearing parts at $15.00 each,	30.00
Pedestal, new kind,	66.00
Cord and fittings,	10.00
	$1,030.00
Labor of installing and packing present lens,	75.00
Total	$1,105.00

Dec 17, 1910, Wrote 1st Engr + Mr Keeper

3 The fog-signal is a first-class Daboll trumpet, operated by a 4 HP Hornsby-Akroyd engine. This fog-signal, I believe to be efficient, but inasmuch as there has been a continual complaint from this station concerning this fog-signal I recommend that a first-class compressed air siren, somewhat similar to that on Bakers Island, in the Second District, be installed.

The following is an estimate of the cost for this change:

2 - 20 HP gas engines, with compressers on same bed,	$4,200.00
Air receivers with regulating valve,	375.00
2 copper trumpets at $130.00 each,	260.00
2 - 6" automatic sirens,	200.00
Composition horn end,	50.00
2 automatic timing clocks,	350.00
Pipe and fitting gauges, etc.,	300.00
Cooling cistern with pump and piping,	250.00
Lumber, bricks and other materials for modifying and strengthening floors,	150.00
	$ 6,135.00
Labor of removing and packing present plant, and installing new plant,	1,100.00
	$7,235.00
Contingencies, 5%,	362.00
T o t a l,	$7,597.00

4 In case the Bureau approves of this change, the compressed air Daboll trumpet, at present at this station, can be made use of at Moose Peak Light-Station, Me., concerning which I will make a separate recommendation upon being advised of the action of the Bureau on this letter.

5 It is believed that the complaint concerning this station is due to the fact that those making it have implicit reliance on a sound signal during the fog notwithstanding the fact that this matter is thoroughly explained in all sailing directions and Coast Pilots.

6 Portsmouth Harbor (Newcastle) Light - a fourth order fixed white light.

It is recommended that a fixed red, fourth-order, incandescent oil vapor lamp be installed at this station. It is believed that this will answer all purposes.

7 Kitts Rock Bell Buoy, 2 KR, is an efficient fog-signal. It is not considered necessary to have a lighted buoy in this locality, but inasmuch as those who are requesting these changes are seafaring men, and inasmuch as the cost of installation and maintenance of a whistling buoy is very little in excess of that of a bell, it is recommended, in order to stop further controversy, that a whistling buoy (unlighted) be established at this locality.

8 Gunboat Shoal Buoy, 1 GS. It is recommended that a bell buoy be established at this locality. Steamers coming from the S'd run for White Island Whistling Buoy, and it is believed that it would be more advisable to have a bell at Gunboat Shoal, in case ~~that~~ a steamer missed White Island Whistling Buoy, there would be no chances of mistaking Gunboat Shoal Bell Buoy for the aforesaid whistler, and running onto Gunboat Shoal.

9 Wood Island Buoy is an old type second-class nun buoy. This can be readily changed to a tall-type second-class nun, which will be of more benefit in a fog, and, at the same time, will probably be more in accord with the wishes of the people in that locality. I do not consider a bell buoy necessary.

10 In making these recommendations, I wish to state that they differ in minor details from the Bureau's, but all difference is due to the knowledge I have of the wishes of the people in the locality, and I consider that changing the aids to navigation there as indicated in the Bureau's letter, or in this letter, would serve equally well, except Gunboat Shoal, and after such changes were made Portsmouth Harbor would be most efficiently buoyed and lighted.

Very respectfully,

Jas. S. McDonald

Commander, U. S. Navy,

Inspector 1st L.H.District.