MAINTENANCE AND LOGISTIC COMMAND

ATLANTIC

SHORE MAINTENANCE DETACHMENT

NEW YORK

GOVERNORS ISLAND

NEW YORK

MATERIAL CONDITION REPORT

FOR

BLOCK ISLAND SOUTHEAST LIGHT

BLOCK ISLAND, RHODE ISLAND

MAY 13, 1988

INTRODUCTION

This condition report summarizes the results of a survey performed on May 13, 1988 by Douglas R. Sundstrom, Civil Engineer, SMD-NY. The object of the report was to characterize the existing physical condition of the light tower and the attached multi-story keepers dwelling.

Weather conditions were relatively good; partly cloudy with wind and moderate temperatures. The entire observation was conducted in a period of approximately four hours.

GENERAL DESCRIPTION

Block Island Southeast Light is situated on approximately ten acres of land at the southeast end of Block Island, Rhode Island, known as Mohegan Bluffs. Additional structures located on the same piece of property include an additional single family dwelling, a brick fog signal building(abandoned), a garage, radio beacon antenna, and a flag pole. The south and east sides are partially delineated by a chain link fence. Its primary purpose is to provide a barrier between the dwellings and the steep, severly eroded cliffs.

The light tower and its attached dwelling was constructed in 1874. The tower is octagon in shape. The focal plane of the lens is approximately 52 feet above the base. The focal plane is 204 feet above mean sea level. The entire structure appears red in color to the mariner which can be attributed to the natural brick color. Both the tower and the dwelling sit on a stone foundation. The tower foundation is believed to be 3 feet thick at its widest point. The dwelling foundation is believed to be 1'6" thick.

The keepers dwellings are presently unoccupied.

SITE DESCRIPTION

The ground is generally sloping from northwest to southeast and is characterized by clayey and rocky soil. Of particular significance is the rapid erosion rate of the cliffs on which the tower and dwellings are located. The original setback of 300 yards from the face of the cliff has been reduced to approximately 60 feet at its closet point. If allowed to continue unabated at its present rate, the erosion will claim the tower and attached dwelling within a few years.

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
CG-3213 (Rev. 3-67)

AIDS TO NAVIGATION OPERATION REQUEST

(See instructions on reverse)

To: COMMANDANT (OAN)

1. PROJECT NUMBER	3. LOCATION	4. DATE SUBMITTED
01-88-07b	BLOCK ISLAND SOUND- APP TO NEW YORK	JUN 15 1988

2. CHART REFERENCES	6. NO. OF CG-3213A ATTACHED
12300, 13003, 13205, 13206, 13215, 13217, 13218	2

5. SUMMARY OF ACTION PROPOSED

CAT II Automation of Block Island Southeast Light Station (LLNR 655). Downgrade sound signal from 4nm to 2nm, relocate and baffle. Abandon first order rotating optic in place pending future removal and remove mercury. Erect tower approximately 200 ft north of Keepers Dwelling (location determined during site visit 6/2) to provide approx ~~110~~ 100 foot ~~NOTIFICATION~~ XXXXXXXXXX focal plane for new DCB-224 main optic. Install fog detector and emergency signals. Relocate radiobeacon antenna approx ~~110~~ ft northeast. Provide new whip antenna, remove existing antenna. Remove existing GENSET. Install ACMS, monitor from Group Woods Hole.

Justification: Automate in accordance with LAMP Program for more cost effective, reliable operation. Abandon main optic in place and downgrade fog signal to facilitate transfer of lighthouse to local historical society while maintaining high level of service to the mariner. Rotating classical lens to be removed and DCB-224 to be installed in the tower following relocation by the historical society.

NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA

(See Enclosure 1)

10. ESTIMATED COSTS	
CONTRACTS	
CG MATERIAL	
INDUSTRIAL LABOR	
INDUSTRIAL TRAVEL	
OVERHEAD	
CONTINGENCIES	
OTHER	
FUNDS REQUIRED	95,575.00
[ ] OP. EXPENSE [X] AC&I	

AC&I FUND REQUIREMENTS	
FIRST QUARTER	
SECOND QUARTER	
THIRD QUARTER	
FOURTH QUARTER	
TOTAL	

CEIVED		
ARTED		
TION		
LED		
CAL		
EKLY		
HT LIST		

13. BUOY ALLOWANCE CHANGES

UNIT	TYPE	ON STATION	NEW TOTAL	ROT. BEACONS	NEW TOTAL

14. FORWARDED *(Signature)* CAPT S. L. RICHMOND, USCG

16. FROM: COMMANDANT (OAN)

RETURNED [ ] APPROVED [ ] DISAPPROVED

REMARKS

DATE	SIGNATURE

PREVIOUS EDITION MAY BE USED

e: Sep 8, 1993 3:08 PM Message ID: 000000022035
m: D.May/CeuProv2
K.Bills/D10an
pies: CO/CEUProv, XO/CEUProv, OAN/D10an, OINC/ANTBristol, CO/GruWH
ind CC:
tach: Mercury.Lens, Mercury.Lens.Alternatives
ubject: Block Island SE Lt, Evaluation of Alternatives

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eith,

Please see attached documents for analysis of alternatives and discussions of facts involving mercury.

I think the analysis boils down to 3 alternatives; Replacement, conversion or outside optic. The qualatative and quantitative analysis shows replacement to be the best alternative however, I think it is highly likely that BISELF will concede the mercury issue and promote the conversion alternative. While this seems like a compromise, it will obligate the Coast Guard into a long term commitment of maintenance and servicability plus it will PERMANENTLY destroy the historicity of the existing lens. In the present climate of reducing government expense and operating at reduced costs(especially long term) this alternative is highly undesirable and not in the best interest of the Coast Guard. We should be prepared to discuss the pros/cons of this alternative if BISELF pushes for this as a permanent solution.

We can discuss the attached or other info prior to tomorrow's meeting. See you then.

Lcdr Dan May

Subj: **BLOCK ISLAND SOUTH EAST LIGHT RELIGHTING OF OPTIC.**

5. I realize that Dr. Abbot and his organization have done a tremendous job in raising the funds to move S.E. Light and deserve nothing but high praise. But first and foremost we the Coast Guard must put the safety of the public, members of BISELF and our own people first. This can be accomplished by removing the mercury bath and pursuing the option of a gear driven mechanism, or removing the lens and putting it on display and installing a DCB-2-24. Which ever of the two we choose will be in the best interest of all parties involved. Relighting the light just to save face and please any private interest and politicians puts our people and the public in danger!!!.

Kevin J Blount