Mathias Point Lt. Ho & Beacon
Potomac River day Beacons
Thomas Point, Lt House
} Location

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September 11th 1

Sir:

The Committee on Location to which was referred by the Board, at its meeting on the 7th. of September the Joint Report of the Engineer and Inspector of the 4th. District relative to the location of a light house at Thomas Point, Chesapeake Bay, a light house and beacon at or near Mathias Point, Potomac River, and three day beacons in the Potomac River, have had the same under consideration, and beg leave to report that, in the opinion of the Committee, the proper location for the light house and day beacons, for the establishment of which at, or in the vicinity of Mathias Point,

on

at Port Tobacco Flats, in the discretion of the Light House Board, an appropriation of $40,000. was made by the act of June 23, 1874, is as follows:

The light house should be placed on the elbow of the nine o'r the spit that makes out from Port Tobacco Flats, the position of which is indicated on the chart accompanying the Report of the Engineer and Inspector, and the day beacon on the shoal making out from Mathias Point as indicated on the same chart.

The Committee are of the opinion that when the light is established at Point Tobacco Flats the one at Upper Cedar Point will be of doubtful necessity. They, therefore, suggested that Congress be asked to make an appropriation for the establishment

ment of a light at, or near Maryland Point, and that when this is established the one at Upper Cedar Point be discontinued.

With reference to the location of the three day-beacons on the Potomac River for which an appropriation was made by the act of March 3, 1873, it is recommended that they be placed as follows:

One at Lower Cedar Point Shoals, and one at Metomkin Shoals; and that the three now at Upper Cedar Point be retained for a day-beacon when a light at, or near Maryland Point is established.

With reference to the location of the proposed light-house at Thomas Point, the Committee are of the opinion that the site indicated in the Annual Report of the Board for 1873, is the proper one.

and

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and recommend that the structure be placed thereon.

The papers in the case are, herewith, returned.

Very respectfully

Chairman
Committee on Location

Prof.
Joseph Henry, L.L.D.
Chairman
Light House Board

Thomas Point Shoal
Sharp's Island } Protection against ice.

March 20th 1

Sir:-

The Committee on Engineering to which was referred the letter of the Engineer of the 5th Light House District dated February 8th, relative to the condition of the Thomas Point Shoal and Sharps Island Light Houses have had the same under consideration, and respectfully reports that the Committee concurs with the Engineer of the District, that for absolute security, as well as for relief from shocks and vibrations which injure the illuminating apparatus and demoralize the keepers, the structure should be protected from contact with ice by heavy rip-rap. The only alternative to this being an independent ice-breaker like that at Brandywine Shoal - and this would probably prove much the most costly.

The necessary "heavy rip-rap" probably need be applied only around and in advance of the present spur

piles - sufficiently extended however laterally to prevent the ice in masses from acting forcibly against any parts of the structure.

With this rip-rap applied, the additions to the iron-work of the structure recommended by Mr Murdock, do not seem to be necessary - but the structure should be restored to its original condition if possible.

The coal and wood room recommended by Mr Murdock does not seem to be indispensable, if all wood cutting be (as it should be) strictly forbidden - wood being furnished in proper dimensions, or coal wholly substituted, which is probably better.

What is said above in reference to Thomas' Point, will apply also to Sharp's Island - as to which the Engineer has made no other recommendation than to express his sense of the necessity of rip. rap protection, and to urge the passage of an appropriation of $10.000, for each of the works.

"Without this aid" the Engineer goes on to say, "the

"establishment is in danger of losing two of the most
"valuable of the Chesapeake Bay Stations — stations ab-
"solutely necessary to the safety of the commerce of Baltimore"

These appropriations have not been made — there may be opportunity at the expected extra session to obtain them. In the meantime the Committee recommends that the present Engineer be directed to give his immediate attention to these works, and to report more specifically and without delay what is required to be done in the way of restoration at Sharps Island, and to furnish accurate estimates of the amount of rip-rap really required at each of these works. At present, the Board has no such data before it.

The Engineer should also be directed, in case no specific appropriations are available, to state the least amount of work absolutely necessary to secure the works through the winter.

Very respectfully

The Chairman
of the Light House Board.