



UNITED STATES COAST GUARD AUXILIARY

COMPENDIUM OF
LANDMARKS & HISTORY
OF
SECTOR LONG ISLAND SOUND
AREAS OF RESPONSIBILITY 2 & 4
SECTOR LONG ISLAND SOUND SOUTH

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United States Coast Guard Auxiliary

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EXECUTIVE SUMMARY

The purpose of this compendium is to present to members of the United States Coast Guard Auxiliary a brief history of the coastal areas which border the Areas of Responsibility (AOR's) 2 & 4 of Sector Long Island Sound South . Hopefully it will serve to familiarize new Coast Guard Auxiliary personnel with the areas and facilitate determination their specific location within the patrol area or to deduce the location of a vessel in distress who uses non charted landmarks and local jargon to describe his location, i.e., the "Mansion", "Pink House", Gamecock" etc.

The object of the illustrations is not to portray the specifics of the subject matter, but rather to give the coxswain and crew a true representation of what the various landmarks look like from offshore. The few exceptions are aerial views of specific harbors presenting the contours of the harbors and Target Rock. The later, although of historical interest to Huntington Harbor is rather non descript when viewed from a safe distance off shore. To present more detail would have entailed going closer to the rocky shore putting the vessel and crew in a possible dangerous situation. However view from inland is included.

The history of the various harbors is presented which should give the crews the knowledge of how the areas were formed, who were the first inhabitants and what changes took place over the years. It is the writer's opinion that this will give the crews a sense of "familiarity" which will make for a more interesting patrol

The coordinates are given for major landmarks and their location on the Light List is noted

Finally reproductions of portions of charts of the area are included so that the places described in this document can be noted for further reference

AREA OF RESPONSIBILITY 2

AOR 2 extends east from Mattinecock Point to Eaton's Neck on the west and to mid Sound. The area south of Mattinecock Point was initially settled by the native American tribe Marsapeaques and was called the "Land On The Cove". In 1643, the leader of the tribe, Tackapausha, sold a portion of the land to the white settlers who arrived from Connecticut. As we go east the first bay we come to is Oyster Bay

OYSTER BAY

Sailing east from Mattinecock Point we pass Oak Neck Point and Rocky Point and reach Oyster Bay Harbor. As we enter Harbor proceeding south, we encounter the only red sector light on Long Island Sound. Lighthouses provide long range visibility and in some cases shine across hazardous areas whereby a vessel sailing directly for the light would run into a dangerous situation. To warn mariners of these situations, the light will appear red when the vessel is on a dangerous course. A red sector sighting necessitates a check of the chart and a determination of the vessel's position. Past the lighthouse we have the choice of proceeding straight ahead to Cold Spring Harbor or turning to starboard to Oyster Bay. We will proceed to starboard.



Red Sector Light

OYSTER BAY HARBOR

On June 4, 1639 the Dutch Patron and Voyager David DeVreis, who was on a trip to the

Connecticut River for the New Netherlands Director General at New Amsterdam, anchored in Oyster Bay for the night. He noted in his log:

“On June 4th I anchored in a commodious haven on the North of Long Island. We found fine oysters there whence our nation called it Oyster Bay.”

This was the first specific record of Oyster Bay.

The harbor of Oyster Bay was often in dispute between the Dutch and English claims. Peter Stuyvesant and the Commissioners from New England sailed to New Haven to settle the dispute. The Treaty of Hartford in 1650 set the boundary line along the West rim of Oyster Bay.

In 1653 English colonists Peter Wright, Samuel Mayo and William Leveridge arriving by sailing ship from Cape Cod, purchased a tract of land from the Sagamore Asiapum alias Mohannes. This was the chief for whom Sagamore Hill was named. These colonists were seeking both religious freedom and good land. Later purchases increased the size of the settlement which was located on the Harbor. The original settlers, or freeholders, were allotted six acres each in the Town Spot from Mill Hill to Cove Road. There were smaller lots along what is now known as South Street (which at the time was probably an Indian trail). There were many Indians living in the area based on the skeletons and artifacts that have been unearthed over the years. Wolves were also plentiful. A ten shilling reward was offered for the pelt and claws and several wolf pits were located near town.

Water routes to New Amsterdam (now New York) and New England were the main highways. Local roads were adapted Indian paths. Horses and wagons were scarce. Seventeenth century occupations included those of boat builder and shipwright. The first ship to be built in Oyster bay that is mentioned in town records was a sloop called the “True Love” finished before September of 1693. It was owned by Pierre Berton.

As we come into Oyster Bay harbor, Hog Island (now Centre Island) is to starboard and Cove Neck to port. Centre Island and Oak Neck to the Northwest were originally islands but over the centuries through the action of winds, tides and shifting sands became connected to the mainland along the Sound. Legend has it that Captain Kidd landed and concealed part of his treasure on Centre Island or, according to some, Cove Neck.

During the American Revolution the Harbor saw its share of war incidents with ships being seized by both sides. Not until 1783 with the signing of the Peace Treaty, did the Long Islanders return to their peaceful existence. Oystering, important to the residents from the beginning, became a commercial endeavor in the mid 19th century. The brickyard at Brickyard Point was started in 1850 by Daniel Smith and his two sons Jacob and Daniel. In its prime it employed 65 men but was forced to close when the clay ran out.

The Sewanhaka Corinthian Yacht Club, on the South side of Centre Island, was established in 1871 and is the first Corinthian yacht club in the world. At the time of its establishment yachting was run like horse racing is today. Owners would bet substantial sums on their vessels without, in many cases, even having the interest to ride aboard them themselves. Sewanhaka was established to counteract such weakness by developing nautical proficiency and sportsmanship among the members. They established the club for amateurs, but they meant the members be more than amateurs and to describe what they had in mind they coined the word “Corinthian”. This term has been adopted widely by yacht clubs throughout the English speaking world since Sewanhaka set

the trend. The Genoa jib was developed in international competition off Oyster Bay and the parachute spinnaker was invented by the 1930 Sewanhaka team for the British America Cup Matches.



Sewanaka Yacht Club

Located on Cove Neck, is Sagamore Hill a rambling solidly built 22 room Victorian structure built to Theodore Roosevelt's specifications. He had originally planned to name it "Leeholm" after his first wife Alice who died after the birth of her first child. He changed it to Sagamore Hill after he began courting Edith Kermit Carrow who was to become his second wife.

During Theodore Roosevelt's second administration (1901-1909) The Great White Fleet stood off Oyster Bay at the entrance to Long Island Sound one time and the President's yacht "Mayflower" at Oyster Bay with the envoys of Japan and Russia regarding the peaceful treaty between those two nations which was signed in 1905. The President received the Nobel Prize for his work in this connection.

At the east end of the Harbor there is a bridge, the Bayville bridge that connects Mill Neck and Bayville. It is the only bridge that is on the ATON check list.



Bayville Bridge



Fourteen Feet Six Inches Clearing

East of the bridge are the Oyster Bay launching ramps;



Oyster Bay Launching Ramps

On our way back to the bay , we pass the Commander Fuel Depot



Commander Oil Depot

Oyster farming has been very successful in the harbor. The sperm and eggs are mixed in the laboratory, where the free swimming spat protected by predators attach themselves to old oyster shells to begin the second phase of their lifetime. When they reach the satisfactory size, they are “farmed” by being deposited on the harbor bottom. At maturity they are vacuumed up and taken to market.



“Vacuuming” Barge

Ending our tour of Oyster Bay Harbor, we navigate back to Oyster Bay and turn south to Cold Spring Harbor.

COLD SPRING HARBOR

Cold Spring Harbor, once called the Angle, is nestled between the townships of Huntington and Oyster Bay. Prior to its modification by man, the area around the harbor was wilderness, comprised of swamps, virgin forests, ponds, cold streams and tidal rivers. It was also the home of the Matinecock Indians and one of their major camps was Wigwam Swamp, which is now the town of Cold Spring Harbor. Here the Indians lived peacefully in their globular wigwams taking their nourishment from the forest and harbor. Wolves, bears and deer were plentiful at the time and shellfish abounded in the harbor's waters which the Indians called Martimekonck. The names Oyster Bay and Cold Spring Harbor came later and their origin is obvious.

White people, mostly from New England, first appeared as settlers in 1640, twenty years after the Pilgrims had landed. On April 1, 1653 three men journeyed to Huntington, called Kerewomake by the Indians, and there acting in behalf of all the families south of the harbor (about 15) purchased from the Matinecocks a large tract of land on which lie the waters of Cold Spring Harbor. There seems to have been little trouble with the Indians. The only incident that I came across occurred on October 17, 1681, when several drunk Matinecock Indians came into the house of John and Jane Rolomson causing them to flee to Huntington for help. By 1800 the Indians had all faded away leaving behind names like Matinecock, Syosset, Asharoken and Sagamore.

The area prospered and in 1782 a paper mill was built by Richard Conklin. The linen paper that was produced was of such prime quality it was sent to England to make bibles. After the revolution homes began to appear on the eastern shore. The first school was built on the west side of the Harbor and was later moved to the present site of St. John's Church. By 1799 Congress had made Cold Spring Harbor a port of delivery with a resident surveyor of customs to enroll and

license vessels engaged in whaling. Cold Spring Harbor's first whaler, the Tucarosa (379 tons), was put into operation by the five brothers Jones, sons of John Jones. Her first voyage was from September 9, 1837 to April 23, 1839. She returned with 120 barrels of sperm and 1280 barrels of whale oil. This was considered neither a "greasy" or "dry" voyage and did not deter the next ship, Monmouth, from setting out for whale. Records indicate that the Harbor's whaling fleet recorded 38 voyages. When the whaling ships dropped anchor and the seamen came to shore the babble of many foreign tongues was evident and Main Street was aptly named Bedlam Street.

The eastern shore of the Harbor contained three large public groves. Two and three decked steamboats used to come out during weekends carrying a multitude of people to the area for a day's picnicking. In August of 1890 the steamboat Crystal Stream of the Myer Transportation Company was at anchor with the double decked barge Republic lashed to it. A flash storm erupted and before anything could be done the gale force lifted the upper deck of the barge causing the supports to give way. The upper deck then smashed down on the lower occupants killing twelve people outright and injuring scores of others. Although this was considered a major tragedy of the time the flow of picnickers was not affected. The ill fated barge was rebuilt, named Columbia and put back into service. Today, located at the southern shore are the renowned Cold Spring Harbor Laboratory and New York State Fish Hatchery

Ref: A guidebook to the Hamlet of Oyster Bay---Presented by the Oyster Bay Chamber of Commerce

Leaving Oyster Bay we come Lloyd Neck. On the west side of the Neck is an inlet to a sheltered cove, the Sand Hole, that is quite popular to recreational boaters. They come from the surrounding areas to anchor and spend the day in cove. Past Lloyd Neck we turn south into Huntington Bay.

HUNTINGTON BAY AND ITS HARBORS

Entering the Bay on a southerly course you pass Eaton's Neck Lighthouse to port. It sits 144 feet above Long Island Sound, located at the Coast Guard Station. In 1795 Rev. Joshua Hartt, a minister and part time surveyor, was employed by the Town of Huntington to survey its shoreline. Hart reported that "a great reef of rocks dangerous to shipping existed off the north shore of Eaton's Neck and many vessels have been wrecked, it is expected that a lighthouse be built for the advantage of seamen". This location marks the area where there have been more shipwrecks, over 200, than any other site on Long Island's North Shore. This survey moved President John Adams to asked congress to appropriate \$9,500 to build the light and the Federal and New York State governments acted within three years. Senator John Sloss Hobart, a native of Eaton's Neck, was most helpful in setting up the lighthouse. He introduced in Congress the legislation concerning the building of the light which was passed on March 4, 1798. The owner of Eaton's Neck, John Gardiner who was already maintaining an oil lamp at the top of a pole to guide the passing mariners, was paid \$500 dollars for ten acres for the site of a lighthouse. The lighthouse was designed By John J. McComb Jr. who also designed the Montauk and Cape Henry lighthouses. It was completed and activated in 1799. Gardiner's nineteen year old son, John H. Gardiner, was named the first Keeper. The original Keeper's quarters no longer exist, having been replaced by more recent government housing for the U.S. Coast Guard Station at the site. It is the

second oldest lighthouse on Long Island and similar to the Montauk Point Lighthouse built two years earlier.

The lighthouse is an octagon pyramid construction of hewn or hammer dressed sandstone with a base of 24 feet in diameter. The stonework extends fifty feet above the ground and tapers to a diameter of 10 feet 6 inches. Above this is a 10 foot high 8 sided iron room houses the anchor support for the observation platform and the massive multi-tiered lens. The glass enclosed observation platform is a 7 foot high, 8 sided iron framed glass structure, capped with a 3 foot copper dome. In the center is the lens, imported from France and used to refract the beam cast by the original four whale oil lamps. These lamps were constructed of copper and each held 12 quarts of oil. Today the lens performs the same service for a 1,000 watt quartz filament light which is automated, i.e., The light is turned on and off using a light sensitive device providing a constant light from sunset to sunrise. It is under the control of the U.S. Coast Guard Station which shares the property with the lighthouse.

From the ceiling of the tower dangles the obsolete funnel shaped ventilator. In the chamber below, there are four more copper ventilators built into the circular wall. The giant multi-tiered lens is anchored in this room and at the base of the lens is a plate bearing the manufacturer's legend, "Henry Lepaute a Paris".

The lighthouse has been repaired and renovated several times. A fog signal was recommended in 1867, and by 1871, a powerful steam fog signal was in operation. In 1904, a first class automatic siren was installed, sounding blasts of four second duration separated by silent intervals of forty seconds. One of the original steam fog horn is presently on loan from the station and on display at the Norwalk Maritime Center in Norwalk Connecticut.

The light house was added to the National Register of Historic Places on April 3, 1973. The Coast Guard defines the light as follows: A white stone tower attached to a building. The structure is 73 feet above the ground and 144 feet from the water, being visible for 18 miles. It is located on the east side of the entrance to Huntington Bay at 40° 57.2'N, 73° 23.7'W.

Today, in its beautiful area and with its status as a national landmark, it is hoped that Eaton's Neck Lighthouse "the light house of stone", will continue to be a beacon for sailors and their ships, as it has been for more than two centuries.



Eatons Neck Coast Guard Station

Lloyd Neck looms to starboard. This area was rich in clay beds and about 1760 a large foundry called Crossman Brick Co. was established to make bricks which were shipped out on barges to a growing Manhattan. Continuing south, keeping to starboard we see a large rock sitting in the water in line with bell buoy "8". Named Target Rock it once sat higher on the bluff and was



Target Rock

reported to have been used as target practice by the British. Target Rock is a glacial erratic, i.e., its composition does not match the underlying rocks and therefore was transferred to the area by the movement of ice masses during the ice ages.

Ahead of lies the Huntington Lighthouse which was built in 1912 and believed to be the oldest concrete light house on the east coast. It replaced a wooden two story eleven room structure erected in 1857 which was on the southern tip of Lloyd's Neck to help ships find a haven in Lloyd Harbor. It was destroyed by fire on November 12, 1947.



Huntington Lighthouse

East is Lloyd Harbor. When the white men arrived here the main tribe of Indians in the area were the Matinecocks led by Chief Raseokan, also spelled Ashoroken. Their main camp sat on what is now the KEYSpan power plant. The Marsepaques led by Tackapousha were to the southwest and the Sucatoues led by Resorsechck were to the southeast.. The tribes paid an annual tribute to the New England tribes but they recognized the sovereignty the great Sachem Chief Wyndanch. The territory, ruled by the Matinecocks was called Ketewomoke. The Indians called the neck of land Caumsett meaning “place by sharp rock”. The Matinecocks sold a large piece of land, including this area to three English settlers from Oyster Bay. The property changed hands several times over the years and acquired the name Horse Neck because the farmers took their horses there to graze. Boston merchant, James Lloyd acquired the area in 1676 and it still bears his name. Lloyd Harbor is dotted with moorings and a haven for boaters who wish to enjoy some of God’s natural gifts.

HUNTINGTON HARBOR

Moving east we come to the entrance of Huntington Harbor. Most of the early settlers were English who arrived from Massachusetts and Connecticut and felt an allegiance to the Crown. However they changed their thinking after being abused by the English troops and in June 1774 they issued a Declaration of Rights noting that taxation without representation was a violation against British subjects. They welcomed the Declaration of Independence however after winning the Battle of Long Island in August 27, 1776, the British occupied Long Island. Many residents conducted guerilla warfare against the British until they left in 1783. Nathan Hale landed in Huntington coming from Norwalk CT on a spying mission for George Washington. He was captured and executed in New York City in September 1776. A monument stands in the approximate area where he came to shore in Huntington, now called Halesite. The name Huntington is said to have come from an honor bestowed to the Lord Protector, Oliver Cromwell, born in Huntington England.

Moving south we see to starboard a majestic castle, Coindre Hall, which was built by pharmaceutical tycoon George Brown for his wife.. It is now called the Gold Coast Museum and serves a multitude of uses for community functions.



Coindre Hall and Boat House

To port is the Huntington Yacht club founded on September 15, 1894 with an initial entrance fee of \$25 and annual dues of \$15.



Huntington Yacht Club

South of the Huntington Yacht Club is the Huntington Town Dock which has been designated as the medical emergency pick up point. Victims of accidents or illness at sea are taken here to be transferred to ambulances then to the hospital.



Huntington Town Dock-Note Emergency Pick up Designation

This area and to the south to Mill Dam Road contained many ship yards. Used in the ship building were local Long Island oak, chestnut and locust timber. The country was rich in game, wild fowl, rabbits, foxes, wildcats and wolves. The Indians raised wolves as pets who had a hankering for the domesticated cattle. This did not sit too well with the settlers who put a bounty on wolves paying a price for a pair of wolf ears. Since the settlers didn't know one ear from the other, the Indians made a profit by bringing in the ears of dogs who had succumbed to old age. The surrounding waters were also rich in shell fish and free swimming fish. Some of the sea captains used to take the farmers out fishing in return for vegetables and it "was no problem bringing up several kegs of blackfish in a short time". After the wars the area became a vacation haven for the people from Manhattan who arrived on ferries to the favorite picnic sites in the area. The tragedy of the fire aboard the steamer General Slocum occurred while she was sailing to the area with picnickers from Manhattan.

CENTERPORT HARBOR

Moving back into Huntington Bay we turn east and eventually come to the entrance to Centerport Harbor. It had several names since being inhabited by the white settlers but finally settled on Centerport, noting its location mid way between the borders of the Town of Huntington. After being founded by the first settler, an English Quaker named Thomas Fleet in 1660 it soon had more mills along the waterfront than any other Long Island community. In the beginning of the century the area became a summer resort and later in the century, the first catholic summer camp,

Camp Alvernia, was founded along the eastern shore north of the Mill Dam. The most famous resident of Centerport was William Vanderbilt II who arrived in 1907 and built his Eagle's Nest Estate at the northern tip of the peninsula. His ship, the Alva, was a common sight in the harbor. After his death, the property and his estate were donated to the county and is now a museum, displaying some of the items collected during his travels including an assortment of marine and wildlife specimens. The adjacent planetarium is one of the nation's best.

Northport Harbor

Leaving Centerport Harbor we motor east and around Little Neck Point and into Northport Harbor. Moving south we see to port the Northport Yacht Club.



Northport Yacht Club

When purchased from the Indians the area was called Great Cow Harbor, either for the resemblance to the Indian word for fresh water flowing or perhaps because farmers used to drive their cattle close to the waterline to feed during dry spells. The head of the harbor, now the Northport Village Dock, was originally called Bryant's Landing on early 1810 charts but the charts indicated deeper water north of the Landing where ships could anchor at the "north" port, thus Northport.



Northport Town Dock

During the 1800's the area was established as a major ship building facility. On land, the American and English Encyclopedia of Law was published at the Edward Thompson Building at the corner of Woodbine and Scudder Avenues and distributed world wide. On the west shore we see the expanse comprising the Vanderbilt Estate.



One of the Shoreline Buildings of the Vanderbilt Estate

Leaving Northport Harbor we move northward into Northport Bay with Eaton's Neck on our starboard side. Eaton's Neck like other adjacent areas was sold to the white man by the

Matinnecock Indians. However it seems that the Matinnecoaks saw nothing wrong with selling the same parcel(s) of land to multiple buyers. This led to some bad feelings in subsequent years between Eatons Neck and the Town of Huntington re: the ownership of Eaton's Neck. Moving east past the entrance to Duck Harbor we reach Price's Bend and the area known as sand city. In 1884 land was leased to a Nicholas Godfrey for sand removal He built several structures used to mine the sand and the area became known as Port Eaton. Later the Steers Sand and Gravel Company leased the site and renamed it Sand City. The mining of sand stopped in 1964 and a portion of the mining sites was developed into a housing community. The environment did show some signs of harmful erosion after hurricane Bell in 1976. due to the voids created by the erosion of what was left of the sand barrier. Sand dredged from nearby areas had to be used to fill in these voids.

Leaving Northport Bay we turn north and we can see a one-half mile range used calibrate tachometers to determine speed as a function of rpms.



Markers At The Northern End Of The Half Mile Range

Continuing north we eventually reach the Coast guard station. In 1798 John and Johanna Gardiner deeded 10 acres of land to the United States government for \$500 for the construction of the lighthouse.

*** **N.B.** I have just scratched the surface of the history of these areas. If you are interested in the complete story there is a wealth of information at the afore-mentioned libraries and Societies. The personnel in attendance will be more that happy to provide you with mounds of data reflecting the history of any of the areas we have mentioned and many more which were not mentioned because they were not in close proximity of the shoreline.

AREA OF RESPONSIBILITY 4

Moving eastward we enter AOR 4, which extends from Eatons Neck east to Mount Sinai Harbor. The eastern mid Sound boundary is marked by Stratford Shoals lighthouse. The first significant land mark is the Northport Power Plant.



Power Plant

and one and one half miles north in the Sound is a Off Shore Off Loading platform



Off Shore Off Loading Platform

There is no deep water access to the plant so the oil used to run the power producing machinery must be pump from the tanker moored at the platform to the to the holding tanks. The oil used at the Power Station is #6 oil and has high viscosity. The tankers have heated tanks to keep it from getting too viscous and impede its ability to flow. If it were left in the pipe after the Power

Station's tanks were filled, it would become very thick and would not flow when the next delivery arrives. This is true also in the summer when the temperature at the bottom, around fifty feet deep only reaches to about 55 degrees Fahrenheit. To overcome this problem the pipe is filled with low viscosity # 2 oil when not in use. The end at the platform is sealed with a “pig”, which acts as a stopper. When the tanker arrives it hooks up to the pipe and begins pumping. The #2 oil is collected in a separate tank at the plant and when the pig arrives the #6 oil is diverted to the holding tanks. When pumping is completed the #2 oil is again pumped into the pipe pushing the pig back towards the platform filling the pipe with the lower viscosity oil. Any oil remaining in the pipe is pushed back to the tanker’s hold. The platform is equipped with a fog horn and used during restricted visibility.

Cool Long Island Sound water is taken in and used to condense the “used” steam that had just powered the turbines. The condensed after that was the steam is re-circulated and reused. The Sound water, that is now warm is directed back to the Sound. There has been many disputes about this procedure with naturalists calling it “thermal epollution” and since fish love the area, power plant managers called it “thermal enrichment”. The fallacy is that in the winter, if the wwarm water flow is interrupted, fish that should have migrated south, die. Currently the hot water is first directed to a lagoon and cooled to a specified point before being discharged into the Sound. The lagoon and outflow point are on the eastern side of the plant. Ofinterest is the fact that the four smoke stacks line up true north to south.

NISSEQUOGUE RIVER AREA

The next break in the shore line will be the mouth of the Nissequogue River. It is marked with a safe water buoy signaling the Morse Code A dot-dash signal at night.



Marking Entrance to the Nissequogue River

A distinct landmark is the abandoned Psychiatric Center, that looms ominously above the buffs.



Pilgrim State Psychiatric Center

Many years ago glaciers reached Long Island, not once, but several times. The first glacial invasion from the north probably stopped somewhere in what is now Long Island Sound. It left a thick layer of gravel that was gouged out by rivers rushing from the melting ice. The glacier retreated but then returned to the same area bringing clay deposits. There is some evidence, based on fossil discoveries, that the weather warmed up for a time (relatively speaking). Then the glacier retreated again. These excursions built up the Ronkonkoma and Harbor Hills moraines, accumulations of gravel, earth, clay etc. carried by and finally deposited by the glacier. This all occurred some 12,000 years ago. As a result of these glacial movements and resulting topography, Long Island has four fresh water rivers, Peconic, Connetquot, Carmans and Nissequogue. The Nissequogue is the only one which flows northward.

Nissequogue may have been derived from the Indian name “sweet clam” name for a particular type of mollusk found in the area or a more recent theory notes that the name may have come from “land of clay. The early inhabitants of the Nissequogue River area were the Nissequake Indians. The supreme monarch was Wyandanch, Sachem of the Montauks, emperor of the thirteen tribes that inhabited Long Island. He developed a great bond of friendship with Lyon Gardiner (of Gardiner’s Island) and it was as a result of this friendship that that the area known as Smithtown began to form, Wyndanch cherished his only daughter who was as virtuous as she was beautiful. On the eve of her marriage, she was kidnapped by the Pequots from across the Sound. He appealed to his friend Lyon for help, who in turn tracked down the kidnapers and returned the princess almost as good as new. In gratitude, Wyndanch gave his friend a parcel of land. Lyon eventually sold the land to “Bull” (christened Richard) Smith.

Legend has it that Smith kept pestering the Indians for more land until they finally agreed to let Smith have all the land that he could circumscribe in one day riding a bull. The Indians were also

good enough to give him enough time to find a bull that liked to stroll. When the ride was completed, they were amazed at the amount that they would have to give up but they remained true to their word. So was the formation of Smithtown. A monument was made to commemorate the bull (the four legged one) and its stands at the intersection of Jericho Turnpike and Route 25A.

The Nissequogue River is located entirely in Smithtown and is bounded on the west by King's Park and on the east by the village of Nissequogue. Its two sources are Mill Pond, near the N.Y. State Office Building at Veteran's Highway, and Miller's Pond, near the Yellow Top Farm on the Nesconsett Port Jefferson Highway. The total drainage area is approximately twenty seven square miles and the river is approximately six and one half to seven miles long with a tidal range of one half to three feet.

The upper portion extending north from two dams near Jericho Turnpike (Main Street) area to Landing Avenue is basically fresh and has a flow rate of two thousand cubic feet per minute. This large constant flow keeps the river fresh in spite of the tidal surges. Also, the strong flow keeps the bottom free of silt and other bottom detritus making for a wonderful spawning area. Much of the region was once owned by the David Weld family including the Nissequogue River Club, formerly Wyndanch Club, which is now owned by the County.

The central portion of the River extends from Landing Avenue to the beginning of the broad waters north of the Smithtown Landing Country Club, owned by the Town of Smithtown. The salinity in this region is in a constant state of flux. During low tide the waters tend to be fresh, but during the incoming tide the saline wedge makes its way upriver. Marine biologists are very interested in these estuaries (fresh water flowing into saline water) for the flora and fauna inhabitants have to adapted too saline and brackish conditions several times each day. In the past there were attempts to build dams across the River but silting was too great and damming attempts were abandoned.

The lower portion, opening into the Sound is saline and the most navigable portion of the river. During the early 1800's sailing ships sailed between Smithtown and New York or Connecticut. Sloops and Schooners left cargo at Aaron's Landing or Elia's Dock. The cargo was transferred to barges and navigated up the river, which was much wider at the time. Richard Blydenberg and Henry Conklin erected a county store along the river at Landing Avenue. A dock was built in 1806 for the convenience of scows and lighters going up and down the river and was known as Blydenberg's Landing. A bridge was erected at this point but it was not the first. Previously a bridge had been erected at Head of the Harbor in 1805.

Today as you enter the mouth of the river, after coming south through the well marked channel, you will pass the end of Short Beach on your port side and the bluffs on your starboard side. These bluffs are the remnants of the visiting glaciers. Passed the bluffs are the town launching ramps and docks. Years past, the facilities were not as well developed as they are today and as many may remember, only the brave launched here and mostly at high tide. The writer recalls at least three incidents when arriving for a launch, found an automobile, stilled attached to the boat and trailer wholly or partially submerged waiting for the tow truck. Immediately passed the ramps is the Old Dock Inn, a delightful place to dine. From the dining room you can enjoy a view of the river and part of the Sound. Unfortunately there is no place to moor your boat, the Town dock only allows a ten minute tie up so you must come by automobile if wish to dine at the Inn.

Continuing up the River the channel turns to starboard, with Mare Island to port. On your right are two Yacht Clubs, the King's Park Yacht Club, built from a barge, and the Nissequogue Yacht Club. The later was formed for use by employees of the State Hospital possibly as an inducement to sign on as staff. This is limit of the aids to navigation that guide vessels to the yacht clubs but at high tide you should be able to navigate to the Country Club. Further travel from this point requires a shallow draft vessel, ideally a canoe. During the summer months they can be rented at the launching ramps and the River can be explored to Jericho Turnpike. The area is pristine and a wide variety of flora and fauna can be observed. Care must be taken to launch during a favorable tidal cycle so that you will be returning to your launch site with the current going your way. The current is quite fast at ebb and flood tides. Many canoeists make the mistake of launching at the wrong time or going the wrong way and must either be assisted or wait out the favorable tidal cycle to return.



Nissequogue River Launch Ramp

Moving east we come the “Mansion” which stands out on the glacier molded bluffs along the shore. Boaters and fishermen have established landmarks to report their location or possibly where the fish are biting. The “mansion” is one such landmark. Therefore if you hear of someone needing assistance off the Mansion, that is where they’ll be.



The Mansion



Waiting for you

Great care must be used in navigating these waters, especially at low tide. There are a multitude of rocks; some just above and some just below the surface at low tide. As the tide rises they all become invisible but are waiting for you to make a mistake.

STONY BROOK HARBOR

Traveling east we arrive at Smithtown Bay where the towering Stony Brook Hospital looms on the horizon. The next harbor is Stony Brook Harbor. Cruising along Long Island Sound en route to Stony Brook Harbor, one may reflect on the history of the Sound, which Daniel Webster called the American Mediterranean. The first European to sail the waterway, Dutch sea captain Adriaen Block, may have had a similar impression when he discovered Long Island in 1614. Captain Block had just established friendly relationships with the Indians of Manhattan and was about to return home to Europe when his ship caught fire and was destroyed. He and his crew built a new one, called it the Onrust (Restless) and set out to test it. It was during this trial run that they discovered Long Island Sound. As you well may know Block Island is named after Captain Adriaen Block. The Sound was quite different at the time. To quote Dutch Captain Vann der Donck,

“The fish are so tame that many of them can be caught by hand.”

Those of us who fish know that this has changed considerably over the years.



Stony Brook Hospital

When we reach buoy “1” at the entrance to Stony Brook Harbor we sail nearly due east towards can #3 and we see West Meadow Beach ahead. The entire length, of this beach, from the boundary of the Village of Old Field to the harbor inlet, is owned by the town of Brookhaven. At the northerly end is the town beach there used to be a row of houses just back from the beach. The occupants had leases and paid rent, taxes, garbage fees, etc. to the town. However, the Brookhaven residents held that this area belonged to the Town and should be accessible to everyone. Following much legal activity, the courts agreed and the houses, except for a couple

which are supposed to become museums, were torn down.

Following the green cans we proceed into the harbor. A number of groins fronted the inlet. They were built in 1948 and are owned by the Hew York State Department of Parks and are not currently in the best of condition. It should be noted that this is one of the worst approaches to any harbor on the Sound. At low tide there is only a few feet of water in some areas of the channel and during the change of tide the water runs through fast enough to drag some of the channel markers below the surface. During the early colonial days, harbor pilots were required to get the ships in and out of the harbor. Frequent dredging is required to keep the channel navigable for large craft.

Indians lived on the shores of Stony Brook Harbor many years prior to the white man's influx. Archeological diggings have unearthed remains of the primitive hunter-gatherer inhabitants dated to approximately 1000 BC. From the harbor waters the Indians harvested fin and shell fish used for food and trade. The wetlands supplied the reeds used to weave household articles and the gently sloping lands surrounding the harbor provided the game and building materials. The Indians inhabiting the area were called Seatalcotts, a name which referred to the chief campsite and meant "on the mouth of the creek".

The first European settlers in the Stony Brook Harbor area were farmers from the British colonies in New England and other parts of Long Island. In 1655 they purchased land from the Seatalott Indians in what is now Setauket. The Seatalott's campsite became the locus of the first settlement of English puritans and is now called Setauket Millpond..

The average depth of the Harbor is 3 feet at low tide, with the greatest depths occurring at the inner harbor (about 10 feet). There are two major accesses, Porpoise Channel on the west and Main and Commarge Channels on the east. These channels are separated by Young's Island which was formed by the piling of spoils dredged the channels. There is a 15 minute delay between the time of high tide at Young's Island and at the Head of the Harbor. Low tide at the Head of the Harbor occurs nearly one and a quarter hour later than low tide at Young's Island. The difference in the tidal range of Smithtown Bay and the inner harbor is the result of the inability of the inner harbor to drain completely at low tide. This is most likely due to the configuration of the harbor in the area of the inlet.

Entering the Main Channel, we note a quaint little green house to port. Westmeadow Creek going north on its far side. If the tide is high, or very close to high,



Gamecock



West Meadow Beach and Creek Before the Cottages Were Removed

we should make a detour and wend our way up the Creek. At high tide the lowest depth you will encounter is about three feet. but as the water runs out on the ebb tide you may not be able to get in, or worse, get out. If there is any doubt make this leg of the cruise on your way back or on some other day.

Swinging around we reverse directions begin our journey up Westmeadow Creek. Gamecock is the name of the cute” green house you see on your port side as you start up the Creek.. William Shipman built the house, a two story Victorian structure, in the early nineteenth century. It was originally part of his estate located on Cedar Street in Stony Brook. The gingerbread trim and

small balconies are representative of a Swiss chalet. Mr. Shipman fell in love with this type of architecture during his extensive travels in Europe, and his entire estate reflects this style. When the Gamecock was located on the estate it was used as a building to raise exotic birds. Later it was moved down Sand Street by wagon to the beach, placed on a raft, and taken across to West Meadow Beach and used by Mr. Shipman to store his rowing sculls.

The Gamecock was acquired for preservation in the late 1930's by Mrs. Frank Melville, and served as a rental cottage under the auspices of the Three Village Inn until 1947. It was a favorite of honeymoon couples who could rent Gamecock for \$1 a night. In 1947 Ward Melville sold Gamecock and the surrounding property to the Town of Brookhaven. Marjorie Wells Eisebough and her daughter Hope Kenyon were the first tenants, a time when there were no roads, electricity and telephone. The building was not electrified until 1949. Presently the Town of Brookhaven leases Gamecock Cottage to the Stony Brook Community Fund who is responsible for preserving and protecting this historical structure.

As you motor up the Creek you will see a bulkheaded area on your starboard side. This is what remains of the Well's Boat Yard which used to build wooden ships as far back as 1750. The Wells family built the red house on the hill. You are now in the Creek, which is an estuary and salt water marsh. An estuary is defined as a semi-enclosed body of water open to the sea on one end and being fed by fresh water at the other end. Estuaries are protected from the turmoil of waves, have lots of nutrients and for the most part are too shallow for many predators. They are essentially nature's aquatic nurseries where newly hatched fish and other species grow until they are mature enough to go out into, in this case, Long Island Sound. The destruction of estuaries, pollution, construction, enlarging yacht clubs etc., is what is taking a large toll in our fish population.

As we continue, you see a creek coming in on the right. This is Aunt Amy's Creek. I don't know how it got its name. One story is that Aunt Amy lived there in the old days and committed suicide by drowning in the creek. However there is no record of anyone named Amy in the old records. In the late 1950's, when housing was being built at the head of Aunt Amy's Creek, evidence of a Native American settlement was found. Shellfish mounds found on the sites gave us an insight of the early settlers and also revealed that the early marshes were much richer in shellfish than today. Ward Melville hired William Richie to review the archaeological site and using radiocarbon dating found that the site was used up to 6000 years ago.

Take a look at the vegetation. On the beach you will see cedar trees which are relatively salt tolerant. Along the higher marsh shore you see *Spartina patens* (salt meadow grass), which looks like alfalfa, and in the low marsh, which gets flooded twice each day, we find *Spartina alterniflora* (cord grass). *Spartina* is great stuff It dies off every year, decomposes and provides nourishment for the bottom of the food chain. Without it, you would have no marsh. Then you will see phragmites, tall rushes with "fluffy" tops, which are noxious plants that do not benefit the marsh at all. Whenever humans disturb areas even remotely wet, brackish or fresh water, phragmites colonizes it immediately and is difficult eradicate. You will notice that some families got together, cleared out an area for a beach, starboard side on your way in, and made a swimming area. The cleared area is open to erosion and if left unattended for a time, will become populated with phragmites that has no value to the marsh. Another made man alteration you will see are ditches cut into the marsh. These are mosquito control measure to drain the marshes to eliminate standing stagnant water where mosquitoes breed.

On the port side you will see a house just where the Creek makes a hard turn to starboard. This is

the Conservation Center which is 40 years old and managed by the Ward Melville Foundation. Marine biology and ecology classes are held during the summer for school children and adults and a fine lecture series is presented in the evening. I've attended several really great lectures at the facility.

As we proceed further you will see a host of stables. From the 1930's to the 1970's people from all over the country brought their horses to this site on Labor Day weekend to compete in the equestrian games including jumping and other forms of horsemanship. The stables were built to accommodate the visiting horses. At the turn around point the Oakfield Club stands majestically on the eastern shore. It should be noted that the depth here is about 15 feet. The area was dredged to provide sand to groom the areas on shore where the horse riding events took place. From here we turn around and head back to the Harbor

During the summer, there are daily sailings from Stony Brook of the Discovery, a pontoon boat that you may have seen in the bay. These cruises are run by the Ward Melville Foundation and follow the course I've just described. Students from the Marine Research Center at Stony Brook University are on board describing, in detail, the history of the area as well as the flora and fauna along the route.

Returning to the channel, we pass the Town dock and launching ramp and Stony Brook Yacht club to port. During the 1800's this was a beehive of activity. The farmers in



Stonybrook Yacht Club

search for the most convenient communication with the rest of the Colonies, especially New York City, again turned to the Harbor. Only a few primitive roads connected the City with the “wilds” of uncivilized Long Island and these did not stretch all the way to the settlers on the shores of the harbor. The solution was sailing ships that could find fine safe anchorage in the harbor. The cargoes carried consisted of ashes and manure exported from the City and shellfish and cordwood sent back as imports. Landings were located all around Stony Brook Harbor. Cordwood Path, at the head of the harbor, used to lead to one of these landings where its namesake was loaded on to outgoing vessels. Most of the shipping activity, however, took place on the Brookhaven side of the harbor. In Smithtown the Nissequogue River was the main port and the site of earliest development.

A related activity that developed along the shores of Stony Brook Harbor and West Meadow Creek was the building of wooden sailing ships like those that serviced the Harbor area. The conditions were ideal, i.e., materials, a sheltered area and the farmers provided the man power in their off season spare time. The first recorded ship completed at Stony Brook (and in fact Long Island) was a 20 ton sloop finished in 1694. David T. Bayles, one of the major ship builders in Stony Brook (along with Jonas Smith and Company and Charles Hallock) built the last commercial ship in Stony Brook Harbor - a 150 ton sloop the “B.F. Jayne”. They also built the largest ship recorded for the area - a 800 ton three masted schooner.

By the mid 1800’s the Stony Brook wharf area and yacht club basin contained two busy piers and four shipyards. The area became the home of ship captains. During the 1800’s at least 36 coast wise captains, 13 sea going and 4 yacht captains were living in the area. These men were analogous to today’s astronauts, their voyages lending an aura of mystery and power. The homes that they built reflected this imposing image. By 1851, the steamboats were stopping at Stony Brook heralding the end of the days of the commercial sailing ships and the end of the ship building industry in the area.

The remainder of the harbor shoreline that we pass sailing south is in the villages of Head of the Harbor and Nissequogue. The shoreline of Head of the Harbor is all privately owned with the exception of one, Smithtown owned Cordwood Path beach. As previously mentioned it was so named because at one time it was the loading area for barges carrying cordwood to the awaiting schooners. The westerly shore which is in the Village of Nissequogue is also all privately owned with homes built on 2 to 50 acres.

Finally we turn north into Porpoise Channel, which is to the channel to port on our way back on our way hack to the Sound. The area to our port has been built up by the town of Smithtown as a recreational area containing launching ramps, town marina, Long Beach and Little Africa town beaches. Should you wonder how the name Little Africa was chosen, the area is wooded and as one steps from the sandy dunes into the trees it is like going into the “Dark Continent”. The Smithtown Yacht Club, a launching ramp and a gas dock is also at this locale.



Eastern Smithtown Launching Ramp



Smithtown Bay Gas Dock

Preceding further up the Channel, the area to port is again privately owned and contains private homes. Porpoise Channel then merges with the Main Channel and the Sound lies ahead. Stony Brook Harbor has been “built up” over the years but one thing remains unchanged and that is the natural beauty and its important role in the natural environment.

FLAX POND

Sailing into the Sound we turn east around Crane’s Neck. East of Crane’s Neck we see two jetties between Old Field Point and Crane’s Neck. This marks the entrance to Flax Pond. It is about 145 acres in area and consists of tidal pond, marsh, beach and uplands. It is separated from Long Island Sound by a gravel beach which protects the marsh from the storm waves hitting the beach. It was originally fresh water and isolated from the saline Sound. The Pond was named after the flax that was grown in the area. It was processed by being soaked in the fresh water and then made into linen. In the late 1700’s the flax market was no longer profitable. Therefore it was decided to try to make the marsh a shellfish area. To do this requires salt water so in 1803 an inlet was dug opening the marsh to the tidal waters of Long Island Sound creating the necessary environment for the successful salt marsh. Since a salt marsh requires can only form in relatively flat areas protected from wave action which become flooded at high tide, the locale filled the requirements. Oysters and clams soon colonized the marsh and a profitable shellfish industry began. In 1947, two jetties were built on each side of the inlet to stabilize the opening at its current location. In 1965 the State University of New York (SUNY) and the New York State Conservation Department (now Department of Environmental Conservation) jointly acquires the area making it the most heavily studied wetlands of Long Island.



Crane’s Neck

Continuing east, we pass the light house on Old field Point. The light house was completed in 1825 to mark the treacherous rocks in the area.



Old Field Point Light House

PORT JEFFERSON HARBOR

We then reach the Spherical Safe Water buoy and turn north to the entrance of Port Jefferson



Spherical Safe Water Buoy

Harbor and turn south The area we are approaching, like most of the Long Island north shore, was



Port Jefferson Harbor

formed during the ice age by the last ice sheet, or Wisconsin Glacier. Upon its retreat, the glacier left the Harbor Hills Moraine which accounts for the hilly terrain in the area. Originally the entrance to the harbor may have been a mile east of its present location and at the time of the white man's arrival, it was 300 feet to the north. Before man began to dredge, the harbor was only five to ten feet deep and its southern end was comprised of marshlands tidal flats. Salt hay grew in abundance and was later harvested by early settlers as animal fodder. Vegetation on the hillsides consisted of dense stands of oak pine, cedar, flowering dogwood and mountain laurel. The neck of land on the east presently called Belle Terre was at one time so heavily forested that "Oakwood" became the name of the family estate encompassing most of the land on the Neck.

The Setauket Indians, one of the strongest of the thirteen tribes that ruled Long Island, controlled a domain that included Port Jefferson at the time of the white man's arrival. They called the Port Jefferson area Suwasset, land of small pines. As the white man came in he ignored this area and chose to settle in the east, setting up major villages at Wopowog (Stony Brook) and Minnaseroka (Strong's Neck). The Indians did not fare too well living with the white man. They were introduced to liquor and were exposed to diseases to which they had no immunization. Also, they had no concept of "sell" and soon found themselves without land. Between 1611 and 1660 the Indian population dipped from 6,000 to 1,000. The first recorded settler was William Simpson who was given 10 acres on the northeastern shore on the condition that he keep a boat available for the townspeople at all times thus making it the first landing. The area was called Drowned Meadow.

By 1831, Drowned Meadow became a seaport and the population had grown to 196 with 31 homes sheltering 39 families. But things were not all that rosy for the inhabitants and the area soon developed the reputation that many seaports enjoy. As quoted from early literature, "there was excessive indulgence in rum and other spirits" and as evidence one source cited the dissolution of Sunday School classes in 1832 due to lack of interest. However, the tide turned in 1835 due in part to the efforts of William L. Jones, a young ship builder. He built a wharf and a Main Street, increased ship building and promoted ties to neighboring settlements.

This led to the golden years, 1836-1885, when the name was changed from Drowned Meadow to Port Jefferson. Two stories of the origin of the name are: 1) a political newspaper, the Jeffersonian, noticed the growth of the area and in October 1835 put out an issue promoting an idea to build a breakwater to stop sand silting, thus the settlers named the town after the newspaper to show their gratitude. 2) Elisha Bayles, a resident of the area and an ardent Democrat, used his influence to have the town named after his champion, Thomas Jefferson.

The ship yards began their demise when the sailing vessels gave way to steam and the area then became a peaceful, careful vacation town until the end of World War II when the Village found itself in an economical downgrade when the population began to spread out and it was no longer the center of trade. The construction of the LILCO plant opposed to by residents as a threat to the tranquility and scenic beauty and hailed by others as an economic prize was the beginning of a solution to the Village's predicament. Unlike the Northport, Port Jefferson is a deep water harbor allowing tankers to tie up directly to the power plant dock. The increase of tanker activity in the harbor marked an increase of boat traffic, in 1975 60% of Nassau, Suffolk fuel oil and 40% of gasoline was handled by 39 wholesalers using the Port Jefferson facilities. One accident that did occur happened in 1973 when the tanker Martha Ingraham split in half at the fuel dock. Fortunately, there was no oil spill since the cargo had been unloaded.



Port Jefferson Power Plant

Today Port Jefferson is one of the major seaport/vacation villages of the North Shore. It is the Long Island terminal of ferries travelling to and from Bridgeport CT. There are many shops and a multitude of places to dine. By boat, one may tie up and dine harbor-side at Danford's Marina.

Setauket Harbor

As we enter Port Jefferson Harbor Through the jetties on either side, there is a cove to port which boaters use as a mooring field and Conscience Bay, and Setauket Harbor to starboard. We follow the channel buoys leading us into Setauket Harbor The area surrounding Setauket Harbor was once occupied by the Setalcott Indians who farmed and fished the area. The name referred to the main camp site which was called "At The Mouth of the Creek". When the settlers arrived, the Indians were so decimated with disease that there was no threat of hostility. The Indians bartered away their lands freely and the English, for the most part, treated them with honor. On April 14,1665 six agents, five from New England and one from Southhold Long Island arrived. Meeting with Warawaking, the sachem of the Sealcoots, they traded their goods for thirty miles of land from the lands of the Nissequakes on the west to Mount misery Cliffs, now called Belle Terre. The British controlled Long Island after defeating Washington in Brooklyn in August 1776. The Battle of Setauket took place on August 22, 1777 when 500 patriot troops came across from Fairfield CT. In a four hour skirmish, they were not able to budge the British troops and retreated back across the Sound before being cut off by British ships. A secret spy ring was set up by Washington and he named 24 year old Benjamin Tallmadge who had captured Fort St. George in Mastic as the leader. Information re: British movements were sent Washington by a number of curriers riding through enemy country. One ring member Ann Smith Strong (known as Nancy in he spy records) passed critical information via her clothes line. Using various items of clothing of various colors she semaphored the information to the curriers.

Returning to Port Jefferson Harbor we turn south we pass the Power Plant to starboard. If we remain in the harbor long enough we are bound to see a ferry pass us in or out of the Harbor. The ferry connects with Bridgeport Ct and Port Jefferson. To enable it to remain in the channel, two



Range Markers

Range Markers mark the middle of the channel day and night. At the Head of the Harbor are an assortment of restaurants and gift shops. We turn and head back to the Sound and are reminded that Port Jefferson is “a very busy harbor”.



Port Jefferson-A Very Busy Harbor

MOUNT SINAI HARBOR

We leave Port Jefferson Harbor and head east. We passed the “Pink House” another landmark



The Pink House

like the afore-mention “Mansion” east of the Northport Power Plant. North of our route is Mount Misery Shoal whose charted low tide is seven feet but has been know to be lower a during certain low tides as a function of meteorological conditions. Continuing east we reach the Harbor furthest east of AOR 4, Mount Sinai Harbor. As we approach it we come upon the two jetties marking the entrance to Harbor. As most of the northern seashore of Long Island, it was molded of the



Fishing Pier And Jetty On The East Side Of The Entrance To Mt. Sinai Harbor

dynamics of the Ice Ages. It was originally called Nonowatuck , Stream That Dries Up, by the Seatocots the Indian inhabitants. Artifacts from the region date back some 4000 years indicating that the native Americans lived in a self sustaining community from 2000Bc until the late 1600’s. They were sustained by flora and fauna of the land and the Harbor. Colonials bought the land from the Seatocots in 1664 for a variety of goods including knives, coats, kettles hatchets etc. and the community was named Old Mans during colonial times. The origin of the name is nebulous. Some say that there was a dispute of ownership of the land, which “old” Major Gotherson claimed he owned. When the case was discussed the land became know as the Old Man’s Land. The name was changed to Mount Sinai in 1840 when, when the local postmaster or his wife supposedly randomly pointed a knitting needle at his open bible and chose the name closest to the point of the needle.

Mount Sinai Harbor with a conveniently located access to Long Island Sound has provided food and recreation from colonial times. Though migrating waterfowl, clams, fish etc. are not as plentiful as they once were they are still available to the persistent. A Town Marina and Yacht Club provide numerous boat slips and a place to relax during the boating season. The original mouth of the Harbor was on the west side. Sediment transport by wind and tides continually narrowed the opening requiring much effort on the parts of the inhabitants to keep it navigable. A new channel was dredged in 1887 and jetties built in attempt to keep the opening from closing due to sedimentation. The old channel filled in and then suddenly, at low tide, the water completely drained from the Harbor leaving it high and dry. This was due to the fact that the old inlet had a build up of sediment at the mouth and served as a dam during low tide keeping some of the water in the Harbor

The Harbor and surrounding lands has also provided another resource, namely sand. Sand was a valuable commodity much in demand by the growing urban areas. Dredging began, though opposed by many members of the community who were concerned with the affect it would have on the ecology and community; but the dredging companies prevailed. A united civil action finally got the dredges out of the Harbor in the late 1960's. Though deemed undesirable, some assets resulted from the dredging. The harbor became deeper and more navigable providing moorings for boats of all sizes. There was a build up of the beach area enabling the Town to enlarge the beach and provide parking space for automobiles. The Mt. Sinai Yacht Club was formed, leasing the property from the town and buying an old "lighter" scow to serve as a clubhouse. The town folk now have a beautiful beach and swimming area and a fishing pier built over the jetty



Mount Sinai Yacht Club

STRATFORD SHOAL LIGHTHOUSE (also known as MIDDLE GROUND LIGHT)

Leaving Mount Sinai Harbor we head north to the Stratford Shoal Lighthouse which is at the



Stratford Shoal Lighthouse

northeast corner of AOR 4. Early charts, a product of Adrian Block's exploration of the area in 1614, show two islands where the lighthouse stands now. The islands eventually eroded by wave action and left a dangerous shoal three quarters of a mile long. Spars were anchored at the site to alert mariners of the dangerous rocks lurking just beneath the surface but were not very reliable. In 1838 A light ship was stationed at the area but the ship dragged anchor many times over the years. Finally in 1872 funds were allocated for a lighthouse for the site. The lighthouse's foundation, built with huge blocks of granite bound together with thick cast iron staples encased in lead, stands nineteen feet tall, and interior of the foundation was filled with concrete. Delayed by a series of bad weather mishaps, the opening of the lighthouse did not occur until December 15, 1877

APPENDIX I

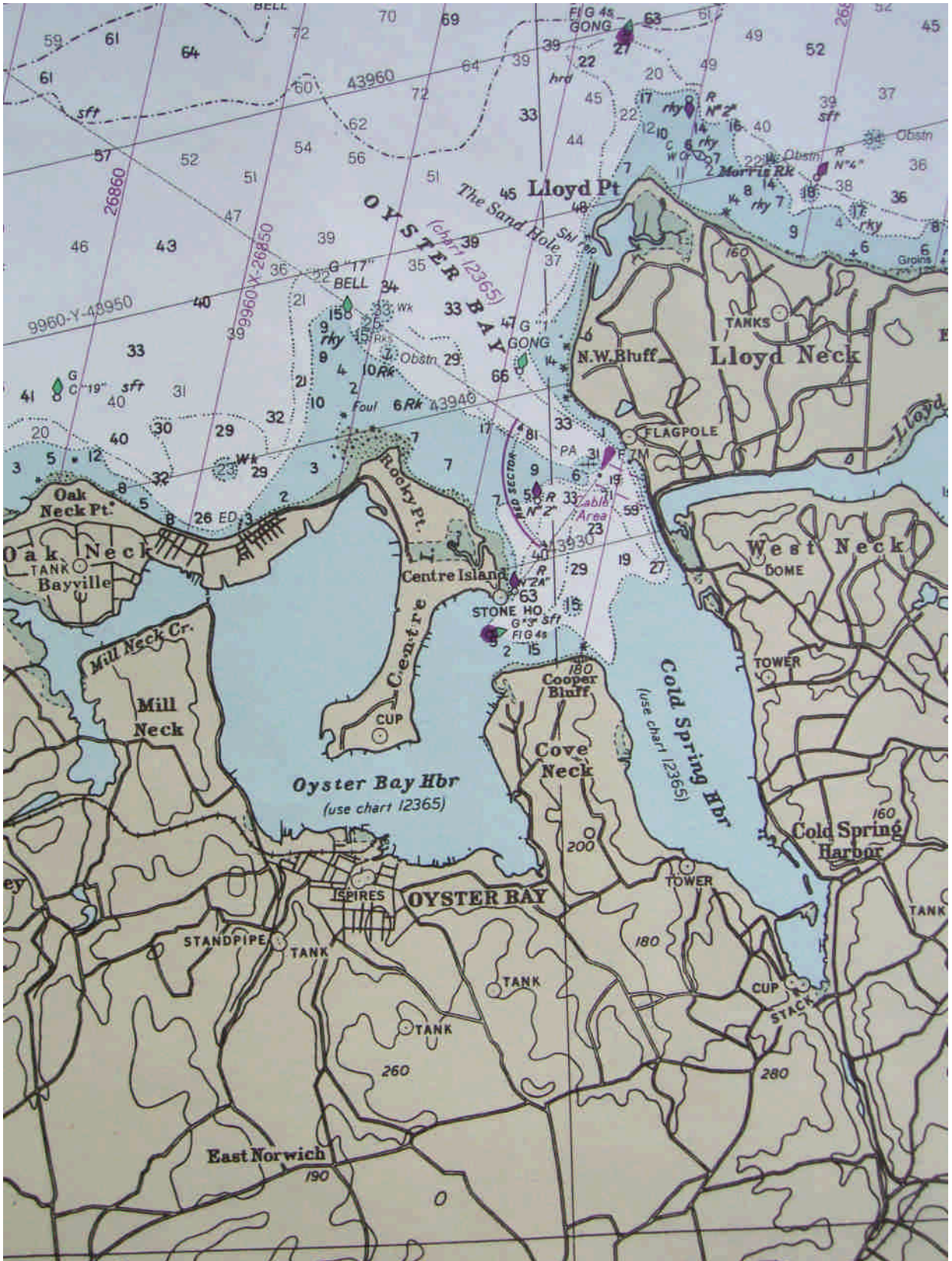
REFERENCE POINTS

<u>Light List</u>		<u>Position</u>	<u>Characteristics</u>
21250	Stratford Shoal	41o03'35" 73o06'05"	FL W Horn 1 blast every 15sec 2 second blast
21275	Old Field Point	40o58'47" 73o07'07"	Alt R & G R 12 sec G 12 sec
21325	Eatons Neck	40o57'14" 73o23'43"	FW Horn 1 blast every 30 sec 3 sec blast
26530	Huntington Harbor	40o54'39" 73o25'52"	Iso W 6 sec 1 blast every 15 sec 2 second blast
26870	Cold Spring Harbor	40o 54'48" 73o29'36"	FW Red from 039o-125o Red Sector Covers Rocky Point and Shoal off Rocky Point
	Target Rock	40o55'52" 73o29'36"	

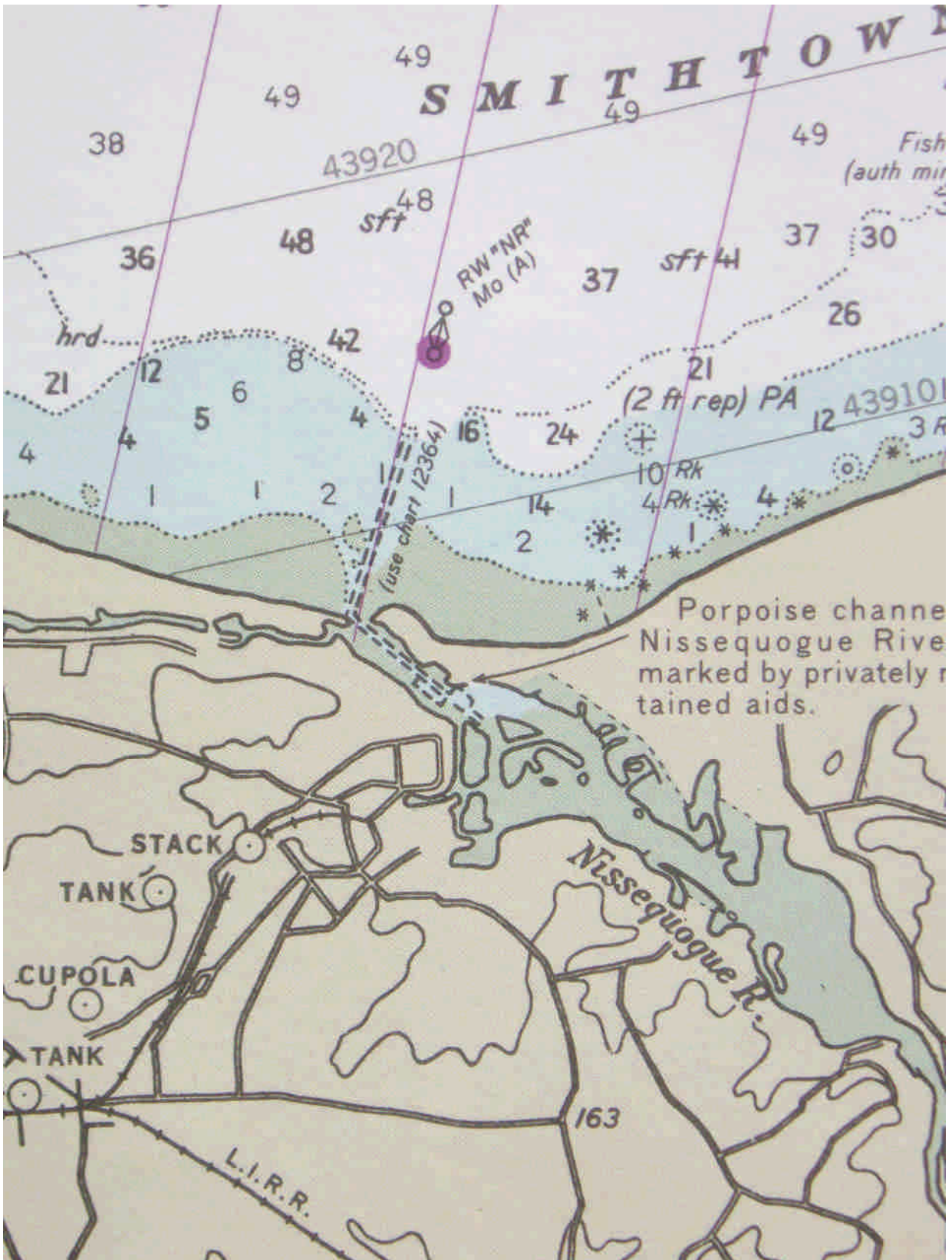
APPENDIX 2

CHARTS

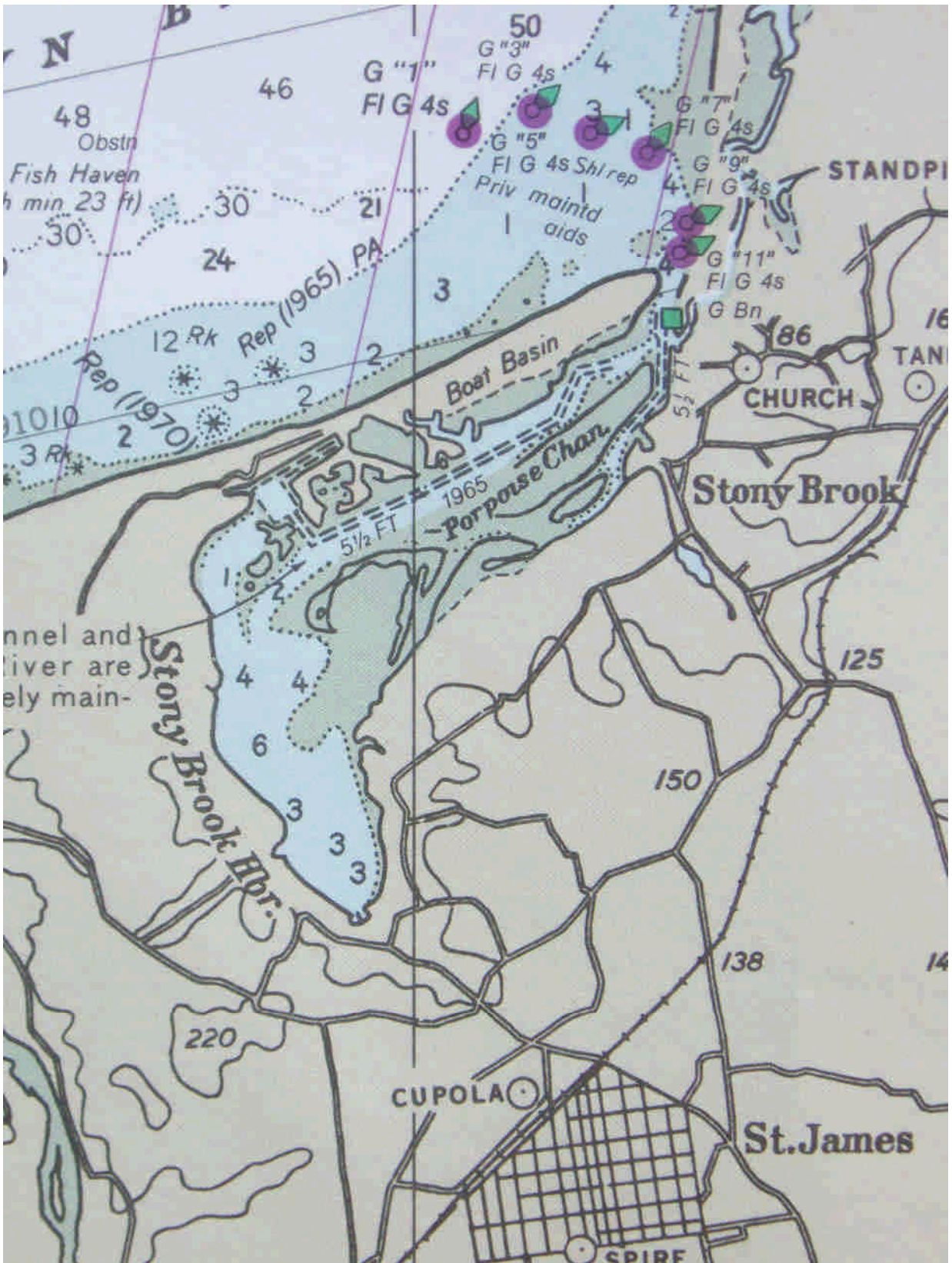
<u>Chart</u>	<u>Page</u>
Oyster Bay/Cold Spring Harbors	44
Huntington/Northport Harbors	45
Nissequogue River	46
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Port Jefferson Harbor	48
Mount Sinai Harbor	49



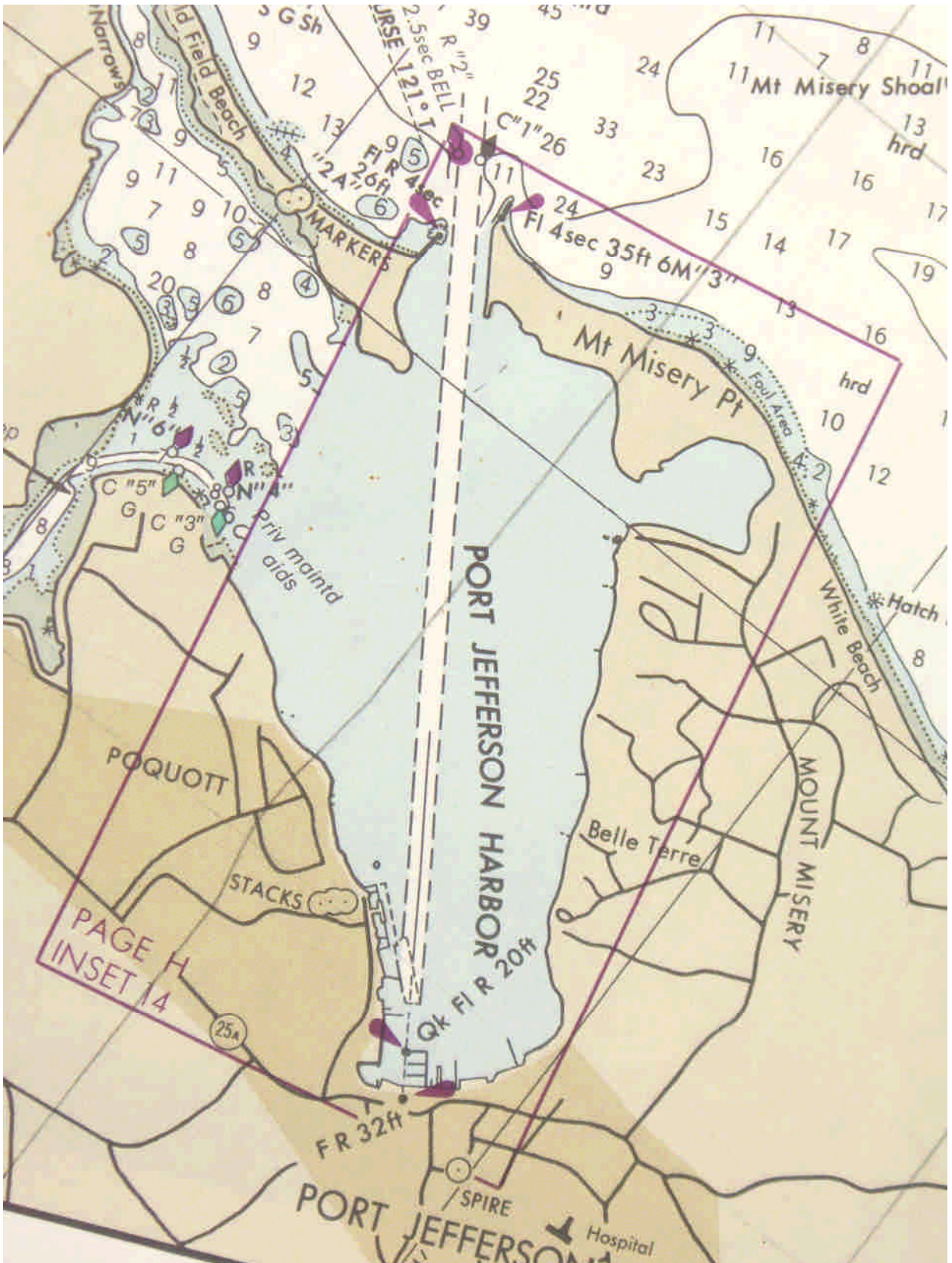
Oyster Bay/Cold Spring Harbors



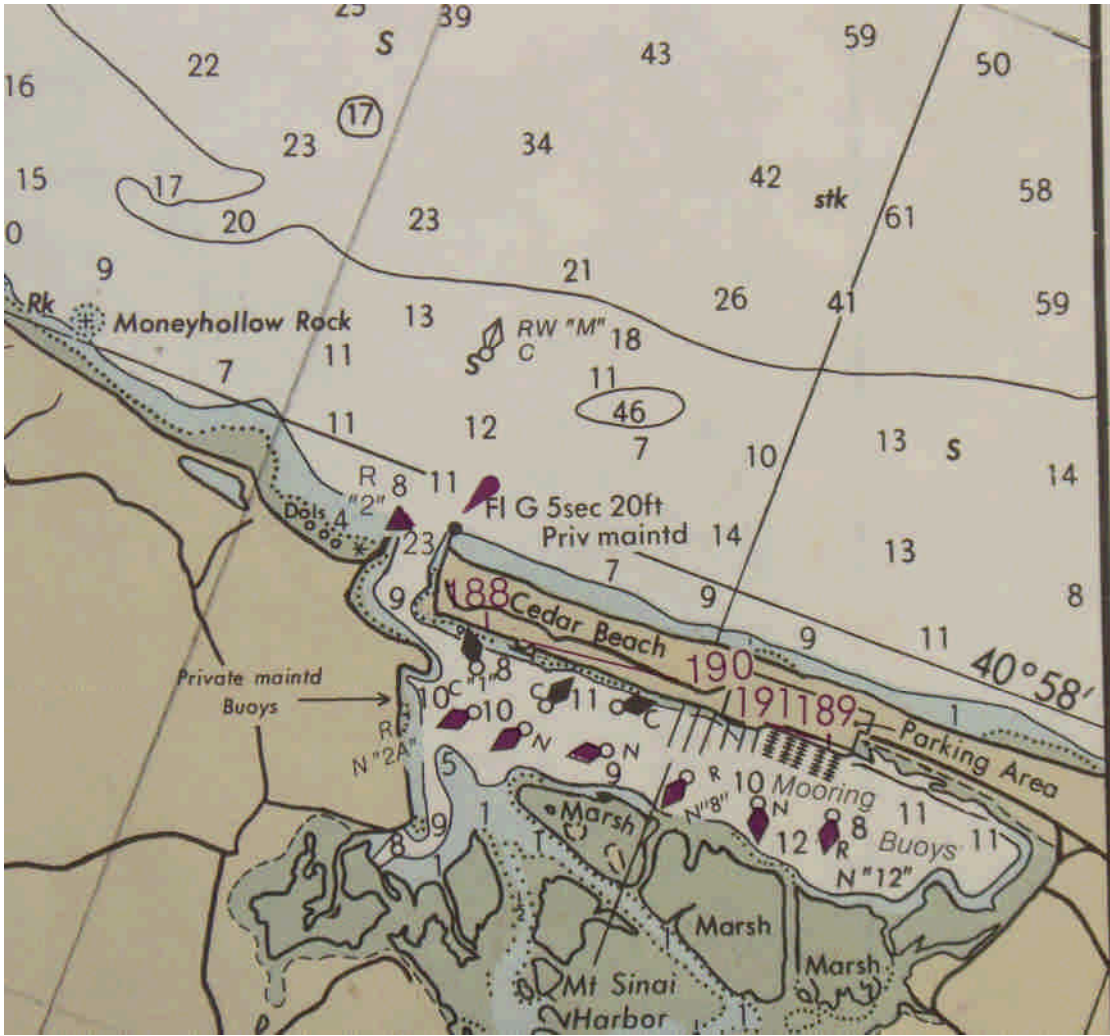
Nissequogue River



Stony Brook Harbor



Port Jefferson Harbor



Mount Sinai Harbor