

**HISTORICAL SUMMARY  
OF FEDERAL  
NAVIGATION STUDIES  
AUTHORIZATIONS AND IMPROVEMENTS  
&  
FEDERAL NAVIGATION PROJECT  
MAINTENANCE**

**IN THE NEW ENGLAND DISTRICT**

**MAINE**

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**ANDROSCOGGIN RIVER, Brunswick & Topsham,**

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aka; Brunswick Harbor

IN FILE:

House Doc. #646, 71st Congress, 3rd Session, 2 December 1930  
(Called for by the River & Harbor Act of 21 January 1927 & HD #308, 69th Congress)  
Comprehensive Report on Navigation, Flood Control, Power Development & Irrigation,  
12 July 1929 (Unfavorable)  
Found No Justification for Navigation Improvements

House Doc. #79, 65th Congress, 1st Session, 28 April 1917  
(Called for by the River & Harbor Act of 27 July 1916)  
Preliminary Examination, 17 January 1917  
Examined: Providing a River Channel between Merrymeeting Bay and Lewiston & Auburn,  
18 Feet Deep MLW, with Locks & Dams at Brunswick and Above.

Extract of the Annual Report for 1884, Appendix A-12, Page 473  
Preliminary Examination, 7 October 1882 (Unfavorable)  
Examined: Providing a Channel from Merrymeeting Bay to below the Falls at Brunswick, at -  
4 Feet MLW by 150 feet Wide. Dredging would only be Required above Fosters Island  
(100,000 cy Estimated).

Extract of the Annual Report for 1882, Appendix A-22, Page 527  
Survey Report, 13 December 1881 (Unfavorable)  
(Called for by the River & Harbor Act of 3 March 1881)  
(Also as Senate Executive Doc. #45, 47th Congress, 1st Session)  
Considered: Providing a Channel -6½-Feet MLW by 150 Feet Wide from Deep Water in the  
River below Fosters Island, about 2¼ Miles Upriver to below the Falls at Brunswick (100,000  
cy Estimated), with Protection of the Riverbank by Brush Dikes and Closing the Branch  
Channel North of Cow Island with a Dike.

NOT ON FILE:

Senate Executive Doc. #30, 48th Congress, 1st Session  
Preliminary Examination, 7 October 1882 (See Above: AR 1884 Extract)  
Examined: Providing a Channel from Merrymeeting Bay to Brunswick.

Senate Executive Doc. #45, 47th Congress, 1st Session, 1881?  
(Called for by the River & Harbor Act of 1881)  
Recommended: Providing a Channel Connecting the Kennebec River with Brunswick, at  
-6.5-Feet MLW by 150-Feet Wide. (Not Acted On)

SEE ALSO:

Ammonusuck Canal, NH (1828 Survey)  
Brunswick Canal (1828 Survey)  
Cobbesecontee Canal (1828 Survey)

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**AROOSTOCK RIVER, Fort Fairfield to Masardis**

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Extract of the Annual Report for 1874, Appendix Y-21, Portland District Extract, Page 54  
- Survey Report, 13 December 1873 (Favorable)  
As Contained in House Ex. Doc. #84, as Listed and Described below.

House Ex. Doc. #84, 43rd Congress, 1st Session, 27 January 1874

Survey Report, 13 December 1873 (Favorable)  
(Called for by the River & Harbor Act of 3 March 1873)  
(Engineer's Report, 9 December 1873)

Examined: Providing a River Channel 50 Feet Wide by -2 Feet LSWL, in the River Reaches from the International Boundary above the Falls, for about 69 Miles Upstream to the Confluence with the Masardis (St. Croix) River, by Removal of Bars & Shoals (21,075 cy, Estimated) at about 90 Locations, Removal of Rocks and Boulders, and Construction of 20 Wing Dams (Training Walls) at Various Locations Aggregating about 5,075 LF, and Construction of a Fender Pier on Davenport Ledge.

NOT ON FILE:

Survey Report, 30 June 1880

No other Corps Civil Works Navigation Reports Known

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**ATKINS BAY, Phippsburg**

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IN FILE:

Preliminary Examination, 29 September 1930 (District) (Unfavorable)

(Called for by the River & Harbor Act of 3 July 1930)

(Chief's Report, 10 December 1930, BERH Report, 4 November 1930)

Examined: Providing an Anchorage Basin in Atkins Bay off the Kennebec River between Sabino Point and Fort Popham, at -12 Feet MLW, 600 Feet Long by 300 Feet Wide (46,000 cy Estimated).

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

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**BACK COVE, Portland,**

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(SEE ALSO PORTLAND HARBOR)

IN FILE:

Section 107 Reconnaissance Report, 20 September 1979

(Requested by City of Portland, 6 January 1977)

Examined: Establishing a Small Craft Channel -6 Feet MLW by 80-Foot Wide Extending 1,800 LF from the South End of the 12-Foot Federal Channel Southwesterly to a -6-Foot MLW by 3-Acre Anchorage/Turning Basin in the South End of the Cove.

(Approved by HQUSACE, 2 November 1979)

(Recommendation for Feasibility Study Not Acted On)

Survey Report, 31 August 1971 (Unfavorable)

(Called for by Senate Committee on Public Works Resolution, 8 June 1965)

Examined: Relocation of Entrance Channel through the Rebuilt (1960) Tukey Bridge, 150-Foot Wide by -6 Feet MLW, Widening into an Anchorage Area at -6 Feet MLW by 50-Acres (2 Configurations), with Disposal as Fill in a Diked Area in the South End of the Cove.

- Also Examined: Creation of a New Protected Harbor Outside the Cove Entrance with a Channel -6 Feet MLW Leading South Off the 17-Foot Approach Channel to a -6 Feet MLW by 36-Acre Anchorage Located behind a 2,700-Foot Long Doglegged Rubblemound Breakwater, 8-Foot Top Width, +12-Foot MLW Top Elevation.

Extract of Public Law 85-126, 85th Congress, 1st Session, 13 August 1957

Act to Deauthorize the Upstream 3,500-Foot Long Reach of the Cove Channel. Leaves the Lower 2,500 LF of -12-Foot MLW Channel above Tukey Bridge.

Extract of the Annual Report for 1946, Boston District Extract, Page 30

- Portland Harbor: The River & Harbor Act of 24 July 1946 Authorized the Deepening of the 30-Foot Fore River Channel to -35 Feet MLW with a Turning Basin East of Vaughn Bridge and a Rubblemound Breakwater at Spring Point, as Recommended in House Doc #510.
- Back Cove: No Work was Undertaken this Fiscal Year aside from Surveys of the 30-Foot Approach Channel and the 14 and 12-Foot Back Cove Channels.

Extract of the Annual Report for 1933, Boston District Extract, Page 30

- Portland Harbor: No Work was Undertaken this Fiscal Year.
- Back Cove: Afterdredge Surveys of the Back Cove Channel Revealed a Further 11,415 cy had been Removed in FY 1932.

Contract Completion Report - Maintenance Dredging, 18 October 1932

185,228 cy Removed from October 1931 to June 1932

Extract of the Annual Report for 1932, Boston District Extract, Page 29

- Portland Harbor: Work under Contract for Maintenance Dredging of the 35-Foot Fore River Channel, in Progress at the Beginning of the Fiscal Year, Continued through September 1931, with 6,256 cy Ordinary Material and 11 cy Boulders Removed this Fiscal Year.
- Back Cove: Work under Contract for Maintenance Dredging of the Back Cove Channels began in May 1932, and Continued through June 1932, with 173,813 cy Ordinary Material Removed this Fiscal Year. Also Reported that Depths in the 30-Foot Approach Channel to Back Cove had Shoaled to 21 Feet Due Presumably to Deposits from the Presumpscot River.

Review of Reports, 4 April 1931 (District), 14 April 1931 (Division)

(Called for by House Committee on Rivers & Harbors Resolution 19 February 1931)

Examined: 1) Deepening the 12-Foot Channel to -15 Feet (350,000 cy) or -18 Feet (590,000 cy), and 2) Deepening the 14-Foot Channel between the Bridges to -17 Feet (15,000 cy Rock) or -20 Feet MLW (26,000 cy Rock & 14,000 cy Ordinary Material).

Unfavorable to Improvement but Recommended Maintenance to Restore the Authorized Project Depth (150,000 cy Estimated).

(Chief's Report 8 December 1931, BERH Report 29 June 1931)

Extract of the Annual Report for 1916, Page 1870

- Back Cove:
  - Work under Contract for Maintenance Dredging of the 12-Foot Back Cove Channel, in Progress at the Beginning of the Fiscal Year, Continued through November 1915, with 147,312 cy Removed this Fiscal Year (Total Removed under the Contract = 313,287), Completing the Restoration of the 5,000 LF Channel.
- Main Harbor and Fore River:
  - Work under Contract for Continuing Dredging the 30-Foot Anchorage, Resumed in July 1915 and Continued through October 1915, with 354,346 cy Removed this Fiscal Year.

Extract of the Annual Report for 1915, Page 2023 (with Map showing Progress & Projections)

- Back Cove:
  - Work using Hired Labor for Removal of the Ledge Areas between the Grand Trunk and Tukey Bridges at the Mouth of Back Cove, in Progress at the Beginning of the Fiscal Year was Continued through November 1914, with a Total of 2,713 cy of Ledge Removed under the Contract since January 1914.
  - Work under Contract for Maintenance Dredging of the 12-Foot Back Cove Channel began in March 1915, and Continued in Progress at the Close of the Fiscal Year, with 165,975 cy Removed this Fiscal Year, Completing the Restoration of about 3,600 LF of the 5,000 LF Channel.
- Main Harbor and Fore River:
  - Work under Contract for Continuing Dredging the 30-Foot Anchorage, Resumed in September 1914, and Continued through May 1915, with 1,237,168 cy this Fiscal Year (for a Total of 1,910,446 cy Removed from the Anchorage under this Contract).



Extract of the Annual Report for 1914, Appendix A-16, Page 1583

- Work under Contract for Dredging the 30-Foot Channels in the Main Harbor and the Approach to Back Cove and Half the 30-Foot Anchorage began in July 1913, and Continued through June 1914 when Work was Suspended, with 985,712 cy Removed this Fiscal Year, Completing the Dredging of the Two Channels, and Partially Completing the Anchorage.
- Work using Hired Labor for Removal of the Ledge Areas between the Grand Trunk and Tukey Bridges at the Mouth of Back Cove was begun in January 1914, and Continued through the Close of the Fiscal Year, with Drilling and Blasting of the Ledges Completed and about Half the Rock Removed by Dredging (No Quantities Given).

Extract of the Annual Report for 1913, Page 53 and Appendix A-17, Page 1526 (with Map)

- Work using Hired Labor for Removal of Overburden from Atop the Ledge between the Grand Trunk and Tukey Bridges at the Mouth of Back Cove was Undertaken between November 1912 and January 1913, with 3,520 cy Removed this Fiscal Year.
- With Map Showing Work Planned on the 30-Foot Channels in the Main Harbor Channel, Harbor Anchorage and the Approach to Back Cove, the 12-Foot MLW Channel to the South End of Back Cove and the 14-Foot Improvement between the Bridges at Back Cove.

Extract of the Annual Report for 1912, Page 54 and Appendix A-18, Page 1366

- The River & Harbor Act of 25 July 1912 Adopted the Recommendations Contained in House Doc. #489, as Described below for Improvements to Both Portland Harbor and Back Cove
- No Work was Undertaken this Fiscal Year.

House Doc. #489, 62nd Congress, 2nd Session, 29 January 1912

(Called for by the River & Harbor Act of 25 June 1910)

(Chief's Report 26 January 1912, BERH Report 19 December 1911)

Survey Report, 24 November 1911 (Favorable)

Recommended: For Back Cove: 1) Dredging the Approach Channel to the Back Cove from the Portland Harbor North Anchorage to -30 Feet MLW by 300 Feet Wide, 2) Dredging and Ledge Removal in the Back Cove Channel between the Grand Trunk Railroad Bridge and the Tukey Bridge to -14 Feet MLW, and 3) Restoration/Maintenance of the -12-Foot MLW Depth in the Inner Channel of the Back Cove with Bend Widening.

For Portland Harbor: 1) Dredging of a 30-Foot MLW Anchorage by 1/5 of a Square Mile North of Diamond Island Ledge, and 2) Deepening the Main Channel at Portland to -30 Feet MLW.

Preliminary Examination, 17 February 1911 (Favorable)

Examined: Providing Improvements to both Portland Harbor and the Back Cove.

- At Portland Harbor, Considered Improvements Included: 1) Deepening the Main Channel beyond the Present -30 Feet, 2) Widening of the Dredged Harbor towards the South Portland Shore, and 3) Provision of an Anchorage Area East of the City and North of Fort Gorges.
- At Back Cove, Considered Improvements Included: 1) Increasing the Depth of the 12-Foot Channel, and 2) Ledge Removal between the Two Bridges

(Authorized by the River & Harbor Act of 25 July 1912) Completed 1915

Extract of the Annual Report for 1907, Appendix A-15, Page 890

Reported on Work in Progress in the 30-Foot Fore River and Back Cove Channels

- Back Cove: Work under Contract in Continuance of the 30-Foot Approach Channel to Back Cove, in Progress at the Beginning of the Fiscal Year, Continued throughout the Year and was in Progress at its Close, with 378,000 cy Removed from the Back Cove Channel under the Contract thus Far (Since October 1905).

Extract of the Annual Report for 1906, Appendix A-16, Page 861

Reported on Work in Progress in the 30-Foot Fore River and Back Cove Channels

- Back Cove: Work under Contract in Continuance of the 30-Foot Approach Channel to Back Cove, began in October 1905 and Continued in Progress at its Close, with a Total of 321,550 cy Removed from Both the Fore River and Back Cove Channels this Fiscal Year.

Extract of the Annual Report for 1899, Appendix A-14, Page 1041

Reported on Work in Progress in the Fore River and Back Cove

- Back Cove: Work in Progress at the Beginning of the Fiscal Year, Continued through April 1899, Completing the Proposed Work in Back Cove, with Removal of the Shoal.

Extract of the Annual Report for 1898, Appendix A-14, Page 832

Reported on Work in Progress in the Fore River and Back Cove

- Back Cove: Work under Contract began in July 1897, and Continued in Progress at the Close of the Fiscal Year, Completing the Back Cove Channel Except for Some Redredging Required for a Shoal that Formed at its Upper End. A Total of 608,462 cy had been Removed from Both the Fore River and Back Cove this Fiscal Year.

Extract of the Annual Report for 1896, Appendix A-18, Page 570

- Work in Progress at the Beginning of the Fiscal Year for Dredging the 12-Foot Channel, Continued through August 1895, with a Total of 116,386 cy Removed under the Contract (Including the 20,000 cy Removed in November 1894), Continuing, but Not Completing the Widening of the Upper Half of the Channel to Its Full 300-Foot Width. Widening of about the Upper Quarter of the Channel Remains.

Extract of the Annual Report for 1895, Appendix A-14, Page 566

- Work under Contract for Continuing the Dredging of the 12-Foot Channel began in July 1894, and Continued through November 1894, with 129,000 cy Removed.
- Work under a Second Contract for Dredging the 12-Foot Channel began in November 1894, was Suspended for the Winter after Removing about 20,000 cy, Resumed in May 1895, and was in Progress at the Close of the Fiscal Year. No Yardage was Cited for the Work Done from May to June 1895.

Extract of the Annual Report for 1894, Appendix A-14, Page 517

- No Work was Done during the Fiscal Year, Except for Contract Processing.

Extract of the Annual Report for 1893, Appendix A-14, Page 705

- Work under Contract for Continuing the 12-Foot Channel began in July 1892 and Continued through December 1892, with 208,055 cy Removed this Fiscal Year under the Contract Widening about 2,800 LF of the Channel.

Extract of the Annual Report for 1891, Appendix A-16, Page 597

- No Work was Done during the Fiscal Year, Except for Contract Processing.

Extract of the Annual Report for 1890, Appendix A-13, Page 445

- Work in Progress at the Beginning of the Fiscal Year for Dredging the 12-Foot Channel, Continued through October 1889, with a Total of 74,542 cy Removed (Scow Measurement), Completing the Channel to a Length of 4,050 Feet at a Width of 90 Feet.

Extract of the Annual Report for 1889, Appendix A-13, Page 531

- Work under Contract for Continuing the 12-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through October 1888, with 86,894 cy Removed this Fiscal Year (Total 136,496 cy under the Contract).

Extract of the Annual Report for 1888, Appendix A-8, Page 387 (with Map)

- Dredging under Contract to Begin the Excavation of the 12-Foot Channel between Deep Water above Tukey's Bridge and the Stone Wharf at Westbrook, began in August 1887, was Suspended for the Winter in December 1887, with 49,602 cy Removed.

Extract of the Annual Report for 1887, Appendix A-8, Page 451 (with Map)

Portland Harbor: Work on the 29-Foot Channel began in June 1887

Back Cove: The River & Harbor Act of 5 August 1886 Authorized the Project for a -12-Foot MLW by 300-Foot Wide Channel Extending 5,600 LF South along the Portland Shore of the Cove (724,000 cy, Estimated), as Recommended in the Annual Report for 1886.

- A Contract was Awarded for Beginning the Dredging of the 12-Foot Channel, but No Work had yet begun.

Extract of the Annual Report for 1886, Page 538 (with Map)

- Portland Harbor: Project Submitted and Approved in March 1886 for Further Improvements Included the Following Features:

- Work under Contract for Improvement Dredging of the Main Harbor and Lower Fore River to Remove Shoals from the Prior Dredged 16-Foot Area above Galts Wharf up to Browns Wharf to -17 Feet MLW began in May 1886 and was Completed in June 1886. Under the same Contract Work for Dredging to Increase the Extent of the 21-Foot Area Upstream to Include the Area in Front of Galts Wharf began in June 1886, and Continued in Progress at the Close of the Fiscal Year (Completed in July 1886). The Total Amount Removed in under this Contract from both Areas during this Fiscal Year was 19,890 cy.

- Further Improvements Requested by the City of Portland (Senate Report #1391, 49th Congress, 1st Session, Chief's Report, 4 May 1886)

- A Channel 500 Feet Wide by -29 Feet MLW Up to and Including the Area from the Grand Trunk and Galt Wharves (635,000 cy Estimated).
- A Further Channel -25 Feet MLW by 300 Feet Wide Connecting the Upper and Lower Harbor Areas (175,000 cy Estimated).
- A 1,000-Foot Northeasterly Extension of the Stanford's Ledge Breakwater and Moving the Light (75,000 Tons Stone Estimated).

(Authorized by the River & Harbor Act of 5 August 1886)

- Back Cove: Plan & Estimate Report, 4 May 1886 (Favorable) (Page 541)

(Also as Senate Doc. #1391, 49th Congress, 1st Session)

(Requested by the City of Portland April 1886, & the Chief of Engineers, 21 April 1886).

Recommended: Providing a Channel -12 Feet MLW by up to 300 Feet Wide Extending South from Tukeys Bridge to the Stone Wharves then Southwesterly to the Head of the Cove for a Total Length of about 5,600 LF (721,000 cy Estimated).

(Authorized by the River & Harbor Act of 5 August 1886) Completed in 1899

Senate Doc. #1391, 49th Congress, 1st Session

(Called for by the River & Harbor Act of 5 August 1886)

Survey Report (Favorable)

Recommended: Dredging a Channel into Back Cove, -12 Feet MLW by 300 Feet Wide by 5,600 Feet Long.

(Authorized by the River & Harbor Act of 5 August 1886)

Extract of the Annual Report for 1880, Page 335

Includes Map of Portland Harbor and Back Cove showing the Improvements Undertaken in 1866-1875, Including the -8-Foot MLW by 100-Foot Wide Channel in Back Cove Extending South to the Stone Works Warehouses Dredged in 1873.

Extract of the Annual Report for 1874, Appendix Y-8, Page 31

- Work under Contract for Dredging of the -8-Foot MLW Back Cove Channel began after July 1873 and was Completed before October 1873, with 24,938 cy Removed this Fiscal Year, Completing a Channel 100 Feet Wide from Tukeys Bridge up to the Stone Shed Wharves.

Extract of the Annual Report for 1873, Appendix X-11, Page 1066 (31)

- The River & Harbor Act of 10 June 1872 Called for Completion of the Breakwater (200 LF Extension with a Breakwater Foundation at its Outer End), and Improvement of the Back Bay [Cove] by Dredging a -8-Foot MLW by 100-Foot Wide from above the Tukeys Bridge South up to the Stone Shed Wharves at Westbrook.
- Back Cove: A Contract was Awarded for the 8-Foot Channel but No Work had yet begun.

Extract of the Annual Report for 1872, Appendix V-9, Page 934

- The River & Harbor Act of 10 June 1872 Called for Completion of the Breakwater (200 LF Extension with a Breakwater Foundation at its Outer End), and Improvement of the Back Bay [Cove] by Dredging a -8-Foot MLW by 100-Foot Wide from above the Tukeys Bridge South Up to the Stone Shed Wharves at Westbrook (40,000 cy Estimated).
- No Work was Undertaken at Back Cove this Fiscal Year.

NOT ON FILE:

Preliminary Examination, 22 December 1905 (Unfavorable)

House Doc. #445, 59th Congress, 1st Session

Improving the Approach and Entrance to Back Cove to -20 Feet MLW by 300 Feet Wide, and in Portland Harbor, the Fore River above the Portland Bridge also to -20 Feet MLW by 300 Feet Wide.

(Authorized by the River & Harbor Act of 3 March 1905 - Completed 1908)

Survey Report, 17 April 1896 (Favorable - Unpublished)

Authorized by the River & Harbor Act of 3 June 1896

Report of 1871 - On Work Authorized by the River & Harbor Act of 10 June 1872

Report of 1867 on Work Authorized by the River & Harbor Act of 5 June 1868

See Other Reports for Portland Harbor, Maine

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BAGADUCE RIVER, Penobscot & Brooksville,**

Page 1

aka: Bayoduce River

IN FILE:

Preliminary Examination, 10 December 1935 (District), 12 December 1935 (Division)  
(Called for by the River & Harbor Act of 30 August 1935) (Unfavorable)  
(Chief's Report, 6 November 1936 - BERH Report, 30 April 1936)  
Examined: Construction of a Lock & Dam Across the Narrows at Jones Point on the Main Branch of the River thereby Elevating the Water Level in Both the Northern Bay and Southern Branch. The Lock Design was 40 by 140 Feet with a Depth of 12 Feet Over the Sills.

House Doc. #467, 69th Congress, 1st Session, 26 June 1926  
Abandonment & Curtailment Report of Chief of Engineers, 24 June 1926  
Recommended: Abandonment of the Existing Project  
(Abandonment Recommendation Not Acted on by Congress)

House Doc. #870, 63rd Congress, 2nd Session, 31 March 1914  
(Called for by the River & Harbor Act of 4 March 1913)  
(Chief's Report, 28 March 1914 - BERH Report 10 March 1914)  
Preliminary Examination, 27 January 1914 (Unfavorable)  
Recommended: Against Completing the 1888 Authorized Channel in Northern Bay at South Penobscot.

Extract of the Annual Report for 1906, Appendix A-6, Page 853  
- Work under Contract to Excavate Boulders at Winslows Island and to Dredge a Basin at Bowdens Wharf began in August 1905, was Suspended in October, Resumed in May, and Continued in Progress at the Close of the Fiscal Year, with 1,034 cy of Rock and Boulders Removed at Winslows Island and 2,166 cy Dredged at Bowdens Wharf.

Extract of the Annual Report for 1905, Appendix A-6, Page 784  
- No Work Undertaken this Fiscal Year, aside from Contracting. Project is only about 25 Percent Complete.

Extract of the Annual Report for 1901, Appendix A-6, Page 996  
- Work under Contract for Removal of Boulders from the Channel, in Progress at the Beginning of the Fiscal Year, Continued to September 1900, with a Total of 1,394 Tons of Stone Removed this Fiscal Year.

Extract of the Annual Report for 1900, Appendix A-7, Page 1084  
- Work under Contract for Removal of Additional Boulders from the Channel as Winslows Island Began in June 1900, and Continued in Progress at the Close of the Fiscal Year, with 83 Tons of Stone Removed this Fiscal Year.

Extract of the Annual Report for 1898, Appendix A-7, Page 821  
- Work under Contract for Removing Boulders from the Channel was Undertaken between August 1897 and October 1897, with 447 Tons Removed from Near Winslows Island.

House Doc. #144, 55th Congress, 2nd Session, 13 December 1897

Survey Report, 23 November 1897 (Unfavorable)

(Called for by the River & Harbor Act of 3 June 1896)

Examined: Providing a Second Branch Channel -6 Feet MLW by 100-Foot Wide Extending 2,600 LF North Across the North Bay to the Wharf at Penobscot Village from Deep Water North of Winslow Island. (Chief's Report, 6 December 1897)

Extract of the Annual Report for 1898, Page 842

Contains Copy of above Listed Report

Extract of the Annual Report for 1895, Appendix A-6, Page 546

- Work under Contract for Deepening the Channel by Removing Boulders at Winslow's Island was Undertaken in April and May 1895, with 1,150 Tons of Boulders Removed.

Extract of the Annual Report for 1894, Appendix A-6, Page 498

- Work under Contract for Dredging the Channel began in July 1893, and Continued through November 1893, with 30,052 cy Removed and 507 Tons of Boulders Removed, making a Cut 2 Feet Deep over a Width of 40 Feet.

Extract of the Annual Report for 1893, Appendix A-6, Page 681

- Contract Entered but No Dredging of the Channel had yet begun.

Extract of the Annual Report of 1893, Page 724

Contains Copy of below Listed Report

House Ex. Doc. #17, 52nd Congress, 2nd Session, 7 December 1892

(Called for by the River & Harbor Act of 13 July 1892)

Preliminary Examination, 17 August 1892 (Unfavorable)

Examined: The Widening of Johnsons Narrows and Removal of Ledges above the Narrows.

Extract of the Annual Report for 1890, Appendix A-5, Page 432

- No Work yet Undertaken on the Project Authorized by the River & Harbor Act of 11 August 1888.

Extract of the Annual Report for 1889, Appendix A-5, Page 511

- The River and Harbor Act of 11 August 1888 Authorized the Project Recommended in House Doc. #157 for a Channel -6 Feet MLW by 100 Feet Wide from South Penobscot Downriver to Bridge's Point and also Including the Removal of Ledges in Johnson's Narrows.

House Ex. Doc. #157, 50th Congress, 1st Session, 15 February 1888

(Called for by the River & Harbor Act of 5 August 1886)

Survey Report, 2 February 1888 (Favorable)

Recommended: Providing a Channel -6 Feet MLW from open Water in the North Branch North of Bridges Point, Easterly 4,000 LF to Bowdens Wharf at South Penobscot and Passing South of Winslows Island, 100 Feet Wide. Also Recommends Removal to -6 Feet MLW of 2 Small Ledges Obstructing Johnsons Narrows on the South Fork of the River in the Channel to North Brooksville.

(Project Adopted by River & Harbor Act of 11 August 1888)

Channel dredged Between 1888 & 1902 to -6 Feet MLW by 40 Feet Wide along Southern Limit up to a Basin 100-Foot Wide & 240-Foot Long at the Head at Bowdens Wharf, but only Dredged to -4.5 Feet MLW Across the Ledge at Winslows Island.

Preliminary Examination, December 1886 (Favorable)

Examined: Providing a Channel -6 Feet MLW from Deep Water in the North Branch North of Bridges Point, Easterly to South Penobscot, 150 Feet Wide to Winslows Island and 100-Foot Wide above Winslows Island to the Wharf also Examined Removal of Ledges at Johnsons Narrows on the South Fork of the River in the Channel to North Brooksville.

Extract of the Annual Report for 1888, Appendix A-16, Page 398

Contains Copy of above Listed Report

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BANGOR HARBOR, Bangor & Brewer,**

Page 1

See Also: Penobscot River

ON FILE:

House Document #739, 59th Congress, 1st Session, 28 April 1906

(Called for by the River & Harbor Act of 3 March 1905)

Survey Report, 4 April 1906 (Favorable)

Recommended: Widening the 14-Foot MLW Channel at Bangor along the Bangor Shore by an Additional 100 to 300 Feet (Giving a Total Width of 460 Feet) over a Length of Nearly 2,000 Linear Feet.

(Authorized by the River & Harbor Act of 2 March 1907)

Completed 1913

Preliminary Examination, 5 June 1905 (Favorable to Survey)

Examined: Expansion of the Harbor Area by Removal of Ledges Adjacent to the Wharves.

House Doc. #49, 55th Congress, 1st Session, 10 May 1897

(Called for by the River & Harbor Act of 3 June 1896)

Survey Report, 23 April 1897

(Bangor Harbor, Penobscot R. & Mouth of the Kenduskeag R.) Recommended the Following:

- Bangor Harbor - Deepening the Area of Bangor Harbor in Front of the Steamboat Wharf to -11 Feet MLW.
- Kenduskeag River - Providing a Channel -2 Feet MLW by 90 Feet Wide from the Penobscot/Bangor Channel Upstream to the Kenduskeag Bridge.

(Authorized by the River & Harbor Act of 3 March 1899)

House Exec Doc. #37, 52nd Congress, 1st Session, 5 January 1892

(Called for by the River & Harbor Act of 19 September 1890)

Survey Report, 28 November 1891 (Favorable)

Near Bangor - Recommended the Following:

- Widening Channel 60 Feet on Brewer Side and Deepening Two Areas near Ferry Landings.

- Removing Top of Small Ledge in Front of Harbor Line off Bacon's Wharf .

(Authorized by the River & Harbor Act of 13 July 1892)

Preliminary Survey, 21 March 1891

(Favorable to Survey)



Extract of the Annual Report for 1887, Appendix A-4, Page 442

- Bangor Harbor: Contracts were Awarded for Dredging and Boulder Removal to Continue the Widening of the Channel at Bangor. The Widening at Bangor will be Prosecuted before Beginning the Work of Widening the Channel at Crosbys Narrows.

Extract of the Annual Report for 1884, Appendix A-14, Page 475

- Contains 2 Reports from Senate Exec. Doc. #44, as Listed below
  - Preliminary Examination, 7 October 1882
  - Survey Report, 31 October 1883

Senate Exec. Doc. #44, 48th Congress, 1st Session, 9 January 1884

(Called for by the River & Harbor Act of 2 August 1882)

Survey Reports for the Penobscot River and Bangor Harbor, Maine, the Saco River, Maine and the Piscataqua River Near the Mouth of Great Bay, Maine & New Hampshire.

Penobscot River and Bangor Harbor, Maine

Survey Report, 31 October 1883

Recommended: 1) Widening the Channel Opposite the Bangor Waterfront by 100 Feet (from the Present 200 Feet to 300 Feet Wide - 101,529 cy Estimated), and 2) Widening and Straightening the River Channel between Stearn's Mill and Crosby's Narrows to Give a Width of 250 Feet by -12 Feet MLW (45,030 cy Estimated).

(Adopted by the River & Harbor Act of 5 July 1884)

Preliminary Examination, 7 October 1882 (Favorable)

Favorable to Survey and Further Unspecified Work

Extract of the Annual Report for 1878, Appendix A-2, Page 190

- Reports on Work at Bangor Harbor, the Penobscot River and Bucksport Harbor
- Bangor Harbor:
  - Work under Contract for Dredging the Harbor at Bangor, in Progress at the Beginning of the Fiscal Year, Continued through September 1877, with about 18,000 cy Removed this Fiscal Year (Total of 39,224 cy Removed under the Contract), Completing the 14-Foot Channel, 200 Feet Wide, from Crosbys Narrows up to the Toll Bridge at Bangor, Except for Removal of Remaining Ledges at Bangor.
  - Work under Contract for Removal of Additional Ledge Areas along the Wharves at Bangor began in June 1877 and Continued through October 1877, was Resumed in June 1878, and Continued in Progress at the Close of the Fiscal Year, with about 70 cy of Ledge Removed through the End of Fiscal Year 1878.
  - Special Report, 12 January 1878
    - Recommended: Widening the Channel to Deepen Areas in Front of the Wharves at High Head to Differing Depths of -12 Feet MLLW (for 275 LF), -15 Feet (for 150 LF) and -21 Feet (for 375 LF), for a Total Distance of 800 LF along the Wharf-Front (215 cy Ledge and 1,450 cy Dredging Estimated).

Extract of the Annual Report for 1877, Appendix A-3, Page 156

- Reports on Work at Bangor Harbor, the Penobscot River and Bucksport Harbor
- Bangor Harbor:
  - Work under Contract for Removal of Greens Pier Ledge, in Progress at the Beginning of the Fiscal Year, Continued through August 1876, Completing Removal of this Ledge (No Quantities Given).
  - Work under a Second Contract for Dredging in Bangor Harbor, in Progress at the Beginning of the Fiscal Year, Continued through November 1876, with 12,468 cy Removed this Fiscal Year (for a Total of 20,690 cy under the Contract).
  - Work under a Third Contract for Dredging in Bangor Harbor began in July 1876, and Continued in Progress (Suspended from November through May) at the Close of the Fiscal Year, with about 21,000 cy Removed this Fiscal Year.
  - Dredging Uncovered Several more Ledge Areas which would Require Removal, and a Contract to begin this Work was Awarded, but Work had Not yet Commenced.

Extract of the Annual Report for 1876, Appendix A-3, Page 18

- Reports on Work at Bangor Harbor, the Penobscot River and Bucksport Harbor
- Penobscot River at Bangor:
  - Work under Contract for Removal of Green's Pier Ledge, Suspended at the Beginning of the Fiscal Year, Resumed in June 1875 and Continued in Progress at the Close of the Fiscal Year (No Quantities Given, but 118 cy Estimated Remained to be Removed as of June 1875).
  - Work under Contract for Dredging to Remove the Middle Ground Bar at Bangor began in June 1875, and Continued through October 1875, with 8,222 cy Removed this Fiscal Year.
  - Recommended: That the Improvement at Bangor Harbor be Reduced in Projected Depth to -11 Feet MLW (-14 Feet MLLW), to make the Remaining Ledge Excavation Required Conform to the Appropriations at Hand, Due to the Uncovering of Additional Ledge Areas by Dredging Operations, which Increased the Costs.

Extract of the Annual Report for 1875, Appendix BB-4, Page 19

- Reports on Work at Bangor Harbor, the Penobscot River and Bucksport Harbor
- Penobscot River at Bangor:
  - Work under Contract for the Removal of Independence Rock (106 cy Estimated) and the Ledge off Doles Wharf (194 cy Estimated), in Progress at the Beginning of the Fiscal Year, Continued through October 1874, when Removal of these Obstructions was Completed.
  - Work under Contract for the Removal of Greens Pier Ledge (57 cy Estimated) was resumed, and Continued in Progress at the Close of the Fiscal Year.
  - Work under a Prior Contract for Dredging and Boulder Removal from Bangor Harbor Resumed in July 1874 and Continued through October 1874, with 25,150 cy Removed under the Contract from the Bars #2 & #3, the Middle Ground Bar and the Shoal Near Greens Pier Ledge, Completing that Contract.
  - Work under Contract for Dredging and Boulder Removal from the Harbor at Bangor, in Progress at the Beginning of the Fiscal Year (begun in June 1875), Continued in Progress at the Close of the Fiscal Year (No Quantities Given).
  - A Contract was Awarded for Dredging the Gravel Bar at Bangor to Widen the Channel, but No Work had yet begun.

Extract of the Annual Report for 1874, Portland District Extract, Appendix Y-5, Page 26

Penobscot River at Bangor:

- Work under Contract for Removal of Steamboat Wharf Ledge, in Progress at the Beginning of the Fiscal Year, was Completed in September 1873. Work under the same Contract for Removal of Independence Rock (106 cy Estimated) and the Ledge off Doles Wharf (194 cy Estimated), also in Progress at the Beginning of the Fiscal Year, Continued throughout the Fiscal Year and was in Progress at its Close.
- Work under Contract for Removal of Greens Pier Ledge to -5 Feet LLW (500 cy, Estimated) began after June 1873, and Continued in Progress at the Close of the Fiscal Year, with Sunken Logs and Overburden Removed this Fiscal Year, but No Work yet begun on the Ledge itself.
- Work under Contract for Removal of Shoals Composed of Sawmill Slabs and Edgings (30,000 cy, Estimated) was Undertaken during September and October 1873, Resumed in June 1874, and Continued in Progress at the Close of the Fiscal Year (No Quantities Given).
- Work Remaining Not Contracted for Includes Removal of the Shoals Opposite Bangor to form the -12-Foot LLW by 200 Foot Wide Channel (90,000 cy, Estimated).

Extract of the Annual Report for 1873, Portland District Extract, Appendix X-6, Page 23

Penobscot River at Bangor:

- Work under Contract for Removal of Ledges from Bangor Harbor (Estimates - Independence Rock 186 cy, Steamboat Wharf Ledge 150 cy, Dole's Wharf Ledge 194 cy) to the Level of the River Bed or at Least -7 Feet LLW, began in August 1872, at Independence Rock, and Continued through September 1872, when it was Suspended Due to High River Stages, with the High Points of Independence Rock Removed. This Work Resumed in June 1873, and Continued in Progress at the Close of the Fiscal Year (No Quantities Given).
- Contracts were Awarded for Dredging the Channel at Bangor and for Removal of Green's Pier & Ledge, but No Work had yet begun.

Penobscot River below Bangor:

- Work under Contract for Dredging the 12-Foot LLW Channel through the Middle Bar, in Progress at the Beginning of the Fiscal Year, Continued through October 1872, when it was Suspended (No Quantities Given).

Extract of the Annual Report for 1872, Portland District Extract, Appendix V-5, Page 928

Penobscot River at Bangor:

- Work under Contract for Dredging a -12-Foot LLW by 200-Foot Wide Channel through the Upper Bar at Bangor, in Progress at the Beginning of the Fiscal Year, Continued through October 1871 when Dredging of the Upper Bar was Completed and Operations Shifted to the Middle Bar, were Suspended in November 1871, Resumed in June 1872, and Continued in Progress at the Close of the Fiscal Year.
- Work for Removal of Ledges from Bangor Harbor Resumed in June 1871 and Continued through October 1871, when Work was Suspended for the Winter. Work during Fiscal Years 1871 and 1872 for Ledge Removal from Bangor Harbor were as Follows:

Tons	<u>FY1871</u>	<u>FY1872</u>	<u>Total</u>
Steamboat Ledge	400	600	1,000
Independence Rock	80	800	880
Gullivers Rock	0	80	80
Green's Pier Ledge (to Bed of River)	<u>0</u>	<u>115</u>	<u>115</u>
Total Tons	480	1,595	2,075

Penobscot River below Bangor:

- Work under Contract for Dredging the 12-Foot LLW Channel had Not yet begun.

Extract of the Annual Report for 1871, Appendix V-7, Page 840

- Bangor Harbor: The River & Harbor Act of 11 July 1870 Adopted the Project for a -12-Foot LLW Channel at Bangor and below to Crosby Narrows. Provided an Estimate for a 12-Foot LLW by 200 Foot Wide Channel as Follows:

Removal of Independence Rock to its Base	800 cy Rock
Removal of Steamboat Ledge	600 cy Rock
Removal of Gulliver's Rock	40 cy Rock
Removal of Green's Pier	85 cy Rock
Dredging of Mill Waste	100,000 cy
- Work under Contract for beginning Removal of Independence Rock and Steamboat Ledge began after July 1870, and Continued through November 1870 when Work was Suspended. Work Resumed in June 1871, and Continued in Progress at the Close of the Fiscal Year, with 80 Tons Removed from Independence Rock and 400 Tons Removed from Steamboat Ledge during this Fiscal Year.
- Work under Contract for Dredging of Sawdust Shoals at Bangor Harbor began in June 1871, and Continued in Progress at the Close of the Fiscal Year, with Work begun on the Upper Shoal at Bangor (No Quantities Given).
- Penobscot River below Bangor: No Work was Undertaken this Fiscal Year on the Shoal Areas below Bangor Covered under the Contract begun in June 1871.

NOT ON FILE:

Survey Report, 1867 (Favorable)

(Called for by the River & Harbor Act of 23 June 1866)

Recommended: Providing a Channel 150--Feet Wide by -12 Feet MLW.

(Authorized 1870)

Amended to Include a Channel 200 Feet Wide and -11 Feet MLW, and the Removal of Sunken Ledges and Boulders in Bangor Harbor, outside the Main Channel Including Independence Rock, Gullivers Rock, Ledge near Steamboat Wharf, Doles Wharf, and Greens Pier.

Also Shoal at Bucksport known as Middle Ground.

(Completed 1880)

Survey Called for by Act of 2 March 1829, between Whitehead and Bangor

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BAR HARBOR, Bar Harbor**

Page 1

ON FILE:

Section 107 Reconnaissance Report, 20 December 1989 (Unfavorable)

(Requested by the Town of Bar Harbor, 29 May 1986)

Recommended: Providing an Entrance Channel -12 Feet MLW by 120 Feet Wide to a Turning Basin Northwest of the Town Pier. Also Investigated was Provision of a -10-Foot MLW Anchorage Northwest of the Channel with 10.7 Acres in Naturally Protected Areas West of the Pier.

Also Investigated were Two Rubblemound Breakwater Plans for Detached Structures Extending North from Hardys Point with a Top Elevation of +15 Feet MLW, Top Width of +6 Feet and Slopes of 1:1.5. A 600-Foot Long Structure would Protect (2) -10-Foot MLW Anchorages, 6.8 Acres East of the Channel and 4.4 Acres West of the Channel. A 1,200 Foot Long Structure would Protect a -10-Foot MLW by 10.5-Acre Area East of the Channel and Two Anchorages West of the Channel, -10 Feet MLW by 13.8 Acres & -8 Feet MLW by 3.6 Acres.

(Anchorages and Breakwaters Not Recommended)

(Unfavorable Finding of 16 January 1990 Following Town's Letter of 5 January 1990 Declining Participation)

Section 107 Preliminary Reconnaissance Report, September 1987

(Requested by the Town of Bar Harbor, 29 May 1986) (Favorable)

Examined: Providing an Entrance Channel -12 Feet MLW by 100 Feet Wide to a Turning Basin 150 Feet Wide Northwest of the Town Pier.

House Report 99-1013, 99th Congress, 2nd Session, 17 October 1986

"Water Resources Development Act of 1986"

Title X - Project Deauthorizations

Deauthorized: The Uncompleted Cross-Sectional Area of the Breakwater as Authorized by the River & Harbor Acts of 11 August 1888 & 19 September 1890.

Section 107 Reconnaissance Report, 4 October 1976

(Requested by the Town of Bar Harbor, 11 February 1975)

Examined: Providing a Breakwater 1,500 LF North from Hardys Point with a Connecting Structure to the Town Pier with a Small Boat Passage, a -12-Foot MLW by 600-Foot Square Turning Basin North of the Pier and a -12 Feet MLW by 8-Acre Anchorage Northwest of the Pier.

- Also Reviewed: The Plans from the 1945 and 1956 Reports and Examined a Larger Anchorage West of the Bar.

Survey Report (Review), 30 November 1956, Revised February 1957 (Submitted 9 May 1957)  
(Called for by House Committee on Rivers & Harbors Resolution, 10 May 1945)

Examined Several Plans as Follows (All Unfavorable):

- A Detached Stone Breakwater Extending from Off Hardys Point 1,300 Feet North with a Top Elevation of +18 Feet MLW, a Top Width of 12 Feet and Slopes of 1:1.5 Seaward and 1:1.25 Leeward, a Turning Basin -16-Feet MLW by 300 Feet Square at the Town Pier and an Anchorage West of the Pier -8 Feet MLW by 12 Acres.
- A Stone & Gravel Breakwater, 1,830 LF, Connecting Bar Island with Mt. Desert Island with an Anchorage -8 Feet MLW by 8-Acres West of the Bar Accessed by a Channel -8 Feet MLW by 100 Feet Wide.
- A 1,300 LF Rubblemound Breakwater Extending North from Mt. Desert Island Across the Bar with a Top Elevation of +16 Feet MLW, a Top Width of 5 Feet and Slopes of 1:1.5 Seaward and 1:1.25 Leeward, with an Anchorage and Channel as Described in the Second Plan Above.
- A Channel -19 Feet MLW by 35 Feet Wide into the Town Wharf.
- A Channel -10 Feet MLW by 35 Feet Wide into the Western Waterfront.
- A Breakwater Extending 1,500 LF Towards Sheep Porcupine Island from East off Hardys Point.

Survey Report, 29 June 1951 (Unpublished)

(Called for by House Committee on Rivers & Harbors Resolution, 10 May 1945)

Recommended: Providing a 1,830-Foot Long Breakwater Connecting Bar Island with Mount Desert Island West of the Waterfront with a Top Width of 12 Feet, Top Elevation of +18 Feet MLW and Slopes of 1:1.5 Seaward (East) and 1:1.25 Leeward (West)

Also Investigated the Following:

- A 1,500 LF Detached Stone Breakwater Extending NNE from a Point about 800 Feet East of Hardys Point.
- A 1,300 LF Detached Stone Breakwater Extending North from North off Hardys Point, Top Width 10 Feet, Top Elevation +15 Feet MLW and Slopes of 1:1.5 Seaward and 1:1.25 Leeward, with a 300-Foot Square Turning Basin -16 Feet MLW at the Town Wharf and an Anchorage -8-Feet MLW by 12-Acres Northwest of the Pier.
- A 1,710 Foot Long or 1,000 Foot Long Breakwater Extending NNE from Hardys Point, Top Width-10 Feet, Top Elevation +15 Feet MLW and Slopes of 1:1 Leeward and 1:1.5 Seaward.
- A Channel -19 Feet MLW by 35 Feet Wide to the Town Pier.
- A Channel -10 Feet MLW by 35 Feet Wide West to the Clark Coal Wharf.
- Construction of a Causeway/Breakwater to Bar Island with a -10 Feet MLW Anchorage West of the Causeway and a 660-Foot Long Stone Breakwater Extending West from Bar Island.
- A Plan Including Three Rubblemound Breakwaters, a 760-Foot Long Structure Extending North from Hardys Point, 710-Foot Long Breakwater Extending East from Bar Island and a 500-Foot Long Breakwater Extending West from Sheep Porcupine Island.

(Report Returned by HQUSACE for More Information Resulting in Preparation of 1956 Report)

Preliminary Examination, 21 December 1945 (Favorable to Survey)

(Called for by House Committee on Rivers & Harbors Resolution, 10 May 1945)

Examined 3 Plans As Follows:

- A 1,500 LF Detached Rubblemound Breakwater Extending North from a Point 800 Feet East off Hardys Point.
- A Channel -19 Feet MLW by 35 Feet Wide to the Town Pier.
- A Channel -10 Feet MLW by 35 Feet Wide Extending about 600 LF Southwest to the Clark Coal Wharf.

Extract of the Annual Report for 1924, Page 18

- No Work was Undertaken this Fiscal Year. Reports that about 15,000 Tons of Stone would be Needed to Complete the Structure to Full Section. Recommends that "the Breakwater in its Present Condition Appears to Satisfactorily Accomplish the Purpose for which it was Built."

Extract of the Annual Report for 1918, Page 84 and Appendix A-2, Page 2006

- No Work was Undertaken this Fiscal Year due to Labor and Coal Shortages and the Need for the Contractor's Plant for use in Coastal Fortification Construction.

Extract of the Annual Report for 1917, Page 50 and Appendix A-2, Page 1976

- Work under Contract for Placing Additional Stone in the Breakwater Resumed in September 1916 and Continued through November 1916 when Work was Suspended at Both the Project Site and the Source Quarries due to a Lack of Fuel & Labor, and the Contractor's Plant being Shifted to Work on Coastal Fortifications, with 6,526 Tons of Stone Placed in the Structure this Fiscal Year, Adding to, but Not Completing, the Full Section of the Breakwater's Outer End.
- The Total Quantity of Stone Placed in the Structure to Date is 399,913 cy.

Extract of the Annual Report for 1916, Page 44 and Appendix A-2, Page 1866

- Work under Contract for Placing Additional Stone in the Breakwater, in Progress at the Beginning of the Fiscal Year, Continued through May 1916 when a Labor Strike at the Quarries made Securing Additional Stone Impractical, with 22,885 Tons of Stone Placed in the Structure this Fiscal Year, Completing the Breakwater to its Full Projected Length (69 LF Added), but with the Outer End Not yet to Full Section.
- The Total Quantity of Stone Placed in the Structure to Date is 393,387 cy.

Extract of the Annual Report for 1915, Page 47 and Appendix A-2, Page 2014

- Work under Contract for Placing Additional Stone in the Breakwater, in Progress at the Beginning of the Fiscal Year, Continued throughout the Fiscal Year, and was in Progress at its Close, with 49,090 Tons of Stone Placed in the Structure this Fiscal Year, Adding about 150 LF of Full Section to its Length (some of which was Already at Partial Section).
- The Total Quantity of Stone Placed in the Structure to Date is 370,502, Making a Structure about 2,460 LF (some at Partial Section), Leaving about 69 LF to Complete the Length.

Extract of the Annual Report for 1914, Page 35 and Appendix A-2, Page 1570

- Work under Contract for Placing Additional Stone in the Breakwater (with Two Contracts), in Progress at the Beginning of the Fiscal Year, Continued throughout the Fiscal Year, and was in Progress at its Close, with 49,255 Tons of Stone Placed in the Structure this Fiscal Year, Adding about 222 LF to its Length.
- The Total Quantity of Stone Placed in the Structure to Date is 321,412, Making a Structure about 2,310 LF (some at Partial Section), Leaving about 190 LF to Complete the Length.

Extract of the Annual Report for 1913, Page 35 and Appendix A-2, Page 1515

- Work under Contract for Placing Additional Stone in the Breakwater, Began in July 1912, and Continued in Progress at the Close of the Fiscal Year, with 35,473 Tons of Stone Placed in the Structure this Fiscal Year, Adding about 128 LF to its Length.
- The Total Quantity of Stone Placed in the Structure to Date is 272,166, Making a Structure about 2,088 LF (some at Partial Section), Leaving about 412 LF to Complete the Length.

Extract of the Annual Report for 1912, Appendix A-3, Page 1355

- Work under Contract for Placing Additional Stone in the Breakwater, in Progress at the Beginning of the Fiscal Year, Continued through July 1911, with 3,591 Tons of Stone Placed in the Structure this Fiscal Year (Total of 25,159 Tons Placed under the Contract).

Extract of the Annual Report for 1911, Appendix A-3, Page 1145

- Work under Contract for Placing Additional Stone in the Breakwater, began in September 1910, was Suspended for the Winter, Resumed in the Spring and Continued in Progress at the Close of the Fiscal Year, with 21,568 Tons of Stone Placed in the Structure.

Extract of the Annual Report for 1908, Appendix A-2, Page 922

- Work under Contract for Placing Additional Stone in the Breakwater, began in October 1907 and Continued until June 1908, with 24,280 Tons of Stone Placed in the Structure, Topping-Out Previously Built Section and Extending the Structure by about 69 Feet.

Extract of the Annual Report for 1901, Appendix A-3, Page 991

- Work under Contract, in Progress at the Beginning of the Fiscal Year, Continued through September 1900, with 9,383 Tons of Stone Placed this Fiscal Year. The Structure Now Extends to a Point 731 LF West of Dry Ledge.

Extract of the Annual Report for 1900, Appendix A-4, Page 1079

- Work under Contract for Placing Additional Stone in the Breakwater, began in April 1900, and Continued in Progress at the Close of the Fiscal Year, with 13,898 Tons of Stone Placed this Fiscal Year. The Structure Now Extends to a Point 700 LF West of Dry Ledge.

Extract of the Annual Report for 1897, Appendix A-4, Page 775

- Work under Contract for Placing Additional Stone in the Breakwater was Undertaken between September 1896 and November 1896, with 10,998 Tons of Stone Placed this Fiscal Year.
- The Structure Now Extends to a Point 666 LF West of Dry Ledge.

Extract of the Annual Report for 1896, Appendix A-4, Page 545

- Work under Contract for Placing Additional Stone in the Breakwater, in Progress at the Beginning of the Fiscal Year, Continued through September 1895, with 14,984 Tons of Stone Placed under this Contract (Begun in May 1895).
- The Structure Now Extends to a Point 605 LF West of Dry Ledge.



Extract of the Annual Report for 1895, Appendix A-5, Page 544

- Up to 30 June 1894 at Total of 114,325 Tons of Stone had been Deposited in the Structure, Completing the Breakwater East of Dry Ledge and about 400 LF of the West Section.
- Work in Progress at the Beginning of the Fiscal Year for Placing Stone West of Dry Ledge, Continued through September 1894, with a Total of 46,555 Tons of Stone Placed under the Contract, Completing the Reach West of Dry Ledge to Full Section for a Total Length of 535 Feet.
- Work under a Second Contract for Continuing the Breakwater West of Dry Ledge began in June 1895, with No Stone Placement Quantities Yet Recorded.

Extract of the Annual Report for 1894, Appendix A-5, Page 496

- Up to 30 June 1893 at Total of 52,089 Tons of Stone had been Deposited in the Structure, Completing the Breakwater East of Dry Ledge and Beginning the West Section.
- Work in Progress at the Beginning of the Fiscal Year for Placing Stone West of Dry Ledge, Continued through October 1893, with a Total of 49,258 Tons of Stone Placed under the Contract, Completing a 325-Foot Length West of Dry Ledge to Full Section.
- Work under a Second Contract for Continuing the Breakwater West of Dry Ledge began in November 1893, with about 25,000 Tons Deposited this Fiscal Year.

Extract of the Annual Report for 1893, Appendix A-5, Page 676

- Work under Contract for Placing Stone in the Structure East of Dry Ledge began in July 1892, and Continued through December 1892, Completing the Structure between Dry Ledge and Porcupine Island, with 11,695 Tons of Stone Placed this Fiscal Year.
- Work under a Second Contract, for Placing Stone West of Dry Ledge also began in July 1892, and Continued in Progress at the Close of the Fiscal Year, with 9,921 Tons of Stone Placed in this Reach this Fiscal Year.
- Special Report, 21 December 1892, Page 678  
Recommended: Staying with Original Straight Southwest Alignment Terminating about 600 LF from the Low Water Line on Mount Desert Island, with Dimensions of 20-Foot Top Width at MHW and Slopes of 1:1 on Both Sides.  
(Modification Approved by Secretary of War, 4 January 1893)

Extract of the Annual Report for 1892, Appendix A-6, Page 500

- Work in Progress at the Beginning of the Fiscal Year for Placing Stone in the Reach East of Dry Ledge Continued through November 1891, with a Total of 30,473 Tons Now in Place in the Structure. 2 Additional Contracts were Made in June 1892, but No Work yet begun.

Extract of the Annual Report for 1891, Page 576 (With Map)

- Work on Placing Stone in the Structure East of Dry Ledge Continued through the Fiscal Year and was in Progress at Its Close, with a Total of 17,520 Tons of Stone Placed by the End of this Fiscal Year.

Extract of the Annual Report for 1890, Appendix A-5, Page 430

- Work under Contract for Placing Stone in the Breakwater was Undertaken between July and November 1889, with 11,393 Tons of Stone Placed before the Contract was Cancelled.

Extract of the Annual Report for 1889, Appendix A-4, Page 509

- Contract Let to Begin the Project but No Work had yet begun.
- Includes Revised Estimate and Design for a Rubblemound Substructure with Top Elevation of MHW with 30-Foot Top Width and Slopes of 1:1 Leeward and 1:1½ Seaward, 580,000 Tons, and a Superstructure of 11,770 cy of Stone.

Extract of the Annual Report for 1887, Appendix A-20, Page 481

Survey Report, 27 July 1887 (Favorable - with Map)

(Called for by the River & Harbor Act of 5 August 1886)

Recommended 2 Improvements:

- Dredging a Channel through the Bar between Bar & Mt. Desert Islands
- Rubblemound Breakwater Extending 2,500 LF from Bald Porcupine Island Southwest Across Dry Ledge to Near the Shore of Mt. Desert Island for a Total Length of 3,425 LF, Substructure with a Top Width of 30 Feet at Elevation MHW and Slopes of 1:1 Leeward and 1:2 Seaward (650,000 Tons of Stone, Estimated), the Stone to be Removed from the South Face of Bald Porcupine Island, and a Superstructure 2,900 LF (11,500 cy Stone).  
(Project Adopted by the River & Harbor Act of 11 August 1888 for Breakwater Only)  
Design Approved 14 January 1889 for Top Width of 30 Feet at MHW and Slopes of 1:1 Leeward (NW) and 1:1.5 Seaward (SE) Exclusive of any Superstructure which was Left for Future Consideration.  
(Modification Approved, 17 December 1890 - Work Halted in 1916 when Full Length was Obtained)  
(Remaining 75% of Superstructure Deauthorized in 1986 WRDA)
- Preliminary Examination, 10 January 1887 (Favorable to Conducting a Survey)  
(Called for by the River & Harbor Act of 5 August 1886)  
Recommended: Relocating the Alignment West of Dry Ledge Slightly to the South Shortening the Structure to about 2,800 LF, Reducing the Top Width to 20 Feet at MHW and Reducing Both Slopes to 1:1.

NOT ON FILE:

Unfavorable Reports Transmitted 24 February 1941 (Unpublished)

(Called for by House Committee on Rivers & Harbors Resolution, 1 April 1935 & by the River & Harbor Act of 30 August 1935)

Chief of Engineers Report, 20 November 1940 (Unpublished)

Survey Report, 21 May 1940 (Unfavorable)

Examined the Following Plans:

- A Causeway/Breakwater Across the Bar Connecting Bar Island and Mount Desert Island with a Second 660-Foot Long Breakwater Extending West from Bar Island to Protect a 10-Foot Anchorage West of the Bar.
- Also Examined a Breakwater Extending Northward from Hardys Point at Lengths of 1,000 Northward or 1,710 Feet NNE towards Sheep Porcupine Island.
- A Plan Including 3 Rubblemound Breakwaters, 760-Foot Extending North from Hardys Point, 710-Foot Breakwater Extending East from Bar Island and a 500-Foot Breakwater Extending West from Sheep Porcupine Island.

Preliminary Examination, 1 June 1936 (Unfavorable)

Extract of the Annual Report for 1890

- Project Breakwater Design Modified 17 December 1890

Extract of the Annual Report for 1888

- Provides Estimate for a Masonry Superstructure (No Action)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BASIN COVE, Harpswell,**  
(SEE ALSO: POTTS HARBOR)

Page 1

IN FILE:

Letter Report, Section 107 Detailed Project Report, 22 March 1984  
Recommended No Further Study, Lack of Justification

Section 107 Reconnaissance Report, 25 February 1980  
(Requested by the Town of Harpswell, 16 March 1979)  
Examined: Providing a -10-Foot MLW by 180 Feet Wide Entrance Channel Extending about 1,400 LF Northward from Potts Harbor into Lower Basin Cove with a Turning Basin 180 Feet Long by 120 Feet Wide at the Lobster Pier. Also Included Removal of the Remains of an Old Stone Tidal Power Dam between the Lower and Upper Coves.

Transmittal Documents for 1955 Review Report (Unfavorable)  
(Called for by Senate Committee on Public Works Resolution, 18 January 1949)  
(Chief's Report, 16 June 1956, BERH Report, 19 December 1955)  
Examined: Removal of the Abandoned Dam in Basin Cove to Provide a Channel Connecting Potts Harbor to the Upper Cove, at 50 feet Wide by -8 or -9 Feet MLW. Also Examined the Removal of a Ledge Obstructing the East Entrance Channel to Potts Harbor, South of Potts Point to Form a Channel -10 Feet MLW.  
(Review Report Not in File)

Preliminary Examination, 3 February 1939 (Unfavorable)  
(Called for by the River & Harbor Act of 20 June 1938) Transmitted 3 January 1940  
(Chief's Report 19 December 1939, BERH Report 30 October 1939)  
Examined Improvements to Both Potts Harbor and Basin Cove:  
- At Basin Cove: Examined Removal of the Tidal Dam Ruins to Create an Entrance Channel to the Upper Cove at about -6 Feet MLW.  
- At Potts Harbor: Examined Ledge Removal and Dredging to Straighten and Widen the Channel between Potts Point and Haskell Island to 300 Feet Wide (3,800cy rock) and Dredging to -10 Feet MLW the Approach Channel between Upper Flag Island and the Thrumcap 100 Feet Wide by 1,400 LF (30,500 cy Estimated).

NOT ON FILE:

Review Report, 1955 (Have Transmittals Only)  
(Called for by Senate Committee on Public Works Resolution, 18 January 1949)  
(Chief's Report, 16 June 1956, BERH Report, 19 December 1955)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BASS HARBOR, Tremont,**

Page 1

IN FILE:

Extract of the Water Resources Development Act of 17 August 1999, P.L. 106-53, 113 Stat 314  
Section 365 - Project Deauthorizations

(a)(3) Bass Harbor, Maine - Deauthorized two portions of the project to eliminate three facility encroachments: (1) a section of the upper (north) 6-foot anchorage adjacent to Bass Harbor Marina and portions of the upper 6-foot anchorage and 10-foot anchorage around the Municipal Landing, and (2) a portion of the western 6-foot anchorage around Thurstons Landing.

Section 107 Detailed Project Report, 30 January 1991 (Favorable)

Recommended: Providing an Entrance Channel -8 Feet MLW by 80 Feet Wide Extending 1,250 LF NNW East of and along the 10-Foot Anchorage, Narrowing to 60-Feet Wide at -6 Feet MLW North of the -10-Foot MLW Anchorage and Turning North to Pass East of the Ledge and Extending 350 LF to Join the 6-Foot North Anchorage. Also Enlarging the 6-Foot North Anchorage by Adding 5.8 Acres to the Northeast.

(The Failure of State Agencies to Certify the Mitigation Plan Resulted in an Eventual Unfavorable Recommendation)

Section 107 Reconnaissance Report, 31 July 1985 (Favorable)

Investigated: Deepening the Western 6-Foot MLW (Bernard) Anchorage to -8 Feet MLW and a -6-Foot MLW by 100-Foot Branch Channel Extending East 500 LF to the Fish Pier Site at McKinley.

(Approved by HQ, 21 August 1985)

Section 107 Initial Appraisal Report, 30 July 1984 (Favorable)

(Requested by the Town of Tremont, 21 July 1982)

Examined 4 Plans as Follows:

- A 100-Foot Wide Entrance Channel within and along the Western Limits of the Existing Central -10-Foot & Northern -6-Foot MLW Anchorage Areas, Depth at -10 Feet MLW within the -10-Foot MLW Anchorage and -8 Feet MLW within the -6-Foot Anchorage, Reducing the Anchorage Areas to 5.5 Acres (10-Feet) and 8.6 Acres (6-Feet)
- Deepening the Western -6-Foot MLW Anchorage to -8 Feet MLW.
- A -10-Foot MLW by 100-Foot Wide Branch Channel East to the New Town Fish Pier Site at McKinley.
- A New -8 Foot MLW by 2.0-Acre Anchorage North of the McKinley Branch Channel (Approved by HQ, 5 September 1984)

Extract of the Annual Report for 1965, New England Division Extract, Page 3

- Work under Contract for Removal of Ledge from the Anchorage Areas was Accomplished during August 1964 (No Quantities Given).

Plans & Specifications Extract for Ledge Removal, 24 March 1964

- Extract of Plans & Specifications for Removal of Ledge from 7 Areas in the 6-Foot Anchorages to a Required Depth of -7 Feet MLW, with a 1-Foot Overdepth Allowance. Total Ledge Quantity Estimated at 4,170 cy. Extract Includes: Bid Abstract, Invitation, Unit Price Schedule, General, Special & Technical Provisions. Low Bidder was Prock Marine.

Extract of the Annual Report for 1964, New England Division Extract, Page 4

- Work under Contract for Dredging the 6 and 10-Foot Anchorage Areas, in Progress at the Beginning of the Fiscal Year, Continued through September 1963, with 66,000 cy Removed this Fiscal Year (Total of 87,000 cy Removed under the Contract). Ledge was Discovered during Dredging, and a Contract for its Removal was Awarded, but No Work yet begun.

Extract of the Annual Report for 1963, New England Division Extract, Page 68

- Work under Contract for Dredging the 6 and 10-Foot Anchorage Areas began in June 1963, and Continued in Progress at the Close of the Fiscal Year (No Quantities Given).

Plans & Specifications Extract for Improvement Dredging, 12 March 1963

- Extract of Plans & Specifications for Improvement Dredging of about 87,000 cy from the 10-Foot Entrance Channel and Anchorage and the Two 6-Foot Anchorages, including a 1-Foot Allowable Overdepth. Disposal would be either at Three Upland Sites provided by the Town, or at an Ocean Site off the Northwest Coast of Placentia Island in Waters of at Least 100 Feet. Extract Includes: Notice to Bidders, Contract Award Documents, Bid Abstract, Invitation, Unit Price Schedule, and General, Special & Technical Provisions. Contract Awarded 11 April 1963 to Seaboard Engineering Company, with Notice to Proceed 26 April 1963.

Survey Report, 8 August 1962

(Called for by the River & Harbor Act of 1950)

(Unfavorable as Improvement Authorized by COE under Section 107 – See 1962 DPR)

Extract of the Annual Report for 1962, New England Division Extract, Page 62

- The Chief of Engineers, 7 May 1962, under the Continuing Authority of Section 107 of the River & Harbor Act of 1960, as Amended, Adopted the Project Providing for the Three Anchorage Areas, as Described in the March 1962 DPR, as Described below.

Section 107 Detailed Project Report, 28 March 1962 (Favorable)

Recommended: Providing 3 Anchorage Areas, -10 Feet MLW by 8-Acre Central Area 300 Feet Wide, -6 Feet MLW by 6-Acre West (Bernard) Anchorage and a -6 Feet MLW by 10-Acre North (John Island) Anchorage.

(Authorized by COE, 7 May 1962)

Completed 1964, Disposal at Site Northwest of Placentia Island

Section 107 Reconnaissance Letter Report, 7 December 1961

Recommended: Completing the Study of Anchorage Development under Section 107 Authority, Approved by HQ 13 December 1961

Preliminary Examination, 31 January 1957 (Favorable)

(Called for by the River & Harbor Act of 1950)

Examined: Extensive Dredging in the Lower Harbor for about 100 Acres of Anchorage: 1) at -10 Feet MLW on the McKinley Side above the Rich Wharf and 2) at -6 Feet MLW over the Remainder of the Harbor up to Sawyers Island.

(Approved by COE, 5 March 1957)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BASS HARBOR BAR, Tremont,**

Page 1

IN FILE:

Extract of the Annual Report for 1914, Page 37 and Appendix A-4, Page 1573

- Work under Contract for Dredging to Remove Gravel, Cobbles and Boulders from the Channel, in Progress at the Beginning of the Fiscal Year, Continued through July 1913, with 295 cy Removed this Fiscal Year (Total Removed under the Contract was 1,149 cy), Completing the Project of 1913.

Extract of the Annual Report for 1913, Page 37 and Appendix A-4, Page 1517

- The River & Harbor Act of 4 March 1913 Adopted the Project for a 14-Foot MLW by 250-Foot Wide Channel, as Recommended in House Doc. #1128, Described below.
- Work under Contract for Dredging to Remove Gravel, Cobbles and Boulders from the Channel began in June 1912, and Continued in Progress at the Close of the Fiscal Year, with 854 cy Removed this Fiscal Year.

House Doc. #1128, 62nd Congress, 3rd Session, 11 December 1912

(Called for by the River & Harbor Act of 25 June 1910)

Supplemental Report, 1 November 1912

Maintained the Recommendation for a -14-Foot MLW Depth as Opposed to the 15-Foot Channel Depth Provided at Deer Isle Thoroughfare.

(Project Authorized by the River & Harbor Act of 4 March 1913)

Completed 1913, Maintained 1920

Survey Report, 13 September 1912 (Favorable)

Recommended: Providing a Channel -14 Feet MLW by 250 Feet Wide Across the Bar between Bass Harbor Head and Great Gott Island.

Preliminary Examination, 28 August 1911 (Favorable)

Examined: Providing a Channel through the Bar at Depths of -12, -15 or -20 Feet MLW.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known



**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BEALS HARBOR (Barneys Cove), Beals,**

Page 1

IN FILE:

Extract of the Annual Report for 1958, New England Division Extract, Page 2

- Improvement Work under Contract for Ledge Removal began in September 1957, and Continued through November 1957, with 1,700 cy of Rock Removed, Completing the 10-Foot Anchorage Project.

Extract of the Annual Report for 1957, New England Division Extract, Page 4

- Work under Contract for Improvement Dredging of the 10-Foot Anchorage, in Progress at the Beginning of the Fiscal Year, Continued through August 1956, with 135,969 cy Removed during the Fiscal Year. Rock was Uncovered during the Dredging and Plans and Specifications for its Removal were Prepared.

Plans & Specifications Extract for Rock Removal, 27 June 1957

- Extract of Plans & Specifications for Removal of Ledge Rock and Boulders from the 10-Foot Anchorage to Complete the Improvement. Removal of about 1,940 cy of Rock and Associated Hard Material to a Required Depth of -11 Feet MLW. Specification was Lump Sum with no Overdepth Allowance. Disposal would be in Deep Water in Moosabec Reach about 0.75 to 1.0 Miles West of the Project Site in Waters at Least -25 Feet. Extract Includes: Bid Abstract, Invitation, Bid Schedule, Statement of Work, and General, Special & Technical Provisions.

Extract of the Annual Report for 1956, New England Division Extract, Page 5

- No Work was Undertaken this Fiscal Year, aside from Preparation of Plans & Specifications and Contracting for Improvement Dredging of the 10-Foot Anchorage.

Plans & Specifications Extract for Improvement Dredging, 6 March 1956 (with Isle au Haut)

- Extract of Plans & Specifications for Improvement Dredging of both Beals Harbor and Isle au Haut Thoroughfare. Extract Includes: Contract Award Documents, Modification, Bid Abstract, Invitation, Unit Price Schedule, Statement of Work, and General, Special & Technical Provisions. Contract Awarded 12 April 1956 to North Atlantic Dredging Company.
- Beals Harbor: Hydraulic Dredging of about 138,000 cy from the 10-Foot Anchorage, including a 1-Foot Allowable Overdepth. Disposal would be at Upland Sites provided by the Town located West of a Line between Little Barney's Island and Mack Point.
- Isle au Haut Thoroughfare: Dredging about 32,000 cy from the 6-Foot Anchorage, including a 1-Foot Allowable Overdepth. Disposal would be at an Ocean Site to the Northeast of Kimball Island about 2,000 Feet from the Channel, in at Least 20 Feet. Supplemental Agreement, 11 October 1956, Provided for Shifting the Eastern Reach of the Channel about 40 Feet Southerly to Avoid a Ledge Uncovered by Dredging along the North Limit. Contract Quantity Increased to a Total of 40,384 cy.

Design Memorandum, 1 July 1955

For -10 Foot MLW Anchorage, Same Dimensions as in Survey Report.

Extract of the Annual Report for 1948, New England Division Extract, Page 29

- The River & Harbor Act of 30 June 1948 Adopted the Project for the 10-Foot Anchorage, as Recommended in House Doc. #553, as Listed and Described below.
- No Work was Undertaken this Fiscal Year.

House Doc. #553, 80th Congress, 2nd Session, 2 March 1948

(Called for by the River & Harbor Act of 2 March 1945)

Survey Report, 28 June 1946 (Favorable)

Recommended: Providing a -10-Foot MLW Anchorage Area in Barneys Cove, about 600 Feet Long (East to West), about 1,000 Feet Wide at the 10-Foot Contour in Moosabec Reach and 600 Feet Wide at the Inner (South) End, Totaling about 13.1 Acres. Disposal by Pumping to Fill Areas West of Mack Point and in the East End of Mill Cove.

(Authorized by the River & Harbor Act of 30 June 1948)

Preliminary Examination, 28 November 1945 (Favorable To Survey)

(Called for by the River & Harbor Act of 2 March 1945) Unpublished

Examined: Providing an Anchorage Basin -10 Feet MLW by 750 Feet Long by 650 Feet Wide (157,000 cy Estimated).

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BELFAST HARBOR, Belfast,**  
aka; Passagassawakeag River

Page 1

IN FILE:

Extract of Plans and Specifications, 6 August 2002 (with Plans & Sections – in 2 Sheets)

- Extract of Plans & Specifications for Maintenance Dredging of the 15-Foot Channel and the 8-Foot

North Anchorage Area. Extract Includes Solicitation Sheet, Bid Schedule (101,300 cy Ordinary Material), Special Contract Requirements, Summary of Work, Measurement & Payment, Environmental Protection, Temporary Construction Facilities, Dredging Plant & Equipment, Field Engineering, Dredging, Haul Route Map, and Sediment Sample Test Results. Dredging to be by Mechanical Bucket Dredge with Open Water Disposal at the Rockland Disposal Site. Dredging Prohibited from 15 April to 14 November to Protect Fisheries Resources.

Environmental Assessment for Maintenance Dredging, 5 August 2002

- Environmental Assessment, Statement of Findings, Section 404(b)(1) Evaluation, and Finding of No

Significant Impact for Maintenance Dredging of the 15-Foot Channel and 8-Foot North Anchorage. Dredging of about 105,000 cy to be by Mechanical Dredge with Scow Disposal at the Rockland Disposal Site in Lower Penobscot Bay. Dredging and Disposal Restricted to the Period of 15 November to 14 April to Protect Fisheries Resources (Finfish & Lobster Migration).

Unpublished Section 107 Reconnaissance Letter Report, 21 June 1990

(Requested by the City of Belfast, 9 November 1989)

Considered: Expansion of Existing Anchorage Areas or Breakwater Construction to Increase the Size of the Protected Harbor.

(Study Not Initiated Due to Recreational Nature of Benefits)

Condition Survey, December 1979 (Channel up to Railroad Wharf and Anchorages)

Section 107 Reconnaissance Report, 16 March 1976 (Unfavorable)

(Requested by the City of Belfast, 15 January 1975)

Recommended: Local Interest Consider Construction of a Municipal Marina below the Old Route 1 Bridge (Not Acted On).

Also Examined: Two Plans for Rubblemound Breakwaters across the Harbor Mouth. (1) A 2,800-Foot Long Breakwater Extending Southerly and Southeasterly from the Northern Shore to and Across Steeles Ledge to the Light, or (2) Construction of Two Breakwaters, Extending 900 LF SSW from Patterson Point on the North Shore and 1,500 LF Extending Northeast from the South Shore.

Extract of the Annual Report for 1971, New England Division Extract, Page 1-2

- Work using the U.S. Hopper Dredge *Hyde* for Maintenance Dredging of the 15-Foot Channel began in July 1970, and was Completed in September 1970, with 35,786 cy Removed this Fiscal Year.

Contract Report on Effects of Dredging Belfast Harbor & Disposal at Isle Au Haut, February 1971 Report Prepared University of Maine, Department of Oceanography, Darling Center, Walpole

Examined: The Effects of the Maintenance Dredging Undertaken between August and September 1970 wherein the U.S. Hopper Dredge *Hyde* Removed about 26,000 to 30,000 cy from Belfast Harbor and Disposed of the Material at the Isle au Haut Site.

Condition Survey, June 1967 (Outer Harbor up to Foot Bridge, Full Width (Shore to Shore))

Transmittal Documents and Estimate for 1942 Preliminary Examination (Unfavorable)

(Called for by Senate Committee on Commerce Resolution, 8 December 1941)

(Chief's Report, 21 April 1943, BERH Report, 8 February 1943)

Examined:

House Doc. #1886, 64th Congress, 2nd Session, 6 January 1917

(Called for by the River & Harbor Act of 4 March 1915)

Survey Report, 31 July 1916 (Favorable)

Recommended: Providing a Channel -17 Feet MLW by 200 Feet Wide to the Maine Central Railroad Wharf, then 150 Feet Wide To the Upper Wharves, Dredging the Area South of the Channel to the Wharves to -15 Feet MLW.

- Local Interests were Unable to Furnish the Required Cooperation (Contribute to Dredging the -15-Foot Area and Construct a Draw Span for the Lower Bridge) and the Project was Made Inactive.

Preliminary Examination, 14 October 1915 (Favorable)

Examined: Providing a Channel and Waterfront Depth of -17 Feet MLW.

Extract of the Annual Report for 1897, Appendix A-9, Page 781

- Work under Contract in Continuation of Dredging the 13-Foot Channel began in May 1897, and Continued until the Close of the Fiscal Year in July 1897, with 50,506 cy Removed this Fiscal Year, Completing the Project of 1890.

Extract of the Annual Report for 1896, Appendix A-9, Page 553

- Work under Contract, in Progress at the Beginning of the Fiscal Year, Continued through July 1895, with a total of 49,962 cy Removed under the Contract, Completing the Entrance Channel and 8-Foot Anchorage Area, and Beginning Work on the 13-Foot Channel.

Extract of the Annual Report for 1895, Appendix A-8, Page 551

- Work under Contract for Dredging the 15-Foot Channel and the 13-Foot Area in Front of the Steamboat Wharf began in May 1895, and Continued in Progress at the Close of the Fiscal Year, Completing the 15-Foot Channel to its Full Width and Beginning the 13-Foot Area.

Extract of the Annual Report for 1894, Appendix A-8, Page 503

- Work under Contract for Dredging the 15-Foot Entrance Channel, in Progress at the Beginning of the Fiscal Year, Continued through July 1893, with 40,040 cy Removed.

Extract of the Annual Report for 1893, Appendix A-8, Page 687

- Work under Contract for Dredging the 15-Foot Channel began in June 1892, with about 28,000 cy Removed this Fiscal Year.

Extract of the Annual Report for 1892, Appendix A-9, Page 507

- Work under Contract for Dredging the 8-Foot Anchorage, in Progress at the Beginning of the Fiscal Year, Continued and was Completed in October 1891, with 69,110 cy Removed under the Contract, Leaving the 13 & 15-Foot Areas Left to Dredge.

Extract of the Annual Report for 1891, Appendix A-9, Page 586

- Project Recommended in House Ex. Doc. #81 Authorized by the River & Harbor Act of 19 September 1890.
- Work under Contract for Dredging the 1890 Project began in June 1890, and Continued in Progress at the Close of the Fiscal Year, with 11,007 cy Removed this Fiscal Year.

Project Letter Report Map, 9 October 1890

- Showing Areas to be Dredged under the Project of 1890

Extract of the Annual Report for 1890, Page 455-457

(Also in House Ex. Doc. #81, 51st Congress, 1st Session)

(Reports Called for by the River & Harbor Act of 11 August 1888)

Survey Report, 20 December 1889 (Favorable)

Recommended: Dredging the Central Channel to -15 Feet MLW by 220 Feet Wide, Dredging an Area on the West Side of this Channel to -13 Feet MLW and an Area on the East Side to -8 Feet MLW (Total Dredging Estimate - 232,500 cy).

(Authorized by the River & Harbor Act of 19 September 1890)

(Work Completed July 1897, Channel Maintained in 1970)

Preliminary Examination, 3 January 1889

Examined: Deepening Areas on the Southwest Side of the Harbor.

Extract of the Annual Report for 1888, Appendix A-5, Page 381

- Special Report and Estimate, 2 February 1888

(Directed to be Made by the Chief of Engineers, 16 January 1888)

Recommended: Deepening to -8 Feet MLW an Area on the Northeast Side of the Harbor to Permit Easier Turning of Vessels at the Wharves and to Permit Access to the Ice Wharves on the Northeast Shore (52,000 cy Estimated).

Report Map of 1887

- Showing Proposed Goose River Channel and Belfast Harbor Dredge Areas of 1878-1879.

Extract of the Annual Report for 1886, Appendix A-4, Page 535

- No Work was Undertaken this Fiscal Year, aside from the Removal of the Sunken Wreck of the Schooner *Waldemar* from the Harbor in March & April 1886.
- Recommended Deepening Areas on the Side of the Harbor Opposite Belfast, in Addition to the 10-Foot and 11½-Foot Waterfront Areas already Dredged.

Extract of the Annual Report for 1882, Appendix A-4, Page 491

- No Work was Undertaken this Fiscal Year.

Extract of the Annual Report for 1881, Appendix A-4, Page 463

- Recommended: Construction of a Rubblestone Jetty Extending Southerly from the Northern Shore Opposite the Dredged Waterfront Area to Direct Ebb Currents into the Dredged Area to Enhance Tidal Scouring and Reduce Shoal Formation.
- No Work was Undertaken during this Fiscal Year.

Extract of the Annual Report for 1880, Appendix A-3, Page 330 (with Map)

- Includes Map Showing the Improvements Made in 1877-1879
- Work under Contract for Continuing the Dredging Resumed in August 1879, and Continued through September 1879, Completing the -10-Foot Anchorage Down to the Steamboat Wharf and the -11-½ Foot Anchorage along the Belfast Waterfront towards McGilvery's Wharf.
- Recommended: Construction of a Stone Jetty Extending about 700 Feet South from the North Shore of the Harbor to Increase Current Scouring along the Waterfront to Reduce Maintenance Dredging Requirements.

Extract of the Annual Report for 1879, Appendix A-4, Page 250

- Work under Contract for Improvement Dredging in Front of the Wharves began in October 1878 and Continued through May 1879, with about 28,000 cy Removed this Fiscal Year, Removing the Shoal to -10 Feet MLW from above Lanes Wharf Southeasterly to about 300 Feet above Sanford's Wharf.
- Estimates the Dredging Remaining to Complete the Removal of the Shoal to -12 Feet MLW at about 40,000 cy.

Extract of the Annual Report for 1878, Appendix A-3, Page 194-195

- Work under Contract for Removal of the Shoal in Front of Lanes Wharf to -7 Feet MLW was Completed in November 1877. Remaining Dredging for the 12-Foot Project Estimated at 115,000 cy Ordinary Material and 4,000 cy Hard Material.

Extract of the Annual Report for 1877, Appendix A-4, Page 159

- The River & Harbor Act of 14 August 1876 Adopted the Project for Removal of Shoals and Ledge Abreast and below Lanes Wharf to -12 Feet MLW.
- No Work was Undertaken this Fiscal Year, aside from Award of a Contract for beginning the Removal of the Ledge at Lanes Wharf to -7 Feet MLW.

Extract of the Annual Report for 1876, Appendix A-16, Page 54

- Survey Report, 9 December 1875  
As Contained in House Exec. Doc. #71, as Listed and Described below.

House Exec. Doc. #71, 44th Congress, 1st Session, 18 January 1876

(Also as Extract of the Annual Report for 1876)

(Called for by the River & Harbor Act of 3 March 1875)

Surveys on Matinicus Island Harbor, Maine, Belfast Bay and Harbor, Maine and Ipswich Bay and Harbor, Mass.

Survey Report, Belfast Bay & Harbor, 9 December 1875

Recommended the Following:

- 1) Construction of Two Stone Breakwaters, One Extending about 1,500 LF Northeast from McGilvery's Wharf and a Second Extending about 800 Feet SSW Out from Patterson's Point, Leaving a Navigation Opening about 800 Feet Wide between them, Both with Top Elevations of +14 Feet MLW, Top Widths of 10 Feet, and Slopes of 1/2 Seaward and 1/1 Leeward (Total 200,000 Tons of Stone Estimated).
- 2) Dredging the Southeastern Waterfront Shoals and Flats between McGilveys Shipyard and the Ledge (@ 2,700 LF) to -12 Feet MLW (115,000 cy Estimated).
- 3) Removal of the Ledge at Lanes Wharf to -7 Feet MLW (420 cy Rock Estimated).

(Authorized by the River & Harbor Act of 14 August 1876)

By the End of FY-1879, the Lower Area in Front of the Wharves had been Dredged to -12 Feet and the Upper Area to -10 Feet with Partial Ledge Removal.

(See AR-1880, Page 330, Above)

NOT ON FILE:

Preliminary Examination, 31 August 1942 (Unfavorable)

Report Transmitted 30 November 1943

(Called for by Senate Committee on Commerce Resolution, 8 December 1941)

(Chief's Report, 21 April 1943, BERH Report, 8 February 1943)

Reported: That No Maintenance had been Undertaken Since Completion of the Project in 1897, and that Wharf Owners had Never Dredged their Berths to Commensurate Depths.

Examined: Restoration of Project Depths in the Various Channels and Anchorage Areas with Estimated Quantity of 87,236 cy Broken Down as Follows:

15-Foot Channel	31,470 cy
13-Foot Channel	6,289 cy
10-Foot Anchorage	33,280 cy
8-Foot Anchorage	16,197 cy

Also Examined: Provision of a 30-Foot Channel, Extending about 1.8 Miles from Deep Water in Penobscot Bay to the Wharves at Belfast, with a Width of 300 Feet, Narrowing along the Wharves to 200 Feet (1,130,00 cy Estimated).

Improvement Authorized by the River & Harbor Act of 20 May 1826

Construction of Stone Pier Atop Steels Ledge for Navigational Aid (Steele Ledge Light)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BLUE HILL HARBOR, Blue Hill,**

Page 1

IN FILE:

Survey Report, 14 April 1972 (Unfavorable)

(Called for by the River & Harbor Act of 27 October 1965 and Also Prepared in Response to a Local Section 107 Request)

Recommended: Providing an Entrance Channel -6 Feet MLW by 100 Feet Wide from the Middle Harbor up to a 300-Foot-Square Turning Basin at the Town Wharf in the Inner Harbor.

Also Considered Local Requests for a Second Channel -6 Feet MLW by 50 Feet Wide Leading to a 2-Acre Turning Basin at the North Side of the Inner Harbor and an Anchorage -6 Feet MLW by 6-Acres in the Southwest Cove of the Inner Harbor.

(Local Inability to Fund 50% Share Resulted in an Unfavorable Finding)

[Section 107 Reconnaissance Report, 23 December 1969 \(Favorable\)](#)

(Requested by the Town of Blue Hill, 21 February 1957)

Examined: Providing a Channel -6 Foot MLW by 100 Feet Wide from the Middle Harbor up to a 300-Foot-Square Turning Basin at the Town Wharf. Also Considered Local Requests for a Second Channel and Basin to the North Side of the Inner Harbor and an Anchorage in the Southwest Cove of the Inner Harbor.

(Report Approved by OCE, 14 January 1970)

Examination Map, 2 February 1949

Soundings and Probings in Inner Harbor

Preliminary Examination, 15 November 1945 (Favorable)

(Called for by the River & Harbor Act of 2 March 1945)

Examined: Providing a Channel -6 Feet MLW by 100 Feet Wide from the Old Steamboat Wharf at Peters Point Up-Harbor to a 350-Foot Square Turning Basin at the Town Wharf.

House Doc. #420, 62nd Congress, 2nd Session, 10 January 1912

(Called for by the River & Harbor Act of 27 February 1911)

Preliminary Examination, 14 August 1911 (Unfavorable)

Examined: Providing a Channel -6 Feet MLW by 100 Feet Wide from Deep Water in the Middle Harbor to the Public Wharf In the Inner Harbor.

House Ex. Doc. #19, 51st Congress, 2nd Session, 2 December 1890

(Called for by the River & Harbor Act 19 September 1890)

Preliminary Examination, 17 November 1890 (Unfavorable)

Examined: The Removal of the Middle Ground Ledges (Western and/or Eastern) to -10 Feet MLW.

NOT ON FILE:

Unfavorable Report Transmitted 30 April 1952

(Called for by the River & Harbor Act of 2 March 1945)

Examined: Providing a Channel -6 Feet MLW by 100 Feet Wide from the Middle Harbor up to a 300 Foot Square Turning Basin at the Town Wharf.



**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BOOTHBAY HARBOR, Boothbay Harbor, (Includes Mill Cove)**

Page 1

IN FILE:

Extract of the Water Resources Development Act of 17 August 1999, P.L. 106-53, 113 Stat 315  
Section 365 - Project Deauthorizations

(a)(4) Boothbay Harbor, Maine - Deauthorized the entire Federal Navigation Project as authorized in 1912.

Extract of the Water Resources Development Act of 1992, PL 103-

Section 116(1) - Deauthorized a portion of the Project along the Southeasterly Waterfront

Survey Report (Review), 16 January 1962 (Unfavorable)

(Called for by Senate Committee on Public Works Resolution, 21 February 1956)

Examined 3 Improvements:

- A Channel Across the Ledge between McFarland Island and Mill Point, -6 Feet MLW by 75 Feet Wide.
- A Channel -6 Feet MLW into Mill Cove to a 5.2-Acre Anchorage at a Depth of -6 Feet MLW.
- Expansion of the Existing Boothbay Harbor Anchorage Northeast to the Footbridge Adding 1.2 Acres at -6 Feet MLW.

Examination Survey, October 1957 (1 Sheet) (MILL COVE)

Soundings and Wrecks in Mill Cove

Examination Survey, October 1957 (2 Sheets) (BOOTHBAY HARBOR)

Soundings and Probings for Boothbay Harbor

Also Examined: Areas Upstream of the Footbridge and the Proposed 75-Foot Wide Channel between the Mainland and McFarland Island.

Condition Survey (Examination), 16 June 1955 - Boothbay Harbor

Report Survey, 24 September 1946 (For Report Dated, 30 September 1946)

MILL COVE

Soundings and Probings in Mill Cove

Examined: Providing a Channel -17 Feet MLW, an Anchorage in Mill Cove at -7 Feet MLW or -12 Feet MLW and an Access Channel Extending 400 LF Upstream from the Anchorage at -7 Feet MLW by 60 Feet Wide.

Report Survey, August 1946 (MILL COVE)

Soundings and Probings in Mill Cove

Preliminary Examination, 15 February 1946 (Favorable to Survey)

(Called for by the River & Harbor Act of 2 March 1945)

Examined: Dredging an Entrance Channel -17 Feet MLW by 100 Feet Wide into Mill Cove to an Anchorage Area -12 Feet MLW by 700 Feet Square, and a Branch Channel -7 Feet MLW by 50 Feet Wide from the North Side of the Anchorage to the Head of the Cove.

Letter Report Survey, 20 June 1931 (Boothbay Harbor)

Preliminary Examination, 3 October 1930 (District) (Unfavorable)

(Called for by the River & Harbor Act of 3 July 1930)

(Chief's Report, 17 December 1930, BERH Report, 2 December 1930)

Examined: Deepening a Portion of the 12-Foot Channel from Deep Water to the Eastern Steamship Wharf Area at -18 Feet MLW by 150 Feet Wide (2,500 cy Estimated), and Removal of Shoal Areas in the Harbor, including Clam Rock Shoal Located outside the Currently Authorized Area on the East Side of the Harbor and a Ledge Located off Pierce's Wharf.

Extract of the Annual Report for 1914, Appendix A-13, Page 1580

- Work under Contract for Removal of Ledge along the Wharf Line began in September 1913, and Continued through December 1913, with 53 cy of Rock Removed, Completing the Improvement Project of 1912.

Extract of the Annual Report for 1913, Page 47 and Appendix A-14, Page 1524

- The River & Harbor Act of 25 July 1912 Adopted the Project for a 12-Foot MLW Harbor Anchorage, as Recommended in House Doc. #82, Described below.
- Work under Contract for Beginning the Dredging of the 12-Foot Project, began in April 1913, and Continued through June 1913, with 50,080 cy of Ordinary Material and 3 cy of Boulders Removed this Fiscal Year. The Dredging Uncovered Ledge Areas along the Wharf Lines which will Require Removal.

Extract of the Annual Report for 1912, Page 50 and Appendix A-15, Page 1364

- The River and Harbor Act of 25 July 1912 (37 Stat. 201, Ch. 253) Adopted the Recommendation Contained in House Doc. #82, as Described below, Providing for Dredging the Upper Harbor and along the Wharves to -12 Feet MLW.
- No Work was Undertaken this Fiscal Year.

House Doc. #82, 62nd Congress, 1st Session, 1 July 1911

(Called for by the River & Harbor Act of 25 June 1910)

Survey Report, 10 January 1911 (Favorable)

Recommended: Dredging to -12 Feet MLW an Irregular Area in the Upper Harbor With Limits Along the Wharves on the East and West Sides of the Harbor Above McFarlands Island to below the Footbridge.

(Project Adopted by the River & Harbor Act of 25 July 1912, Completed 1913)

Preliminary Examination, 22 November 1910 (Favorable)

Examined: Dredging to -12 Feet MLW a Basin at the Head of the Upper Harbor and Shoal Areas along the Western Waterfront above McFarlands Island.

House Document #277, 56th Congress, 1st Session, 12 January 1900

(Called for by the River & Harbor Act of 3 March 1899)

Survey Report, 20 December 1899 (Unfavorable)

Examined: Widening the Upper Harbor Area with Limits up to the Wharves at -15 Feet MLW.

Preliminary Examination, 18 August 1899 (Favorable to Survey)

Seconded 1897 Recommendation for Survey, Examined Providing a Depth of -16 Feet MLW.

Extract of the Annual Report for 1897

Preliminary Examination, 22 April 1897 (Favorable)

(Also as House Document #46, 55th Congress, 1st Session)

(Called for by the River & Harbor Act of 3 June 1896)

Examined: Widening the Upper Harbor at -15 Feet MLW up to the Wharves.

Survey Never Conducted, No Congressional Action on Report

NOT ON FILE:

Unfavorable Report Transmitted 19 August 1952

(Called for by the River & Harbor Act of 2 March 1945)

Survey Report, 8 September 1950 (Unfavorable) (Unpublished)

Examined: Dredging In Mill Cove

House Document #46, 55th Congress, 1st Session

Preliminary Examination, 1897 (Favorable)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BRUNSWICK CANAL, Brunswick & Harpswell,**

Page 1

IN FILE:

Survey Report, 29 February 1828

Examined: Providing a Canal to Connect Androscoggin River and Merrymeeting Bay at Brunswick With Casco Bay.

Examined Two Alternatives:

- 1) A Cut Sea-Level Canal or with a Single Lock Chamber to Compensate for Tidal Differences from Merrymeeting Bay via the New Meadows River.
- 2) A Canal with Lock Connecting Androscoggin River at Brunswick with Middle Bay at Harpswell, Involving the Reconstruction of the Dam at Brunswick, Feeder Canals from above the Dam to the Lock at Brunswick with a Second Lock at Middle Bay and a Channel through the Bay to the Canal Entrance with a Boat Basin.

(Never Acted upon by Congress)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BUCKS HARBOR, Machiasport,**

Page 1

IN FILE:

Section 107 Reconnaissance Report, 31 January 1990 (Favorable)

(Requested by the Town of Machiasport, 5 March 1987)

Recommended: Expanding the Existing 13-Acre by 8-Foot Anchorage to 16.3 Acres, Establishing a Channel -8 Feet MLW by 100 Feet Wide North of and along the Anchorage Westward to the Coop Wharf, and a -6-Foot MLW by 1.3 Acre Anchorage North of the Channel and East of the Wharf.

Also Examined: Providing a Rubblemound Breakwater, 840 Feet Long Across the Harbor East of the 8-Foot Anchorage (Not Recommended).

(Recommendation for Feasibility Study Deferred Due to Inability of Local Community to Fund 50% Study Share, Study Efforts Terminated by OCE, 12 April 1993)

Section 107, Preliminary Reconnaissance Report, September 1987 (Favorable)

(Requested by the Town of Machiasport, 5 March 1987)

Examined: Establishing an Entrance Channel -8 Feet MLW by 80 Feet Wide through the Existing Anchorage to the Coop Wharf Leaving 11 Acres of the 8-Foot Anchorage Southwest of the Channel, Expanding the 8-Foot Anchorage Remaining East of the Channel by 4-Acres, and Adding a -6-Foot MLW by 4-Acre Anchorage North of the Channel East of the Wharf.

Unpublished Letter Report, Section 107, December 1977 (Unfavorable)

(Requested by the Bucks Harbor Fishermens Coop, 18 April 1977)

Examined: Expanding the Existing Anchorage by 6.4 Acres to the Northwest at -8 Feet MLW, or Dredging the same Area with a Bottom Sloping from -8 Feet Up to -5 Feet MLW.

Extract of the Annual Report for 1975, New England Division Extract, Page 1-4

- Work under Contract for Improvement Dredging of the 8-Foot Anchorage, in Progress at the Beginning of the Fiscal Year, Continued through July 1974, with a Total of 65,000 cy Removed under the Contract (25,000 cy Removed this Fiscal Year), Completing the Project of 1972.

Extract of the Annual Report for 1974, New England Division Extract, Page 1-4

- Work under Contract for Improvement Dredging of the 8-Foot Anchorage began in June 1974, and Continued in Progress at the Close of the Fiscal Year, with about 40,000 cy Removed this Fiscal Year.

Specifications Plan, March 1974

- Showing Proposed Anchorage and Disposal Site Location

Extract of the Annual Report for 1973, New England Division Extract, Page 1-3

- The Chief of Engineers, 2 November 1972, Authorized the 8-Foot by 11-Acre Anchorage in the Outer Harbor, under the Authority of Section 1907 of the River and Harbor Act of 1960.
- No Work was Undertaken during this Fiscal Year, aside from Preparation of Plans and Specifications for Improvement Dredging.

Section 107 Detailed Project Report, 18 January 1971 (Favorable)

(Requested by the Town of Machiasport, 6 April 1967)

Recommended: Dredging an Area 13-Acres at -8 Feet MLW to Provide Access to the Coop Wharf and about 11-Acres of Anchorage.

(Authorized under Section 107 by the Chief of Engineers, 2 November 1972)

(Constructed during Summer of 1974, Disposal in Machias Bay)

Section 107 Reconnaissance Report, 30 July 1969 (Favorable)

(Requested by the Town of Machiasport, 6 April 1967)

Recommended: Providing a -8-Foot MLW by 12-Acre Anchorage and Access Channel along the Southwest Side of the Harbor to the Coop Wharf.

Also Examined an Anchorage -10 Feet MLW by 40-Acres.

(Report Approved by OCE 19 September 1969)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BUCKSPORT HARBOR, Bucksport,**  
(SEE ALSO: PENOBSCOT RIVER)

Page 1

IN FILE:

Extract of the Water Resources Development Act of 17 August 1999, P.L. 106-53, 113 Stat 315  
Section 365 - Project Deauthorizations

(a)(5) Bucksport Harbor, Maine - Deauthorized an Small Area along the Eastern Boundary of the Anchorage to Accommodate Development of a Municipal Landing and Marina for which Operation and Access were to be Franchised to a Private Interest (the Facility would Not have been Open-to-All on an Equal Basis, and was to be Operated as a Commercial Enterprise).

Survey Report (Review), 3 January 1974 (Unfavorable)

(Called for by Senate Committee on Public Works Resolution, 3 September 1963)

"Penobscot River & Bucksport Harbor"

No Examination or Discussion For Bucksport Harbor Portion

- Penobscot River Examinations Described under that Title

Survey Report (Review), 31 July 1963 (Unfavorable)

(Called for by Senate Committees on Public Works Resolutions of 30 January 1956  
and 30 November 1956)

"Penobscot River & Bucksport Harbor"

For Bucksport Harbor Portion:

Examined: Widening and Deepening of the Harbor by Removal of Shoals North of Verona Island and Found this within the Authorized Scope of the Existing Project, Work was Referred to O&M.

- Penobscot River Examinations Described under that Title.

Extract of the Annual Report for 1905, Appendix A-8, Page 787

- The 16-Foot Project was Completed, under Contract, in July 1903. No Work this Fiscal Year.

Extract of the Annual Report for 1904, Appendix A-8, Page 784

- Work under Contract for Dredging the 16-Foot Project, in Progress at the Beginning of the Fiscal Year, Continued through July 1903, with 5,076 cy Removed this Fiscal Year, Completing the Project of 1902.

Extract of the Annual Report for 1903, Appendix A-8, Page 719

- Work under Contract for Dredging for the Project of 1902 Began in April 1903, and Continued in Progress at the Close of the Fiscal Year, with 124,970 cy Removed this Fiscal Year, Leaving only Minor Areas Remaining to be Dredged. (Contract was Completed in July 1903, with a Further 5,076 cy Removed in FY1904).

House Doc. #275, 56th Congress, 1st Session, 12 January 1900

(Also in Extract of the Annual Report for 1900, Appendix A-16, Page 1103)

(Called for by the River & Harbor Act of 3 March 1899)

(Chief's Report, 9 January 1900)

Survey Report, 16 December 1899 (Favorable)

Recommended: The Removal of "The Middle Ground" (12.5 Acres) at Bucksport to Form a Harbor Anchorage -16 Feet MLW.

(Project Adopted by the River & Harbor Act of 13 June 1902, Completed 1903)

Preliminary Examination, 2 August 1899 (Favorable to Survey)

Examined: The Removal of Middle Ground Shoal.

Extract of the Annual Report for 1880, Appendix A-2, Page 329 (with Map)

- Includes Map Showing the Areas of the Middle Ground in Bucksport Harbor Improved to -12 Feet in 1875-1878, and the Southern -8-Foot MLW Area in Dredged in 1877.

Extract of the Annual Report for 1879, Appendix A-3, Page 247

- At Bangor Harbor and the Channel below:

- Work under Contract for Removal of Ledge from the Main Channel at Bangor Resumed in June 1878, and Continued through October 1878, with 64 cy of Ledge Removed this Fiscal Year (Total of 134 cy Ledge under the Contract).

- Work under Contract for Dredging the Channel Near High Head began in August 1878 and Continued through October 1878, with 2,633 cy Removed this Fiscal year, Completing the Dredging (but Not all Ledge Removal) Authorized by the Acts through 1878.

- Work under Contract for Ledge Removal in the Main Channel at Bangor (81 cy Estimated) and from in Front of the Wharves at High Head (70 cy Estimated) began in August 1878 and Continued through November 1878, with Removal of the Main Channel Ledge Completed this Fiscal Year.

- At Bucksport Harbor:

- Work under Contract for Improvement Dredging of the Middle Ground Shoal at Bucksport began in July 1878, and Continued through October 1878, with 16,400 cy Removed this Fiscal Year.

Extract of the Annual Report for 1878, Appendix A-2, Page 190

- Reports on Work at Bangor Harbor, the Penobscot River and Bucksport Harbor

- At Bangor Harbor and the Channel below:

- A Channel 200 Feet Wide by -11 Feet MLLW in the Harbor at Bangor and in the Channel for 3.5 Miles below Bangor, was Completed in 1877.

- Work under Contract for Removal of Sunken Rocks Near Steamboat Wharf and Doles Wharf began in June 1877, and Continued through October 1887, with 70 cy of Ledge Removed in that Period. Work Resumed in June 1878 and Continued in Progress at the Close of the Fiscal Year (No Quantities Given for the Second Period).

- At Bucksport Harbor:

- Work under Contract for Dredging the Southern Area of the Middle Ground Shoal to -8 Feet MLW, in Progress at the Beginning of the Fiscal Year, Continued through October 1877, with 11,024 cy Removed under the Contract. (Total of 72,934 cy under both Contracts to Date).



Extract of the Annual Report for 1877, Appendix A-3, Page 156

- Reports on Work at Bangor Harbor, the Penobscot River and Bucksport Harbor
- Bucksport Harbor:
  - The River & Harbor Act of 14 August 1876 Appropriated Funds for Continuing the Work.
  - No Work was Undertaken this Fiscal Year, aside from Award of a Contract for Removal of the Southern Portion of the Middle Ground Shoal Not Previously Dredged to -8 Feet MLW.

Extract of the Annual Report for 1876, Appendix A-3, Page 18

- Reports on Work at Bangor Harbor, the Penobscot River and Bucksport Harbor
- Bucksport Harbor:
  - Work under Contract for Removing the Northern Portion of the Middle Ground Shoal to -12 Feet MLW began in July 1875, and Continued through October 1875, with 61,910 cy Removed this Fiscal Year.

Extract of the Annual Report for 1875, Appendix BB-4, Page 19

- Reports on Work at Bangor Harbor, the Penobscot River and Bucksport Harbor
- Penobscot River at Bangor:
  - Work under Contract for the Removal of Independence Rock (106 cy Estimated) and the Ledge off Doles Wharf (194 cy Estimated), in Progress at the Beginning of the Fiscal Year, Continued through October 1874, when Removal of these Obstructions was Completed.
  - Work under Contract for the Removal of Greens Pier Ledge (57 cy Estimated) was resumed, and Continued in Progress at the Close of the Fiscal Year.
  - Work under a Prior Contract for Dredging and Boulder Removal from Bangor Harbor Resumed in July 1874, and Continued through October 1874, with 25,150 cy Removed under the Contract from the Bars #2 & #3, the Middle Ground Bar and the Shoal Near Greens Pier Ledge, Completing that Contract.
  - Work under Contract for Dredging and Boulder Removal from the Harbor at Bangor, in Progress at the Beginning of the Fiscal Year (began in June 1875), Continued in Progress at the Close of the Fiscal Year (No Quantities Given).
  - A Contract was Awarded for Dredging the Gravel Bar at Bangor to Widen the Channel, but No Work had yet begun.
- Bucksport Harbor: A Survey was Made and a Project Developed and Approved under the Authorization of the River & Harbor Act of 3 March 1875.
  - The River & Harbor Act of 3 March 1875 Allotted Funds for the Improvement of Bucksport Narrows. The Shoal was Surveyed and a Plan for Its Removal to -12 Feet MLW was Submitted (35,000 cy Estimated).

NOT ON FILE:

Survey of 1875

Project Constructed between October 1875 and November 1877, Dredging of Middle Ground Shoal to -12 Feet over Two-Thirds of the Bar and to -8 Feet MLW over the Remainder.

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BUNGANUC CREEK (Maquoit Bay), Harpswell,**

Page 1

IN FILE:

Preliminary Examination, 28 December 1945 (Unfavorable)

(Called for by the River & Harbor Act of 2 March 1945)

Examined: Providing an Entrance Channel -4 Feet MLW by 60 Feet Wide from Deep Water in Maquoit Bay about One Mile to and into Bunganuc Creek, Narrowing to 40 Feet Wide at the Stepping Stones Upstream to a Basin -4 Feet MLW by 60 Feet Wide by 90 Feet Long.

- Unfavorable Report Transmitted 24 July 1947

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**BUNKER HARBOR, Gouldsboro,**

Page 1

IN FILE:

Extract of the Annual Report for 1969, New England Division Extract, Page 5

- Work under Contract for Continuing Improvement Dredging of the 6-Foot Anchorage, in Progress at the Beginning of the Fiscal Year, Continued through August 1968, with 17,900 cy Removed this Fiscal Year.

Extract of the Annual Report for 1968, New England Division Extract, Page 6

- The Chief of Engineers, 15 September 1966, under the Authority of Section 107 of the River & Harbor Act of 1960, Adopted the Project for a 6-Foot Anchorage, as Recommended in the Detailed Project Report of 17 June 1966, as Listed and Described below.
- Work under Contract for Improvement Dredging of the 6-Foot Anchorage began in June 1968, and Continued in Progress at the Close of the Fiscal Year, with 250 cy Removed this Fiscal Year.

Plans & Specifications Extract, 24 April 1968

- Extract of Plans & Specifications for Improvement Dredging of the 6-Foot Anchorage. Contract Awarded to Prock Marine, 22 May 1968, for Mechanical Dredging of about 16,000 cy of Ordinary Material, with Ocean Disposal at a Site about 3.2 Miles South of Prospect Harbor Light.

Section 107 Detailed Project Report, 17 June 1966 (Favorable)

(Requested by the Town of Gouldsboro, 11 April 1964)

Recommended: Providing an Irregular Shaped 3-Acre Anchorage, at -6 Feet MLW in the Inner Harbor.

(Approved by COE, 8 August 1966, Completed 1969)

Section 107 Reconnaissance Report, 4 February 1965

(Requested by the Town of Gouldsboro, 11 April 1964)

Examined: Providing an Inner Harbor Anchorage -8 Feet MLW by 4.5 Acres.

(Report Approved by OCE, 10 February 1965)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CALF ISLAND HARBOR, Roque Bluffs,**

Page 1

aka; Johnsons Cove

IN FILE:

Section 107 Reconnaissance Letter Report, 12 February 1991 (Unfavorable)

(Requested by the Town of Roque Bluffs, 9 February 1990)

Examined: Providing a 550-Foot Long Rubblemound Breakwater Extending West from Calf Island towards Calf Point to Protect the Cove, with a Top Elevation of +18 Feet MLW, Slopes of 1:1.5 Both Sides and a Top Width of 10 Feet.

Survey Report, 28 February 1964 (Unfavorable)

(Called for by Section 109 of the River & Harbor Act of 1960)

Examined: Providing a Breakwater between Calf Island and Calf Point. Study was Terminated Due to Lack of Local Support.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CAMDEN HARBOR, Camden**

Page 1

IN FILE:

Extract of Plans and Specifications, 6 August 2002 (with Plans & Sections – in 2 Sheets)

- Extract of Plans & Specifications for Maintenance Dredging of the 10-Foot Inner Anchorage Area.

Extract Includes Solicitation Sheet, Bid Schedule (17,000 cy Ordinary Material), Special Contract Requirements, Summary of Work, Measurement & Payment, Environmental Protection, Temporary Construction Facilities, Dredging Plant & Equipment, Field Engineering, Dredging, Haul Route Map, and Sediment Sample Test Results. Dredging to be by Mechanical Bucket Dredge with Open Water Disposal at the Rockland Disposal Site. Dredging Prohibited between 15 April and 15 November to Protect Fisheries Resources.

Environmental Assessment for Maintenance Dredging, 6 August 2002

- Environmental Assessment, Statement of Findings, Section 404(b)(1) Evaluation, and Finding of No Significant Impact for Maintenance Dredging of the 10-Foot Inner Anchorage Area. Dredging of about 20,000 cy to be by Mechanical Dredge with Scow Disposal at the Rockland Disposal Site in Lower Penobscot Bay. Dredging and Disposal Restricted to the Period of 15 November to 14 April, Inclusive, to Protect Fisheries Resources (Finfish & Lobster Migration).

Survey Report (Review), 3 December 1969 (Unfavorable)

(Called for by Senate Committee on Public Works Resolution of 27 April 1966)

Recommended: A Plan to Provide a Rubblemound Breakwater to Provide Protection for a 315-Slip Public Marina at Two Different Locations, 1) 895 Feet Long Extending Northwest from the West Side of Northeast Point Across the Eastern Area of Sherman Cove, or 2) 940 Feet Long Extending North from Dillingham Point.

Also Investigated: A Plan to Provide Two Rubblemound Breakwaters Protecting the Harbor 1) Extending 680 Feet South from Northeast Point to Inner Northeast Ledge then Doglegging Southwest 530 Feet to the Entrance, and 2) Extending 840 Feet East from Dillingham Point to Curtis Island and then Northeast 850 Feet from Curtis Island to the Entrance All Breakwaters to have Top Elevation of +20 Feet MLW, Top Width of 10 Feet and Slopes of 1:1 Leeward and 1:1.5 Seaward.

(Unfavorable due to Lack of Local Financial Support)

Extract of the Annual Report for 1960, New England Division Extract, Page 4

- Work under Contract for Maintenance Dredging of the 10-Foot Inner Harbor was Undertaken during April 1960, with 27,860 cy Removed this Fiscal Year.

Letter Report, 23 March 1943 (Unfavorable)

(Requested by District M.C., 27 February 1943)

Examined: Providing Berthing Space for Fitting Out Vessels at the Shipyard at -15 Feet MLW by 100 Feet Wide by 800 Feet Long (20,000 cy Estimated). Request was in Support of the Needs of the Shipyard at Camden that had Secured Contracts to Supply Vessels Including Naval Tugs for the War Effort. Found that Further Maintenance of the Adjacent Project Features of Lesser Authorized Depth would be of No Benefit in this Situation, and that Available Construction Equipment in the Region was Otherwise Engaged in Defense Work.

Survey Report, 29 January 1932 (Division), 15 January 1932 (District) (Unfavorable)

(Called for by the River & Harbor Act of 3 July 1930)

(Chief's Report, 10 October 1932, BERH Report, 7 September 1932)

Considered: Dredging Approach Areas in the Outer Harbor to -17 Feet MLW to Allow Larger Steamers to Call at the Steamboat Wharf (39,000 cy Estimated). Found that Such Improvements would be Justified, but Local Interests were Unable to Secure Required Local Cost-Sharing.

Extract of the Annual Report for 1930, Boston District Extract, Page 30

- Work under Contract for Maintenance Dredging of the 10-Foot and 14-Foot Harbor Areas began in August 1929, and Continued through September 1929, with 47,254 cy Removed this Fiscal Year.

Preliminary Examination, 10 October 1930 (District), 17 October 1930 (Division - Concurred)

(Called for by the River & Harbor Act of 3 July 1930)

Examined: Providing for Dredging an Irregular Area to -17 Feet MLW through the Outer Harbor to the Steamboat Wharf to Serve as Access and Turning for Larger Steamboats (80,000 cy Estimated).

(Report Approved by BERH, 4 November 1930)

Letter Report, 9 January 1929

(Requested by the Chief of Engineers, 29 December 1928)

Reported On: The Need for Maintenance of the -14 and -10-Foot Areas in Camden Harbor. Found Shoaling over the Entire Project. Recommended that Future Maintenance be Restricted to Area at Least 40 Feet off the Wharves and Pierheads of the Harbor. Estimated Quantities at 51,000 cy for the 10-Foot Area and 11,000 cy for the 14-Foot Area.

Preliminary Examination, 14 September 1927 (District) (Unfavorable)

(Called for by the River & Harbor Act of 21 January 1927)

(Chief's Report, 27 January 1928, BERH Report, 18 October 1927)

Examined: A Local Request to Provide Greater Depth in the Harbor of About -17 Feet Over the Entire Project Area (350,000 cy Estimated). Recommended that Maintenance of the Project be Undertaken but Found that No Improvements were Warranted.

House Document #1093, 62nd Congress, 3rd Session, 9 December 1912

(Called for by the River & Harbor Act of 25 June 1910)

Preliminary Examination, 31 August 1911 (Unfavorable)

Examined: Providing for the Construction of a Breakwater between the Mainland and Negro Island (Curtis Island) to Reduce Wave Action in the Harbor from Southeasterly Winds.

Extract of the Annual Report for 1912, Appendix A-9, Page 1360

- Work under Contract for Dredging the 10-Foot Upper Anchorage, in Progress at the Beginning of the Fiscal Year, Continued through October 1911, with 30,293 cy Removed this Fiscal Year, Completing the 10-Foot Anchorage.

Extract of the Annual Report for 1911, Appendix A-9, Page 1151

- Work under Contract for Dredging the 10-Foot Upper Anchorage began in May 1911 and Continued in Progress at the Close of the Fiscal Year, with 10,564 cy Removed this Fiscal Year, Completing about One-Third of the Anchorage.

Extract of the Annual Report for 1910, Page 45

- The River and Harbor Act of 25 June 1910 Authorized the 10-Foot Upper Harbor Anchorage Recommended in House Doc. #1117 as Described below.

House Doc. #1117, 60th Congress, 2nd Session, 9 December 1908

(Called for by the River & Harbor Act of 2 March 1907)

Survey Report, 7 October 1908 (Favorable)

Recommended: Expansion of the 10-Foot MLW Dredged Area by 3.25 Acres in the Upper End of the Inner Harbor.

(Authorized by the River & Harbor Act of 25 June 1910, Completed 1911)

Preliminary Examination, 21 October 1907 (Favorable)

Examined: Providing for the Dredging of the Upper End of the Inner Harbor to -10 Feet MLW.

Extract of the Annual Report for 1904, Appendix A-9, Page 785 (with Map)

- Work under Contract, in Progress at the Beginning of the Fiscal Year (began in June 1903) was Completed in August 1903, with 26,592 cy Removed under the Contract, Establishing the Authorized Depth of -14 Feet in the Area in Front of the Steamship Wharf.

Extract of the Annual Report for 1903, Appendix A-9, Page 720

- Work under Contract for Dredging the 14-Foot Area began in June 1903, with 5,781 cy Removed this Fiscal Year.

Extract of the Annual Report for 1902, Appendix A-9, Page 720

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- The River & Harbor Act of 13 June 1902 Authorized the 14-Foot Improvement Presented in House Doc. #263.

House Document #263, 56th Congress, 1st Session, 10 January 1900

(Also in Annual Report of 1900, Page 1111)

(Called for by the River & Harbor Act of 3 March 1899)

Survey Report, 23 December 1899 (Favorable)

Recommended: Dredging to -14 Feet MLW the Outer Harbor Area in Front of the Boston & Bangor Steamboat Wharf, About 11 Acres in Size

(Authorized by the River & Harbor Act of 13 June 1902, Completed in 1903)

Also Examined but did Not Recommend: Deepening the Existing 10-Foot Area to -12 Feet MLW.

Preliminary Examination, 15 June 1899 (Favorable/Survey)

Examined: Deepening the 10-Foot Main Harbor Area to -12 Feet MLW.

Extract of the Annual Report for 1897, Appendix A-10, Page 782

- Work under Contract, Undertaken between September 1896 and December 1896, Removed 61,999 cy of Material, Substantially Completing the Dredging of the "Middle Ground."

Extract of the Annual Report for 1896, Appendix A-10, Page 554

- Work under Contract was Undertaken between July 1895 and November 1895, with 55,981 cy Removed, Completing All of the Authorized Work Except for the Removal of Boulders and Ledge Rock from the Upper Ends of the Upper 5-Foot Channels at the Head of the Harbor and about 500 Feet of the Middle Ground between the 10-Foot Channels.

Extract of the Annual Report for 1894, Appendix A-9, Page 505

- Work under Contract began in July 1893 and Continued through October 1893, with 42,000 cy Removed, Completing the 12-Foot Entrance Channel and the Steamboat Wharf Area and Part of the 10-Foot East Channel. Removal of 11 Large Boulders was Accomplished after the Dredging.

Extract of the Annual Report for 1892, Appendix A-10, Page 509

- Work in Progress at the Beginning of the Fiscal Year Continued through September 1891, with 30,664 cy Removed, Widening the Approach to the Western Channel to 125 Feet and Widening the Western Channel throughout its Length to 100 Feet Wide.

Extract of the Annual Report for 1890, Appendix A-8, Page 436

- Dredging to begin Work on the Project Authorized by the River & Harbor Act of 11 August 1888 began in August 1889, and Continued through October 1889, with 18,045 cy Removed (Scow, 13,500 in Place) from the West 10-Foot Channel.

Extract of the Annual Report for 1889, Appendix A-8, Page 523

- Project Authorized by the River & Harbor Act of 11 August 1888 for -12-Foot Approach Channel, 10-Foot Interior Channels and Removal of the Middle Ground.

Extract of the Annual Report for 1888, Appendix A-17, Page 403

- Survey Report, 28 January 1888 (Favorable)  
Recommended: Providing (1) A Depth of -12 Feet MLW in the Approach to the Steamer Wharf (3,300 cy Estimated), (2) A Depth of -10 Feet in the Approach to the Upper Harbor Wharves (32,400 cy Estimated), (3) Two Branch Channel along the East and West Wharves in the Upper Harbor at -10 Feet MLW, One 100 Feet Wide and the Other 50 Feet Wide (27,400 cy Estimated), (4) Three Smaller -5-Foot MLW Branch Channel Leading to the Shipyards in the Far Upper Reaches of the Harbor (10,100 cy Estimated). Also Recommended that Following the Completion of the above Work, that the Middle Ground in the Harbor between the Two 10-Foot Channels be Removed to a Depth of -10 Feet MLW (74,600 cy Estimated), and to a Depth of -5 Feet MLW in the Areas between the 5-Foot Channels (24,000 cy Estimated). Total Estimated Yardage = 171,800 cy.
- Preliminary Examination, 18 January 1887 (Favorable)  
(Called for by the River & Harbor Act of 5 August 1886)  
Examined: Providing Improved Access to the Wharves. No Specific Plan Made.



Extract of the Annual Report for 1876, Appendix A-4, Page 20

- The Authorized Depth of the Western 80-Foot Wide Channel was Increased to -7 Feet MLW, the Same as the Eastern Channel, on the Authority of the Chief of Engineers in 1875.
- Work under 2 Contracts for Continuing the Dredging of the 7-Foot Channels began in Late June 1875, and Continued through September 1875, with 82,199 cy Removed this Fiscal Year, Completing the Project Authorized in 1873.

Extract of the Annual Report for 1875, Appendix BB-5, Page 22

- Work under Two Contracts for Continuing the Dredging of the 7-Foot Channel began in June 1875, and Continued in Progress at the Close of the Fiscal Year (no Quantities Given).

Extract of the Annual Report for 1874, Appendix Y-6, Page 29

- Work under Contract for Dredging the 7-Foot Channel to the Head of the Eastern Wharves began in July 1873, and Continued through October 1873, with 22,753 cy Removed this Fiscal Year, making a Channel 50 to 100 Feet Wide by 7 to 9 Feet MLW for about 2,000 LF.
- Reports the Plan for the Western Channel to Now be for a Channel 60 Feet Wide by -4 Feet MLW and Still 1,400 Feet Long.
- Also Reports the Plan for Dredging along the Wharves below the 7-Foot Channel to -9 Feet MLW.

1st Extract of the Annual Report for 1873, Appendix X-7, Page 27-28

- The River & Harbor Act of 3 March 1873 Adopted the Project for the 7-Foot MLW Outer Harbor and East Channel and the 3-Foot MLW West Channel, as Recommended in Senate Ex. Doc. #25, as Listed and Described below.
- Contracts were Awarded for the Work and Dredging of the -7-Foot Channel began in July 1873.

2d Extract of the Annual Report for 1873, Appendix X-26, Page 71

- Survey Report, 17 December 1872 (Favorable)  
As Contained in Senate Ex. Doc. #25, as Listed and Described below.

Senate Ex. Doc. #25, 42nd Congress, 3rd Session, 14 Jan 1873

(Called for by the River & Harbor Act of 10 June 1872)

Survey Report, 17 December 1872 (Favorable)

Recommended: Dredging to -7 Feet along the Shore to Deep Water between the Portland Steamer Wharf and Sanford's Steamer Wharf, and a Channel -7 Feet MLW by 100 Feet Wide Extending 1,000 LF above these Wharves (Total Length at -7 Feet = 1,500 LF) along the Eastern Side of the Harbor to the Wharves at the Head of the Harbor (46,500 cy Estimated), and a Channel -3 Feet MLW by 80 Feet Wide Extending 1,400 LF along the Western Side of the Harbor Connecting at the Head of the Harbor with the -7-Foot Channel.

(Authorized by the River & Harbor Act of 3 March 1873)

Constructed 1888 to 1896

NOT ON FILE:

Survey Report, 9 December 1948 (Unfavorable)

(Called for by Resolution of 15 June 1943)

Examined: The Construction of Rubblemound Breakwaters on the Outer Ledges

Preliminary Examination, 13 December 1920 (Unfavorable)

Examined: Deepening Portions of the Harbor to -17 Feet MLW

House Doc. #141, 50th Congress, 1st Session (Also in AR 1888)

Survey Report, 2 February 1888

Recommended: Deepening the Entrance Channel to -12 Feet MLW, the Main Harbor Area to -10 Feet MLW over 18 Acres and Small Channels in the Upper Harbor to -5 Feet MLW.

(Authorized by the River & Harbor Act of 11 August 1888, Completed in 1897)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CAMPOBELLO INTERNATIONAL PARK, Deer Isle, New Brunswick, CANADA,**

Mulholland Point Lighthouse - Shore Protection Along Lubec Channel  
Roosevelt Campobello International Park

Page 1

IN FILE:

Extract of the Annual Report for 1993, New England Division Extract, Page 1-10

- No Work was undertaken during this Fiscal Year, aside from Completion of an Operations and Maintenance Manual, which was forwarded to the International Park Commission for Implementation of a Non-Federal O&M Program.

Extract of the Annual Report for 1989, New England Division Extract, Page 1-11

- Work under Contract Awarded in the Prior Fiscal Year for Construction of Shoreline Protection at the Mulholland Point Lighthouse on Campobello Island, New Brunswick, was Completed in March 1989.

Definite Project Report, Emergency Shoreline Protection (Section 14), February 1987

Recommended: Providing Shore Protection Measures to Prevent Erosion of Mulholland Point and Loss of the Historic Mulholland Point Lighthouse along the Corps Lubec Channel, Separating Lubec, Maine from Campobello Island, New Brunswick (Town of Deer Isle). The Project Design Called for 250 LF of Stone Slope Protection, Extending 13 Feet Vertically at a Slope of 1:2 From the Base of the Slope to Elevation +2 Feet MHW, with a Width of 10 Feet at the Toe and 5 Feet at the Top.

Under the Terms of the 1964 Agreement between the U.S. and Canada, the Park is Eligible to Receive Unreimbursed Assistance from U.S. Federal Agencies.

(Authorized by the Chief of Engineers - May 1987)

Construction Completed September 1989

NOT ON FILE:

No other Corps Civil Works Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CAPE NEDDICK HARBOR, York,**

Page 1

IN FILE:

Survey Report (Review), 16 April 1962 (Unfavorable)

(Called for by House Committee on Public Works Resolution, 27 June 1956)

Considered: Three Alternative Paired Rubblemound Breakwater Plans, the North Extending Southerly from Weare Point and the South Extending Northeasterly from Barn Point.

North 500 LF with South 900 LF

North 750 LF with South 750 LF

North 1,000 LF with South 1,000 LF

Also Considered: Three Alternative Layouts for an Entrance Channel through the Route 1A Bridge to an Anchorage in the River Channel: (1) 150 Feet Wide by -10 Feet MLW, (2) 100 Feet Wide Narrowing to 50 Feet Wide at Depths of Either -10 Feet MLW or (3) -6 Feet MLW, and Anchorage Areas above the Bridge at 4.5 Acres by -10 Feet MLW or at 3-Acres By Either -10 Feet or -6 Feet MLW.

House Doc. #526, 64th Congress, 1st Session, 10 January 1916

(Called for by the River & Harbor Act of 4 March 1915)

Preliminary Examination, 28 July 1915 (Unfavorable)

Examined: A Plan to Provide a Breakwater Extending Southerly from Weare Point to Protect the Outer Harbor Area.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CAPE NEWAGON HARBOR, Southport**

Page 1

IN FILE:

Survey Report, 22 January 1932 (Division), 21 December 1931 (District) (Unfavorable)

(Called for by the River & Harbor Act of 3 July 1930)

(Chief's Report, 28 May 1932, BERH Report, 16 May 1932)

Considered: Providing a Channel Connecting Deep Water in the Ocean with Deep Water in the Harbor through the Eastern Entrance, at -6 Feet MLW by 20 Feet Wide (420 cy Ordinary and 481 cy Rock Estimated), or at 40 feet Wide (1,089 cy Ordinary and 1,725 cy Rock Estimated).

Preliminary Examination, 30 September 1930 (District) (Favorable)

(Called for by the River & Harbor Act of 3 July 1930)

Examined: Providing an Improved Channel in the Harbor's Eastern Entrance at -10 to -12 Feet MLW by 20 Feet Wide and 200 Feet Long by Removal of Two Small Ledges and a Shoal Separating Deep Water in the Harbor from that in the Open Ocean (1,800 cy Ordinary Material and 60 cy Rock Estimated).

(BERH Approved Report, 4 November 1930)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CAPE PORPOISE HARBOR, Kennebunkport,**

Page 1

IN FILE:

Extract of the Annual Report for 1976, New England Division Extract, Page 1-5

- Work under Contract for Maintenance Dredging of the 15-Foot Channel/Anchorage and 6-Foot Channel began in April 1976, and Continued through June 1976, with 123,000 cy Removed this Fiscal Year.

Environmental Assessment for Maintenance Dredging, 19 February 1976

- Environmental Assessment for Maintenance Dredging of about 132,000 cy of Material. A Small Shoal would be Removed from the 18-Foot Channel Adjacent to Folly Island. The 15-Foot Channel and Anchorage would be Dredged to 12 Feet and the 6-Foot Anchorage would be Dredged to 6 Feet. The Material would be Disposed at the Kennebunk (Cape Arundel) Disposal Site. Dredging to be Restricted to the Period of 1 April to 1 June, Resuming after 30 October, to Protect Lobsters.

Extract of the Annual Report for 1951, New England Division Extract, Page 33

- Work under Contract for Improvement Dredging of the 6-Foot Channel Resumed in September 1950, and Continued through December 1950, with 58,469 cy Removed this Fiscal Year, Completing the 6-Foot Channel.

Extract of the Annual Report for 1950, New England Division Extract, Page 42

- Work under Contract for Improvement Dredging of the 6-Foot Channel began in April 1950, and Continued through May 1950 when Work was Suspended, with 16,333 cy Removed this Fiscal Year.

Plans & Specifications Extract, 9 February 1950

- Plans & Specifications for Improvement Dredging of about 75,000 cy, Including a 1-Foot Overdepth Allowance, for Deepening the 6-Foot by 100-Foot Upstream Channel Extension 2,000 LF to the Head of the Harbor. Extract Includes: Notice to Bidders, Invitation for Bids, Unit Price List, Statement of Work, General, Special and Technical Provisions. Disposal of Material to be in Open Water at the Cape Arundel Disposal Site.

Extract of the Annual Report for 1948, New England Division Extract, Page 41

- The River & Harbor Act of 30 June 1948 Authorized the 6-Foot Channel Extending up to the Head of the Harbor, as Recommended in House Doc. #555, as Listed and Described below, but No Work had yet begun.

House Doc. #555, 80th Congress, 2nd Session, 2 March 1948

(Called for by House Committee on Rivers & Harbors Resolution of 19 October 1945)

Survey Report (Review), 5 April 1946

Recommended: Providing an Upper Harbor Channel -6 Feet MLW by 100 Feet Wide Extending about 2,000 LF Northerly from the Head of the Existing Project into Porpoise Cove.

(Adopted by the River & Harbor Act of 30 June 1948)

Documents for Unfavorable Report Transmitted 19 November 1943

(Called for by House Committee on Rivers & Harbors Resolution, 11 March 1941)

(Chief's Report, 8 May 1943) (Unfavorable)

BERH Report, 8 February 1943

Unfavorable Due to Lack of Local Financial Cooperation

Plan & Estimate (District), 24 October 1941

Examined: Providing a Channel 100 Feet Wide Extending about 2,000 LF Northerly from the Head of the Existing Project into Porpoise Cove at Either -6 Feet MLW (68,000 cy), or at -8 Feet MLW (91,000 cy).

Report Itself Not in File

House Doc. #467, 69th Congress, 1st Session, 26 June 1926

Abandonment & Curtailment Report of Chief of Engineers, 24 June 1926

Recommended: Abandonment of the Existing Project

(Abandonment Recommendation Not Acted on by Congress)

Extract of the Annual Report for 1909, Appendix A-12, Page 976

- Work under Contract for Ledge Removal to Widen and Straighten the Channel, in Progress at the Beginning of the Fiscal Year, Continued through December 1908, 3,999 cy Removed this Fiscal Year, Completing the 18-Foot Channel at a Width of about 190 Feet.

Extract of the Annual Report for 1908, Appendix A-12, Page 936

- Work under Contract for Ledge Removal to Widen and Straighten the Channel began in November 1907 and by the End of the Fiscal Year 80 Percent of the Ledge had been Drilled and Blasted But No Material had yet been Removed.

House Doc. #191, 59th Congress, 1st Session, 14 December 1905

(Called for by the River & Harbor Act of 3 March 1905)

Survey Report, 10 October 1905 (Favorable)

Recommended: Ledge Removal between Goat & Folly Islands to Form a Wider Outer Entrance Channel -18 Feet MLW by 200 Feet Wide.

(Adopted by the River & Harbor Act of 2 March 1907, Completed 1908)

Preliminary Examination, 3 June 1905 (Favorable to Survey)

Examined: Removing the Outer Ledges Obstructing the Harbor Entrance.

Extract of the Annual Report for 1902, Appendix B-2, Page 846

- Work under Contract for Removal of the Ledge Uncovered by Dredging was Undertaken between July and September 1901, with 370 cy of Rock Removed.

Extract of the Annual Report for 1901, Appendix B-2, Page 1037

- Work under Contract, in Progress at the Beginning of the Fiscal Year, Continued until December 1900, with 683,183 cy Removed under the Contract (637,305 cy this Fiscal Year), Completing the Project Except for a Small Ledge Area Found in the Northern End of the Harbor.

Extract of the Annual Report for 1900, Appendix B-2, Page 1146

- Work under Contract for Dredging the 16 and 15-Foot Channels began in June 1900 and Continued in Progress at the Close of the Fiscal Year, with 45,878 cy Removed this Fiscal Year, Completing about Half the Length of the Entrance (Except where Ledge was Discovered).

Extract of the Annual Report for 1899, Appendix A-16, Page 1045

- The Project for the 16 and 15-Foot Channels was Adopted by the River & Harbor Act of 3 March 1899. No Work had yet been Undertaken.

House Doc. #160, 55th Congress, 3rd Session, 19 January 1899

(Called for by House Committee Resolution #50, 20 December 1898)

Special Improvement Report, 9 January 1899 (Favorable)

Recommended: Providing an Entrance Channel -16 Feet MLW by 200 Feet Wide Leading to a Combined Channel/Anchorage -15 Feet MLW by 600 Feet Wide and about 3,000 Feet Long Up to the Town Railroad Wharf.

(Adopted by the River and Harbor Act of 3 March 1899, Completed 1901)

House Ex. Doc. #22, 53rd Congress, 3rd Session, 6 December 1894

(Called for by the River & Harbor Act of 17 August 1894)

Preliminary Examination, 26 October 1894 (Favorable to Survey)

Examined: Enlargement of the Harbor Area to Form a Harbor of Refuge.

NOT ON FILE:

Unfavorable Report Transmitted 19 November 1943 (Unpublished)

(Called for by Resolution of 11 March 1941)

Preliminary Examination, (Favorable to Survey)

Examined: Expansion of the Anchorage Area



**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CAPE SMALL HARBOR, Phippsburg,**

Page 1

aka; Small Point Harbor

IN FILE:

House Doc. #244, 58th Congress, 2nd Session, 18 December 1903

(Also as Extract of the Annual Report for 1903, Appendix A-16, Page 793)

(Called for by the River & Harbor Act of 13 June 1902)

Preliminary Examination, 4 August 1902 (Unfavorable)

Examined: The Dredging of the Bar Abreast Goose Rocks Island to Access the Wharf Behind  
Goose Rocks.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CARVERS HARBOR, Vinalhaven,**

Page 1

IN FILE:

Extract of the Water Resources Development Act of 17 August 1999, P.L. 106-53, 113 Stat 315  
Section 365 - Project Deauthorizations

(a)(6) Carvers Harbor, Maine - Deauthorized a Triangular area at the Southwest (Outer) End of the 16-Foot Anchorage, as Authorized by the R&H Appropriations Act of 3 June 1896 (29 Stat. 202, Ch. 314) to Cure an Encroachment Problem with the State Ferry Terminal and to Permit Construction of a New Ferry Terminal.

Extract of the Annual Report for 1964, New England Division Extract, Page 15

- Work under Contract for Improvement Dredging and Rock Removal from the 10-Foot Anchorage Extension and 6-Foot Channel began in August 1963, and Continued through May 1964, with 19,000 cy Ordinary Material and 29 cy Rock Removed this Fiscal Year, Completing the Project of 1962.

Extract of the Annual Report for 1963, New England Division Extract, Page 6

- The River & Harbor Act of 23 October 1962 Authorized the 10-Foot Anchorage Expansion and 6-Foot Upper Channel as Recommended in Senate Doc. #118, as Listed and Described below.
- No Work was Undertaken this Fiscal Year Aside from Surveys and Engineering Studies.

Design Memorandum, 14 June 1963

The Width of Basin at Upper End of -6 Foot Channel Increased from 150 to 155 Feet. 10-Foot Anchorage Extension 3¼ Acres. Total Dredging 22,000 cy Ordinary Material & 900 cy Rock, with Disposal at Sea

Plans & Specifications Extract for Improvement Dredging, 7 June 1963

- Extract of Plans & Specifications for Improvement Dredging and Ledge Removal from the 10-Foot Anchorage Extension and the 6-Foot Upper Channel. Quantities include 17,500 cy Ordinary Material, 2,000 cy Overburden in Ledge Areas, and 900 cy Ledge. Dredging of Ordinary Material includes a 1-Foot Allowable Overdepth. Removal of Ledge and Overburden from the 6-Foot Channel and Basin would be to a Required Depth of -7 Feet MLW, with a 1-Foot Allowable Overdepth. Disposal would be at an Ocean Site about 7,000 Yards South of Green Island. in Waters of at Least 100 Feet. Extract Includes: Notice to Bidders, Contract Award Documents, Bid Abstract, Amendment, Invitation, Unit Price Schedule, and General, Special & Technical Provisions. Contract Awarded 9 July 1963 to Seaboard Engineering Company, with Notice to Proceed 8 August 1963.

Senate Document #118, 87th Congress, 2nd Session, 2 August 1962

(Called for by Senate Committee on Public Works Resolution of 18 January 1949)

Survey Report (Review), 27 March 1962 (Favorable)

Recommended: Expanding the Central Anchorage to the Northwest by 3.0 Acres at a Depth of -10 Feet MLW, and Providing an Access Channel -6 Feet MLW Extending 325 LF Northeast from the Head of the Proposed 10-Foot Anchorage at 75 Feet Wide to a Basin 150 Feet Wide by 175 Feet Long at the Town Landing.

(Authorized by the River & Harbor Act of 23 October 1962)

Extract of the Annual Report for 1915, Part 2, Page 1732

- Historical Summary of Prior Improvement Projects

Extract of the Annual Report for 1914, Page 38 and Appendix A-6, Page 1574

- Work under Contract for Dredging the 7-Foot Southeast Anchorage began in September 1913, and Continued through June 1914, with 71,176 cy of Ordinary Material and 23 cy of Boulders Removed this Fiscal Year, Completing the Project Modification of 1913.

Extract of the Annual Report for 1913, Page 39 and Appendix A-6, Page 1517

- No Work was Undertaken this Fiscal Year, aside from Contracting.
- The River & Harbor Act of 4 March 1913 Adopted the Project for the 10-Foot MLW by 7-Acre Southeast Anchorage, Recommended in House Doc. #624, as Described below.

Extract of the Annual Report for 1904, Appendix A-11, Page 787 (With Map)

- Work under Contract for Continuing the Dredging of the 16-Foot Anchorage was Undertaken between July 1903, and September 1903, with 108,425 cy of Ordinary Material and 25 cy of Ledge Rock Removed, Completing the 23-Acre 16-Foot Anchorage Project of 1896.

Extract of the Annual Report for 1903, Appendix A-11, Page 722

- No Work this Fiscal Year. Anchorage Boundaries Modified to Reduce Ledge Removal.

Extract of the Annual Report for 1900, Appendix A-10, Page 1092

- Work under Contract for Continuing the Dredging of the 16-Foot Anchorage was Undertaken between April 1900 and May 1900, with 97,014 cy of Material Removed, Completing about 14 Acres of the 23-Acre Anchorage.

Extract of the Annual Report for 1898, Appendix A-10, Page 826

- Work under Contract for Beginning the Dredging of the 16-Foot Anchorage was Undertaken between October 1897 and January 1898, with 60,000 cy of Material Removed.

Extract of the Annual Report for 1896, Appendix A-12, Page 558

- The Project for the 16-Foot by 23-Acre Anchorage was Adopted by the River & Harbor Act of 3 June 1896, with No Work Yet Undertaken.

House Ex. Doc. #304, 53rd Congress, 3rd Session, 9 February 1895

(Called for by the River & Harbor Act of 17 August 1894)

Survey Report, 2 February 1895 (Favorable)

Recommended: Dredging to -10 Feet MLW a 24.5 Acre Area of the Harbor and Constructing a Rubblemound Breakwater Extending 1,425 LF From Lanes Island to Greens Ledge Also Considered Dredging the Same 24.5 Acre Area to -16 Feet without Breakwater Construction. (Project for 16-Foot Depth without the Breakwater was Adopted by the River & Harbor Act of 3 June 1896, Completed 1903 with Northwest Corner of the Anchorage Reduced in Size)

Extract of the Annual Report for 1893, Appendix A-24, Page 725

(Also as House Ex. Doc. #31, 52nd Congress, 2d Session)

Preliminary Examination, 26 October 1892

(Called for by the River & Harbor Act of 13 July 1892)

(Chief's Report, 5 December 1892)

Examined: Providing a Depth of -8 Feet MLW over an Unspecified Area of the Harbor.

NOT ON FILE:

Preliminary Examination, 12 July 1957 (Favorable)

House Doc. #624, 62nd Congress, 2nd Session

(Called for by the  
Survey Report, 1912

Recommended: Providing Two Anchorage Areas at -10 Feet MLW in the Southern End of  
the Harbor, 3-Acres North of the Ledge and 4-Acres South of the Ledge.  
(Adopted by the River & Harbor Act of 4 March 1913, Completed 1914)

House Exec. Doc. #31, 52nd Congress, 2nd Session

Preliminary Examination, 1892 (Favorable to Survey)

Examined: Deepening Areas of the Harbor to -8 Feet MLW.

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CASCO BAY, Cumberland & Sagadahoc Counties,**

Page 1

IN FILE:

Sediment Chemistry Database Development Report, August 1994

- Prepared as Part of the Coastal America Initiative in Support of the National Estuary Program and the Gulf of Maine Program.
- Report Summarizes the Developmental Process Involved in the Creation of a GIS Database for Sediment Chemistry Information for Casco Bay.

NOT ON FILE:

No other Corps Civil Works Reports Known

Except See: DAMOS Reports for Portland Disposal Site

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CATHANCE RIVER, Bowdoinham,**

Page 1

IN FILE:

Transmittal Documents, 3 March 1949 (Unfavorable)

(Called for by the River & Harbor Act of 2 March 1945)

(Chief's Report - 25 August 1947, BERH Report - 10 January 1947)

Survey Report Date, 31 July 1946 (District)

Survey Report, 31 July 1946 (District), 17 September 1946 (Division) (Unpublished - Unfavorable)

(Called for by the River & Harbor Act of 2 March 1945)

(Chief's Report, 25 August 1947, BERH Report, 10 January 1947)

Considered: Providing a Channel across Merrymeeting Bay into the Cathance River, -14 Feet MLW by 100 Feet Wide, Straightened through the Turn at Goddards Point, and Widened Further at the Bends (236,000 cy Estimated).

House Doc. #467, 69th Congress, 1st Session, 26 June 1926

Abandonment & Curtailment Report of Chief of Engineers, 24 June 1926

Recommended: Abandonment of the Existing Project

(Abandonment Recommendation Not Acted on by Congress)

Extract of the Annual Report for 1884, Appendix A-5, Page 465

- Work under Contract for Continuing the Improvement Dredging of the 10-Foot Channel by Removal of the Upper Shoal, in Progress at the Beginning of the Fiscal Year, Continued through July 1883, with 3,550 cy Estimated Removed this Fiscal Year (Total 13,000 cy under the Contract), Completing the Project of 1880.

Extract of the Annual Report for 1883, Appendix A-6, Page 417

- Work under Contract for Continuing the Improvement Dredging of the 10-Foot Channel by Removal of the Upper Shoal began in June 1883, and Continued in Progress at the Close of the Fiscal Year, with 9,450 cy Removed this Fiscal Year.

Extract of the Annual Report for 1882, Appendix A-7, Page 495

- Work under Contract for Continuing the Improvement Dredging of the 10-Foot Channel began in July 1881, and Continued through October 1881, with 27,922 cy Removed this Fiscal Year, Widening the 10-Foot Channel Dredged through the Lower of the Bars at the River's Mouth to 125 to 130 Feet.

Extract of the Annual Report for 1881, Appendix A-7, Page 482

- Work under Contract for Improvement Dredging of the 10-Foot Channel began in September 1880, and Continued through November 1880, with 31,347 cy Removed this Fiscal Year, Completing the Channel through the Outer Bar in Merrymeeting Bay, and Providing a Channel 100 Feet Wide through One of the Upper Bars.

2d Extract of the Annual Report for 1880, Appendix A-5, Page 332 (with Map)

- Recommended: A Modification of the Project Approved by the River & Harbor Act of 14 June 1880, to Substitute a Deepening of the Natural Channel through the Bar at the Confluence with the Kennebec River, instead of a Straight Channel Cut Across the Bar to the South as Originally Contemplated.

1st Extract of the Annual Report for 1880, Appendix A-19, Page 354

- Survey Report, 20 November 1879, as Contained in Senate Exec. Doc. #33, as Described below.

Senate Exec. Doc. #33, 46th Congress, 2nd Session, 12 January 1880

(Called for by the River & Harbor Act of 3 March 1879)

Survey Report, 20 November 1879 (Favorable)

Recommended: Providing a Channel -10 Feet MLW by 200 Feet Wide through the Channel Across the Northern End of Merrymeeting Bay from the Kennebec River Channel to and into the Mouth of the Cathance River by Dredging through the Outer Bar and Upstream Bars to Provide Access to the Naturally Deep Channel of the Cathance River, which Provided Navigation Upriver to Bowdoinham (91,700 cy Ordinary Material Estimated, with Disposal in the Back Channel South of Marsh Island and in Merrymeeting Bay to the South of Sturgeons Island).

(Adopted by the River & Harbor Act of 14 June 1880)

NOT ON FILE:

Preliminary Examination, 14 December 1945 (District), 18 December 1945 (Division)

(Called for by the River & Harbor Act of 2 March 1945) (Favorable)

Examined: Providing a Channel -14 Feet MLW by 100 Feet Wide.

(BERH Report Concurred - 13 February 1946)



**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CENTER HARBOR, Brooklin,**

Page 1

IN FILE:

House Document #241, 59th Congress, 1st Session, 18 December 1905

(Called for by the River & Harbor Act of 3 March 1905)

Preliminary Examination, 2 October 1905 (Favorable to Survey)

Examined: Providing a Breakwater Extending from the Mainland to the Spindle Ledge.  
(BERH did Not Concur and Survey Never Authorized)

NOT ON FILE:

No other Corps Civil Work Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CHANDLER RIVER, Jonesboro,**

Page 1

IN FILE:

Preliminary Examination, 7 April 1937 (District), 23 April 1937 (Division)

(Called for by the River & Harbor Act of 30 August 1935)

(Chief's Report, 21 June 1937, BERH Report, 24 May 1937)

Examined: Providing a Channel -7 Feet MLW by 60 Feet Wide, Widened at the Turns, Extending (1) About 1.4 Miles Upriver to a Turning Basin 140 by 210 Feet at the Granite Quarry Wharf (93,000 cy), or (2) Extending 2.8 Miles Upriver to the Lumber Wharf (1-½ Miles below the Bridge at Jonesboro - 258,000 cy Estimated).

Preliminary Examination, 16 November 1935 (District), 27 November 1935 (Division)

(Unfavorable - Unpublished & Returned)

(Called for by the River & Harbor Act of 30 August 1935)

Examined: Providing a Channel -7 Feet MLW Up to Jonesboro.

(BERH Report, 1 May 1936 - Recommended a Survey)

Review Report, 29 September 1934 (District), 29 December 1934 (Division)

(Called for by House Committee on Rivers & Harbors Resolution, 15 June 1934)

(Chief's Report, 30 April 1935, BERH Report, 17 April 1935)

Examined: Providing a Channel -7 Feet MLW by 100 Feet Wide up to Jonesboro (197,000 cy Estimated). (Unfavorable)

House Doc. #265, 62nd Congress, 2nd Session, 11 December 1911

(Called for by the River & Harbor Act of 25 June 1910)

Preliminary Examination, 16 May 1916 (Unfavorable)

Examined: Deepening the River Channel from its Shoaled Depth of -1 Foot MLW to a Depth of -4 Feet MLW.

(Chief's Report, 17 October 1911)

House Doc. #43, 55th Congress, 1st Session, 10 May 1897

(Called for by the River & Harbor Act of 3 June 1896)

Preliminary Examination, 22 April 1897 (Favorable to Survey)

Examined: Dredging a River Channel -6 Feet MLW from the River Mouth in the Vicinity of Looks Head at a Width of 250 Feet Narrowing to 93 Feet at the Wharves at Jonesboro.

(Survey Never Authorized or Conducted)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**COBBESECONTEE CANAL, Leeds to Gardiner,**

Page 1

IN FILE:

Survey Report, 29 February 1828

Examined: Providing a Canal to Connect the Kennebec River at Gardiner to the Androscoggin River at Leeds via the Cobbesecontee Stream and Pond and other Various Streams and Ponds along the Route, with Locks & Dams on the Dead River Outlet of Great Androscoggin Lake, Below Wilsons Pond and on the Cobbesecontee Stream.

(Never Acted upon by Congress, this was Part of a System of Inland Waterways Studied to Connect the Upper Reaches of the Connecticut and Kennebec Rivers)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**COBSCOOK FALLS, Pembroke & Trescott,**

Page 1

IN FILE:

House Doc. #467, 69th Congress, 1st Session, 26 June 1926  
Abandonment & Curtailment Report of Chief of Engineers, 24 June 1926  
Recommended: Abandonment of the Existing Project  
(Abandonment Recommendation Not Acted on by Congress)

Extract of the Annual Report for 1853, Appendix A & B, Page 225

- Report and Estimate, 2 February 1853  
(Chief's Report, 18 February 1853)  
Recommended: Removal of Half-Tide Rock (Ledge "B" - 2,076 cy), a Ledge Obstructing Navigation in the North Channel. Also Provided an Estimate for Removal of High-Tide Rock (Ledge "A" - 6,780 cy), also in the North Channel and Two-Hour Rock - Ledge C, in the South Channel (2,212 cy Ledge Estimated). Recommended Removal of Half-Tide Rock First, then a Review towards Removal of High-Tide Rock.
- Survey Report, 1 December 1852  
Recommended: Removal of both Obstructing Ledges in the North Channel; High-Tide Rock (6,780 cy Estimated) and Half-Tide Rock (2,076 cy Estimated).

Senate Doc. #73, 25th Congress, 2nd Session, 5 January 1838

(Called for by Senate Resolution, 14 December 1837)

Survey Report, 20 September 1837 (Favorable)

Recommended: Removing Two Ledge Obstructions from the North Channel around Falls Island Connecting Cobscook Bay with its Two Western Tributaries Dennys Bay and Whiting Bay. Half-Tide Ledge above the Head of Falls Island and High Tide Ledge in Mid-Channel Opposite the Head of the Island would Both be Removed to an Elevation of about MLW.  
(Adopted by the River & Harbor Act of 30 August 1852)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CONARY COVE, Deer Isle,**

Page 1

IN FILE:

Section 107 Reconnaissance Letter Report, 8 July 1981 (Unfavorable)  
(Requested by the Town of Deer Isle, 17 April 1979)

Examined: Providing Either a Breakwater to Protect the Cove Anchorage or Dredging of an  
Anchorage Farther Westward up into the Cove in more Sheltered Waters.  
(Study Terminated Due to Principal Single User Situation)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**COREA HARBOR, Gouldsboro**

Page 1

aka - old; Indian Harbor

IN FILE:

Extract of the Annual Report for 1984, New England Division Extract, Page 1-5

- Work under a \$40,000 Contract Awarded in November 1983 for Improvement Removal of Rock Discovered during Improvement Dredging was Completed in May 1984 (No Quantities Given).

Extract of the Annual Report for 1983, New England Division Extract, Page 1-6

- Work under Contract Awarded in August 1982 for Maintenance Dredging of the 8-Foot Anchorage Basin and Improvement Dredging of the 8-Foot Channel and 6-Foot Anchorage Extensions began in October 1982 and was Completed in November 1982, with 36,810 cy Removed this Fiscal Year.

Extract of the Annual Report for 1982, New England Division Extract, Page 1-5

- Work under Contract Awarded in August 1982 for Maintenance Dredging of the 8-Foot Anchorage Basin and Improvement Dredging of the 8-Foot Channel and 6-Foot Anchorage Extensions had Just Commenced at the Close of the Fiscal Year, with No Yardage Removed this Fiscal Year.

Plans & Specifications Extract, 11 June 1982

- Extract of Plans & Specifications for Improvement Dredging of about 24,000 cy, Including a 1-Foot Overdepth Allowance, and 3,700 cy of Ledge, Including a 2-Foot Overdepth Allowance, from the 8-Foot Entrance Channel and Two 6-Foot Anchorage Expansion Areas. Low Bidder was Hydro-Dredge Corp. Extract Includes Invitation for Bids, Abstract of Bids, Unit Price Schedule, General Requirements and Site Work Sections. Disposal to be at Separate Sites for Rock and Ordinary Material both Located about ¾-Mile South and Southeast of Outer Bar Island.

Extract of the Annual Report for 1981, New England Division Extract, Page 1-5 and 1-34

- The Chief of Engineers, 14 August 1981, under the Authority of Section 107 of the River and Harbor Act of 1960, as Amended, Authorized the Project Modification for an 8-Foot Entrance Channel and Two Anchorage Area Extensions, Totaling 3 Acres, as Recommended in the Detailed Project Report of 10 March 1981, as Listed and Described below.

Section 107 Detailed Project Report, 10 March 1981 (Favorable)

Recommended: Establishing an Entrance Channel -8 Feet MLW by 100 Feet Wide Extending from Deep Water 2,000 LF into the Harbor to the Anchorage Area, and Provision of Two -6-Foot MLW by 1.5-Acre Anchorage Extensions to the Northeast and South off the Existing 8-Foot Anchorage. Disposal to be in the Open-Water Corea Harbor Disposal Site Southeast of the Harbor.

(Approved by the Chief of Engineers, 14 August 1981)

- Also Examined but did Not Recommend: 1) A 240-Foot Long Rubblemound Breakwater Extending Partway Across the Harbor Throat, and a -6 Foot MLW by 60-Foot Wide Channel Across the Bar between Youngs Point and Bar Island East of the Harbor Entrance.

Reconnaissance Report, Operations & Maintenance, June 1980

Recommended: No Change to Maintenance Program or Disposal Site

Section 107 Reconnaissance Report, 14 June 1977

(Requested by the Town of Gouldsboro, 19 January 1976)

Examined: Providing for the Expansion of the Harbor Anchorage by 3-Acres, 2-Acres to the North and 1-Acre to the South, Establish an Entrance Channel -6 Feet MLW by 60 Feet Wide Extending 2,000 LF into the Harbor to the Anchorage.

(Report Approved by OCE, 1 July 1977)

Survey (Review) Report, 7 April 1959 (Unfavorable)

(Called for by House Committee on Public Works Resolution, 11 June 1952)

Considered: Providing Two Additional Anchorage Areas at -6 Feet MLW Extending off the Existing 8-Foot Anchorage, One to the Northeast at 2.0 Acres, 150 Feet Wide by 555 Feet Long, and the Second to the Southwest at 2.6 Acres, 200 Feet Wide by 765 Feet Long along the Channel (Total 58,000 cy Estimated). Also Examined Enlarging the 8-Foot Anchorage by 100 Feet to the North and 75 Feet to the East.

Extract of the Annual Report for 1954, New England Division Extract, Page 4

- Work under Contract for Maintenance Dredging of the 8-Foot Anchorage began in July 1953 and Continued through September 1953, with 23,851 cy of Ordinary Material and 49 cy of Boulders Removed this Fiscal Year.

Extract of the Annual Report for 1953, New England Division Extract, Page 24

- No Work was Undertaken this Fiscal Year, aside from Award of a Contract for Dredging.

Plans & Specifications Extract for Maintenance Dredging, 11 March 1953

- Extract of Plans and Specifications for Maintenance Dredging of about 25,000 cy from the 8-Foot Anchorage Basin, including a 1-Foot Overdepth Allowance. Disposal at an Ocean Site  $\frac{3}{4}$  Mile Southeast of Outer Bar Island, in Waters Greater than 10 Fathoms. Extract Includes: Bid Abstract, Invitation for Bids, Unit Price Schedule, Statement of Work, General, Special & Technical Provisions. Contract Awarded to Lavigne & Smith, Inc., 23 April 1953.

Extract of the Annual Report for 1939, Boston District Extract, Page 27

- Work under Contract for Improvement Dredging of the 8-Foot Anchorage Basin began in August 1938, and Continued through September 1938, with 50,083 cy Removed this Fiscal Year, Completing the Project of 1935.

Extract of the Annual Report for 1935, Boston District Extract, Page 36

- The River and Harbor Act of 30 August 1935 Authorized the Project for the 8-Foot Anchorage Basin, as Recommended in House CR&H Doc. #27, as Listed and Described below.
- No Work was Undertaken this Fiscal Year.



House Committee on Rivers & Harbors Doc. #27, 74th Congress, 1st Session, 1 April 1935  
(Called for by House Committee on Rivers & Harbors Resolution of 13 April 1934)  
BERH Review of Reports, 15 February 1935 (Favorable)  
Recommended: Providing an Anchorage -8 Feet MLW, 600 Feet Wide (East to West) by 400 Feet (North to South) or 5.5 acres in Size.  
(Adopted by the River & Harbor Act of 30 August 1935)  
Improvement Implemented August 1938 through September 1938, 50,038 cy Removed.  
Maintained 1953 - 23,900 cy Disposed in Open Water 1 NM South of Outer Bar Island.  
Review of Reports, Division Engineer, 30 November 1934 (Unfavorable)  
Did Not Concur in District Engineer's Findings  
Review of Reports, District Engineer, 21 September 1934 (Favorable)  
Examined: Providing an Anchorage Basin -8 Feet MLW, 600 Feet Long by 400 Feet Wide.

House Doc. #1003, 65th Congress, 2nd Session, 28 March 1918  
(Called for by the River & Harbor Act of 8 August 1917)  
Preliminary Examination, 20 December 1917 (Unfavorable)  
Examined: Providing an Anchorage in the Harbor at -6 Feet MLW.

House Doc. #425, 62nd Congress, 2nd Session, 10 January 1912  
(Called for by the River & Harbor Act of 25 June 1910)  
Preliminary Examination, 14 August 1911 (Unfavorable)  
Examined: Deepening to -6 Feet Up to Parkers Wharf.

NOT ON FILE:

Report Submitted 12 May 1933  
Survey Report, 13 April 1932 (Unfavorable)  
Examined: Providing an Anchorage Basin -8 Feet MLW, 600 Feet Long by 400 Feet Wide.  
Preliminary Examination, 27 October 1930 (Favorable to Survey)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CRANBERRY ISLAND HARBOR, Cranberry Isles,**

Page 1

IN FILE:

Chief's Report, 1 April 1952, BERH Report, 30 October 1951  
For Below Listed Survey Report (Transmitted to Congress, 30 April 1952)

Survey Report (Review), 27 April 1951 (Unfavorable)  
(Called for by Senate Committee on Public Works Resolution, 8 November 1948)  
(Chief's Report, 1 April 1952, BERH Report, 30 October 1951)  
Examined: Providing a Channel Either -6 Feet MLW or -5 Feet MLW, by 100 Feet Wide  
Extending 3,680 LF from Deep Water in Cranberry Island Harbor into the Natural Anchorage  
in the Southern End of the Pool (68,000 cy Estimated), with a Branch Channel, 430-Feet Long  
to the Town Wharf on Great Cranberry Island (20,000 cy Estimated).

Survey Report (Review), 12 July 1940 (Unfavorable)  
(Called for by House Committee on Rivers & Harbors Resolution of 19 August 1939)  
(Chief's Report, 27 November 1940, BERH Report, 28 October 1940)  
Examined: Providing a Channel -6 Feet MLW by Either 75 or 100 Feet Wide Extending  
about 3,500 Feet from Deep Water in Cranberry Island Harbor into the Pool (46,000 cy or  
61,000 cy Estimated, Respectively).  
(BERH Report 28 October 1940, Transmittal 27 November 1940)

Survey Report, 25 March 1938 (District) (Unfavorable)  
(Called for by the River & Harbor Act of 30 August 1935)  
(BERH Report, 11 July 1938, Chief's Report, 16 August 1938)  
Considered: Providing an Entrance Channel -6 Feet MLW by Either 75 or 100 Feet Wide,  
Extending about 3,500 LF From Deep Water in Cranberry Island Harbor into the Pool at Great  
Cranberry Island.  
(Division Engineer's Report, 29 March & 19 April 1936)  
(Transmitted 10 January 1939)

Preliminary Examination, 12 May 1936 (District) & 22 May 1936 (Division)  
(Called for by the River & Harbor Act of 30 August 1935) (Unfavorable to Survey)  
Examined: Providing an Entrance Channel 2,800 Feet Long into the Pool at Great Cranberry  
Island, 100 Feet Wide by -6 feet MLW.  
BERH Report, 8 March 1937 did Not Concur and Ordered a Survey be Conducted.

NOT ON FILE:

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CRIEHAVEN HARBOR, Ragged Island, Criehaven,**

Page 1

IN FILE:

Extract of the Annual Report for 1997, New England Division Extract, Page 1-4

- No Work was undertaken this Fiscal Year, aside from Final Contract Close-Out for the FY95 Breakwater Repair Contract.

Extract of the Annual Report for 1996, New England Division Extract, Page 1-5

- Work under Contract for Repairs to the Breakwater, in Progress at the Beginning of the Fiscal Year, was **Completed during this Fiscal Year**, with a Total of 2,473 Tons of Cover Stone and 1,285 Tons of Core Stone Placed in the Structure under the Contract.

Extract of the Annual Report for 1995, New England Division Extract, Page 1-6

- Work under Contract Awarded in May 1995 for Repairs to the Breakwater began in July 1995, and Continued in Progress at the Close of the Fiscal Year, with 1,465 Tons of Cover Stone and 1,105 Tons of Core Stone Placed in the Structure this Fiscal Year.

Extract of the Annual Report for 1994, New England Division Extract, Page 1-5

- No Work was undertaken this Fiscal Year, aside from Preparation of Plans and Specifications for making Repairs to the Breakwater.

Environmental Assessment for Breakwater, Jetty, Seawall and Groin Repair in NE, 16 June 1994

- Environmental Assessment, FONSI, and Section 404(b)(1) Evaluation for Breakwater, Jetty, Seawall and Groin Repair in New England. "Activities Covered by this Assessment and FONSI Involve only: the Replacement of Lost Boulders, Rocks or other Material Removed or Damaged by Coastal Storms, Hurricanes or other Sources; Retrieval of Stone Protection and Materials that have been Removed or Fallen off Structures; and Rehabilitation and Repair Operations that are Limited to Restoring the Existing Project to its Authorized Dimension, Enabling the Structure to Function in Accordance to the Original Design Criteria."

Section 107 Letter Report (Unpublished), 16 November 1982 (Unfavorable)

(Requested by Criehaven Residents through Senator Mitchell, 1 June 1982)

Examined: Extending and Raising the Breakwater to +25 Feet MLW and Lengthening the Structure Seaward by an Additional 50 Feet.

Chief's Report, 27 March 1957 & BERH Report, 25 September 1956

Joint Report on Criehaven Harbor & Matinicus Harbor

(Called for by House Committee on Public Works Resolutions, 27 May 1947 - Criehaven Harbor and 13 April 1948 - Matinicus Harbor)

Survey Report (Review - Revised), 13 April 1951 (Unfavorable)

- At Criehaven Harbor: Considered a 150-Foot Northward Extension of the Rubblemound Breakwater at Sunset Point.
- At Matinicus Harbor: Considered a Second Breakwater, 300 Feet Long on the South Side of the Harbor.

Extract of the Annual Report for 1939, Boston District Extract, Page 31

- No Work was Undertaken this Fiscal Year. Structure Remains in Good Condition.

Extract of the Annual Report for 1938, Boston District Extract, Page 50

- Work under Contract for Repair of the Stone Breakwater was Undertaken in May 1938, with 1,599 Tons of Stone Placed in the Structure this Fiscal Year.

Extract of the Annual Report for 1936, Boston District Extract, Page 38

- Work under Contract for Construction of the Rubblestone Breakwater Northerly from Sunset Point began in August 1935, and Continued through November 1935, with 8,704 Tons of Stone Placed in the Structure this Fiscal Year, making a Finished Length of 286 LF and Completing the Project of 1935.

Extract of the Annual Report for 1935, Boston District Extract, Page 39

- The Emergency Relief Appropriation Act of 28 May 1935, and the River and Harbor Act of 30 August 1935, Authorized the Project for the 300-Foot Long Stone Breakwater, as Recommended in House Doc. #310, as Listed and Described below.
- No Work was Undertaken this Fiscal Year.

House Document #310, 72nd Congress, 1st Session, 8 April 1932

(Called for by the River & Harbor Act of 3 July 1930) (Favorable)

Survey Report, 9 February 1932 (Division), 15 January 1932 (District)

Recommended: Providing a Rubblemound Breakwater Extending about 300 Feet Northerly from Sunset Point, Top Elevation +15 Feet MLW, Top Width 10 Feet and Slopes of 1:1.5 Seaward (West) and 1:1 Leeward (East).

(Authorized by Both the Emergency Relief Appropriations Act of 28 May 1935 and by the River & Harbor Act of 30 August 1935)

(Completed November 1935, 310 Feet Long)

Preliminary Examination, 9 October 1930 (Favorable to Survey)

Examined: Providing a Breakwater Extending about 300 Feet Northward from Sunset Point.

House Document #1454, 63rd Congress, 3rd Session, 29 December 1914

(Called for by the River & Harbor Act of 25 July 1912) (Favorable)

Survey Report, 26 April 1913

Considered: Providing a Stone Breakwater Extending about 325 Feet Northward from Sunset Point.

(BERH Report, 20 October 1914, did Not Concur, No Project Recommended)

Preliminary Examination, 27 November 1912

Examined: Construction of a Breakwater Atop the Ledge off Sunset Point.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**CUNDYS HARBOR, Harpswell,**

Page 1

IN FILE:

Chief's Report, 30 April 1948, and BERH Report, 27 March 1947  
(Called for by the River & Harbor Act of 2 March 1945) (Unfavorable)  
Transmitting Below Listed Preliminary Examination & Survey Reports

Survey Report, 3 September 1946 (Unfavorable)  
(Called for by the River & Harbor Act of 2 March 1945)  
Considered: Providing a Rubblemound Breakwater Extending 600 Feet Northeastward from  
White Point, Top Elevation +15 Feet MLW, Top Width 10-Feet, Slopes of 1:1.5.

Preliminary Examination, 31 January 1946 (Favorable)  
(Called for by the River & Harbor Act of 2 March 1945)  
Examined: Providing a Rubblemound Breakwater Extending 600 Feet Northeastward from  
White Point, Top Elevation +15 Feet MLW, Top Width 10-Feet.  
(Report Approved by OCE 15 April 1946)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**DAMARISCOTTA RIVER, Damariscotta & Newcastle,**

Page 1

IN FILE:

Survey Report (Review), 7 August 1963 (Unfavorable)

(Called for by Senate & House Committee on Public Works Resolutions of 29 July 1949 and 25 April 1951, Respectively)

Considered: A Plan for Providing Three Anchorage Areas as Follows: -10 Feet MLW by 4.8 Acres on the Damariscotta Side of the Channel at the Town Wharf, and Two Areas on the Newcastle Side, -10 Feet MLW by 2.14 Acres North of Jacks Point and -8 Feet MLW by 4.82 Acres Below Jacks Point.

Recommended: Providing a Single Anchorage Plan, -6 Feet MLW by 4.8 Acres below the Damariscotta Wharf.

(Local Community Not Able to Provide Cost-Share)

Preliminary Examination, 2 October 1920 (Unfavorable) (Unpublished)

(Called for by the River & Harbor Act of 5 June 1920)

Examined: The Removal of an Old Rock Filled Timber Groin Located on the Newcastle Shore in Front of the Newcastle Shipbuilding Company Wharf. Not a Hazard to Navigation. With Portion of Map Showing Location of Old Timber Crib and 1905 Dredge Area.

(Chief's Report, 11 November 1920 - Transmitted, 23 February 1921)

Extract of the Annual Report for 1906, Appendix A-14, Page 859

- Work under Contract, Undertaken during August 1905, Removed 4,444 cy of Material Completing the 9-Foot Project Authorized in 1905.
- With Survey Map dated 12 April 1906, Showing Area Dredged in 1905.

Extract of the Annual Report for 1905, Appendix A-14, Page 791

- The River & Harbor Act of 3 March 1905 Adopted the Project Recommended in House Doc. #53.
- No Work was Undertaken during this Fiscal Year, aside from Contracting.

House Document #53, 58th Congress, 2nd Session, 10 December 1903

(Also as Extract of the Annual Report for 1903, Appendix A-17, Page 795)

(Called for by the River & Harbor Act of 13 June 1902)

Supplemental Report, 23 October 1903 (Favorable)

Presented: A Plan and Estimate for Removal of Shoal to -9 Feet MLW below the Bridge. (BERH Report, 4 November 1903 did Not Concur)

(Project Adopted by the River & Harbor Act of 3 March 1905, Completed 1906)

Preliminary Examination, 14 August 1902 (Favorable to Survey)

Examined: The Removal of Two Bars of Boulders & Gravel below the Eastern Steamboat Wharf to -9 Feet MLW.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**DEER ISLAND THOROUGHFARE, Stonington,**

Page 1

IN FILE:

Extract of the Annual Report for 1916, Page 47 and Appendix A-4, Page 1867

- Work under Contract for Ledge Removal for the 15-Foot Project, in Progress at the Beginning of the Fiscal Year, Continued through July 1915, with 739 cy of Rock Removed this Fiscal Year (for a Total of 2,339 cy under the Contract), Completing the Project.

Extract of the Annual Report for 1915, Page 49 and Appendix A-4, Page 2015

- Work under Contract for Ledge Removal for the 15-Foot Project, in Progress at the Beginning of the Fiscal Year, Continued throughout the Year and was in Progress at its Close, with Drilling and Blasting Completed and about 1,600 cy (12,052 cy Scow Measurement of Loosened Material) Removed during this Fiscal Year (out of the Estimated Contract Amount of 2,181 cy).

Extract of the Annual Report for 1914, Page 38 and Appendix A-5, Page 1573

- Work under Contract for Ledge Removal to begin the 15-Foot Project began in March 1914 with Drilling and Blasting, and Continued in Progress at the Close of the Fiscal Year, with No Material yet Removed.

Extract of the Annual Report for 1913, Page 38 and Appendix A-5, Page 1517

- No Work was Undertaken During the Fiscal Year, aside from Preparing Specifications.
- The River & Harbor Act of 4 March 1913 Adopted the Project for a 15-Foot MLW by 300-Foot Wide Channel, as Recommended in House Doc. #1128, Described below.

House Doc. #1128, 62nd Congress, 3rd Session, 11 December 1912

(Called for by the River & Harbor Act of 25 June 1910)

Supplemental Report, 1 November 1912

Maintained the Recommendation for a 14-Foot MLW Depth as Opposed to the 15-Foot Provided at Deer Isle Thoroughfare.

(Project Authorized by the River & Harbor Act of 4 March 1913)

Completed 1913, Maintained 1920

Survey Report, 13 September 1912 (Favorable)

Recommended: Providing a Channel -14 Feet MLW by 250 Feet Wide Across the Bar between Bass Harbor Head and Great Gott Island.

Preliminary Examination, 28 August 1911 (Favorable)

Examined: Providing a Channel through the Bar at -12, -15 or -20 Feet MLW.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known



**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**DREDGED MATERIAL MANAGEMENT STUDY, Maine & New Hampshire,**

Page 1

IN FILE:

Dredged Material Management Study for Coastal Maine & New Hampshire, July 1994

Prepared by Normandeau Associates, Bedford, New Hampshire

(Study Conducted under O&M Authority for the Existing Coastal Navigation Projects in Both  
Maine and New Hampshire)

The Study Examined and Identified Historic Dredging and Disposal Practices from Federal, State, Local and Private Permit Projects in the 2-State Region. The Study was Coordinated by an Interstate/Interagency Advisory Committee Composed of Federal and State Agency Representatives. The Study Canvassed Waterway users and Governments to Determine the Present and Future Needs for Waterway Improvements Involving Dredging and the Economic Basis and Impacts of Waterways Improvement and Maintenance. The Study also Developed Projections of Maintenance Dredging Requirements for Corps and Other Waterways. All This Data was Tabulated and Correlated to Develop an Overall Projection of the Future Dredging Requirements over 50 Years for the 2-State Region, which was then Compared to Existing Disposal Sites and Practices and their Capacity, to Determine Future Shortfalls in Disposal Availability. Identified Shortfalls were Further Evaluated and Overlain with Natural Resource Areas of Concern to Develop a Range of Potential Areas for Development of New Disposal Sites.

NOT ON FILE:

See New Hampshire (Initial) Dredged Material Management Study

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**DUCK TRAP HARBOR, Lincolnville,**

Page 1

aka; (Old) Lincolnville Harbor

For (Modern) Lincolnville Harbor See French's Beach Harbor File

IN FILE:

Extract of the Annual Report for 1893, Page 727

(Also Printed in House Doc. #100, 52nd Congress, 2nd Session)

(Called for by the River & Harbor Act of 13 July 1892)

Preliminary Examination, 17 October 1892 (Unfavorable)

Examined: Providing an Entrance Channel (No Dimensions Specified)

Extract of the Annual Report for 1879, Page 275

Survey Report, 16 December 1878

Considered: Providing a Channel -3 Feet MLW Extending 1,900 LF from Deep Water in Penobscot Bay, with Widths Varying from 80-Feet at the Outer Entrance Narrowing to 50-Feet in the Entrance and 50-Feet through the Harbor, Upstream to a Basin 250-Feet Long by 110-Feet Wide in the Vicinity of the US Route 1 Highway Bridge. Also Included Strengthening and Extending with Rubblemound a Locally Built Temporary Breakwater Across the Entrance.

Senate Exec. Doc. #29, 45th Congress, 3rd Session, 16 January 1879

(Called for by the River & Harbor Act of 18 June 1878)

Survey Reports on Lincolnville Harbor, Maine, Lubec Channel, Maine, Portsmouth Harbor, New Hampshire, Scituate Harbor, Mass. and The Charles River, Mass.

(Contains above Listed Survey Report, 16 December 1878)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**EAST BOOTHBAY HARBOR, Boothbay,**

Page 1

IN FILE:

Extract of the Water Resources Development Act of 17 August 1999, P.L. 106-53, 113 Stat 315  
Section 365 - Project Deauthorizations

(a)(7) East Boothbay Harbor, Maine - Amended the Deauthorization Provision in §364 (9) of WRDA 96 (110 Stat. 3734) to Substitute Language to Deauthorize the Entire Federal Navigation Project as Authorized by the Act of 25 June 1910 (36 Stat. 631, Ch. 382).

Water Resources Development Act of 1996, 110 Stat. 3734

House Record, Conference Report, 25 September 1996

Section 364(9) - Project Deauthorizations

- Deauthorized a Large Portion of the Harbor Anchorage, as Authorized by the River & Harbor Act of 25 June 1910 (36 Stat. 657).

Extract of the Annual Report for 1950, New England Division Extract, Page 35

- Work under Contract for Maintenance Dredging of the 8-Foot Anchorage began in July 1949, and Continued through August 1949, with 8,408 cy Removed this Fiscal Year.

Plans and Specifications Extract for Maintenance Dredging, 30 June 1949

- Plans & Specifications for Maintenance Dredging of about 11,000 cy from the 8-Foot Anchorage, with a 2-Foot Overdepth Allowance. Extract Includes Invitation for Bids, Statement of Work, Unit Price Schedule, and General, Special and Technical Provisions. Disposal in Open Water in Damariscotta River Southwest of Foster Point in Waters of 12 Fathoms.

Extract of the Annual Report for 1911, Appendix A-13, Page 1154

- Work under Contract for Dredging the 8-Foot Anchorage began in December 1910, was Suspended for the Winter, Resumed in April and Continued through May 1911, with 13,348 cy Removed this Fiscal Year, Completing the Project of 1910.

Extract of the Annual Report for 1910, Page 47

- The River and Harbor Act of 25 June 1910 Authorized the Project for an 8-Foot Depth Recommended in House Documents #944 and #684, as Described below.

House Doc. #684, 61st Congress, 2nd Session, 14 February 1910

(Called for by the River & Harbor Act of 3 March 1909)

Supplemental Report, 22 December 1909

Provided Information on Terminal Facilities

Survey Report, 15 October 1909 (Favorable)

Recommended: Providing a Northward Extension of the Proposed Project Limits to Cover a New Area 160-Foot Wide by 180 Feet Long, Also to a Depth of -8 Feet MLW.

Preliminary Examination, 27 April 1909 (Favorable to Survey)

Recommended: Providing an Extension of the Project Proposed in the Previous Document, which had Not yet been Authorized, Subject to Brings to Determine the Nature of the Material.



House Document #944, 60th Congress, 1st Session, 15 May 1908

(Called for by the River & Harbor Act of 2 March 1907)

Survey Report, 20 February 1908

Recommended: Deepening to -8 Feet MLW up to and at some Points beyond the Wharf & Pierheads (12,000 cy Estimated).

(Authorized by the River & Harbor Act of 25 June 1910)

Preliminary Examination, 8 October 1907 (Favorable to Survey)

Examined: Dredging to -8 Feet MLW an Area Generally 300 Feet Wide between the River and the Wharves at East Boothbay.

NOT ON FILE: No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**EASTPORT HARBOR, Eastport**

Page 1

IN FILE:

General Investigation Reconnaissance Letter Report (Unfavorable)

(Called for by House Committee on Public Works Resolution, 23 September 1976)

Examined: Providing the same Three Improvements as 1979 Draft Stage I Report Listed Below (Chief's Report, 1 February 1985).

Extract of the Annual Report for 1984, New England Division Extract, Page 1-6

- Work under Contract for Structural Repairs to the Breakwater, Awarded in November 1983, was Completed in June 1984. Following this Work the Project was Conveyed to the City of Eastport.

November 16, 1983 [S.912, Section 2(a)]

- Federal Project of 1960 Deauthorized and Title Transferred to the City of Eastport. Remaining Project Consists Solely of Ledge Removal Authorized in 1884 and Completed in 1885.

Draft Stage I Reconnaissance Report, September 1979 (Unfavorable)

(Called for by House Committee on Public Works Resolution, 23 September 1976)

Examined: Several Plans for Breakwater Extensions and New Structures to Extend the Area of Protected Waterfront.

- A 1,500 LF Parallel Steel Sheet Pile Wall Breakwater, Top Elevation +26 Feet MLW, Width 50 Feet, Extending Northeasterly and Northerly from the Headland South of Shackford Cove to North of Mearls Wharf, with an Anchorage -15 Feet MLW by 1-Acre Behind the Breakwater, and Provision for Maintaining Tidal Flow through the Shoreward End.
- A Similar Structure, 1,000 LF on its Parallel Leg, Connected to Shore South of the Mearl Wharf, Angled towards Shore at its North End, with a -15 Foot by 1-Acre Anchorage Behind the Breakwater.
- The same 1,000 LF Structure Not Connected to Shore and without the Anchorage.

Extract of the Annual Report for 1978, New England Division Extract, Page 1-6

- Work under Contract for Structural Repairs to the Breakwater, in Progress at the Beginning of the Fiscal Year, were Completed in May 1978.

Extract of the Annual Report for 1977, New England Division Extract, Page 1-6

- Work under Contract for Structural Repairs to the Breakwater, Rebolting Sheetpile and Repairing and Replacing Timber Fenders Steel Ladders, began in August 1977, and Continued in Progress at the Close of the Fiscal Year.

Environmental Assessment for Breakwater Repairs, 29 March 1977

- For Repairs to the Sheet Pile Breakwater Consisting of Replacement of 35 Timber Fenders, Replacement or Repair of 12 Steel Ladders, Excavating Fill at the Outer End of the Structure to Access and Repair Diagonal Tie Rods, Refilling and Repaving the Outer Area.

Extract of the Annual Report for 1974, New England Division Extract, Page 1-8

- Work under Contract for Repaving the Surface of the Breakwater began in June 1973, and was Completed in July 1973.

Extract of the Annual Report for 1973, New England Division Extract, Page 1-7

- No Work was Undertaken this Fiscal Year, aside from Preparation of Plans and Specifications and Award of a Contract for Repaving of the Breakwater, and Sampling & Testing of Harbor Bottom Sediments.

Extract of the Annual Report for 1964, New England Division Extract, Page 22

- Work under Contract for Rock Removal from the 14-Foot Anchorage and Approaches, in Progress at the Beginning of the Fiscal Year, Continued through August 1963 (No Quantities Given).

Extract of the Annual Report for 1963, New England Division Extract, Page 3

- Work under Contract for Dredging of the Two Anchorage Areas, in Progress at the Beginning of the Fiscal Year, Continued through August 1962 (No Quantities Given).
- Work under Contract for Rock Removal from the Anchorages and Approaches began in May 1963, and Continued in Progress at the Close of the Fiscal Year (No Quantities Given).
- Work by the City under Contract to Construct the Pier Connecting the Breakwater to Shore and for Fishing Support Facilities, was Completed in July 1962.

Extract of the Annual Report for 1962, New England Division Extract, Page 3

- Work under Contract for Breakwater Construction began in July 1961, and Continued through June 1962 when the Breakwater was Completed.
- Work under the Same Contract for Dredging of the Two Anchorage Areas began during the Fiscal Year, and Continued in Progress at its Close (No Quantities Given), with the 10-Foot Anchorage Completed and Work on the 14-Foot Anchorage Continuing.

Extract of the Annual Report for 1961, New England Division Extract, Page 3

- The River & Harbor Act of 14 July 1960 Adopted the Project for a Breakwater and Anchorage Areas at Eastport Harbor as Recommended in Senate Doc. #98 as Described below.
- No Work was Undertaken this Fiscal Year, aside from Preparation of Specifications, Contracting and Contract Award.

Plans & Specifications Extract for Breakwater Construction, 26 May 1961

- Extract of Plans & Specifications for Construction of a 650 LF Stone-Filled Steel Sheet Pile Breakwater Parallel to Shore with a Rubblestone Ell Connecting to Shore at its North End to Serve as a Public Landing, with Improvement Dredging of about 26,800 cy, including a 1-Foot Overdepth Allowance, to form 14 & 10-Foot Anchorage Area behind the Breakwater. Disposal would be in Deep Water in Friar Roads about 500 Yards East of the Breakwater.
- Breakwater to Require 77,000 SF of Steel Sheet Pile, 260,600 Lbs of Steel Tie Rods, Channel Wales and Turnbuckles, 1,494 LF of Timber Guard and Guard Rails, Timber Fenders, Weep Holes, Ladders, and Mooring Cleats. Top Elevation of Pilings would be +26 Feet mlw.
- Rubblestone Ell to Require 5,300 cy of Cover Stone and 400 cy of Riprap. Both Legs to Require a Total of 42,000 Tons of Stone Fill and 3,600 SY of Paving.
- Extract Includes: Notice to Bidders, Contract Award Documents, Change Order, Bid Abstract, Amendment, Invitation, Unit Price Schedule, and General, Special & 8 Technical Provisions Sections. Contract Awarded 28 June 1961 to Seaboard Engineering Company, with Notice to Proceed 20 July 1961.
- Change Order, 9 October 1962, called for Addition of Construction of a Tide Gage Station and Building at the Harbor, and Provision of Bollards on the Breakwater to Enable its use as a Wharf.

General Design Memorandum, 20 March 1961

- Design Memorandum of December 1960 Recommended Realignment of the Northern 50-Foot of the Structure to Angle towards Shore and the Public Landing. Also Recommended Changing the Breakwater Design to Parallel Sheet Pile Walls Tied with Rods and Channel Wales and Filled with Quarry Run Stone.  
(GDM Approved by OCE, 14 April 1961)  
(Authorized by the River & Harbor Act of 14 July 1960)  
(Project Completed August 1963, 485-Foot Long on Seaward Leg)

Senate Document #98, 86th Congress, 2nd Session

(Called for by Senate Committee on Public Works Resolution, 6 December 1950)

(Chief's Report, 6 May 1960, BERH Report, 6 May 1960)

Survey Report (Review), 17 July 1959 (Favorable)

Recommended: Providing a Steel Sheet Cellular Breakwater, Top Elevation +26 Feet MLW by 500 Feet Long, Filled with Gravel, Extending Parallel to the Waterfront between the Holmes Wharf and the Wadsworth Dock, with a Protected Anchorage 1.4 Acres with Depths of -14 Feet MLW at the South End and -10 Feet in the North End.

Survey Report, 6 November 1936 (District), 20 November 1936 (Division)

(Called for by the River & Harbor Act of 30 August 1935) (Unfavorable - Unpublished)

(Chief's Report, 24 May 1937, BERH Report, 12 April 1937)

Investigated 3 Sites for Breakwater Construction to Form a Protected Harbor:

- Site A - Waterfront Site, 476 LF Breakwater Protecting 0.8 Acres of Anchorage,
- Site B - Near Prince Cove (Dropped Due to Cessation of Work on Eastport Dam of Tidal Power Project),
- Site C - At Shackford Cove, Two 280 LF Breakwaters With 45,000 cy of Ledge Removal and 2,000 cy of Dredging for Anchorage Development (2.0 Acres), and Site D - At Clark's Ledge North of the Main Waterfront, 1,214 LF Breakwater to Protect a 6.0-Acre Anchorage.

Provided Estimates for a Stone Filled Timber Crib Design for Locations A, C & D.



Preliminary Examination, 7 February 1936 (District), 1 April 1936 (Division)

(Called for by the River & Harbor Act of 30 August 1935)

(Favorable to Survey BERH Concur - 27 April 1936)

Examined: Provision of a 700-Foot Long Timber Crib Breakwater on a Rock Foundation to Create a Protected Harbor.

Extract of the Annual Report for 1885, Appendix A-1, Page 462 - Entry for Lubec Channel

- The River & Harbor Act of 5 July 1884 Directed that Funds Appropriated for Lubec Channel be used for Removal of a Ledge Located off the Eastport Harbor Waterfront at Paine's Wharf.
- A Survey Developed a Plan for Removal of 104 cy of Rock to a Depth of -12 feet MLW. Work under Contract for Removal of the Ledge began in October 1884, and Continued through May 1885. (with Survey Map)

NOT ON FILE:

Note: Work conducted for the Passamaquoddy Tidal Power Project in 1935-37 included several improvements to Eastport Harbor to facilitate construction of the tidal power project. The improvements actually made, other than partial construction of the tidal dam, consisted of ledge removal at various locations along the Eastport waterfront. Records of these activities are contained in the Eastport District files maintained at the National Archives branch facility in Waltham, MA.

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**EAST SIDE COVE, Deer Isle,**

Page 1

IN FILE:

Section 107 Reconnaissance Letter Report, 8 July 1981 (Unfavorable)

(Requested by the Town of Deer Isle, 17 April 1979)

Examined: Providing an Access Channel from Deep Water in Jericho Bay Extending Southwest into the Anchorage and Commercial Dock at East Side Cove with Potential for Anchorage Development Farther Westward up into the Cove in More Sheltered Waters. (Study Terminated due to Principal Single user Situation)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**FALMOUTH HARBOR, Falmouth,**

Page 1

IN FILE:

Survey Report, 22 January 1968 (Unfavorable)

(Called for by the River & Harbor Act of 23 October 1962)

Considered 4 Different Breakwater Alignments:

- Extending about 2,150 LF Northeasterly from a Point Northeast of Prince's Point to Prince's Point Ledge.
- Extending about 2,100 LF West to East Across Prince's Point Ledge.
- Extending about 2,200 LF NW-SE Across Sturdivant Island Ledges.
- Extending about 3,100 LF NNW-SSE Seaward from the 18-Foot Contour Northeast of the Town Landing towards the North End of Clapboard Island.

(Negative Recommendation due to Lack of Local Financial Support)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**FRENCHBORO HARBOR, Frenchboro,**

Page 1

aka: Lunt Harbor

IN FILE:

Extract of the Annual Report for 1977, New England Division Extract, Page 1-8

- Work under Contract for Ledge Removal from the 6-Foot by 60-Foot Channel began in April 1977, and Continued through August 1977 (No Quantities Given), Completing the Project of 1968/1970.

Specifications Extract, 7 March 1977, for Rock Removal

- Notice to Bidders (1,700 cy Unclassified Material, Estimated), Amendment Specifying Disposal Area (1.3 NM Southwest of John Island Ledge Buoy), and Bid Abstract.

Extract of the Annual Report for 1976, New England Division Extract, Page 1-9

- Work under Contract for Improvement Dredging, in Progress at the Beginning of the Fiscal Year, Continued through July 1976, with about 85,000 cy Ordinary Material Removed this Fiscal Year.

Extract of the Annual Report for 1975, New England Division Extract, Page 1-8

- Work under Contract for Improvement Dredging (but Not Ledge Removal) from the 10-Foot and 6-Foot Anchorages and 6-Foot Channel began late in the Fiscal Year, and Continued in Progress at its Close (No Quantities Given this Fiscal Year).

Specifications Survey, February 1975

- Showing Proposed Project Limits and Disposal Area Location

Updated Environmental Impact Statement, May 1974

- Updated Environmental Impact Statement for Improvement Dredging and Blasting of the Outer and Inner Harbor Anchorage Areas at Frenchboro (Lunts) Harbor, Frenchboro Island. Dredging would Remove about 100,000 cy of Ordinary Material and 2,000 cy of Blasted Rock. Dredging to be by Mechanical Bucket Dredge with Open Water Disposal at a Site West of Frenchboro Island in Jericho Bay.

Extract of the Annual Report for 1971, New England Division Extract, Page 1-7

- The River and Harbor Act of 27 October 1965, Authorized the Project Recommended in Senate Doc. #32, as Further Approved by Resolutions of the Senate, 17 December 1970, and House, 15 December 1970.

Senate Doc. #32, 91st Congress, 1st Session, 5 September 1969

(Called for by Senate Committee on Public Works Resolution, 17 January 1963)

(Chief's Report, 30 April 1969, BERH Report, 12 November 1968)

Contains below Listed Favorable Survey Report

(Authorized 1970, Completed August 1977)

Survey Report (Review), 27 September 1968 (Favorable)

(Called for by Senate Committee on Public Works Resolution, 17 January 1963)

Recommended: Providing a -10 Foot MLW by 5.0-Acre Outer Harbor Anchorage and a -6-Foot MLW by 1.5-Acre Inner Harbor Anchorage, the Two being Connected by a -6-Foot MLW by 75-Foot Wide Channel.

- Also Considered but did Not Recommend: Providing a Rubblemound Breakwater Extending about 630 LF Northwest from the Shore of Frenchboro Island Northeast of the Town Landing.

(Authorized by the Act of 1970, Construction Completed August 1977)

Preliminary Examination, 7 May 1936 (District) & 12 May 1936 (Division)

(Called for by the River & Harbor Act of 30 August 1935) (Unfavorable - Unpublished)

(BERH Report 8 March 1937, Chief's Report 1 April 1937, Transmitted 2 April 1937)

Considered: Providing a Rubblemound Breakwater Extending about 600 Feet Northwesterly Across the Mouth of the Outer Harbor from the Shore of Frenchboro Island Northeast of the Town Landing, Top Elevation +16 Feet MLW, Slopes of 1:2 Seaward and 1:1 Leeward.

NOT ON FILE:

No other Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**FRENCHS BEACH HARBOR, Lincolnville,**

Page 1

aka: Lincolnville Harbor (modern)

IN FILE:

House Ex. Doc. #25, 52nd Congress, 2nd Session, 7 December 1892  
(Called for by the River & Harbor Act of 13 July 1892)  
Preliminary Examination, 17 October 1892 (Unfavorable)  
Examined: Dredging a Channel into the Wharves from the Bay.

NOT IN FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**GEORGES RIVER AND THOMASTON HARBOR, St. Georges & Cushing**

**to Thomaston**

Page 1

See Also: Thomaston Harbor

IN FILE:

Extract of the Water Resources Development Act of 2000, P.L. 106-541, 11 December 2000, 114 Stat. 2678, Project Reauthorizations, Section 317

- Redesignates the Upper Portion of the Channel at Thomaston, Authorized by the River & Harbor Act of 1896, as Anchorage.

Extract of the Annual Report for 1977, New England Division Extract, Page 1-8

- Work under Contract for Maintenance Dredging of the 16-Foot Channel was Undertaken during August 1977, with 10,000 cy Removed this Fiscal Year, Restoring the Channel to a Reduced Depth of -10 Feet. An Environmental Impact Statement was Prepared.

Final Environmental Statement for Maintenance Dredging, March 1977

- Environmental Assessment for Hydraulic Pipeline Maintenance Dredging of about 11,000 cy of Material (9,000 cy from the Channel Bend Near the Day Beacon and the Remaining 2,000 cy from the Upstream Limit of the Channel, with Upland Disposal at a 3-Acre Diked Area.

Extract of the Annual Report for 1935, Boston District Extract, Page 40

- Work under Contract for Maintenance Dredging of the 16-Foot Channel began in November 1934, and Continued through December 1934, with 55,051 cy Removed this Fiscal Year.

Specifications Drawing, 31 August 1934

- Map Showing Channel Limits and Dredge Areas.

Extract of the Annual Report for 1932, Boston District Extract, Page 27

- No Work was Undertaken this Fiscal Year. Surveys show the Channel has Narrowed Considerably but Retains a Center Depth of about -15 Feet.

Extract of the Annual Report for 1920, Page 87 and Appendix A-7, Page 2117

- Work under Contract for Maintenance Dredging of the 16-Foot Channel began in October 1919, and Continued through November 1919, with 25,401 cy Removed this Fiscal Year.

Extract of the Annual Report for 1919, Page 110 and Appendix A-7, Page 2120

- No Work was Undertaken this Fiscal Year, aside from Preparation of Specifications and Contracting for Maintenance Dredging.

Extract of the Annual Report for 1916, Appendix A-12, Page 788

- No Work was Undertaken this Fiscal Year, aside from Surveys, which Showed Shoaling Restricting the Channel Width, Particularly at the Bend. Estimated that about 20,000 cy Required Removal to Restore Channel Dimensions.

House Doc. #1458, 63rd Congress, 3rd Session, 29 December 1914

(Called for by the River & Harbor Act of 4 March 1913)

Chief's Report, 4 November 1914

Concurs With BERH - Recommended Maintenance of Channel Only

BERH Report, 20 October 1914

Recommended Improvements of the Project within Existing Limits Only

Preliminary Examination, 15 December 1913

Examined: Restoration of Depth of -16 Feet MLW, Widening of the Channel in the Vicinity of Thomaston and the Excavation of an Anchorage Basin 210 Feet Wide, 750 Feet Long and - 10 Feet MLW.

Extract of the Annual Report for 1904, Appendix A-12, Page 788

- No Work was Undertaken this Fiscal Year as the Project was Completed Last Year.

Extract of the Annual Report for 1903, Page 49 & Appendix A-12, Page 723

- Work under Contract for Continuing the Dredging of the 16-Foot Channel began in April 1903 and Continued through May 1903, with 16,808 cy Removed, Completing the Project (Total 133,799 cy Removed under the Contract). A Further 4,016 cy of Material was Removed in Redredging the Area at the Bend.

Extract of the Annual Report for 1900, Appendix A-11, Page 1093

- Work under Contract for Continuing the Dredging of the 16-Foot Channel began in July 1899 and Continued through October 1899, with 56,997 cy Removed, Completing an Additional 1,650 LF of the Channel up from its Lower End.

Extract of the Annual Report for 1898, Appendix A-11, Page 827

- Work under Contract for Dredging the 16-Foot Channel began in July 1897, and Continued through September 1897, with 59,994 cy Removed, Completing about 2,100 LF of the Channel at Its Lower End.

Extract of the Annual Report for 1896, Appendix A-13, Page 559

- The River & Harbor Act of 3 June 1896 Authorized the 16-Foot Project.



House Ex Doc #236, 53rd Congress, 3rd Session, 23 January 1895

(Called for by the River & Harbor Act of 17 August 1894)

Survey Report, 10 January 1895 (Favorable)

Recommended: Deepening the Existing Channel to -16 Feet MLW by 90 to 220 Feet Wide (133,600 cy Estimated), and Repairs to the Beacon Opposite Brown's Point.

Channel Widths as Follows:

- From Deep Water at the 'Point of Rocks' up to the Stone Beacon, 160 Feet Wide by 1,700 Feet Long,
- Around the Channel Bend at the Stone Beacon, 800 Feet Long, Widening from 160 to 220 Feet and then Narrowing to 125 Feet Wide, and
- A Straight Reach of 1,000 Feet Long by 125 Feet Wide along the Waterfront, then,
- A Second Straight Reach, 1,000 Feet Long by 90 Feet Wide to O'Brien's Wharf.

(Authorized by the River & Harbor Act of 3 June 1896, Completed 1903)

House Ex. Doc #58, 52nd Congress, 2nd Session, 8 December 1892

(Called for by the River & Harbor Act of 13 July 1892)

Preliminary Examination, 17 October 1892

Examined: Deepening and Straightening of the Channel at Thomaston (Favorable to Survey)

Extract of the Annual Report for 1887, Appendix A-17, Page 473

Preliminary Examination, 30 November 1886 (Unfavorable)

(Called for by the River & Harbor Act of 5 August 1886)

Examined: Providing a Channel at Least -12 Feet MHW by 100 Feet Wide from Thomaston Harbor Upriver to Warren, with a Depth of about -4 Feet MLW below the Wharf at Warren.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**GILKEY HARBOR, Isleboro,**

Page 1

IN FILE:

Section 107 Reconnaissance Report, 17 May 1968 (Unfavorable)  
(Requested by the Town of Isleboro, 24 May 1966)

Examined: Dredging and Boulder Removal to Establish an Anchorage Area in the Cove at  
Grindle Point, -6 Feet MLW by 3.5 Acres

- Also Examined an Alternative Anchorage Site in Broad Cove, -6 Feet MLW by 7-Acres.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**GLEN COVE HARBOR, Rockport,**

Page 1

aka; Clam Cove

IN FILE:

House Ex. Doc. #47, 53rd Congress, 3rd Session, 6 December 1894

(Called for by the River & Harbor Act of 17 August 1894)

Preliminary Examination, 13 October 1894 (Unfavorable)

Examined: Dredging a Channel from Deep Water in the Bay into the Wharves at the Head of the Harbor.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**GOTT ISLAND HARBOR, Tremont,**

Page 1

IN FILE:

House Doc. #480, 64th Congress, 1st Session, 5 January 1916  
(Called for by the River & Harbor Act of 4 March 1915)  
Preliminary Examination, 21 August 1915 (Unfavorable)

Examined: Dredging an Entrance Channel into the Inner Pool (Gott Island Harbor) from the Natural Channel between Great Gott & Little Gott Island and Dredging the Inner and Outer Pools to Provide Anchorage. Also Examined Providing for the Dredging of a Channel through the Bar Across the Head of Gott Island Channel.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**GREAT CHEBEAGUE ISLAND, Cumberland,**

Page 1

IN FILE:

Section 107 Detailed Project Report, 5 June 1973 (Unfavorable)  
(Requested by the Town of Cumberland, 23 July 1968)

Recommended: Providing a Channel -6 Feet MLW by 100 Feet Wide Extending Northwest from the Town Pier at the Northwest Landing (Stone Pier) about 650 Feet to Deep Water in Casco Bay with Adjoining Anchorage Areas on Either Side at -6 Feet MLW Totaling 14 Acres.  
(Unfavorable due to Lack of Local Financial Capability)

Section 107 Reconnaissance Report, 25 February 1971 (Favorable)  
(Requested by the Town of Cumberland, 23 July 1968)

Examined: Providing a Channel -6 Feet MLW by 100 Feet Wide Extending Southeast from Deep Water in Casco Bay to and along side the Stone Pier at the Island's Northwest Landing, with Adjoining Anchorage Areas on Either Side at -6 Feet MLW Totaling 14 Acres.  
(Report Approved by OCE, 20 August 1968)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**HARRASEEKET RIVER, Freeport,**

Page 1

aka; Freeport Harbor

IN FILE:

Section 107 Reconnaissance Report, (Favorable)

(Requested by the Town of Freeport, 8 September 1983)

Examined: Providing a Channel -10 Feet MLW by 100 Feet Wide from Deep Water in Casco Bay Extending 6,200 Feet Northerly Upriver to the Area of the Town Wharf at South Freeport, then -8 Feet MLW by 100 Feet Wide Extending 4,700 Feet Upstream to the Cushing-Briggs Landing, then Maintaining the Existing Project above for 4,700 LF to Porter Landing, with Three Anchorage Areas -East of the Channel, -10 Feet MLW by about 37-Acres between the Harbor Entrance and the Town Wharf, -8 Feet MLW by about 37-Acres at and above the Town Wharf to the Head of the 8-Foot Channel, and -6 Feet MLW by about 31-Acres to the East of the 8-Foot Anchorage. Also Considered Removal of Two Ledge Pinnacles Adjacent to the Channel in the Harbor Entrance.

(Study Process Terminated Due to January 1986 Low Prioritizing of Recreational Projects)

House Document #47, 55th Congress, 1st Session, 10 May 1897

(Called for by the River & Harbor Act of 3 June 1896)

Survey Report, 23 April 1897 (Unfavorable)

Considered: Providing a 70-Foot Wide Center Cut of the Channel to -11 Feet MLW up to Porter Landing.

Extract of the Annual Report for 1896, Appendix A-16, Page 566

- Feature for the 8-Foot Center Cut Adopted by the River & Harbor Act of 17 August 1894.
- Work was in Progress at the Beginning of the Fiscal Year under Two Contracts, One for the 5-Foot by 90-Foot Channel and the Other for the 8-Foot by 60-Foot Center Cut. Work was Continued until July 1895, with Total Excavation of 162,840 cy, Completing the 5-Foot Channel and making the 8-Foot Center Cut 70 Feet Wide, with the Basin at Freeport Landing Dredged to the 8-Foot Depth and Two Dolphins Placed to Mark the Channel.

Extract of the Annual Report for 1895, Appendix A-12, Page 561

- Work under Contract for Dredging the 5-Foot Channel, begun in June 1894, Continued through November 1894, with 93,932 cy Removed, Giving a Channel -5 feet MLW by about 90 Feet Wide with some Minor Dredging Remaining.
- The River & Harbor Act of 17 August 1894 Authorized the Channel be Modified to Provide a Center Cut of -8 Feet MLW by 70 Feet Wide.
- Dredging under Contract to Complete the 5-Foot and 8-Foot Channels began in May 1895 and Continued in Progress at the Close of the Fiscal Year.

Extract of the Annual Report for 1894, Appendix A-12, Page 512

- A Contract was made for Beginning the Work and Commenced in June 1894, but No Dredging Work had yet begun.

Extract of the Annual Report for 1893, Appendix A-12, Page 699

- No Work on this Harbor had yet been Done up to 30 June 1893, the Bids being Excessive.

Extract of the Annual Report for 1889, Appendix A-26, Page 550

Preliminary Examination, 4 January 1889 (Favorable)

Considered: Providing a Channel -14 Feet MHW (-5 Feet MLW) from Westons Point Upriver to the Freeport Landing (65,000 cy Estimated).

(Authorized by the River & Harbor Act of 19 September 1890)

Extract of the Annual Report for 1882, Appendix A-23, Page 530

- Survey Report, 12 December 1881 (Favorable - Not Acted on by Congress)

(Called for by the River & Harbor Act of 3 March 1881)

Recommended: Providing a Dredged Channel from Westons Point 4,500 LF Upriver to Freeport (Porters) Landing, -3 Feet MLW (-12½ Feet MHW) by 60 Feet Wide, with a Basin of the Same Depth at the Landing 180 Feet Wide, with an Additional Width of 40 Feet in the Channel for 400 LF in Front of the Wharves (47,180 cy Estimated).

NOT ON FILE:

Survey Report of June 1889

(Called for by the River & Harbor Act of 1888)

Recommended: Providing a Channel 90-Foot Width by -5 Feet MLW Extending about 4,700 LF Upriver to Porter Landing, with a Center Cut 70-Foot Wide by -8 Feet MLW Marked by Two Dolphins With a -8-Foot MLW Basin at Porter Landing.

(Project Adopted by the River & Harbor Act of 19 September 1890, 5-Foot Channel Completed in 1894, 8-Foot Center Cut Completed 1895)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**HENDRICKS HARBOR, Southport,**

Page 1

aka; Cozy Harbor

IN FILE:

Extract of the Annual Report for 1957, New England Division Extract, Page 10

- Work under Contract for Improvement Dredging and Ledge Removal for the 9-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through July 1956, with 15 cy of Ledge Removed this Fiscal Year (Total of 25 cy Ledge under the Contract).

Extract of the Annual Report for 1956, New England Division Extract, Page 7

- Work under Contract for Improvement Dredging and Ledge Removal for the 9-Foot Channel began in June 1956, and Continued in Progress at the Close of the Fiscal Year, with 10 cy of Blasted Ledge Rock Removed this Fiscal Year.

Plans & Specifications Extract for Improvement Dredging, 3 April 1956

- Extract of Plans & Specifications for Improvement - Ledge Removal for the 9-Foot Entrance Channel to Hendricks (Cozy) Harbor. Required Dredging Volume was about 25 cy Rock. Contract was Lump Sum with No Stated Overdepth Allowance. Disposal would be in Deep Water in the Lower Sheepscot River about 0.4 Miles West of the Dredge Area in at Least Twenty Fathoms. Extract Includes: Bid Abstract, Invitation, Unit Price Schedule, Statement of Work, and General, Special & Technical Provisions. Low Bidder was Wyman & Simpson, Inc.

Extract of the Annual Report for 1945, Boston District Extract, Page 26

- The River & Harbor Act of 2 March 1945 Adopted the Project for the 9-Foot Entrance Channel as Recommended in Senate Doc. #40, as Listed and Described below, but No Work had yet begun.

Senate Doc. #40, 76th Congress, 1st Session, 23 March 1939

(Called for by Senate Commerce Committee Resolution, 17 August 1937)

Survey Report, 5 January 1939 (Favorable)

Recommended: Removal of Ledge and Overburden to Establish an Entrance Channel -9 Feet MLW by 30 Feet Wide.

(Project Adopted by the River & Harbor Act of 2 March 1945, Completed 1956)

Preliminary Examination, 31 March 1938 (District) (Favorable)

(Called for by Senate Commerce Committee Resolution, 17 August 1937)

Examined: Removal of Ledge in the Entrance to Create a Channel -9 Feet MLW by 30 Feet Wide (60 cy Ledge Estimated).

Preliminary Examination, 28 September 1935 (District), 19 November 1935 (Division)

(Called for by Senate Commerce Committee Resolution, 28 March 1935 and Also by the River & Harbor Act of 30 August 1935)

(Chief's Report 20 January 1936, BERH Report, 20 December 1935) (Unfavorable)

Examined: Providing an Entrance Channel -8 Feet MLW by 30 Feet Wide (50 cy Ledge) and Excavating an Area of the Harbor (960 Feet Long by 320 Feet Wide) to -8 Feet MLW for



Anchorage (70,000 cy) and Dredging to -5 Feet MLW at the Boat Landings.

Preliminary Examination, 27 August 1927 (District), 3 September 1927 (Division)

(Called for by the River & Harbor Act of 21 January 1927)

Examined: Providing an Entrance Channel at -9 or -12 Feet MLW by 30 or 35 Feet Wide into the Harbor and an Anchorage Area 1,000 Feet Long by 250 Feet Wide within the Harbor.

(District & Division Reports were Favorable to a Survey)

(Chief's Report 30 April 1929, BERH Report 22 November 1927 - Both did Not Concur - Unfavorable)

House Doc. #590, 64th Congress, 1st Session, 17 January 1916

(Called for by the River & Harbor Act of 4 March 1915)

Preliminary Examination, 16 October 1915 (Unfavorable)

Examined: Providing an Entrance Channel and Inner Harbor Anchorage to -12 Feet MLW.

House Doc. #272, 59th Congress, 2nd Session, 11 December 1906

(Called for by the River & Harbor Act of 3 March 1905)

Survey Report, 18 June 1906 (Unfavorable)

Considered: Entrance Channel -9 Feet MLW by 30 Feet Wide.

Preliminary Examination, 28 September 1905 (Favorable to Survey)

Examined: Widening the Entrance Channel through the Ledge.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**INDIAN CREEK, Vinalhaven,**

Page 1

IN FILE:

House Document #498, 64th Congress, 1st Session, 6 January 1916

(Called for by the River & Harbor Act of 4 March 1915)

Preliminary Examination, 19 August 1915 (Unfavorable)

Examined: Providing a Channel -6 Feet MLW Either through the Inlet to Carvers Harbor or Downriver to the Ocean in Order to Access the Quarry Wharves at the Head of the Harbor.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**INLAND (INTRACOASTAL) WATERWAY, PORTLAND TO BOSTON**

Page 1

IN FILE:

Preliminary Examination, 17 July 1946 (Unfavorable)

(Called for by the River & Harbor Act of 2 March 1945)

Examined: Providing an Inland Waterway from Boston, Massachusetts to Portland, Maine, with a Depth of -8 Feet MLW by 90 to 100 Feet Wide. The Route Examined was as Follows, beginning at Boston: Via the Chelsea River, Pines River (Revere), Saugus River, Salem North River, Bass River (Beverly), Wenham Lake & Canal, Ipswich River, Eagle Hill River, Plum Island Sound & River, Merrimack River, Blackrock & Blackwater River, Hampton Harbor & River, Exeter River, Great and Little Bays, Piscataqua River, Spruce Creek (Kittery), York River, Ogunquit River, Webhannet River, Wells & Little River Marshes, Mousam River, Kennebunk River, Saco River (Biddeford upstream to East Limington), Sabago Lake, Presumpscot River, and the Fore River to Portland Harbor.

Also Examined: Providing only the more Easily Constructed Segments: Annisquam River through Plum Island Sound, Merrimack River to Hampton Harbor and on to Portsmouth Harbor.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**ISLE AU HAUTE THOROUGHFARE, Isle au Haute**

Page 1

IN FILE:

Extract of the Annual Report for 1980, New England Division Extract, Page 1-6

- Work under Contract for Maintenance Dredging of the 6-Foot Channel (Removal of Boulders), in Progress at the Beginning of the Fiscal Year, Continued through October 1979 (No Quantities Given).

Extract of the Annual Report for 1979, New England Division Extract, Page 1-7

- Work under Contract for Maintenance Dredging of the 6-Foot Channel (Removal of Boulders) was Awarded in August 1979, and Continued in Progress at the Close of the Fiscal Year (No Quantities Given).

Specifications Extract, 1 March 1979

- Notice to Bidders, Unit Price Schedule, Bid Abstract and Site Work Text for Removal of about 700 cy Boulders and other Material, with Open Water Disposal at Specified Site.

Environmental Assessment for Maintenance Dredging, 9 February 1979

Environmental Assessment for Maintenance Dredging Operation, 1,000 cy Boulders, Gravel and Ledge Rock, to be Disposed Northwest off Flake Island.

Extract of the Annual Report for 1959, New England Division Extract, Page 3

- Work under Contract for Removal of Ledge Encountered during Dredging was Accomplished during this Fiscal Year. No Quantities or Months for Work Given.

Extract of the Annual Report for 1958, New England Division Extract, Page 3

- No Work was Undertaken during the Fiscal Year, aside from Preparation of Specifications for Rock Removal.

Extract of the Annual Report for 1957, New England Division Extract, Page 5

- Work under Contract for Improvement Dredging of the 6-Foot Channel was Undertaken during August 1956, with 38,854 cy Removed during the Fiscal Year. Dredging Uncovered some Ledge or Boulders which would Require Removal.

Extract of the Annual Report for 1956, New England Division Extract, Page 6

- No Work was Undertaken this Fiscal Year, aside from Preparation of Plans & Specifications and Contracting for Improvement Dredging of the 6-Foot Channel.

Plans & Specifications Extract for Improvement Dredging, 6 March 1956 (with Beals Harbor)

- Extract of Plans & Specifications for Improvement Dredging of both Beals Harbor and Isle au Haut Thoroughfare. Extract Includes: Contract Award Documents, Modification, Bid Abstract, Invitation, Unit Price Schedule, Statement of Work, and General, Special & Technical Provisions. Contract Awarded 12 April 1956 to North Atlantic Dredging Company.
- Isle au Haut Thoroughfare: Dredging about 32,000 cy from the 6-Foot Anchorage, including a 1-Foot Allowable Overdepth. Disposal would be at an Ocean Site to the Northeast of Kimball Island about 2,000 Feet from the Channel, in at Least 20 Feet. Supplemental Agreement, 11 October 1956, Provided for Shifting the Eastern Reach of the Channel about 40 Feet Southerly to Avoid a Ledge Uncovered by Dredging along the North Limit. Contract Quantity Increased to a Total of 40,384 cy.
- Beals Harbor: Hydraulic Dredging of about 138,000 cy from the 10-Foot Anchorage, including a 1-Foot Allowable Overdepth. Disposal would be at Upland Sites provided by the Town located West of a Line between Little Barney's Island and Mack Point.

Design Memorandum, 1 July 1955

For Project Authorized by the River & Harbor Act of 2 March 1945, -6 Feet MLW by 75-Foot Wide Channel through Thoroughfare between Kimball Island and Isle Au Haute.

Extract of the Annual Report for 1945, Boston District Extract, Page 24

- The River & Harbor Act of 2 March 1945 Adopted the Project for the 6-Foot Thoroughfare Channel as Recommended in Senate Doc. #15, as Listed and Described below, but No Work had yet begun.

Senate Document #15, 77th Congress, 1st Session, 18 February 1941

(Called for by Senate Commerce Committee Resolution, 28 March 1939)

Reexamination Report, 23 February 1940 (Favorable)

Recommended: Providing a Channel -6 Feet MLW by 75 Feet Wide Extending 1,200 LF Across the Bar in the Thoroughfare.

(Authorized by the River & Harbor Act of 2 March 1945)

Dredging Completed 1956, Rock Removal Completed 1958

Survey Report, 23 March 1936 (Division - Unfavorable), 14 March 1936 (District - Favorable)

(Called for by House Committee on Rivers & Harbors Resolution, 30 April 1935, and by the River & Harbor Act of 30 August 1935)

(Chief's Report, 17 November 1936, BERH Report, 27 April 1936)

Recommended: Providing a Channel -6 Feet MLW by 75 Feet Wide Extending About 1,200 Feet Across the Bar through the Thoroughfare (30,300 cy Estimated).

Division Engineer Required that Local Interest Contribute 1/3 of the Cost of the Improvement, a Condition which the Town was Unable to Meet. Chief & BERH Concurred with Division.

Preliminary Examination, 18 December 1935 (Division), 14 December 1935 (District)

With Supplementary Letter Report of 22 November 1935

(Called for by House Committee on Rivers & Harbors Resolution, 30 April 1935, and by the River & Harbor Act of 30 August 1935) (Both Favorable)

Examined: Providing a Channel -6 Feet MLW by 75 Feet Wide Extending about 1,200 Feet Across the Bar through the Thoroughfare (30,300 cy Estimated).

(Report Approved by the BERH, 7 January 1936)

Preliminary Examination & Survey Report, 26 November 1935 (Div.), 28 September 1935 (Dist.)  
(Called for by House Committee on Rivers & Harbors Resolution, 30 April 1935, and by  
the River & Harbor Act of 30 August 1935) (Both Favorable)

Examined: Providing a Channel -6 Feet MLW by 75 Feet Wide Extending about 1,200 Feet  
Across the Bar through the Thoroughfare (30,300 cy Estimated).

- Returned by Chief's Office, 4 December 1935, as Form did Not Comply with Statutory  
Requirements for a Preliminary Investigation to Precede a Survey in such Instances (Further  
Evidence of the Long History of Bureaucratic Weaseling).

Survey Report, 6 April 1932 (Division - Unfavorable), 15 March 1932 (District - Favorable)  
With Supplemental Letter Report of 11 August 1932 (District)

(Called for by the River & Harbor Act of 3 July 1930)

(Chief's Report, 29 August 1932 - Unfavorable, BERH Report, 3 May 1932 - Favorable)

District Recommended: Providing a Channel -8 Feet MLW by 75 Feet Wide Extending about  
1,200 Feet Across the Bar through the Thoroughfare (43,700 cy Estimated).

Also Considered: A Similar Channel at a Depth of -6 Feet MLW (30,300 cy Estimated).

- BERH Recommended a Channel Depth of -6 Feet MLW, but Chief did Not Concur with  
Providing any Improvement.

Preliminary Examination, 2 October 1930 (District - Favorable)

(Called for by the River & Harbor Act of 3 July 1930)

Examined: Providing a Channel -6 Feet MLW by 75 Feet Wide Extending about 1,500 Feet  
across the Bar through the Thoroughfare (11,100 cy Estimated).

(Report Approved by the BERH, 4 November 1930)

House Document #437, 64th Congress, 1st Session, 17 December 1915

(Called for by the River & Harbor Act of 4 March 1915)

Preliminary Examination, 18 August 1915 (Unfavorable)

Examined: Dredging a Channel through the Bar across the Thoroughfare and Removal of  
Rock Pinnacles Near the Steamboat Wharf at Point Lookout.

House Document #486, 61st Congress, 2nd Session, 7 Jan 1910

(Called for by the River & Harbor Act of 3 March 1909)

Preliminary Examination, 13 September 1909 (Unfavorable)

Examined: Providing a Channel 100 Feet Wide Extending about 1,000 LF through the Bar  
Across the Thoroughfare.

House Document #224, 58th Congress, 2nd Session, 18 December 1903

(Also as Extract of the Annual Report for 1903, Appendix A-18, Page 802)

(Called for by the River & Harbor Act of 13 June 1902)

Preliminary Examination, 1 August 1902 (Unfavorable)

Examined: Providing a Channel -12 Feet MLW by 30 Feet Wide through the Bar Across the  
Thoroughfare.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**ISLES OF SHOALS HARBOR, Isle of Shoals, ME & NH,**

Page 1

IN FILE:

Extract of the Annual Report for 1975, New England Division Extract, Page 1-11

- Work under Contract for Repair to the Star Island - Cedar Island Breakwater began in April 1974, and Continued through October 1974, with about 8,100 Tons of Stone Placed in the Structure this Fiscal Year.

Environmental Assessment for Breakwater Repairs, 4 March 1974

- Environmental Assessment for Repairs to the Breakwater between Cedar and Star Islands. Work to Consist of Recovery and Resetting Existing Displaced Stone and Placement of about 11,000 Tons of New Armor Stone Ranging in Size from 7 to 10 Tons.

Plans & Specifications Extract, 27 December 1967

- Extract of Plans & Specifications for Repairs to a 490 LF Section of the Star Island – Cedar Island Breakwater. All Bids Rejected as Excessive and Work Not Performed. Work Included Placement of about 4,800 Tons of 6 to 10-Ton Rubblestone.

Extract of the Annual Report for 1955, New England Division Extract, Page 7

- Work under Contract for Repair to the Star Island - Cedar Island Breakwater, in Progress at the Beginning of the Fiscal Year, Continued through June 1955, with 1,877 Tons of Stone Placed in the Structure this Fiscal Year.

Extract of the Annual Report for 1954, New England Division Extract, Page 14

- Work under Contract for Repair to the Star Island - Cedar Island Breakwater began in August 1953, and Continued in Progress at the Close of the Fiscal Year, with 1,200 Tons of Stone Placed in the Structure this Fiscal Year.

Extract of the Annual Report for 1953, New England Division Extract, Page 38

- No Work was Undertaken this Fiscal Year, aside from Contract Award for Repairs to the Star Island - Cedar Island Breakwater.

Plans & Specifications Extract for Breakwater Repairs, 5 May 1953

- Extract of Plans & Specifications for Repairs to a 490 LF Section of the Star Island – Cedar Island Breakwater. All Bids Rejected as Excessive and Work Not Performed. Work Included Placement of about 3,100 Tons of 5+-Ton Rubblestone (8-Ton Average) to Top Elevation of +14 Feet MLW and 10-Foot Top Width. Extract includes: Abstract of Bids, Supplemental Agreement, Invitation, Bid Schedule, Statement of Work, General, Special & Technical Provisions. Contract Awarded to Bernstein & Jacobson, Inc., 16 June 1953. Change Order, 22 March 1955 Extended time for Commencement due to Hurricanes Carol & Edna. Supplemental Agreement, 22 March 1955, Increased Contract Quantity to 3,077 Tons to include Repair to an Additional Section of the Breakwater at Star Island that was Damaged by Recent Storms (1,815 Tons New Quarry Stone and 1,262 Tons Salvaged Stone).



Extract of the Annual Report for 1930, Boston District Extract, Page 40

- Work under Contract for Repair to the Star Island - Cedar Island Breakwater began in September 1929, and Continued through October 1929, with 3,600 Short Tons of Stone Placed in about 180 LF of the Structure this Fiscal Year.

Extract of the Annual Report for 1929, Boston District Extract, Page 40

- No Work was Undertaken this Fiscal Year aside from a Further Inspection of the Storm Damage to the Breakwater between Cedar Island and Star Island.

Subproject Estimate, 7 June 1929

Recommended: Maintenance (Repair) of the Isles of Shoals Cedar-Star Islands Breakwater (3,500 Tons of Stone). To Repair Breach in Southwest End of Structure Due to Severe Storms in 1927 & 1929. Approved by OCE, 19 June 1929.

Extract of the Annual Report for 1928, Boston District Extract, Page 37

- No Work was Undertaken this Fiscal Year aside from an Inspection of the Breakwaters which Showed Considerable Storm Damage to the Southwest End of Cedar-Star Island Breakwater.

Subproject Estimate, 19 September 1927

Recommended: Repair of the Existing Breakwaters as Completed in July 1913. Repairs to Breach in the Southwest End of Cedar-Star Islands Structure.  
(Approved by OCE, 14 November 1927)  
Previous Repairs Undertaken in July-August 1915 (3,500 Tons Placed).

Extract of the Annual Report for 1916, Appendix A-11, Page 1872

- Storm Damage to the Breakwater was Repaired during July and August 1915, with 3,572 Tons of Stone Placed in the Structure.

Extract of the Annual Report for 1915, Part 2, Page 1739

- Historical Summary of Prior Improvement Projects

Extract of the Annual Report for 1915, Appendix A-14, Page 2026

- No Work was Undertaken this Fiscal Year. Storm Damage to the Breakwater during the Winter of 1913-14 would Necessitate Repairs to the Structure.

Extract of the Annual Report for 1914, Appendix A-18, Page 1585

- Work under Contract for Continuing the Construction of the Star Island-Cedar Island Breakwater, in Progress at the Beginning of the Fiscal Year, Continued through July 1913, with 588 Tons of Stone Placed in the Structure this Fiscal Year, Completing the Structure.

Extract of the Annual Report for 1913, Page 57 and Appendix A-19, Page 1529 (with Map)

- Work under Contract for Continuing the Construction of the Star Island-Cedar Island Breakwater, in Progress at the Beginning of the Fiscal Year, Continued throughout the Year and was in Progress at its Close, with 30,998 Tons of Stone Placed in the Structure this Fiscal Year.
- Projects the Completion of Cedar-Star Islands Breakwater in July 1913.

Extract of the Annual Report for 1912, Appendix A-21, Page 1369

- Work under Contract for Beginning the Construction of the Breakwater Authorized by the River and Harbor Act of 1910 began in May 1912 and Continued in Progress at the Close of the Fiscal Year, with 7,791 Tons of Stone Placed in the Structure this Fiscal Year.

Extract of the Annual Report for 1910, Page 55

- The River & Harbor Act of 25 June 1910 Adopted the Recommendation Contained in House Doc. #1122, 60th Congress, 2d Session, as Described below, Providing for a Breakwater Extending between Cedar Island and Smuttynose Island.

House Doc. #1122, 60th Congress, 2nd Session, 9 December 1908

(Called for by the River & Harbor Act of 2 March 1907)

(Chief's Report - 28 September 1908, BERH Report - 5 October 1908)

Survey Report, 28 September 1908 (Favorable)

Recommended: Providing a Rubblemound Breakwater Connecting Cedar Island and Star Island, 540 LF, Top Elevation +15 Feet MLW, Top Width 20 Feet Slopes of 1:1 Leeward and 1:1.5 Seaward.

Preliminary Examination, 6 September 1907 (Favorable)

Examined: Establishing a Breakwater between Cedar and Star Islands to Further Protect the Harbor of Refuge.

Extract of the Annual Report for 1904, Appendix B-2, Page 829

- Work under Contract for Rebuilding the Smuttynose-Cedar Island Breakwater, in Progress at the Beginning of the Fiscal Year, Continued through June 1904, with 22,692 Tons of Stone Placed in the Structure this Fiscal Year, Completing the Project as Authorized.

Extract of the Annual Report for 1903, Appendix B-2, Page 733

- Construction under Contract for Rebuilding the Smuttynose-Cedar Island Breakwater began in June 1903, and Continued in Progress at the Close of the Fiscal Year, with about 1,095 Tons of Stone Placed in the Structure this Fiscal Year, Completing a Section Extending about 82 LF from Smuttynose Island.

Extract of the Annual Report for 1902, Appendix B-3, Page 847

- The River & Harbor Act of 13 June 1902 Authorized the Project Recommended in House Doc. #255, as Described below.

House Doc. #255, 56th Congress, 1st Session, 8 January 1900

(Called for by the River & Harbor Act of 3 March 1899)

(Also as Extract of the Annual Report for 1900, Page 1172)

(Chief's Report - 4 January 1900, Favorable)

Survey Report, 21 December 1899 (Favorable)

Recommended: Rebuilding the Smuttynose-Cedar Island Breakwater, Top Elevation +15 Feet MLW, Top Width 20 Feet and Slopes of 1:1 Leeward and 1:1.5 Seaward with Armor of 5-10 Ton Stone (25,000 Tons Estimated).

(Authorized by the River & Harbor Act of 13 June 1902, Completed 1904)

Preliminary Examination, 14 June 1899 (Favorable to Survey)

Examined: The Rebuilding of the Breakwater between Smuttynose and Cedar Islands, Top Elevation +15 Feet MLW, Top Width 20 Feet and Slopes of 1:1 (22,000 Tons Estimated, with 5 to 8 Ton Armor Stone).

Extract of the Annual Report for 1875, Appendix BB-18, Page 53

- Survey Report, 4 December 1874 (Favorable)
- As Included in House Ex. Doc. #75, as Listed and Described below.

House Ex. Doc. #75, Part 2, 43rd Congress, 2d Session, 13 January 1875

Reports on Hingham Harbor, MA, Isles of Shoals Harbor, NH & ME, Lamprey River, NH, Exeter River, NH, Lake Winnepesaukee, NH, and Kennebunk River, ME.

(Also as Extract of the Annual Report for 1875, Appendix BB-18, Page 53)

(Called for by the River & Harbor Act of 23 June 1874)

Isles of Shoals Harbor: (Page 6)

Survey Report, 4 December 1874 (Favorable)

Recommended: Rebuilding the Smuttynose-Cedar Island Breakwater to a Top Elevation of +18 Feet MLW, Fitted on Seaward Side, 1:1 Slope Leeward (18,600 Tons Total Estimated).  
(Recommendation was Not Acted On)

NOT ON FILE:

Survey Called for by the Act of 3 March 1821

'Seawalls' Constructed between Malaga, Smuttynose and Cedar Islands by US in 1821.

(Authorized by the Act of 7 May 1822)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**JONESPORT HARBOR, Jonesport,**

Page 1

aka; Sawyer Cove

IN FILE:

Correspondence and Documentation of Non-Federal Cost Sharing Dispute, June 1988 to April 1995

- Correspondence between the Corps, Town, State, FHA, other Lenders, Congressional Interests and Washington County. Town Paid only \$225,000 towards its \$831,238 10% Post-Construction Share of Project Costs. The Town and State argued over which was Responsible to Pay the Remaining Share. Ultimately, this Share was Never Paid.

Extract of the Annual Report for 1992, New England Division Extract, Page 1-6

- No Work was Undertaken this Fiscal Year, aside from Administrative Close-Out of the Project.

Extract of the Annual Report for 1991, New England Division Extract, Page 1-5

- No Work was Undertaken this Fiscal Year, aside from Final Accounting of Project Costs.

Extract of the Annual Report for 1990, New England Division Extract, Page 1-5

- Work under Contract for Removal of Rock from the Anchorage began during this Fiscal Year, and was Completed in December 1989 (No Quantities Given).

Extract of the Annual Report for 1989, New England Division Extract, Page 1-5

- Work under Contract for Construction of the Breakwater and Dredging of the Channel and Anchorage Area, in Progress at the Beginning of the Fiscal Year, was Completed in November 1988 (No Quantities Given). Rock Discovered during Dredging of the Anchorage will be Removed during the Next Fiscal Year.

Documentation of Project Modifications During Construction, December 1988

- Correspondence, Estimates and Documents covering Decisions on (1) Addition of Ledge Removal from the West Side of the 6-Foot Anchorage, and (2) Modifying the Breakwater Design to Lower the Top Elevation of a 75-Foot Length of the Shoreward End of the Cellular Sheet-Pile Arm of the Breakwater in order to Facilitate Tidal Exchange between the Cove and the Reach at Higher Tides.
- Rock to be Disposed of along the Western Side of the Disposal Area at Sheep Island. Two Ledge Areas along the Southwest Side of the Anchorage Immediately above the 8-Foot Channel (Area "A") to be Removed, 1,000 cy Estimated. Ledge n the Northwest Corner to Not be Removed and that Area Deleted from the Anchorage.
- Includes Final Inspection Report on the Breakwater Construction, 12 October 1988. The Final Top Width of the Rubblestone Arm was Increased to 20 Feet due to use of Larger Armor Stone.

Extract of the Annual Report for 1988, New England Division Extract, Page 1-6

- Work under Contract Awarded Prior to the beginning of the Fiscal Year for Construction of the Breakwater and Dredging of the Channel and Anchorage Area, was begun this Year (Breakwater December 1987, Dredging January 1988), and Continued in Progress at its Close (99 Percent Complete – No Description of Work to Date given).

Dredging Windows Evaluation, 9 August 1988

- The Dredging Window agreed to for this Project Precludes Work before October, due to the Lobster Molt which Ends in September. Dredging in the 1987-1988 Season left about 10,000 cy to be Dredged from the Improvement Project when the Work Window Closed. Work on the Breakwater was Nearing Completion and the Contractor Anticipated 4 to 6 Weeks Down Time before the Work Window Opened to Complete the Dredging. However, Potential Impacts to the Lobster Fishery were Determined to Outweigh Project Savings and the October Start was Retained.

Disposal Alternatives Evaluation, 11 February 1988

- During Construction, the Maine DEP Requested the Corps Cease Disposal Operations due to Suspected Impacts on the Periwinkle Resource. Dredging Operations began in January 1988. The Periwinkle Season in the Jonesport Area is November to April. Found that the Currently used Disposal Site for Creation of Bait Work Flats Represented less than 0.04% of the Bay's available Shallow Sub-tidal Winkle Habitat, as so would Not be Critical to the Commercial Resource, with an Annual Loss of at Most about \$50. Examined using the Areas Open Water Disposal Sites at Narraguagus Bay (Outer) and Chandler Bay (Mark Island). After further Consideration of the Resource Value Information, MEDEP Dropped its Request.

Extract of the Annual Report for 1987, New England Division Extract, Page 1-6

- No Work was Undertaken this Fiscal Year, aside from Solicitation of Bids and Award of a Contract in September 1987. No Work had yet begun at the Close of the Fiscal Year.

Plans & Specifications Extract, 22 June 1987

- Unit Price Schedule, Bid Abstract and Map of Disposal Area.  
Dredging of Channel and Anchorage - 61,000 cy. Stone Breakwater Shore Leg (6,000 cy Foundation Dredging, 8,200 Tons Core Stone, 3,700 Tons Underlayer Stone, 5,500 Tons Armor Stone), Steel Cell Breakwater Outer Leg (18,600 cy Cell Excavation, 111,600 LF Steel Sheet Piling, 44,500 cy Cell Fill, 3,300 cy Stone Cap), Disposal of Dredged and Excavated Material on Flats North of Sheep Island to Create Intertidal Bait Worm Flats.

Local Cooperation Agreement, 16 June 1986

- Between the Department of the Army and the Town of Jonesport
- Modification #1 to the LCA, 21 July 1987
- Letter of Commitment from State Planning Office, 1 August 1987
- Sponsor's Financing Plan, 12 May 1987, and HQUSACE Approval, 16 July 1987

Extract of the Annual Report for 1986, New England Division Extract, Page 1-5

- No Work was Undertaken this Fiscal Year, aside from Preparation of Plans and Specifications and Execution of a Local Cooperation Agreement with the Non-Federal Sponsor. At the Close of the Fiscal Year, the Sponsor was Pursuing Financing for the Required Cost-Sharing.

Draft Local Cooperation Agreement Approval Package, 19 March 1986

Contains the Following Documents:

- Project Fact Sheet, February 1986 – Project Description, Costs, Cost-Sharing, Maps, Implementation Schedule, BC Computation and Present Worth Analysis.
- Draft Local Cooperation Agreement
- Pertinent Correspondence for Non-Federal Cost-Sharing, Including Letters of Commitment and Financing Plans, Waiver for use of FHA Funds for Cost-Sharing.
- Economic Evaluation
- State Water Quality Certification and CZM Concurrence, Suitability Determination
- Biological Report, 22 October 1985, including Sediment Test Results
- Bioassay/Bioaccumulation Analysis, November 1985
- Cultural Resource Coordination

Extract of the Annual Report for 1985, New England Division Extract, Page 1-5

- No Work was Undertaken this Fiscal Year, aside from Updating Project Cost Estimates and Arranging for Required Cost-Sharing with Local Interests.

Extract of the Annual Report for 1980, New England Division Extract, Page 1-6

- No Work was Undertaken this Fiscal Year, aside from Subsurface Explorations and Approval of a General Design Memorandum.

Design Memorandum, 13 December 1979

For Project Authorized by §201 of the Flood Control Act of 1965 (PL #89-298) HD #94-481

Design Changes Included: Realignment of the Breakwater to a Dog-Leg Structure Extending from Henry Point with the Inner 350 LF Leg to be Rubble-Mound and the Outer Leg to be Cellular Sheet-Piles, with an Increase in the Diameter of the Sheet-Pile Cells from the 30 Feet in the Authorization Document to 50 Feet to Provide Additional Stability.

Estimates: The 1,200 LF Breakwater to Require 18,000 Tons of Stone, 59,900 cy of Sand and Gravel Fill and 159,200 sf of Steel Sheet Pile. Dredging of the 8-Foot Channel and the 6 & 8-Foot Anchorage Areas Estimated at 57,000 cy. Dredging for Breakwater Foundation Estimated at 24,700 cy. Disposal of Dredged Materials to Occur in Shallow Waters Southwest of Sheep Island in Areas Sheltered by Ledges to Form Intertidal Flats to Provide Areas for the Harvest of Bait Worms for Local Fishermen.

Extract of the Annual Report for 1979, New England Division Extract, Page 1-8

- No Work was Undertaken this Fiscal Year, aside from Seismic Surveys, and Preparation of a General Design Memorandum.

Section 404(b)(1) Evaluation, June 1979

- For Dredging and Disposal from Improvement of Sawyers Cove.

Extract of the Annual Report for 1978, New England Division Extract, Page 1-9

- No Work was Undertaken this Fiscal Year, aside from Surveys, Updating Project Justification and Initiation of a General Design Memorandum.

House Doc. #481, 94th Congress, 2nd Session, 28 April 1976

(Called for by the River & Harbor Act of 27 October 1965)

(Chief's Report, 25 February 1975, BERH Report, 29 November 1972)

Contains below Listed Survey Report of 31 August 1972

Recommended: The Breakwater, Channel and Anchorage Development at Sawyer Cove.

(Adopted by the Flood Control Act of 1965, Subsequently Approved by House & Senate Resolutions of 23 September 1976 and 1 October 1976)

Survey Report, 31 August 1972 (Revised July 1973) (Favorable)

(Called for by the River & Harbor Act of 27 October 1965)

With Addendum, May 1975

Recommended: Construction of a Doglegged 1,200 LF Cellular Sheet Pile (Caisson) Breakwater with a Top Elevation for the Cells of +6.5 Feet MHW Filled with Sand & Topped with 3 Feet of Stone within the Cells, Extending 650 LF SW and 550 LF West from Henry Point Across the Mouth of Sawyer Cove with Cells 30 Feet in Diameter with Connecting Diaphragms, an Entrance Channel -8 Feet MLW by 100 Feet Wide from Deep Water in Moosabec Reach into the Cove to a 15-Acre Stepped Anchorage with 6-Acres at -8 Feet MLW and 9-Acres at -6 Feet MLW.

(Favorable)

- Also Examined: Providing a Breakwater and Pier along the Jonesport Shore East of the Beals Island Bridge, with a Steel Pile Pier Extending South from the Public Landing Midway between the Bridge and Cross Cove Connecting to a 1,500 LF Rubblemound Breakwater Extending West towards the Bridge Parallel to Moosabec Reach.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**JOSIAS RIVER, Ogunquit**

Page 1

aka; Perkins Cove  
aka; Ogunquit Harbor

**IN FILE:**

Extract of the Annual Report for 1995, New England Division Extract, Page 1-8

- No Work was undertaken this Fiscal Year, aside from Final Contract Close-Out for Maintenance and Improvement Dredging of the Channel and Anchorage Area during the Past Fiscal Year.

Extract of the Annual Report for 1994, New England Division Extract, Page 1-7

- Work under Contract for Maintenance and Improvement Dredging of the Channel and Anchorage Area began in November 1993, and was Completed in January 1994, with 7,355 cy of Maintenance Material Removed this Fiscal Year (No Quantity Given for Improvement Material). Disposal of All Material was at the Cape Arundel Disposal Area.
- Note: Final Sponsor Payment from the Town of Ogunquit was never Received due to a Dispute with the Town over Failure to Include Ledge Removal for the Improvement Work in the Contract. This Item had been Included in the Plan Presented in the Detailed Project Report, but was Omitted from the Plans and Specifications to Reduce Project Costs.

Extract of the Annual Report for 1993, New England Division Extract, Page 1-6 & 1-39

- The Chief of Engineers, under the Continuing Authority of Section 107 of the River & Harbor Act of 1960, PL 86-645, on 14 January 1993, Authorized Construction of the Project for Deepening the Entrance Channel and Lower Portion of the Anchorage to -7 Feet MLW, as Recommended in the Detailed Project Report of 29 June 1990, as Listed and Described below.
- No Work was undertaken during this Fiscal Year, aside from Award of a Contract for Maintenance and Improvement Dredging in February 1993. Work was Delayed until the Next Fiscal Year in Accordance with Environmental Restrictions on Dredging and to Avoid the Boating Season.

Extract of Plans & Specifications for Maintenance and Improvement Dredging, 30 November 1992

- Including Bid Abstract and Unit Price Schedule. Maintenance Dredging of 5-Foot Channel and Anchorage Estimated at 9,300 cy Ordinary Material. Improvement Dredging to Deepen Channel and Lower Anchorage to -7 Feet MLW at 12,800 cy Additional. Mechanical Dredging with Disposal at the Cape Arundel Disposal Site.

Section 107 Detailed Project Report & Environmental Assessment, 29 June 1990

Recommended: Deepening of the Existing 40-Foot Wide Entrance Channel and Lower 2.1 Acres of the Anchorage to -7 Feet MLW.

(Authorized by Chief of Engineers, 29 May 1991)

Section 107 Reconnaissance Investigation Fact Sheet, 23 March 1984

Recommended same Plan of Improvement as Listed below for Deepening Portions of the Project to -7 Feet MLW. Report Approved by OCE, 19 April 1984.



aka; Perkins Cove

Section 107 Reconnaissance Report, Technical Appendix, 12 July 1982

(Requested by Town of Ogunquit, 6 May 1981)

Examined: Deepening of the Existing 40-Foot Wide Entrance Channel and Lower 2.1 Acres of the Flat Pond Anchorage to -7 Feet MLW.

Extract of the Annual Report for 1976, New England Division Extract, Page 1-12

- Work under Contract for Maintenance Dredging of the 5-Foot Channel was Accomplished during May 1976 (No Quantities Given).

Specifications Extract, 5 February 1976, for Maintenance Dredging

- For Maintenance Dredging, Notice to Bidders and Bid Abstract (1,100 cy Ordinary Material and Unspecified Debris, Onshore Disposal Projected).

Draft Environmental Statement, November 1975

- Draft Environmental Statement for Maintenance Dredging of about 4,000 cy of Material from the 5 Foot Anchorage and Channel by Mechanical Bucket Dredge. Material to be Transferred by Deck Scow to a Dewatering Area at the parking Lot from which the Town would Haul the Material to an Upland Disposal Site. Report Contains Maintenance History Table and Description/Location for Cape Neddick Disposal Site.

Extract of the Annual Report for 1967, New England Division Extract, Page 24

- Work under Contract for Maintenance Dredging of the 5-Foot Channel and Anchorage was Undertaken during January 1967, with 5,500 cy Removed this Fiscal Year. Material Dredged Hydraulically and Pumped onto the Beach at Oarweed Cove.

Plans & Specifications Extract, 13 October 1966 (with Owls Head Harbor)

- Extract of Plans & Specifications for Maintenance Dredging of about 6,400 cy of Ordinary Material from the 5-Foot Channel and Anchorage. Contract Awarded 23 November 1966 to Northeast Dredging Co., with Notice to Proceed 15 December 1966. Disposal to be at Oarweed Cove North of the Harbor if Hydraulic Dredge used, or at an Ocean Site Seaward of Bald Head if Mechanical Dredge used. Extract includes: Notice to Bidders, Bid Abstract, Invitation, Unit Price Schedule, Disposal Site Map, and Special and Technical Provisions.

Extract of the Annual Report for 1960, New England Division Extract, Page 8

- Work under Contract for Dredging and Ledge Removal for the 5-Foot Anchorage Expansion began in November 1959, and Continued through March 1960, with 26,082 cy of Ordinary Material and 3,762 cy of Rock and Boulders Removed this Fiscal Year.

Extract of the Annual Report for 1959, New England Division Extract, Page 12

- The River & Harbor Act of 3 July 1958 Authorized the Expansion of the 5-Foot MLW Flat Pond Anchorage, as Recommended in House Doc. #377, as Listed and Described below.
- No Work was Undertaken this Fiscal Year, aside from Field Investigations and Preparation of a Design Memorandum for the 5-Foot Anchorage Expansion.

Design Memorandum, 30 July 1959

Design of Anchorage Enlargement Modified, Limits Shifted to Southwest to Reduce Ledge Removal Quantities.

aka; Perkins Cove

House Doc. #377, 85th Congress, 2nd Session, 29 April 1958

(Called for by House Committee on Public Works Resolution 17 February 1949)

Survey Report, 9 May 1957 (Favorable)

Recommended: Expanding Flat Pond Anchorage by about 1 Acre at -5 Feet MLW

(Authorized by the River & Harbor Act of 3 July 1958)

Also Examined: 2 Breakwater Plans for Perkins Cove to Provide Protected Anchorage: One Breakwater Extending 350 Feet Southeast from Adams Island, Top Elevation +15 Feet MLW, Top Width 10 Feet With Slopes of 2/3; or Two Breakwaters, 525 Feet Southeast from Adams Island and 150 North from Mainland to Enclose the Cove, same Section as the First Plan.

(Unfavorable)

Extract of the Annual Report for 1952, New England Division Extract, Page 32

- Work under Contract for Continuing the Improvement Dredging of the 5-Foot Channel and Anchorage Resumed in October 1951, and Continued through November 1951, with 9,626 cy of Ordinary Material and 121 cy of Boulders Removed this Fiscal Year, Completing the 5-Foot Project of 1945.

Plans & Specifications Extract, 31 August 1951

- Plans & Specifications for Improvement Dredging of about 10,100 cy, Including a 1-Foot Overdepth Allowance, for Deepening the -5-Foot MLW by 40-Foot Wide Entrance Channel and the 5-Foot 3-Acre Anchorage Basin. Extract Includes: Bid Abstract, Amendment, Invitation for Bids, Unit Price List, Statement of Work, General, Special and Technical Provisions. Disposal of Material to be in Open Water at a Site  $\frac{3}{4}$  N. Mile East of the Entrance Buoy in Water of at Least 12 Fathoms. Low Bidder was Lavigne & Smith, Inc.

Extract of the Annual Report for 1951, New England Division Extract, Page 36

- Work under Contract for the Improvement Dredging of the 5-Foot Channel and Anchorage Resumed in January 1951, and Continued through May 1951, when the Contract was Terminated for Non-Performance, with 6,033 cy Removed this Fiscal Year.

Plans & Specifications Extract, 5 April 1951 (One Bid – Rejected)

- Plans & Specifications for Improvement Dredging of about 10,100 cy, Including a 1-Foot Overdepth Allowance, for Deepening the -5-Foot MLW by 40-Foot Wide Entrance Channel and the 5-Foot 3-Acre Anchorage Basin. Extract Includes: Bid Abstract, Amendment, Invitation for Bids, Unit Price List, Statement of Work, General, Special and Technical Provisions. Disposal of Material to be in Open Water at a Site  $\frac{3}{4}$  N. Mile East of the Entrance Buoy in Water of at Least 12 Fathoms.

Plans & Specifications Extract, 16 February 1950

- Plans & Specifications for Improvement Dredging of about 20,000 cy, Including a 1-Foot Overdepth Allowance, for Deepening the 5-Foot by 40-Foot Entrance Channel and 3-Acre Anchorage Basin. Extract Includes: Notice to Bidders, Invitation for Bids, Unit Price List, Statement of Work, General, Special and Technical Provisions. Disposal of Material to be in Open Water at a Site  $\frac{3}{4}$  N. Mile East of the Entrance Buoy in Water of at Least 12 Fathoms.

aka; Perkins Cove

Extract of the Annual Report for 1945, Boston District Extract, Page 30

- The River & Harbor Act of 2 March 1945 Adopted the Project for the 5-Foot Channel and Anchorage as Recommended in House Doc. #227, as Listed and Described below, but No Work had yet begun. The Town of Ogunquit had Spent \$35,000 towards Constructing the Project.

- \* House Doc. #227, 76th Congress, 1st Session, 20 March 1939

(Called for by the River & Harbor Act of 30 August 1935)

Survey Report, 19 December 1938 (Favorable)

Recommended: Providing an Entrance Channel -5 Feet MLW by 40 Feet Wide from Perkins Cove into Flat Pond with an Anchorage of about 3 Acres by -5 Feet MLW in Flat Pond.

(Authorized by the River & Harbor Act of 2 March 1945)

Completed 1951

Survey Report, 25 May 1937 (Division), 10 May 1937 (District) (Both Unfavorable)

(Called for by the River & Harbor Act of 30 August 1935)

Considered: 2 Plans, Both Providing a Channel -5 Feet MLW by 40 Feet Wide from Perkins Cove into Flat Pond with an Anchorage -5 Feet MLW in Flat Pond. Plan A would have Provided an Anchorage of 3.2 Acres, while Plan B would have Provided an Anchorage 500 Feet Long by 150 Feet Wide. (Estimates: Channel - 22,600 cy, 3.2-Acre Anchorage - 94,000, 1.7-Acre Anchorage - 52,000 cy).

(Reports Returned by Headquarters, 6 January 1938, at the Request of Congress for Further Consideration)

Survey Report, 17 February 1937 (District) (Unfavorable)

(Called for by the River & Harbor Act of 30 August 1935)

Considered: Providing a Channel -5 Feet MLW by 40 Feet Wide from Perkins Cove into Flat Pond with an Anchorage -5 Feet MLW by 3.2 Acres in Flat Pond (22,600 cy Channel and 94,000 cy Anchorage, Estimated).

(Returned by Headquarters, 19 March 1937, for Reconsideration of Recreational Benefits and Evaluation of a Plan to Suit Local Needs only through a Smaller Anchorage)

Preliminary Examination, 20 December 1935 (Division), 14 December 1935 (District)

(Called for by the River & Harbor Act of 30 August 1935)

Examined: Providing a Channel -5 Feet MLW by 40 Feet Wide from Perkins Cove into Flat Pond with an Anchorage -5 Feet MLW by 5 Acres in Flat Pond (28,000 cy Channel and 109,000 cy Anchorage, Estimated).

(District Found the Proposal Unfavorable, but Division Recommended a Survey)

(BERH, 16 March 1936, Concurred with Division and Recommended a Survey)

Preliminary Examination, 17 September 1930 (District)

(Called for by the River & Harbor Act of 3 July 1930)

(Chief's Report, 5 July 1933, BERH Report, 19 June 1933)

Examined: Providing a Channel -3 Feet MLW by 40 Feet Wide Extending about 400 Feet from Perkins Cove into Flat Pond with an Anchorage about 5 Acres in Flat Pond, the Channel to be Protected by Rip-Rap Slopes and Bulkheading (No Quantity Estimates Given).

aka; Perkins Cove

House Doc. #419, 62nd Congress, 2nd Session, 10 January 1912

(Called for by the River & Harbor Act of 25 June 1910)

(Chief's Report, 6 January 1912 - BERH Report, 6 November 1911)

Preliminary Examination, 30 September 1911 (Unfavorable)

Examined: Both the Ogunquit River and Perkins Cove (Josias River)

At Perkins Cove - Examined a Breakwater and Some Dredging, both of Indeterminate Extent.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**KENDUSKEAG RIVER, Bangor,**

Page 1

IN FILE:

Extract of the Annual Report for 1948, New England Division Extract, Page 32

- The Special Act of 11 July 1947 (PL 183, 80th Congress, 1st Session) Declared the Kenduskeag Stream Non-Navigable, Deauthorizing the Project.

Extract of the Annual Report for 1901, Appendix A-7, Page 997

- Work under Contract, in Progress at the Beginning of the Fiscal Year, Continued throughout the Year and was in Progress at its Close, with 27,428 cy of Ordinary Material and 15 cy of Ledge Removed during this Fiscal Year from Kenduskeag Stream, Leaving only the Removal of some Boulders Necessary to Complete the Project for the Stream.

Extract of the Annual Report for 1900, Appendix A-8, Page 1086

- Work under Contract for Dredging the Kenduskeag Stream and Bangor Harbor was begun in June 1900, and Continued in Progress at the Close of the Fiscal Year, with 1,986 cy Removed from Kenduskeag Stream.

Extract of the Annual Report for 1900, Appendix A-17, Page 1108

Preliminary Examination, 6 May 1899 (Favorable)

(Called for by the River & Harbor Act of 3 March 1899 and a Letter of the Chief of Engineers, 10 March 1899)

(Also as House Doc. #54, 56th Congress, 1st Session)

(Chief's Report, 2 December 1899)

Examined: Further Improvements to the River Beyond those Presently Authorized. Found that No Further Improvements would be Warranted, and that the Channel Width Contemplated under the Existing Authorization should be Reduced so that the Channel Limits Came to a Line 30 Feet from the Wharfs on Both Sides.

Extract of the Annual Report for 1899, Appendix A-8, Page 1032

- The River & Harbor Act of 3 March 1899 Authorized the Project Recommended in House Doc. #49 for Bangor Harbor and the Kenduskeag River (-2 Foot Channel, 90 Feet Wide, up to the Post Office Bridge).

House Doc. #49, 55th Congress, 1st Session, 10 May 1897

(Called for by the River & Harbor Act of 3 June 1896)

Survey Report, 23 April 1897 (Favorable)

(Bangor Harbor, Penobscot River & Mouth of the Kenduskeag River)

Recommended the Following:

- Bangor Harbor: Deepening the Area of Bangor Harbor in Front of the Steamboat Wharf to -11 Feet MLW.
- Kenduskeag River: Providing a Channel -2 Feet MLW by 90 Feet Wide from the Penobscot/Bangor Channel Upstream to the Kenduskeag Bridge.

(Authorized by the River & Harbor Act of 3 March 1899)

NOT IN FILE:

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**KENNEBEC RIVER, Phippsburg & Georgetown to Augusta**

Page 1

aka; Bath Harbor                      In Two Binders

IN FILE: **Binder #1**

Plans and Specifications Extract, 8 March 2002

- Extract of Plans & Specifications for Maintenance Dredging of the 27-Foot Channel, Including Instructions for Bidders, Summary of Work (with Plans in 4 Sheets), Measurement & Payment, Environmental Protection, Plant & Equipment, Field Engineering, and Dredging Sections. Maintenance Dredging by Hopper Dredge of 7,900 cy of Clean Sandy Material from the Doubling Point Reach, with Disposal In-River North of Bluff Head, and 13,000 cy of Clean Sandy Material from the Entrance Channel off Popham Beach with Disposal South of Jackknife Ledge. The Doubling Point Area would be Dredged First.

Extract of the Annual Report for 2001, New England District Extract, Page 1-6

- Work under Contract for Maintenance Dredging of the Doubling Point and North Sugarloaf Island Reaches of the 27-Foot Channel began in December 2000 and was Completed in Four Days. The Hopper Dredge *Atchafalaya* Removed a Total of 19,900 cy. Disposal was at a Deep In-River Location Near Bluff Head and in a Nearshore area off Jackknife Ledge.

Environmental Assessment, November (1 December) 2000

- Environmental Assessment, FONSI, Section 404(b)(1) Evaluation for Emergency Maintenance Hopper Dredging of the 27-Foot Channel to Remove Shoals in the Popham Entrance Reach (15,000 cy Estimated), with Disposal at Jackknife Ledge, and at the Doubling Point Reach (10,000 cy Estimated), with Disposal In-River. Includes Biological Assessment and NMFS Biological Opinion for the Shortnose Sturgeon. Dredging Restricted to Period of 1 December through 1 March to Protect the Shortnose Sturgeon.

Extract of the Annual Report for 1998, New England District Extract, Page 1-6

- Work under Contract for Maintenance Dredging of the 27-Foot Channel below Bath was Accomplished during November 1997, with 21,660 cy Removed by Hopper Dredge; Including 10,288 cy Removed from Doubling Point Reach and Deposited In-River Downstream at High Head, and 11,372 cy Removed from the Popham Beach Reach and Deposited in Open Water Northwest of Jackknife Ledge.

Extract of the Annual Report for 1997, New England District Extract, Page 1-6

- No Work was Undertaken this Fiscal Year, aside from Preparation of Plans & Specifications, and Preparation of an Environmental Assessment for Maintenance Dredging of the 27-Foot Channel.

Environmental Assessment, October 1997

- Environmental Assessment, FONSI, Section 404(b)(1) Evaluation for Maintenance Hopper Dredging of the 27-Foot Channel to Remove Shoals in the Popham Entrance Reach (20,000 cy Estimated), with Disposal at Jackknife Ledge, and at the Doubling Point Reach (30,000 cy Estimated), with Disposal In-River. Includes Biological Assessment and Side Scan Sonar Survey of Disposal Areas, Benthic Assessment of Dredging Areas, and Biological Assessment and NMFS Biological Opinion for the Shortnose Sturgeon. Dredging Restricted to Period of 1 November through 30 April to Protect the Shortnose Sturgeon.

Extract of the Annual Report for 1996, New England Division Extract, Page 1-7

- An Obstruction was Removed from the Channel above Hallowell (a Dumpster). Studies in Preparation for Maintenance Dredging of the 27-Foot Channel were Performed, including Preparation of a Biological Assessment for the Shortnose Sturgeon Required by Section 7 of the Endangered Species Act.

Extract of the Annual Report for 1992, New England Division Extract, Page 1-6

- Work using the U.S. Hopper Dredge *McFarland* for Maintenance Dredging of the 27-Foot Channel at the Doubling Point Reach, was Accomplished during October 1991, with about 69,000 cy Removed this Fiscal Year, with Disposal in a Naturally Deep Area of the River about two Miles South of the Dredging Area and North of Bluff Head.

Extract of the Annual Report for 1991, New England Division Extract, Page 1-5

- No Work was Undertaken during this Fiscal Year, aside from Surveys, Preparation of Drawings, and Mobilization of the Hopper Dredge *McFarland* in Preparation for Maintenance Dredging of the Doubling Point Reach of the 27-Foot Channel to begin Early Next Fiscal Year.

Extract of the Annual Report for 1990, New England Division Extract, Page 1-5

- Work using the U.S. Hopper Dredge *McFarland* for Maintenance Dredging of the 27-Foot Channel at its Entrance at Popham Reach, was Accomplished during November 1989, with 77,362 cy Removed this Fiscal Year.

Environmental Assessment, 30 October 1989 (Signed - 3 November 1989)

- Environmental Assessment, FONSI, Section 404(b)(1) Evaluation for Maintenance Hopper Dredging of the 27-Foot Channel below Bath to Remove about 150,000 cy of Shoals from the Doubling Point Reach (75,000 cy) and the Entrance Reach off Sugarloaf Island (also 75,000 cy). Disposal to be In-River North of Bluff Head for the Doubling Point Materials and at a Nearshore Site off Sequin Island South of Jackknife Ledge for the Entrance Reach.

Extract of the Annual Report for 1987, New England Division Extract, Page 1-7

- No Work was Undertaken during this Fiscal Year, aside from Surveys, Demobilization of the US Hopper Dredge *McFarland* and Final Adjustment of Work Performed Last Fiscal Year.

House Report 99-1013, 99th Congress, 2nd Session, 17 October 1986

"Water Resources Development Act of 1986"

Title X - Project Deauthorizations

Deauthorized: The Unconstructed Deepening of the Channel above the US Route 1 Bridge at Bath to -27 Feet MLW as was Authorized in the River & Harbor Act of 13 June 1902.

Extract of the Annual Report for 1986, New England Division Extract, Page 1-6

- Work using the U.S. Hopper Dredge *McFarland* for Maintenance Dredging of the 27-Foot Channel at Doubling Point Reach, was Accomplished during September 1986, with 57,902 cy Removed this Fiscal Year.

Environmental Assessment, May 1986 (Signed – 4 August 1986)

- Environmental Assessment, FONSI, Section 404(b)(1) Evaluation for Maintenance Hopper Dredging of the 27-Foot Channel below Bath to Remove about 50,000 cy of Sand Shoals from the Doubling Point Reach, with Disposal In-River North of Bluff Head.

Extract of the Annual Report for 1982, New England Division Extract, Page 1-8

- Work under Contract for Maintenance Dredging of the 27-Foot Channel at Doubling Point Reach, Awarded in September 1981, began and was Completed this Fiscal Year, with 53,300 cy Removed this Fiscal Year.

Extract of the Annual Report for 1981, New England Division Extract, Page 1-7

- No Work was Undertaken during this Fiscal Year, aside from Preparation of Plans and Specifications and Award of a Contract for Maintenance Dredging of the Doubling Point Reach.

Environmental Assessment, August 1981 (Signed – 1 September 1981)

- Environmental Assessment and Finding of No Significant Impact for Maintenance Hopper Dredging of the 27-Foot Channel below Bath to Remove about 50,000 cy of Sand Shoals from the Doubling Point Reach, with Disposal In-River North of Bluff Head. Dredging would Include Advanced Maintenance to a Depth of –35 Feet MLW, the Elevation of the Base of the Sand-Wave Shoals at Doubling Point.

Environmental Assessment, January 1980 (Unsigned)

- Environmental Assessment and Finding of No Significant Impact, and Section 404(b)(1) Evaluation for Maintenance Hopper Dredging of Three Areas in the 27-Foot Channel below Bath to Remove about 50,000 cy of Sand Shoals. The Dredged Areas include the Reaches above Doubling Point, at Crow Island and the Entrance Reach off Popham Beach. Disposal would be In-River in the Vicinity of Morse Cove located North of Bluff Head.

Operations & Maintenance Reconnaissance Report, August 1979

(Under Authority of Section 216 of PL 91-611)

Reviewed Maintenance History and Recommended Continued O&M

Draft Environmental Assessment (JBF Scientific), 1 April 1977 (Unsigned)

- Draft Environmental Assessment for Maintenance Hopper Dredging of the Kennebec River, as Prepared under Contract by JBF Scientific Corporation. Dredging of Three Areas in the 27-Foot Channel below Bath would Remove about 50,000 to 100,000 cy of Sand Shoals. The Dredged Areas include the Reaches above Doubling Point, Channel Reaches at Crow & Lee Islands, and the Entrance Reach off Popham Beach. Disposal for the Two Upper Areas would be In-River in the Vicinity of Morse Cove located North of Bluff Head. Disposal for the Entrance Reach would be at an Inshore Site about 2 Miles Southeast of Pond Island Light.

Extract of the Annual Report for 1975, New England Division Extract, Page 1-11

- Work using the U.S. Hopper Dredge for Maintenance Dredging of the 27-Foot Channel at Doubling Point was Undertaken during June 1975, with 102,930 cy Removed this Fiscal Year.



Extract of the Annual Report for 1972, New England Division Extract, Page 1-11

- No Work was Undertaken this Fiscal Year, aside from Surveys and Close-Out of Prior Year's Maintenance Dredging.

Extract of the Annual Report for 1971, New England Division Extract, Page 1-11

- Work using the U.S. Hopper Dredge *Comber* for Maintenance Dredging of the 27-Foot Channel at Doubling Point Reach, and Shoals North of Sugar Loaf Island, at Lee Island and at Perkins Island was Accomplished during June 1971, with 54,534 cy Removed this Fiscal Year.

**Binder #2**

Extract of the Annual Report for 1969, New England Division Extract, Page 14

- Work using the U.S. Hopper Dredge *Comber* for Maintenance Dredging of the 27-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through July 1968, with 32,070 cy Removed this Fiscal Year.

Extract of the Annual Report for 1968, New England Division Extract, Page 14

- Work using the U.S. Hopper Dredge *Comber* for Maintenance Dredging of the 27-Foot Channel was Undertaken during July 1967, with 64,200 cy Removed this Fiscal Year.
- Work in the Following Season, also using the U.S. Hopper Dredge *Comber*, for Maintenance Dredging of the 27-Foot Channel began in June 1968, and Continued in Progress at the Close of the Fiscal Year, with 20,000 cy Removed this Fiscal Year.

Extract of the Annual Report for 1966, New England Division Extract, Page 24

- Work under Contract for Maintenance Dredging the 27-Foot Channel Resumed and was Completed in August 1965, with 14,400 cy Removed this Fiscal Year.

Extract of the Annual Report for 1965, New England Division Extract, Page 26

- Work under Contract for Dredging the 27-Foot Channel began in September 1964, and Continued through December 1964 when Work was Suspended, with 6,500 cy Removed this Fiscal Year (Maintenance).
- Work under Contract for Blasting and Removal of Ledge to -18 Feet MLW began in August 1964, and Continued through September 1964 (No Quantities Given) (Lovejoy Narrows?).

Plans & Specifications Extract for Maintenance Dredging, 28 April 1964

- Extract of Plans & Specifications for Maintenance Dredging and Removal of Hard Material from 3 Shoal Areas in the 27-Foot Channel up to Bath, and from One Ledge Area in the 17-Foot Channel near Sands Island between Richmond and Gardiner (to -18 Feet MLW), all with a 2-Foot Allowable Overdepth. Extract Includes: Notice to Bidders, Dredging History, Contract Award Documents, Bid Abstract, Amendment, Invitation, Unit Price Schedule, General, Special & Technical Provisions. Estimated Quantities as Follows:

Shoal North of Sugarloaf Island	11,700 cy
Pettis Rock Shoal at Lee Island	800 cy
Shoal at Doubling Point	15,200 cy
Hawthorn Rock Shoal – Rock & Hard Material	120 cy

Disposal of Material to be either In-river in Deep Water between Morris Cove and Bluff Head, or at an Ocean Site 1.75 N Miles ENE of Sequin Island Light in at Least 13 Fathoms. Contract for Dredging the 27-Foot Channel Awarded 23 June 1964 to Seaboard Engineering Company, with Notice to Proceed 13 July 1964. Supplemental Agreement, 18 August 1965, to Reduce the Quantity Removed from the Doubling Point Reach to 14,395 cy. Contract for Blasting and Removal of Hawthorn Rock Shoal in the 17-Foot Channel Awarded 23 June 1964 to Prock Marine Company, with Notice to Proceed 21 July 1964.

Extract of the Annual Report for 1959, New England Division Extract, Page 4

- Work using the U.S. Hopper Dredge *Hyde* for Maintenance Dredging of the 27-Foot Channel was Undertaken during July 1958, with 26,183 cy Removed during the Fiscal Year.

Extract of the Annual Report for 1957, New England Division Extract, Page 10

- Work using the Government Hopper Dredge *Hyde*, for Maintenance Dredging of Shoals from the 27-Foot Channel between the Mouth and Bath, was Undertaken during August 1956, with 4,707 cy Removed during the Fiscal Year. Reports Significant Shoaling in the Upper Project Reaches above Bath to Augusta.
- Reported that the Undredged 27-Foot Channel Reach above the Bridge at Bath was Considered Inactive. Recommended Abandonment of the Richmond Harbor Channel West of Swans Island.

Specifications for Maintenance Dredging by Government Plant, 6 August 1956

- Specifications for Maintenance Dredging by U.S. Government Hopper Dredge *Hyde* of about 11,435 cy from the 27-Foot MLW Channel at Two Shoal Areas between Bath and Sugarloaf Island, including a 3-Foot Allowable Overdepth. Dredging Areas Located North of Sugarloaf Island, and between Doubling Point and Carleton Bridge. Disposal would be in Deep Areas of the River Channel for the Upstream Shoal Area and at a Site 1.5 Miles Northeast of Sequin Island for Sugarloaf Island Shoal Materials.

Extract of the Annual Report for 1956, New England Division Extract, Page 8

- Work using the Government Hopper Dredge *Hyde*, for Maintenance Dredging of Shoals from the 27-Foot Channel at Three Locations; at North Sugarloaf Island, below Fiddler Reach, and between Doubling Point and Carleton Bridge at Bath, was Undertaken during October 1955, with 14,100 cy Removed during the Fiscal Year.

Specifications for Maintenance Dredging by Government Plant, 1 October 1955

- Specifications for Maintenance Dredging of about 14,000 cy from the 27-Foot MLW Channel at Three Shoal Areas between Bath and Sugarloaf Island, with a 3-Foot Allowable Overdepth. Dredging Areas Located North of Sugarloaf Island, below Fiddler Reach and between Doubling Point and Carleton Bridge. Disposal would be in Deep Areas of the River Channel for the Two Upstream Shoal Areas and at a Site 1.5 Miles Northeast of Sequin Island for Sugarloaf Island.

Plans & Specifications Extract for Maintenance, 2 September 1955

- Extract of Plans and Specifications for Maintenance Dredging of about 8,650 cy from the 27-Foot MLW Channel at Three Shoal Areas between Bath and Sugarloaf Island, with a 2-Foot Allowable Overdepth. Dredging Areas Located North of Sugarloaf Island, 1,300 Feet Upstream of Doubling Point, and 2,500 Feet Upstream of Doubling Point Light. Disposal would be in a Deep Area of the River Channel about 1.2 Miles below Doubling Point Light, and at a Site 2 N Miles ESE of Pond Island Light. Extract Includes: Invitation, Bid Schedule, Statement of Work, General, Special and Technical Provisions.

Extract of the Annual Report for 1954, New England Division Extract, Page 8

- Work using the Government Hopper Dredge *Lyman*, for Maintenance Dredging of Shoals from the 27-Foot Channel between the Mouth and Carlton Bridge at Bath was Undertaken in August and September 1953, with 58,390 cy Removed this Fiscal Year.

Specifications for Maintenance Dredging by Government Plant, 26 June 1953

- Specifications for Maintenance Dredging of about 80,000 cy from the 27-Foot MLW Channel at Four Shoal Areas between Bath and Sugarloaf Island, with a 3-Foot Allowable Overdepth. Disposal would be in Deep Areas of the River Channel for the Three Upstream Shoals and at a Site 1.5 Miles Northeast of Sequin Island.

Extract of the Annual Report for 1951, New England Division Extract, Page 28

- Work using the Government Hopper Dredge *Lyman*, for Maintenance Dredging of Shoals from the 27-Foot Channel between the Mouth and Carlton Bridge at Bath was Undertaken in November 1950, with 108,830 cy Removed this Fiscal Year.

Extract of the Annual Report for 1948, New England Division Extract, Page 36

- Work using the U.S. Hopper Dredge *Atlantic* for Maintenance Dredging of the 27-Foot Channel up to Bath was Undertaken during August 1947, with 93,835 cy Removed this Fiscal Year.

Specifications for Maintenance Dredging by Government Plant, 31 July 1947

- Specifications for Maintenance Dredging of about 25,000 cy from the 27-Foot MLW Channel at Three Shoal Areas, with a 2-Foot Allowable Overdepth. Disposal to be in Deep Areas of the River Channel for the Two Upstream Shoals and at a Site 1.75 Miles ENE of Sequin Island.

Extract of the Annual Report for 1944, Boston District Extract, Page 23

- Work under Contract for Improvement Dredging and Ledge Removal for the 27-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through December 1943, with 9,844 cy of Ordinary Material and 6,358 cy Ledge Rock were Removed this Fiscal Year (for a Total under the Contract since June 1941 of 27,196 cy Ordinary Material and 35,883 cy Ledge Rock), Completing the 27-Foot Channel of 1940, Except for the Upper 0.6 Miles of Channel above the Bath Bridge (US-1), which was Deemed Unneeded at Present.

Extract of the Annual Report for 1943, Boston District Extract, Page 22

- Work under Contract for Improvement Dredging and Ledge Removal for the 27-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued throughout the Fiscal Year, and was in Progress at its Close, with 1,704 cy of Ordinary Material and 22,526 cy Ledge Rock were Removed this Fiscal Year. The Survey of the Upper Project was Completed.

Extract of the Annual Report for 1942, Boston District Extract, Page 25

- Work under Contract for Improvement Dredging and Ledge Removal for the 27-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued throughout the Fiscal Year, and was in Progress at its Close, with 15,649 cy of Ordinary Material and 6,999 cy Ledge Rock were Removed this Fiscal Year. A Survey of the River Channel from Gardiner up to Augusta began in March and Continued at the Close of the Fiscal Year.

Extract of the Annual Report for 1941, Boston District Extract, Page 28

- The Act of 17 October 1940 Authorized a Project Modification Providing for a 27-Foot Channel from the River Mouth up to the Bath Iron Works, as Recommended in Senate Doc. #55, as Listed and Described below.
- Work under Contract for Improvement Dredging and Ledge Removal for the 27-Foot Channel began in June 1941, and Continued in Progress at the Close of the Fiscal Year, with No Yardage yet Removed.

Senate Document #55, 77th Congress, 1st Session, 16 May 1941

(Called for by Senate Commerce Committee Resolution, 6 June 1939)

Reexamination Report, 22 January 1941 (Favorable)

Recommended: Providing a Channel -27 Feet MLW by 500 Feet Wide from the Sea to 0.6 Miles above the Bridge at Bath, with a Centerline Radius of Not Less than 1,500 Feet through the Turns below Bath.

(Authorized by the National Defense River & Harbor Act of 17 October 1940)

Extract of the Annual Report for 1940, Boston District Extract, Page 24

- Work using the U.S. Hopper Dredge *Minquas* for Maintenance Dredging of the Channel at Hospital Point at Bath was Accomplished during July 1939 and September 1939, with 21,796 cy Removed this Fiscal Year.

Extract of the Annual Report for 1939, Boston District Extract, Page 32

- Work using the U.S. Hopper Dredge *Minquas* for Maintenance Dredging of the Channel between Merrymeeting Bay and Augusta began in August 1938 and Continued through November 1938, with 161,737 cy removed this Fiscal Year.
- Work under Contract for Maintenance Dredging of Shoals at Tarbox Flats and Shell Bulk Station by Hydraulic Dredge began in October 1938, and Continued through November 1938, with 25,413 cy Removed this Fiscal Year, and an Additional 69,396 cy of Material Removed Initially by the *Minquas* Rehandled by the Hydraulic Dredge this Fiscal Year.

Report on Operations & Maintenance Activities During FY 1939 (1-Page Unattributed)

- U.S. Hopper Dredge *Minquas* Worked from August 1938 to November 1938 to Remove Shoals above Bath (161,737 cy Removed).
- Work by Leased Plant between October and November 1938 Removed 25,413 cy.

Specifications Survey, 2 August 1938, in 2 Sets, with Key Map & Range Layout

- First Set (5 Sheets) - Showing 11-Foot Channel from Gardiner-Randolph Bridge to Augusta.
- Second Set (13 Sheets) - Showing 17-Foot Channel from Abagadasset Point up to Dresden Landing, 16½-Foot Maintained Channel from Dresden Landing up to Greens Ledge at Gardiner, and the 16-Foot Channel from Greens Ledge up to the Gardiner-Randolph Bridge.

Extract of the Annual Report for 1938, Boston District Extract, Page 51

- No Work was Undertaken this Fiscal Year. Reports Depths in the Channel to Augusta have Shoaled to 8 Feet.

Survey Plot (1 Sheet), 28 February 1938

- Showing Survey of Channel in Vicinity of Beef Rock Training Wall

Letter Report, 4 February 1938

(Requested by the Division Engineer, NY, 1 February 1938)

Reported on Investigation of Ice Jams on the River in the Vicinity of Gardiner.

Survey Plot (1 Sheet), 29 October 1937

- Survey of Kennebec River Channel in Vicinity of Dresden Bridge at Head of Swans Island Showing Removal of Sunken Drawspan, New Bridge and Alignment of Temporary Channel.

Extract of the Annual Report for 1937, Boston District Extract, Page 34

- Work using Leased Lighter Plant for Removal of Unspecified Obstructions from the Channel between Swans Island and Augusta began in September 1936, and Continued through October 1936, with No Quantities Given.

Preliminary Examination, 16 January 1936 (Division), 6 January 1936 (District)

(Called for by the River & Harbor Act of 30 August 1935)

(Chief's Report, 31 March 1936, BERH, 28 February 1936)

Examined: Deepening of the Channel from Gardiner about 7 Miles Upstream to Augusta, in a Range from Reestablishing the 11-Foot MLW by 125-Foot Wide Channel to Extending the 16-Foot Depth to the Upstream Limit (368,000 cy Estimated), or Deepen to -14 Feet MLW.

Recommended: Reestablishing the Authorized 11-Foot MLW by 125-Foot Wide Channel up to Augusta, and that the Ice Pier in the East Channel Opening at the Gardiner-Randolph Bridge be Removed.

House Doc. #658, 71st Congress, 3rd Session, 4 December 1930

(Called for by the River & Harbor Act of 21 January 1927 & House Doc. #308)

Comprehensive Report, 16 July 1929, On Navigation, Flood Control, Power Development & Irrigation (Unfavorable)

Recommended: No Need for Further Navigation Improvements.

Preliminary Examination, 6 November 1929 (Favorable)

(Called for by Senate Commerce Committee Resolution, 6 June 1939)

Examined: Providing a Channel Extending from Deep Water at the River's Mouth Upstream to Clapp Point, about 1.43 Miles above the Bridge at Bath, at -27 Feet MLW by 500 Feet Wide (468,000 cy Ordinary Plus 177,000 cy Ledge Rock, Estimated).

(Report Approved by BERH, 29 November 1939)

Preliminary Examination, 25 August 1927 (Unfavorable)

(Called for by the River & Harbor Act of 21 January 1927)

(Chief's Report, 12 January 1928, BERH Report, 18 October 1927)

Parkers Head Harbor:

Examined: Providing a Channel -7 to -9 Feet MLW from the Kennebec Channel to the Public Wharf in Parkers Head Harbor. Gave the Following Estimates:

- Channel -8 Feet by 75 Feet Wide (50,000 cy)
- Channel -8 Feet by 50 Feet Wide (25,000 cy)

Extract of the Annual Report for 1926, Boston District Extract, Page 19

- Work under Contract for Maintenance Dredging of the 11-Foot Channel between Gardiner and Augusta, in Progress at the Beginning of the Fiscal Year, Continued through August 1925, with about 9,018 cy Removed this Fiscal Year.
- Work under Contract for Maintenance Dredging of the 17-Foot Channel below Gardiner at Court House Point Shoal above Swan Island was Accomplished during this Fiscal Year, with about 10,904 cy Removed this Fiscal Year, Restoring a 60-Foot Width of the Channel.

Extract of the Annual Report for 1925, Boston District Extract, Page 18

- Work under Contract for Maintenance Dredging of the 11-Foot Channel between Gardiner and Augusta began in June 1925, and Continued in Progress at the Close of the Fiscal Year, with about 7,000 cy Removed this Fiscal Year.

Extract of the Annual Report for 1918, Portland District Extract, Page 93

- No Work was Undertaken this Fiscal Year. Recommended Abandonment of the Richmond Harbor Channel West of Swans Island.

House Doc. #2107, 64th Congress, 2nd Session, 2 March 1917 (Richmond Harbor)

(Called for by the River & Harbor Act of 27 July 1916)

Preliminary Examination, 8 December 1916 (Unfavorable)

Examined: Deepening the Lower 12-Foot Channel to -14 Feet MLW.

(BERH Report, 20 January 1917, Concurred and also Recommended Abandonment of the Existing Project for Richmond Harbor)

House Doc. #2071, 64th Congress, 2nd Session, 20 February 1917

Parkers Head Harbor:

(Called for by the River & Harbor Act of 27 July 1916)

Preliminary Examination, 2 December 1916 (Unfavorable)

Examined: Providing a Channel -8 Feet MLW by 75 Feet Wide Extending about 3,000 LF Westerly from the Kennebec River Channel to the Town Wharf at Parkers Head Harbor.

Extract of the Annual Report for 1915, Part 2, Page 1735

- Historical Summary of Prior Improvement Projects

Extract of the Annual Report for 1915, Page 61 and Appendix A-13, Page 2021 (with Map)

Kennebec River:

- Work using Hired Plant during July & August 1914 Removed the Ledge off Abagadasset Point (100 cy Removed) and a Small Shoal in the Main Channel near South Gardiner (225 cy Removed), Completing the Project as Authorized.

Richmond Harbor:

- Work under Contract for Dredging of the Channel West of Swans Island, began in July 1914 and Continued through September 1914, Completing the Channel, -12 Feet MLW by 100-Foot Wide and -15 Feet MLW at Upper End, with 123,230 cy Removed this Fiscal Year.

Extract of the Annual Report for 1914, Appendix A-15, Page 1582

- No Work was Undertaken during the Fiscal Year, aside for Contracting for the Ledge Removal off Abagadasset Point and Dredging the Channel West of Swan Island.

Extract of the Annual Report for 1913, Page 50 and Appendix A-16, Page 1525

- Work under Contract for Removal of a Small Ledge in the River off Abagadasset Point, Measuring about 70 by 20 Feet, was Undertaken in November 1912, however, Unfavorable Conditions Resulted in only about 10 Percent of the Ledge being Removed and the Contract Terminated.
- The River & Harbor Act of 4 March 1913 Authorized the Project for a Channel West of Swan Island, 100 Feet Wide, -12 Feet MLW, with an Increased Depth of -15 Feet MLW at its Upper End from the Landing at Richmond to the Main Kennebec Channel. Contracting for the Dredging of the Channel West of Swan Island was Processed, but No Work yet Undertaken.

Extract of the Annual Report for 1912, Appendix A-17, Page 1365

- Work under Contract for Removal of a Small Ledge Near South Gardiner began in July 1911 and Continued through September 1911 with 250 cy of Ledge Rock and a Few Boulders Removed this Fiscal Year, Completing the Entire River Project, Except for Dredging of Small Shoals at Nehumkeag Island and Abagadasset Point.

House Doc. #746, 62nd Congress, 2nd Session, 9 May 1912

(Richmond Harbor) (Called for by the River & Harbor Act of 27 February 1911)

Survey Report, 13 January 1912 (Favorable)

Recommended: Providing a Channel -12 Feet MLW by 100 Feet Wide by 100 Feet Wide in the Western Channel at Swans Island up to Richmond, then -15 Feet MLW by 100 Feet Wide from Richmond Northeasterly to the Main Channel, with Repairs to the Existing Stone Jetties (Wing Dams or Dikes).

(Authorized by the River & Harbor Act of 4 March 1913, Project Completed September 1914)

Preliminary Examination, 31 October 1911 (Favorable)

Examined: Dredging the Channel West of Swans Island to -12 or -11 Feet MLW by 100 Feet Wide.

House Doc. #276, 56th Congress, 1st Session, 12 January 1912 (Parkers Head Harbor) \*\*\*\*\*

(Called for by the River & Harbor Act of 3 March 1899)

Survey Report, 21 December 1899 (Unfavorable)

Considered: Providing a Channel -12 Feet MLW by 100 Feet Wide Extending Westerly from the Kennebec River Channel to a Turning Basin at the Parkers Head Village Wharf.

Preliminary Examination, 14 August 1899 (Favorable to Survey)

Examined: Providing a Channel -12 Feet MLW by 150 Feet Wide.

Extract of the Annual Report for 1911, Appendix A-15, Page 1155

- Work under Contract for Dredging Shoals in the Channel below Gardiner, in Progress at the Beginning of the Fiscal Year, Continued through May 1911, with 49,953 cy of Ordinary Material and 61 Tons of Boulder Removed this Fiscal Year. A Small Ledge was Uncovered by Dredging at South Gardner which Remains to be Removed.
- Work under a Second Contract for Removal of Ledge in Lovejoy Narrows, in Progress at the Beginning of the Fiscal Year, Continued through May 1911, with 2,031 cy of Ledge Rock Removed this Fiscal Year, and the Stone Placed in the Training Jetty at the Upper Sands Bar for Repair, Completing the Channel Cut through Lovejoys Narrows.

Extract of the Annual Report for 1910, Appendix A-15, Page 1093

- Work under Contract for Dredging Shoals in the Channel below Gardiner, in Progress at the Beginning of the Fiscal Year, Continued throughout the Year, with 192,608 cy of Ordinary Material and a 7-Ton Boulder Removed this Fiscal Year.
- Work under a Second Contract for Removal of Ledge in Lovejoy Narrows, in Progress at the Beginning of the Fiscal Year, Continued throughout the Year, with 982 cy of Ledge Rock Removed this Fiscal Year, & the Stone Placed in the Training Jetty at Upper Sands Bar for Repair.

House Doc. #411, 61st Congress, 2nd Session, 17 December 1909

(Popham Beach)

(Called for by the River & Harbor Act of 3 March 1909)

Preliminary Examination, 28 April 1909 (Unfavorable)

Examined: Erosion along Popham Beach and its Effect on Navigation of the River Entrance & Fort Popham Landing. Recommended No Action be Undertaken on Erosion Control.

Extract of the Annual Report for 1909, Appendix A-9, Page 972

- Work under Contract for Dredging the Channel between Gardiner and Augusta, in Progress at the Beginning of the Fiscal Year, Continued through November 1908, with 102,171 cy of Material Removed (Total 243,946 cy under the Contract), Completing the 11-Foot MLW by 125-Foot Wide Channel up to Augusta.
- Work under Contract for the River Segments Below Gardiner Continued throughout the Fiscal Year, with 109,958 cy Removed from the Channel at Beef Rock Shoal.
- Work under Contract for Repair and Extension of the Stone Jetties at Beef Rock Shoal and Upper Sands Bar, in Progress at the Beginning of the Fiscal Year, Continued through October 1908, with a Total of 21,722 Tons of Stone Placed in the Two Jetties this Fiscal Year.
- Work under Contract to Continue the Removal of Ledges at Lovejoys Narrows began in June 1909 with Drilling and Blasting of Ledge, but No Rock Yet Removed.

Extract of the Annual Report for 1908, Appendix A-9, Page 931

- Dredging under Contract for the Project of 1902, in Progress at the Beginning of the Fiscal Year Continued throughout the Fiscal Year and was in Progress at its Close, with 86,775 cy Removed, Completing the Dredging at Gage's Shoal and Beginning the Removal of Britts Shoal.
- Dredging under the Project of 1907 for the Channel below Gardiner began in November 1907 and Continued in Progress at the Close of the Fiscal Year, with 17,554 cy Removed this Fiscal Year, Completing the Cut through Shoal #18 and Beginning the Work at Shoal #1.
- Work on the Repair and Extension of the Rip-Rap Training Jettys at Beef Rock and Upper Sands began in December 1907, and Continued in Progress at the Close of the Fiscal Year, with 9,832 Tons of Stone Placed in the Beef Rock Structure and 1,446 Tons Placed at Upper Sands.





Extract of the Annual Report for 1907, Appendix A-14, Page 888

- Dredging under Contract for the Project of 1902 to Obtain a Channel -11 Feet MLW by 125 Feet Wide between Gardiner and Augusta began in June 1906 and Continued throughout the Fiscal Year and was in Progress at Its Close (Work Suspended from December 1906 to June 1907), with 55,000 cy Removed. Dredging began at Brown's Island Shoal, 2 Miles above Gardiner and Continued Upstream to Shepards Point Shoal and Also at the Upstream End at Augusta, with Removal of Shoals at Gardiner Bridge, Farmingdale, Browns Island, and Hinckleys Shoal Completed.

House Doc. #321, 59th Congress, 2nd Session, 18 December 1906

(Called for by the River & Harbor Act of 3 March 1905)

Survey Report, 21 November 1906 (Favorable)

Recommended:

- Dredging and Construction of Training Works to Provide a Channel between the Foot of Swans Island Upstream to Gardiner 150 Feet Wide by 20.5 Feet MHW (-16 Feet MLW).
- **Extending the Beef Rock Training Wall by 700 LF Southerly to Restrict the Mouth of the Eastern River and Raising a Portion of the Existing Wall Extending 3,000 LF South from the Angle to MHW Elevation**, and
- Repair of the Jetty at Upper Sands Shoal to Restore the Elevation to MHW.

(Authorized by the River & Harbor Act of 2 March 1907)

Preliminary Examination, 14 September 1905 (Favorable to Survey)

Examined: Improving the Channel above the Foot of Swans Island.

Extract of the Annual Report for 1906, Appendix A-15, Page 860

- Work under Contract to begin the Project of 1902 for a Channel between Gardiner and Augusta, began in June 1906 and Continued in Progress at the Close of the Fiscal Year, with about 3,000 cy Removed this Fiscal Year. Dredged Material to be Rehandled and Placed Against the Bank and Raised to Elevation of +15 Feet MLW to Form a Levee.

Extract of the Annual Report for 1905, Appendix A-15, Page 791

- No Work Undertaken this Fiscal Year, aside from Contracting. Disposal Cost at Issue.

Extract of the Annual Report for 1903, Appendix A-13, Page 724

- **Work was Undertaken, between June 1902 and August 1902, with Hired Plant to Remove Shoals from Beef Rock Shoal (to -14 Feet MLW) and in the Channel West of Swan's Island (Richmond Island Harbor) to -11 Feet MLW**, with 23,342 cy Removed Total from Both Shoals.

Extract of the Annual Report for 1902, Appendix A-13, Page 840

- The River & Harbor Act of 13 June 1902 Adopted the Project Presented in House Doc. #262 for a Channel -11 Feet MLW from Gardiner up to Augusta.
- No Actual Work Undertaken this Fiscal Year.

Extract of the Annual Report for 1900, Appendix A-12, Page 1095

- No Work in Progress during the Fiscal Year, aside from Completing the below Survey.

House Doc. #262, 56th Congress, 1st Session, 10 January 1900

(Called for by the River & Harbor Act of 3 March 1899)

Survey Report, 19 December 1899 (Favorable)

Recommended: Providing a Channel -11 Feet MLW by 125 Feet Wide between Gardiner and Augusta.

Preliminary Examination, 25 August 1899 (Favorable to Survey)

Examined: Deepening the Channel above Gardiner to Augusta by 2 Feet to -12 Feet MLW.

Extract of the Annual Report for 1899, Appendix A-12, Page 1039

- Work under Contract for the Completion of the Channel up to Augusta, in Progress at the Beginning of the Fiscal Year, Continued through July 1898, with a Total of 37,409 cy Ordinary Material and 139 Tons of Boulders Removed under Contract in FYs 1897 & 1898, **Completing the Project of 1892 with the Exception of Work on the Training Jetty at Beef Rock Shoal.**

Extract of the Annual Report for 1898, Appendix A-12, Page 828

- Work under Contract for Improvement Dredging of the Channel at Gages Shoal, began in September 1897, and Continued in Progress at the Close of the Fiscal Year, Nearly Completing the Project as Modified in 1892 (Quantities Included in above Cited Annual Report).

Extract of the Annual Report for 1897, Appendix A-14, Page 787

- Work by Hired Plant for Restoration of the -11-Foot Channel West of Swans Island (Richmond Island Harbor), in Progress at the Beginning of the Fiscal Year, Continued through July 1896, with 13,687 cy Removed this Fiscal Year, Completing the Restoration of Project Depths.
- Work under Contract for Dredging the Channel up to Augusta Resumed in July 1897 and Continued through the End of September 1897 with a Total of 133,715 cy Removed under the Contract (27,888 cy this Fiscal Year).
- **Work under Contract for Removal of Ledge in Lovejoys Narrows, in Progress at the Beginning of the Fiscal Year, Continued through November 1896, with 1,383 cy of Ledge Removed, Completing the Contract.**

Extract of the Annual Report for 1896, Appendix A-14, Page 560

- **Work under Two Contracts for Removal of Ledges in Lovejoys Narrows to -15 Feet MLW for the 13-Foot Channel, Both in Progress at the Beginning of the Fiscal Year and Both Continued through November 1895, with 2,166 cy of Ledge Rock Removed under the Contract begun in June 1893, and 957 cy of Ledge Removed under the Contract begun in May 1895.**
- Work under a Third Contract for Dredging the Shoals in the Channel to Augusta began in May 1895, and Continued through October 1895, with 92,419 cy Removed. Additional Work was Undertaken in May 1896 with 7,266 cy Removed in Maintaining Previous 13-Foot Channel Depth at Beef Rock Shoal, and 6,142 cy Removed in the Improvement of Britts Shoal.
- **Damage to the Training Jetties at Beef Rock Shoal were Repaired with 2,661 Tons of Stone.**
- Dredging using Hired Plant was Undertaken in Restoration of the -11-Foot Channel West of Swan's Island (Richmond Island Harbor), with Work begun in June 1896 and Continuing in Progress at the Close of the Fiscal Year, with 21,983 cy Removed this Fiscal Year.

Extract of the Annual Report for 1895, Appendix A-11, Page 557

- Work under Contract for Ledge Removal at Lovejoys Narrows, in Progress at the Beginning of the Fiscal Year, Continued through November 1894, with 1,488 cy of Ledge Rock Removed up to that Time. Work Resumed in May 1895 and Continued in Progress at the Close of the Fiscal Year.
- Work under a Second Contract for Ledge Removal in Lovejoys Narrows began in May 1895 and Continued in Progress at the Close of the Fiscal Year.
- Work under Contract for Maintenance Dredging of the Channel through Beef Rock Shoal and for Improvement Dredging to -10 Feet MLW at the Ice Company and through Shoals at Hallowell, Shepards Point and Britts Shoal, began in May 1895 and Continued at the Close of the Fiscal Year.

House Exec. Doc. #21, 53rd Congress, 3rd Session, 6 December 1894

(Parkers Head Harbor)

(Called for by the River & Harbor Act of 17 August 1894)

Preliminary Examination, 17 October 1894 (Unfavorable)

Examined: Deepening and Straightening a Channel from the Kennebec River Westerly to the Wharf at Parkers Head Village.

Extract of the Annual Report for 1894, Appendix A-11, Page 508

- Work under Contract for Dredging at Upper Sands Shoal and Near Gardiner, in Progress at the Beginning of the Fiscal Year, Continued through October 1893, with 92,378 cy Removed under the Contract.
- Work under a Second Contract for Ledge Removal at Lovejoys Narrows, in Progress at the Beginning of the Fiscal Year, Continued through November 1893, with 611 cy of Ledge Rock Removed up to that Time. Work Resumed in May 1894 and Continued in Progress at the Close of the Fiscal Year. The Rock was Deposited in the Jetty at Beef Rock Shoal.
- Work on the Jetty at Beef Rock Shoal, in Progress at the Beginning of the Fiscal Year, was Completed in August 1893, with 6,044 Tons of Stone Placed in the Structure.

Extract of the Annual Report for 1893, Page 693-699

- Modification Adopted by Chief of Engineers, 19 August 1892, in Response to Appropriation in Act of 13 July 1892, for a Channel -13 Feet MLW Up to Sands Island, then at -12 Feet MLW Up to Hinckley Shoal and then -10 Feet MLW Up to Augusta, with a Channel -9 Feet MLW West of Swans Island and Including the Removal of Ruined Bridge Piers at Hallowell (Completed 1898).
- During Fiscal Year 1893 (Beginning in January 1893) a 1,500 LF Jetty with 10-Foot Top Width at MHW was Built at Upper Sands Bar, in June 1893 Dredging began at Upper Sands Shoal, and Removal of Ledges began at Lovejoys Narrows began in June 1893.

Extract of the Annual Report for 1892, Appendix A-13, Page 513

- Work under Contract for the Maintenance Dredging of the Channel through the Shoal at Beef Rock with about 30,000 cy of Sand Removed.

House Exec. Doc. #76, 52nd Congress, 1st Session, 14 January 1892

(Called for by the River & Harbor Act of 19 September 1890)

Survey Report, 7 January 1892 (Unfavorable: Recommendation Never Acted Upon)

Recommended: Establishment of a Channel -5 Feet MLW From Augusta Upriver to Waterville by the Following:

- A Channel Connecting the Navigation Channel below the Dam at Augusta with the Locks.
- Lengthening the Lock Chamber at Augusta beyond 110 LF to 160 LF.
- Removal of Ledge at Carters Ledges to form a Channel 100-Foot Wide by -5 Feet MLW.
- Removal of 3 Shoals below, at and above Pettys Rips
- Dredging through Fort Point Rip Shoal

Preliminary Examination, 12 December 1890

Examined: Establishing Navigation between Augusta and Waterville with a 5-Foot Depth.

Extract of the Annual Report for 1891, Appendix A-13, Page 590

- Kennebec River: Work under Contract for the Removal of Beef Rock Shoal and Construction of a Training Dike at that Location, Continued through September 1890 with 14,335 Tons of Stone and 2,576 Fascines of Brush Placed in the Two Structures (Beef Rock and Hatches Shoal). Work using Hired Plant Continued through November with an Additional Total of 3,486 Tons of Stone and 1,775 Fascines Placed in the Beef Rock Shoal Dike. Further Work of Placing Stones using Hired Labor Dropping it through Holes in the Ice began in January 1891, and Continued through March 1891, with 21,663 Tons of Stone Placed. Dredging of the Channel through Beef Rock Shoal at -12 Feet MLW by 150 Feet Wide, began in October 1890 and Continued through May 1891, with 53,317 cy Removed. Work under Contract for Removal of the Old Bridge Piers at Hallowell began in May 1891, and Continued in Progress at the Close of the Fiscal Year.
- Richmond Island Harbor: Work under Contract for the Removal of Hatches Shoal and Construction of Training Dikes at that Location, Continued through September when it was Completed. Dredging of the 9-Foot Channel through Hatches Rock Shoal was Undertaken in May to June 1891, with 11,379 cy Removed.

Extract of the Annual Report for 1890, Appendix A-11, Page 442-444 (with Map - 2 Copies)  
(Richmond Harbor & Kennebec River)

Richmond Harbor: Work in Progress at Hatches Rock Shoal for Construction of Training Dikes Continued, with a Total of 11,761 Tons of Stone and 1,533 Fascines of Brush Placed in the Structure.

Kennebec River: Work in Progress at Beef Rock Shoal West of Swans Island Continued with a Total of 29,277 Tons of Stone and 7,008 Fascines of Brush Placed in the Work to Date, with the Dike now 600 LF and the Training Wall now 2,010 LF.

Extract of the Annual Report for 1889, Appendix A-11, Page 527  
(Richmond Harbor & Kennebec River)

- The River & Harbor Act of 11 August 1888 Authorized a Project Based on House Doc. #133 for 1) Removal of Ledge at Bath and at Lovejoys Narrows, 2) Dredging of Shoals between Augusta and Gardiner, and 3) Removal of the Three Main Shoals in the Middle Portion of the River between South Gardiner and the Lower End of Swans Island by Dredging and Construction of Wing Dams (Training Dikes) at Beef Rock, Hatches Rock (Richmond Harbor) and at South Gardiner.
- Richmond Island Harbor: Work began in June 1889 on the Dike at Hatches Rock Shoal
- Kennebec River: Work began in June 1889 on the Dike at Beef Rock Shoal. A Total of 4,543 Tons of Stone and 359 Fascines of Brush had been Placed in the Two Structures this Fiscal Year.

House Exec. Doc. #133, 50th Congress, 1st Session, 31 January 1888

Reports on Kennebec River, Penobscot River and Richmond Harbor

(Also as Extract of the Annual Report for 1888, Appendix A-19, Page 412)

(Called for by the River & Harbor Act of 5 August 1886)

**Kennebec River & Richmond Harbor**

Survey Report, 9 January 1888 (Favorable)

Kennebec River - **Recommended the Following:**

- Dredging a Channel between Hallowell and Augusta to -8 Feet MLW by 100 Feet Wide through Gages and Britts Shoals,
- The East Channel at Augusta to -7 Feet MLW by 50 Feet Wide,
- Dredging the Channel between the Upper Wharves at Gardiner to Hallowell by Removal of 3 Shoals (Hinckleys, Hallowell-Shepards Point, Upper Browns Island) to -8 Feet MLW by 125 Feet Wide, and
- Dredging a Channel at Gardiner by Removal of Lower Browns Island and Gardiner-Steamboat Shoals to -10 Feet MLW by 125 Feet Wide.
- Removal of the Remains of Two Flood Ruined Bridges at Hallowell.
- Dredging and Construction of a Rubblemound Wing Dam (+5 Feet MLW by 20-Foot Top Width) and Dike (+4 Feet MLW by 10-Foot Top Width), Both with Slopes of 1:1, at Nehumkeg Island Shoal.
- **Removal of the Ledge at Lovejoys Narrows to Provide a Channel -18 Feet MLW by 175-Feet Wide.**
- Dredging the Shoal & Construction of a Rubblemound Dike (+4 Feet MLW by 10-15 Foot Top Width, Slopes of 1:1) & **Wing Dams at Beef Rock with a Beacon Atop Beef Rock.**
- Removal of Houghton's Rock at Bath to -20 Feet MLW (Disposal to along the Banks at Various Points).

Richmond Harbor: - Found that the Wing Dam at the Head of the Channel had Not had Much Effect and the Channel through Hatches Shoal Had Filled. Recommended Realignment of the Outer Third of the Wing Dam Opposite Richmond at the North End of Swans Island, and Construction of 3 Wing Dams at Hatches Rock Shoal.

(Authorized by the River & Harbor Act of 11 August 1888, Work on Jetties Completed in 1890 except for the Modification of the Upper Wing Dam at the Head of Swans Island, Dredging to -9 Feet Completed in 1891, to -11 Feet in July 1896)

**Preliminary Examination, 27 December 1886** (Favorable)

Kennebec River - Examined Removal of Several Ledges along the Waterfront at Bath, **Removal of 4 Ledges in Lovejoy's Narrows in the Main Channel East of Swans Island to Widen and Deepen the Channel to -18 Feet MLW by 170 Feet Wide, the Removal of Shoals and Ledges at Cocksackie Shoal, Beef Rock, Rocks** at the Lincoln & Berry Ice Houses, the Upper Sand Bar, Nehumkeg Rock, Greens Ledge, Tarbox's Shoal, the Shoal at the Pittston Bridge, Browns Island Shoal, and Hinckleys, Shepards Point, Hallowell, Britts and Gages Shoals and Shoals below the Dam at Augusta.

Richmond Harbor - Examined Deepening of the Channel Opposite the Lower End of Swans Island and Removal of the Wing Dam Opposite Richmond.

**Reports on the Penobscot River**

Survey Report, 11 January 1888 (Favorable)

Recommended: Dredging and Construction of Jetties (Dikes) at Five Shoal Locations between Frankfort and Bangor, the Dikes to be +6-Foot MLW Top Elevation by 10-Foot Top Width & Slopes 1:1, & Channels through Two of the Shoals -22 Feet MLW by 400 Feet Wide (502,000 cy Estimated).

Preliminary Examination, 11 January 1887 (Favorable)

Examined: Removal of Major Shoals between Crosby's Narrows and Bucksport.

Extract of the Annual Report for 1883, Appendix A-5, Page 415

- Richmond Harbor:

- Work under Contract for Improvement Dredging of the 10-Foot Channel at Hatchs Rock Shoal and the 11-Foot Lower Channel, in Progress at the Beginning of the Fiscal Year, Continued through September 1882, with this Fiscal Year's Dredging Consisting of 7,083 cy Removed from the 11-Foot Lower Channel and 8,972 cy Removed from the 10-Foot Channel through Hatchs Rock Shoal.
- Work under a Second Contract for Improvement Dredging of the 10-Foot Channel through Hatchs Rock Shoal, and Maintenance Dredging of the 10-Foot Channel through the Shoal at the Head of Swans Island, began in September 1882 and Continued through June 1883, with 22,922 cy Removed this Fiscal Year, Completing the Project of 1880 as Modified.

Extract of the Annual Report for 1882, Appendix A-6, Page 493

- Richmond Harbor:

- Work under Contract for Construction of the Jetty at the Head of Swans Island began in July 1881 and Continued through October 1881, with 3,124 Long Tons of Stone Placed in the Structure, Completing the Jetty.
- Work under Contract for Dredging the 10-Foot Channel at Hatchs Rock Shoal and the 11-Foot Lower Channel began this Fiscal Year, and Continued in Progress at the Close of the Fiscal Year, with about 5,300 cy Removed from the 11-Foot Channel this Fiscal Year.

Extract of the Annual Report for 1881, Appendix A-6, Page 476

- Richmond Harbor:

- The River & Harbor Act of 3 March 1881 Adopted the Project for Improvement of Richmond Harbor for 10 and 11-Foot Channels and Jetties (Dikes) as Recommended in Senate Exec. Doc. #29 as Described below.
- Provided Estimates for the Projected Improvements as Follows: Dredging the 10-Foot Channel at the Head of the Island - 3,600 cy, 10-Foot Channel at Hatchs Rock - 16,000 cy, 11-Foot Channel at the Foot of the Island - 10,000 cy, Jetty at the Head of the Island - 3,500 Long Tons of Stone, Jetty at Hatchs Rock Shoal - 5,000 Long Tons of Stone.
- No Work was Undertaken this Fiscal Year, aside from Award of Contracts for Beginning the Dredging at Hatchs Rock and the Foot of Swans Island and for Beginning Construction of the Jetty at the Head of the Island.
- Also Contains Copy of the below Listed Survey Report, 10 December 1880.

Senate Exec. Doc. #29, 46th Congress, 3rd Session, 31 January 1881 (Richmond Harbor)

(Called for by the River & Harbor Act of 14 June 1880)

Survey Report, 10 December 1880 (Favorable)

Richmond Harbor - Recommended the Following:

- Reestablishing the Channel -10 Feet MLW by 150-Foot Wide from the Kennebec Channel thru the Upper Shoal at the Head of the Island & through the Middle (Hatchs Rock) Shoal.
- A Channel -11 Feet MLW by 150-Foot Wide through the Lower Shoal at the Foot of the Island.
- A Rubblemound Wing Dam (Dike) on the East Side of the Channel at the Head of the Island Extending about 550 LF Northerly with a Top Width of 5 Feet and Slopes of 1:1.
- A Rubblemound Wing Dam (Dike) on the West Side of the Channel at Hatchs Rock Shoal Extending 350 Feet with the same Section as the One above.

(Project Adopted by the River & Harbor Act of 3 March 1881)

Completed June 1883, Except that the Wing Dam at Hatchs Rock was Never Built and the Width of the 10-Foot MLW Channel through Hatchs Rock Shoal was Reduced to 100 Feet.



Extract of the Annual Report for 1878, Appendix A-4, Page 195-196

Report on Work in the Upper River

- Work under Contract for the Removal of Dry Rock from Lovejoys Narrows, in Progress at the Beginning of the Fiscal Year, Continued through September 1877, with 545 cy of Rock Removed this Fiscal Year (Total of 1,775 cy Removed under the Contract).
- Channel now Completed -10 Feet MLW by 100 Feet Wide up to Gardiner and then -6.5 Feet MLW by 100 Feet Wide up to Augusta.

Extract of the Annual Report for 1877, Appendix A-5, Page 162

- Work under Contract for the Removal of Dry Rock from Lovejoys Narrows, in Progress at the Beginning of the Fiscal Year, Continued through November 1876, Resumed in May 1877, and Continued in Progress at the Close of the Fiscal Year, with a Total of 1,230 cy Removed having been Removed under the Contract to Date (905 cy this Fiscal Year).

Extract of the Annual Report for 1876, Appendix A-5, Page 22

- Work under Contract for the Removal of Dry Rock from Lovejoys Narrows began in June 1875, and Continued through November 1875, with 325 cy of Rock Removed this Fiscal Year, Partially Removing the Ledge.

Extract of the Annual Report for 1875, Appendix BB-6, Page 24

- Work under Contract for Removal of Three Ledges Near Dry Rock in the Narrows below Richmond to -12 Feet MLW (73 cy Estimated) began in August 1874 and Continued through November 1874.
- Work under a Second Contract for the Removal of Dry Rock from the Narrows below Richmond (1,775 cy Rock Estimated) began in June 1875, and Continued in Progress at the Close of the Fiscal Year (no Quantities Given).

Extract of the Annual Report for 1874, Appendix Y-7, Page 30-31

- The -10-Foot MLW by 100-Foot Wide Channel from Richmond up to Gardiner and then -7 Feet LLW by 100 Feet Wide from Gardiner up to Hallowell, then at -6-½ Feet LLW by 100 Feet Wide up to Augusta, was Completed during FY-1872.
- Work under Contract for Removal of Half-Tide Rock from Lovejoys Narrows below Richmond to -12 Feet MLW began in June 1873, and Continued through November 1873, when its Removal was Completed (No Quantities Given).
- Recommended: Further Work to Remove Dry Rock (1,850 cy Estimated) and Three Additional Ledges (#s III, IV & V Totaling 70 cy Rock) from the Narrows to -12 Feet MLW. (Funded by the River & Harbor Act of 23 June 1874)

Extract of the Annual Report for 1873, Appendix X-8, Page 28-29

- Kennebec River Below Gardiner:
  - **Recommended:** Removal of Three Additional Ledges from the Channel at the Narrows to -12 Feet MLW: Half-Tide Rock (Previously Removed to -8 Feet MLW) - 260 cy, Ledge #2 - 460 cy and a Third Ledge - 80 cy, Estimated.
  - **The River & Harbor Act of 3 March 1873 Authorized the Removal of the Three Additional Ledges from Lovejoys Narrows as Described above.**
  - Work under Contract for the Removal of Half-Tide Rock to -12 Feet MLW began in June 1873, and Continued in Progress at the Close of the Fiscal Year.
- Swans Island Channel at Richmond Harbor:
  - Project Submitted 22 June 1872 for Funds Provided under the River & Harbor Act of 10 June 1872 for a Channel -10 Feet MLW by 150 Feet Wide from the Main Kennebec Channel to the Steamboat Wharves at Richmond.
  - Work under Contract for Dredging the -10-Foot MLW Channel North of Swans Island to Richmond Landing began in August 1872, and Continued through October 1872, with 7,795 cy Removed this Fiscal Year.

Extract of the Annual Report for 1872, Appendix V-6, Page 930-932

Kennebec River above Bath to Augusta

- Progress on Work at Kennebec River above Gardiner:
  - Work under Contract for Widening the 7-Foot Channel through Shepards Point Shoal from 75 Feet to a Width of 100 Feet, in Progress at the Beginning of the Fiscal Year (Since May 1871), Continued through September 1871, with 20,888 cy Removed this Fiscal Year, (Total 21,862 cy under the Contract). During this Fiscal Year Several Large Boulders had also been Removed from the Channel between Gardiner and Augusta, Completing the -7 Feet LLW Channel below Hallowell and the -6½-Foot LLW Channel above Hallowell, by 100 Feet Wide, in September 1871.
- Progress on Project Submitted 16 May 1871 for Channel below Gardiner in Response to River & Harbor Act of 3 March 1871:
  - Work under Contract for Removal of Nehumkeg Rock to -12 Feet MLW was Undertaken during September 1871, with an Estimated 20 cy Removed.
  - Work under Contract for Dredging of Upper Sands Shoal to -10 Feet MLW by 100 Feet Wide was Undertaken during October 1871, with 7,578 cy Removed.
- Recommended Further Improvements
  - **Project Extended to Include Removal of Ledges in Lovejoys Narrows to -12 Feet MLW.**
  - The Removal of Additional Boulders from the Channel at Gardiner.  
(Authorized by the River & Harbor Act of 3 March 1873)  
Half-Tide Rock Completed to -12 Feet in November 1873, Removal of Dry Rock and other Ledges Completed in 1877.

Richmond Harbor

- Provided Estimate for Dredging a Channel -10 feet MLW by 100 feet Wide through the Bar North of Swans Island, using Funds from the River & Harbor Act of 10 June 1872 (10,000 cy Estimated).

Extract of the Annual Report for 1871, Appendix V-8, Page 842-844

- Work under Contract for Dredging the 6½-Foot LLW by 100-Foot Wide Channel through Britts and Gage's Shoals above Hallowell, in Progress at the Beginning of the Fiscal Year, Continued through November 1870. Work on Dredging the 6½-Foot LLW Channel through Hinckleys Shoal began in May 1871, and was Completed in June 1871, making a Channel -7 Feet LLW by 100 Feet Wide.
- Work under Contract for Widening the 75-Foot Wide Channel through the Shoals at Shepards Point and Hallowell to 100 Feet began in May 1871, and Continued in Progress at the Close of the Fiscal Year.
- During the Fiscal Year about 50 Large Boulders Weighing a Total of 100 Tons were Removed from the Channel at Various Shoals.
- List of Improvements Authorized by the River & Harbor Act of 3 March 1871 (Prior Improvements were Confined to the River above Gardiner).

Project Modified to Provide:

Kennebec River: Boulder Removal and Dredging of a -10-Foot MLW Channel, 100 Feet Wide, through Upper Sands Shoal up to Gardiner (6,000 cy Ordinary Material and 40 cy Rock, Estimated), Removal of Ledge at Nehumkeg Island (Nehumkeag Rock) to -12 Feet MLW (30 cy Rock, Estimated), and Removal of a Ledge from the Channel Near Richmond (100 cy Rock, Estimated).

Richmond Harbor: Dredging a Channel through the Bar at the Head of Swans Island (7,000 cy, Estimated). Completed by October 1872.

- In 1871, a Channel was Completed through Upper Sands Shoal below Nehumkeg Rock at -10 Feet MLW by 100 Feet Wide. Nehumkeg Rock Removed to -12.5 Feet MLW.

Extract of the Annual Report for 1870, Page 79 and Appendix X-III & X-1, Page 496-506

- Work under Contract to Continue Improvement Dredging of the 75-Foot Wide by 6-Foot LLW Channel up to Augusta, in Progress at the Beginning of the Fiscal Year, Continued through November 1869 at Britts Shoal and Gages Shoal (at Augusta), with 39,633 cy Ordinary Material and about 50 Large Boulders Removed this Fiscal Year. The 75-Foot Channel Width had Now been Completed at all but Gages Shoal, where only 45 Feet was Obtained to this FY.
- Work under Contract to Continue Improvement Dredging of the 75-Foot Wide by 6-Foot LLW Channel at Gages Shoal Resumed in August 1870 and through September 1870 a Further 11,536 cy had been Removed.

Extract of the Annual Report for 1869, Page 61 and Appendix U-III, Page 455-457

- Work under Contract to Continue Improvement Dredging of the 75-Foot Wide by 6-Foot LLW Channel up to Augusta, in Progress at the Beginning of the Fiscal Year, Continued throughout the Fiscal Year, and was in Progress at its Close, with 22,039 cy Ordinary Material and 30 Large Boulders Removed from the River Channel this Fiscal Year. Plan Cited as for a 7-Foot LLW Channel up to Hallowell and a 6½-Foot LLW Channel up to Augusta.

Extract of the Annual Report for 1868, Page 71 and Appendix T-6, T-7 & T-9, Page 852-858

- Recommends that the Channel Width be Increased to 100 Feet (from 75 Feet) for the Entire Channel up to Augusta (180,000 cy Estimated). Target Channel Depths Reduced to 6 Feet LLW above Hallowell and 7 Feet LLW below Hallowell.
- Work under Contract for Improvement Dredging of the Channel at Shepards Point and Hallowell Shoal began in June 1867, and Continued throughout the Fiscal Year, with 29,009 cy Removed this Fiscal Year. A Further 63,526 cy were Removed in August 1867 from Shepards Point Shoal and Hallowell Shoal.
- Survey Report, 1 July 1868 (Appendix T-9)  
Recommended: Providing a Channel Width of 100 Feet, and Reduced Depths of -7 Feet LLW up to Hallowell and -6 Feet LLW up to Augusta (180,000 cy, Estimated).

Extract of the Annual Report for 1867, Page 48 and Appendix R-5 - R-7, Page 488-498

- The River & Harbor Act of 23 June 1866 and the Act of 2 March 1867 Authorized the Dredging of the 7-Foot Channel from Hallowell to Augusta.
- A Contract for Improvement Dredging of the 8-Foot LLW Channel up to Hallowell, and 7-Foot LLW Channel to Augusta was Awarded, but No Work yet begun this Fiscal Year.
- Survey Report, 10 September 1867 (Appendix R-5)  
(Called for by the Act of 23 June 1866)  
Recommended: Provision of a 7-Foot LLW Channel, 75 Feet Wide, from Shepards Point at Hallowell up to Augusta, by Removal of Hinkleys Shoal and Browns Island Shoal (5,000 cy, Estimated, with In-River Disposal), and Removal of a Rock at Grants Shipyard.
- Special Report and Estimate, 21 January 1867 (Appendix R-7)  
Reported on the Shoals at Shepards Point and a Plan to Dredge a Cut-Off Channel through the Shoals at -7 Feet LLW by 60 Feet Wide at First, with Disposal along the Banks and used to Close the Natural Channel (20,635 cy to 35,360 cy, Estimated).
- Special Report and Estimate, 29 January 1867 (Appendix R-8)  
Reported on the Shoals between Hallowell and Augusta, and a Plan for a 6-Foot LLW Channel, 75 Feet Wide, through Gages and Britts Shoals (32,140 cy, Estimated).

Extract of the Annual Report for 1853, Appendix D, Page 235

- Report & Estimate, 26 December 1852  
Provided: A Plan and Estimate for Improving the Channel between Lovejoys Narrows and Augusta. Recommended a Channel -7 Feet MLW from Gardiner to Augusta; 70 Feet Wide from Shepards Point Upstream through Millbrook, Britts and Gages Shoals and Several other Small Bars, Deepened to 7½ Feet through Hussy Shoal. Below Gardiner to Lovejoys Narrows it was Proposed to Dredge a Channel through the Shoal below Nehumkeag Island to -8½ Feet MLW by 100 Feet Wide.

House Doc. #94, 25th Congress, 2nd Session, 13 January 1838

(Called for by House Resolution, 18 December 1837)

Survey Report, 20 September 1837 (Favorable)

Recommended the Following:

- Removal of Shoals at the Upper Sands Bar below Nehumkeg Island to Provide a Channel at -10 Feet MLW by 100 Feet Wide up to Gardiner.
- Dredging of the Upper and Lower Shoals at Brown Island and Shepards Point-Hallowell to Provide a Channel -8 Feet MLW by 100 Feet Wide up to Hallowell.
- Dredging of the Britts Shoal and Gages Shoal to Provide a Channel -6 Feet MLW by 100 Feet Wide up to Augusta.

NOT ON FILE:

Preliminary Examination, 6 November 1939 (Favorable)  
(Unpublished)

Preliminary Examination, 6 January 1936 (Unfavorable-Unpublished)  
(Called for by the River & Harbor Act of 30 August 1935)  
Considered: Deepening the Channel between Gardiner and Augusta.

The River & Harbor Act of 13 June 1902  
(Richmond Harbor)

Lower End of 11-Foot Channel Maintained in July 1896 & July 1902  
Project Modified, August 1892 to Provide a Depth of -9 Feet MLW at Hatchs Rock Shoal after  
1891 Maintenance.

Modification of 1868 Based on 1866 Survey

Channel -8 Feet MLW by 100 Feet Wide up to Hallowell and -6.5 Feet MLW by 100 Feet Wide  
above Hallowell to Augusta. Project Completed in 1871.

The River & Harbor Act of 23 June 1866

Project for Removing Rocks and Straightening and Deepening the Channel from Shepards Point  
up to Hallowell at -8 Feet MLW by 75 Feet Wide, then at -7 Feet MLW Up to Augusta also at 75  
Feet Wide.

The River & Harbor Act of 30 August 1852

Dredging by the City of Augusta, 1845-1846

- Channels at -7 Feet MLW Dredged through Britts Shoal, 60 Feet Wide, Millbrook Shoal, 60 Feet  
Wide, and Gages Shoal, 80 Feet Wide. Material Cast to the River Banks.

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**KENNEBUNK RIVER, Kennebunk & Kennebunkport**

Page 1

IN FILE:

Extract of the Water Resources Development Act of 2000, P.L. 106-541, 11 December 2000, 114 Stat. 2692, Project Deauthorizations, Section 347(a)(5), Page 2692

- Deauthorizes an Area of the Northern-most 6-Foot Anchorage West of the Channel, Constructed as Part of the Project Authorized by the River & Harbor Act of 1962, to Resolve an Encroachment Issue.

Extract of the Annual Report for 2000, New England Division Extract, Page 1-9

- No Work was undertaken this Fiscal Year, aside from Continuing Coordination in Preparation for Maintenance Dredging.

Extract of the Annual Report for 1996, New England Division Extract, Page 1-7

- No Work was undertaken this Fiscal Year, aside from Surveys and Sediment Sampling & Testing in Preparation for Maintenance Dredging.

Water Resources Development Act of 1996, 110 Stat. 3734

House Record, Conference Report, 25 September 1996

Section 364(10) - Project Deauthorizations

- Deauthorized a Portion of the 6-Foot Anchorage, as Authorized by Section 101 of the River & Harbor Act 1962 (76 Stat. 1173).

Extract of the Annual Report for 1985, New England Division Extract, Page 1-6

- Work under Contract for Maintenance Dredging of the 6 and 8-Foot Channels and 6-Foot Anchorage Areas began in November 1984, and Continued through March 1985, with 26,156 cy Removed this Fiscal Year.

Extract of the Annual Report for 1984, New England Division Extract, Page 1-7

- No Work was undertaken during this Fiscal Year, aside from Award of a Contract for Maintenance Dredging, Surveys and Preparation of Plans and Specifications.

Transmittal Letters, Section 107 Detailed Project Report, 22 June 1984

New England Division Memorandum to HQUSACE Terminating Detailed Project Study. Study Deferred in April 1982 due to Lack of Local Cooperation in Documenting Commercial Fishing Benefits. Between May 1980 and April 1982 Study included Hydrographic Surveys, Geotechnical Investigations, Economic Studies and Interagency Coordination for Channel Deepening Proposal.

Environmental Assessment for Maintenance Dredging, 6 August 1984

- Environmental Assessment and Finding of No Significant Impact for Maintenance Dredging of about 20,000 cy of Material from the Federal Channel and Anchorage Areas. A Mechanical Bucket Dredge would Remove 10,000 cy of Sandy Material from the 8-Foot Entrance Channel and 10,000 cy of Silty Material from the Inner Harbor Areas. Disposal to be at the Cape Arundel Disposal Site. Work would begin in Mid-November and take about 4 Weeks to Complete. Lobsters would be Removed from the Channel and Relocated Prior to Dredging.

Specifications Extract, 1 August 1984

- Extract of Plans and Specifications for Maintenance Dredging of about 30,000 cy from the 6 and 8-Foot Channels and 6-Foot Anchorage Areas. Dredging by Mechanical Bucket Dredge with Disposal at the Cape Arundel Ocean Disposal Site. Extract Includes: Invitation for Bids, Special Provisions, Grain Size Data, Site Work Section and Bid Schedule.

Extract of the Annual Report for 1983, New England Division Extract, Page 1-9

- Work under Contract for Maintenance for Removal of Unclassified Material (Rock Pinnacle) from the 6-Foot Channel and Anchorage was Undertaken this Fiscal Year (No Dates or Quantities Given).

Specifications Extract, 1 March 1983

- For Removal of Unclassified Material from the 6-Foot Channel and Anchorage to -6 Feet MLW.
- Notice to Bidders, Bid Abstract, Unit Price Sheet and Site Work Description. Requires Work between 15 May and 30 June. Required Upland Disposal of Unclassified Material at Site Provided by Contractor, with Redistribution of any Overburden into Surrounding Waters below Project Depth. No Quantities given, but Estimate of 40 cy Rock Stated in Coordination Correspondence with other Federal Agencies.

Extract of the Annual Report for 1982, New England Division Extract, Page 1-9

- Work under Contract for making Repairs to the East and West Jetties, Initiated Prior to the Beginning of the Fiscal Year, was Completed this Fiscal Year, with 1,597 Tons of Stone Placed in the West Jetty and 1,707 Tons Placed in the East Jetty.

Extract of the Annual Report for 1981, New England Division Extract, Page 1-8

- Work under Contract for making Repairs to the East and West Jetties had begun at the Close of the Fiscal Year, and Continued in Progress at its Close (No Quantities Given).

Extract of the Annual Report for 1979, New England Division Extract, Page 1-8

- No Work was Undertaken during this Fiscal Year, aside from Preparation of Plans and

Specifications for Repairs to the Jetties.



Section 107 Reconnaissance Report, 20 July 1979 (Favorable)

Examined: Channel Modifications to Provide a Channel -10 Feet MLW by 100 Feet Wide Extending about 1,600 LF from Deep Water through the Jetties and Upstream, then at -8 Feet MLW by 100 Feet Wide Extending about 2,000 LF Upstream, then at -8 Feet MLW by 75 Feet Wide for the Final 2,000 LF to the Highway Bridge.

(Report Approved by OCE, 3 August 1979)

Feasibility Study Terminated due to Lack of Local Cooperation on Economic Survey of Harbor users.

Extract of the Annual Report for 1977, New England Division Extract, Page 1-11

- No Work was Undertaken this Fiscal Year, aside from Close-Out of the Prior Year's Maintenance Dredging Contract, and Surveys to Locate a Reported Ledge Pinnacle in the Upper Channel.

Extract of the Annual Report for 1976, New England Division Extract, Page 1-13

- Work under Contract for Maintenance Dredging of the 6-Foot and 8-Foot Channels began in June 1975, and Continued through February 1976, with about 18,000 cy Removed.

Extract of the Annual Report for 1975, New England Division Extract, Page 1-12

- No Work was Undertaken this Fiscal Year, aside from Award of a Contract for Maintenance Dredging of the 8 and 6-Foot Channels.

Extract of the Annual Report for 1970, New England Division Extract, Page 9

- Work under Contract for Repairs to Damaged Sections of the East Jetty began in July 1969, and Continued through October 1969, with 5,379 Tons of Stone Placed this Fiscal Year.

Extract of the Annual Report for 1969, New England Division Extract, Page 14

- Work under Contract for Removal of Ledge Rock from the West side of the Entrance Channel was Completed in December 1968 (no Quantities Given).
- Work under Contract for Maintenance Dredging of the 8-Foot Entrance Channel began in July 1968, and Continued through November 1968, with 15,000 cy Removed this Fiscal Year.
- A Contract was Awarded for Repairs to the Jetties.

Plans & Specifications Extract, 10 April 1969

- Extract of Plans & Specifications for Repairs to a 500 LF Section of the East Jetty (Breakwater). Contract Awarded 19 May 1969 to Kidd Construction for Placement of 5,600 Tons of New Cover and Core Stone. Armor Stone to be 5 to 8 Tons. Core Material of up to 1 Ton. Included Placement of about 4,800 Tons of 6 to 10-Ton Rubblestone.

Extract of the Annual Report for 1968, New England Division Extract, Page 15

- No Work was Undertaken this Fiscal Year, aside from Preparation of Specifications for Rock Removal and Maintenance Dredging and Award of Contracts.

Plans & Specifications Extract, 20 May 1968

- Extract of Plans & Specifications for Maintenance Dredging and Rock Removal. Contract Awarded 27 June 1968 to Prock Marine for Maintenance Dredging of about 15,000 cy from the 8-Foot Entrance Channel and Portions of the Two 6-Foot Anchorage Areas. Also Included Blasting and Removal of Ledge to -7 Feet MLW from the Anchorage, 200 cy Rock, Estimated.

Extract of the Annual Report for 1966, New England Division Extract §16, Page 26

- Work under Contract for Improvement Dredging of the 8 and 6-Foot Channels and 6-Foot Anchorage Areas, in Progress at the Beginning of the Fiscal Year, Continued during this Fiscal Year, with 12,074 cy Removed this Fiscal Year, Completing the Project Except for a Reduced Anchorage Size due to the Discovery of Ledge.

Extract of the Annual Report for 1965, New England Division Extract §16, Page 27

- Work under Contract for Extension of the West Jetty began in December 1964 and Continued through April 1965, with 9,000 Tons of Stone Placed this Fiscal Year, Completing the Extension.
- Work under Contract for Improvement Dredging of the 8 and 6-Foot Channels and 6-Foot Anchorage Areas began in December 1964, and Continued in Progress at the Close of the Fiscal Year, with 108,000 cy Removed this Fiscal Year.

Plans & Specifications Extract for Improvement Dredging, 22 September 1964

- Plans & Specifications for Improvement Dredging of about 140,000 cy and about 500 cy Ledge, Including a 1-Foot Overdepth Allowance. Work includes 8-Foot Lower Channel, 6-Foot Upper Channel and Two 6-Foot Anchorages Areas. Ledge includes an Additional Foot of Required Removal plus 1-Foot of Overdepth. Extract Includes: Notice to Bidders, Bid Abstract, Amendments, Invitation for Bids, Unit Price List, General, Special and Technical Provisions. Disposal of Material to be either at an Ocean Site South of the Mouth of the River in at Least 10 Fathoms, or with Hydraulic Dredging at Two Upland Areas Adjacent to the Harbor.

Plans & Specifications Extract for Jetty Extension, 11 August 1964

- Plans & Specifications for Construction of a 300 LF Extension to the West Jetty at the Mouth of the Kennebunk River. Specifications call for Placement of about 950 cy of Bedding Stone and 9,000 Tons of Core & Cover Stone. Extract Includes: Notice to Bidders, Contract Award Documents, Bid Abstract, Amendments, Invitation for Bids, Unit Price List, General, Special and Technical Provisions. Contract Awarded 1 October 1964 to Seaboard Engineering Company, with Notice to Proceed 13 October 1964. Change Order 26 October 1965, covered Additional Work to Repair Damage to the Jetty from the Storm of February 1965.

Design Memorandum, 28 May 1964

DM on Modifications Authorized by the River & Harbor Act of 23 October 1962

Recommended: Modifying the Authorized an Improvement to Increase the West Jetty Extension from 300 to 330 LF.

Extract of the Annual Report for 1963, New England Division Extract §8, Page 12

- The River & Harbor Act of 23 October 1962 Authorized the Project for the -8-Foot & 6-Foot MLW Channels, the -6-Foot MLW Anchorage Areas and the West Jetty Extension and Sand Catches, as Recommended in House Doc. #459, as Listed below.
- No Work was Undertaken this Fiscal Year, aside from Engineering Studies.

Extract of the Annual Report for 1962, New England Division Extract, Page 12

- No Work was Undertaken this Fiscal Year, aside from Preparation of Specifications and Award of a Contract for Repairs to the Two Jetties.

House Doc. #459, 87th Congress, 2nd Session, 25 June 1962

(Called for by House Committee on Public Works Resolution, 3 June 1959)

Chief's Report, 18 May 1962, BERH Report, 27 February 1962

Contains the below Listed Survey Report (Review), 12 December 1961, Also in File,  
Recommending Project Modifications.

Plans & Specifications Extract for Jetty Repair, 1 May 1962

- Plans & Specifications for making Repairs to the East and West Stone Jetties at the Mouth of the Kennebunk River. Specifications call for Resetting about 30 Tons of Displaced Stone, Placement of about 800 Tons of New Stone, and about 50 cy of Concrete. Extract Includes: Notice to Bidders, Bid Abstract, Invitation for Bids, Unit Price List, Photographs of Breakwaters, General, Special and Technical Provisions. Low Bidder was Ernest J. Asselyn.

Survey Report (Review), 12 December 1961 (Favorable)

(Called for by House Committee on Public Works Resolution, 3 June 1959)

Recommended: Extension of the West Jetty by 330 LF, an Entrance Channel -8 Feet MLW by 100 Feet Wide Extending about 1,700 LF from Deep Water to the Kennebunkport Town Landing, then -6 Feet MLW by 100 Feet Wide Extending about 2,300 LF, then -6 Feet MLW by 75 Feet Wide Extending about 2,000 LF to the Highway Bridge, with Two -6-Foot MLW Anchorage Areas, 2-Acres East of the Channel and 4-Acres West of the Channel, and the Removal of a Portion of 'Riding Rock' within the New Channel Limits between the Jetties. (Authorized by the River & Harbor Act of 23 October 1962)

Extract of the Annual Report for 1955, New England Division Extract, Page 6

- Work under Contract for Repair of the East Jetty was Undertaken during September and October 1954. No Quantities Given for Repairs.

Extract of the Annual Report for 1954, New England Division Extract, Page 13

- No Work was Undertaken this Fiscal Year, aside from Preparation of Specifications for Repairs to the Two Jetties.

Plans & Specifications Extract for Jetty Extension, 28 June 1954

- Plans & Specifications for Repairs to the East Jetty (Breakwater) at the Mouth of the Kennebunk River. Specifications call for Repairs to Three Sections of the Stone Structure. New Stone would be 1 to 4 Tons, Averaging 2 Tons. No Quantity given – Estimated at about 400 Tons. Extract Includes: Abstract of Bids, Invitation, Unit Price List, Statement of Work, General, Special and Technical Provisions. Contract Awarded 29 July 1954 to Wyoming Construction Company. Supplemental Agreement 29 September 1954, covered Additional Work to Repair Damage to the Jetty from the Hurricanes of August and September 1954, with No Quantity given, Estimated at about 70 Tons.

Extract of the Annual Report for 1951, New England Division Extract, Page 34

- Work under Contract for Maintenance Dredging of the 4-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through July 1950, with 14,498 cy Removed this Fiscal Year, Restoring the 4-Foot Channel.

Extract of the Annual Report for 1950, New England Division Extract, Page 44

- Work under Contract for Maintenance Dredging of the 4-Foot Channel began in November 1949, was Suspended that Month due to Weather, Resumed in March 1950, and Continued in Progress at the Close of the Fiscal Year, with 23,278 cy Removed this Fiscal Year.

Plans & Specifications Extract, 23 August 1949

- Extract of Plans and Specifications for Maintenance Dredging of about 38,000 cy from the 4-Foot Channel, including a 2-Foot Overdepth Allowance (29,000 cy). No Work will be Required between 1 January and 31 March. Disposal at an Ocean Site in Waters Greater than 12 Fathoms, South of Gelaspus Point. Change Order adds Nearshore Disposal Site for Sandy Material. Extract Includes: Invitation for Bids, Unit Price Schedule, Statement of Work, General, Special & Technical Provisions. Contract Awarded to Bay State Dredging Company.

Extract of the Annual Report for 1942, Boston District Extract, Page 33

- Work under Contract for Maintenance Dredging of the 4-Foot Channel began in September 1941 and Continued through November 1941, with 14,822 cy Removed this Fiscal Year.

Extract of the Annual Report for 1937, Boston District Extract, Page 38

- Work using Hired Labor for Repairs to two Stone Beacons on the East Jetty was Accomplished during October 1936.

Extract of the Annual Report for 1936, Boston District Extract, Page 45

- Work under Contract for Repairs to the Jetties began in August 1935, and Continued through September 1935, with 46 Tons of Capstone and 38 Tons of Rubblestone Reset, and 504 Tons of New Rubblestone, 19½ cy Concrete, 92 Pins and 12 cy Other Fill Placed in the Structures this Fiscal Year.

Extract of the Annual Report for 1933, Boston District Extract, Page 32

- Work under Contract for Maintenance Dredging of the 4-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through August 1932, with 4,533 cy Removed this Fiscal Year.

Extract of the Annual Report for 1932, Boston District Extract, Page 36

- Work using Hired Labor and Plant for Repairs to the East "Breakwater" (Jetty) began in November 1931 and Continued through December 1931, with 300 Tons of Wall Stone Reset and 212 Tons Rubblestone and 165 cy Concrete Placed in the Breakwater, and 50 Iron Pins Placed to Hold the Capstones.
- Work under Contract for Maintenance Dredging of the 4-Foot Channel began in April 1932, and Continued in Progress at the Close of the Fiscal Year, with 49,526 cy Removed this Fiscal Year.

Letter Report for O&M Estimate, 7 January 1932

- Estimated Work Required to Restore the 4-Foot MLW by 100 Foot Wide Channel at 42,000 cy.

Survey Report, 3 November 1931 (Division), 28 October 1931 (District) (Unfavorable)

(Called for by the House Committee on Rivers and Harbors Resolution, 23 July 1930)

(Chief's Report, January 15, 1932, BERH Report, 14 December 1931)

Considered: Restoration of the Existing Channel, Repair of the Government Wharf and Deepening the Channel to -6 Feet MLW by 100 Feet Wide up to Kennebunkport (102,900 cy Ordinary and 3,020 cy Ledge Rock, Estimated).

Recommended: Restoration of the Authorized 4-Foot Channel (41,700 cy Estimated) and Repair of the Government Wharf (275 Lf of Timber Bulkhead with Backfill Estimated, with Top Elevation of +12 Feet MLW).

Preliminary Examination, 22 September 1930 (Favorable)

(Called for by the River & Harbor Act of 3 July 1930)

Examined: Restoring the Authorized 4-Foot MLW by 100-Foot Wide (Widened to 140 Feet in the Two Turns) Channel (65,000 cy Estimated), or Deepening the Channel to -8 Feet MLW with the Same Widths (245,000 cy Ordinary Plus 400 cy Ledge Rock, Estimated).

(Report Approved by BERH, 4 November 1930)

House Doc. #481, 71st Congress, 2nd Session, 21 June 1930

(Called for by the River & Harbor Act of 21 January 1927, & HD #308)

Comprehensive Report, 25 April 1929 (Unfavorable)

Examined: Deepening the Channel to -6 Feet MLW.

Extract of the Annual Report for 1929, Boston District Extract, Page 38

- Reported that a Large Section of the West Jetty had been Damaged by a Severe Storm on April 12, 1929. The Damage was Repaired using Day Labor during this Fiscal Year. Reported that Recent Floods had Brought Gravel and Sawdust Downriver and Shoaled the Channel.

Extract of the Annual Report for 1920, Page 97 and Appendix A-11, Page 2120

- Work using Hired Labor for Repairs to the East Jetty and Wing Wall (Shore Arm) were Undertaken during August 1919, with Stones Reset in the Top of the Jetty and the Toe of the Shore Arm, and Two Stone Beacons on the West Jetty and at Wading Place Rebuilt (No Quantities).

Extract of the Annual Report for 1912, Appendix A-20, Page 1368

- Repairs to the East Jetty and Wing Wall (Shore Arm) were Undertaken during September and October 1911, with 300 Tons of Stone Rehandled (both New and Recovered Stone) in Repairing the Jetty. About 175 Tons of New Stone, Plus Concrete Grouting and Resetting of Old Stone in the Wing Wall to Repair Undermined Sections and Extend the Wall about 30 Feet Landward to Close a Flanking Gully, and 75 Tons of Rip-Rap Placed along the River Bank.

House Doc. #423, 62nd Congress, 2nd Session, 10 January 1912

(Called for by the River & Harbor Act of 25 June 1910)

Preliminary Examination, 22 March 1911 (Unfavorable)

Examined: Further General Improvement of River.

Recommended: Only Continued Maintenance of Existing Works.

Extract of the Annual Report for 1906, Appendix A-18, Page 864

- Work using Hired Labor Rebuilt the Wooden Portion of the Government Wharf on the East Side of the River, and Repaired Both the East and West Stone "Piers" (Jetties).



Extract of the Annual Report for 1893, Appendix A-16, Page 712

- Work in Progress at the Beginning the Fiscal Year Continued through the End of the 1892 Season, with Repairs to the Government Wharf, and Strengthening of the North Jetty Finished, Completing the Project as Authorized in 1890.

Extract of the Annual Report for 1892, Appendix A-18, Page 524

- During Fiscal Year 1892 Repairs to the Government Wharf, in Progress at the Beginning of the Fiscal Year, were Nearly Completed, and Work on the Training Dike and Repairs to the East Jetty were Begun and Continued in Progress at the Close of the Fiscal Year.

Extract of the Annual Report for 1891, Appendix A-19, Page 601

- Project for Restoration of the Stone Jetties and Channel and the Construction of a Training Jetty at Wading Place to Constrict the Channel was Authorized by the River & Harbor Act of 19 September 1890. Restored Channel to be -4 Feet MLW by 100 Feet Wide up to the Highway Bridge.
- Work on Repair of the Pier and Wharves began in May 1891, and Continued in Progress at the Close of the Fiscal Year.

Extract of the Annual Report for 1890, Appendix A-16, Page 449

- No Work was Undertaken during the Fiscal Year beyond Preparations for Real Estate Acquisition and Jetty Reconstruction.

Extract of the Annual Report for 1890, Page 471-474

(Also in House Document #136, 51st Congress, 1st Session)

(Called for by the River & Harbor Act of 11 August 1888)

Survey Report, 11 January 1890 (Favorable)

Recommended: Repairs and Improvements to Both Jetties and the Wharf, with a Training Wall (Dike) Just above the Government Wharf.

(Authorized by the River & Harbor Act of 19 September 1890, Completed 1893)

Preliminary Examination, 7 January 1889 (Favorable to Survey)

Reports the East Jetty ("Pier") as being 545 LF.

Recommended: Repair & Maintenance of the Existing Works.

Extract of the Annual Report for 1888, Appendix A-11, Page 202

- During June 1888 the Top of the Wooden Pier was Replaced.

Extract of the Annual Report for 1884, Appendix A-8, Page 468

- Work using Hired Labor for Repair of the Government Wharf was Accomplished in September & October 1883 with 3" Planking used to Reface the 340 LF Face of the Wharf, Additional Gravel Fill Placed in the Structure and the Capping Refastened.

Extract of the Annual Report for 1882, Appendix A-11, Page 499

- Work under Contract for Making Repairs to the Stonework at the River's Mouth and to the Government Wharf, in Progress at the beginning of the Fiscal Year, Continued through September 1881.

Extract of the Annual Report for 1881, Appendix A-11, Page 491

- Work using Hired Labor for Removal of Rock from the 4-Foot Channel below Wards Wharf and Near the Mouth of Gooch Creek began in June 1880, and Continued through July 1880, with an Estimated 20 cy of Rock Removed under the Operation.
- Work under Contract for Dredging to Widen and Deepen the 4-Foot Channel in the Vicinity of Wards and Lords Wharves and at Mitchell's Point, began in July 1880 and Continued through August 1880, with an Estimated Total of 7,600 cy Removed under the Operation.
- Repairs to the Stonework at the River's Mouth and to the Government Wharf began and Continued in Progress at the Close of the Fiscal Year (No Quantities Given).

Extract of the Annual Report for 1880, Appendix A-9, Page 337

- Work under Contract for Removal of the Ledges and Improvement Dredging of the 4-Foot Channel began this Fiscal Year, and Continued in Progress at its Close (No Quantities Given).

Extract of the Annual Report for 1879, Appendix A-8, Page 259

- No Work was Undertaken this Fiscal Year.
- Reports that the Existing Project Consists of the Following Improvements:
  - A 600 LF Stone Pier on the East Side of the River's Mouth, Connected to Shore by a 160 LF Stone Wing Wall.
  - A 290 LF Stone Pier on the West Side of the River's Mouth, Connected to Shore by a 160 LF Stone Wing Wall.
  - A Cribwork Wharf, Ballasted with Stone, Located about One-Eighth of a Mile above the River's Mouth.
  - A -4-Foot MLW Channel through the Shoals at Wading Place and Mitchell's Point.
- Work Remaining to be Done, as Authorized by the River & Harbor Act of 3 March 1879 Includes, Removal of Ledge at Gooch Creek to -4 Feet, Further Straightening, Widening and Deepening of the Channel (7,600 cy Estimated), and Rebuilding Portions of the Government Wharf and West Stone Pier.

Extract of the Annual Report for 1878, Appendix A-8, Page 202

- Work under Contract for Dredging the 4-Foot Channel at the Wading Place and Mitchell's Point began in July 1877 and Continued through September 1877, with a Total of 6,450 cy Removed this Fiscal Year.
- Repairs were also made to the Government Wharf and to the Stone Jetties at the River's Mouth.
- Survey Report of 1878
  - Recommended: (1) The Removal to -4 Feet MLW of Ledge Rock Near the Mouth of Gooch Creek and below Wards Wharf (Total of 20 cy Rock Estimated), (2) Removal of Shoals to Further Straighten, Widen & Deepen the Channel (7,600 cy Estimated), and (3) Repair of the Government Wharf and the West Jetty.  
(Authorized by the River & Harbor Act of 3 March 1879)

Extract of the Annual Report for 1877, Appendix A-8, Page 165

- The River & Harbor Act of 14 August 1876 Authorized the 4-Foot Channel Project as Recommended in House Exec. Doc. #75 as Described below.
- No Work was Undertaken this Fiscal Year, aside from Award of a Contract for Beginning Dredging of the 4-Foot Channel, with No Work Yet begun.

Extract of the Annual Report for 1876, Appendix A-8, Page 25

- No Work was Undertaken this Fiscal Year.



2d Extract of the Annual Report for 1875, Appendix BB-9, Page 29

- No Work was Undertaken this Fiscal Year, aside from Surveys.

1st Extract of the Annual Report for 1875, Appendix BB-22, Page 64

- Survey Report, 2 December 1874 (Favorable)
  - As Included in House Ex. Doc. #75, as Listed and Described below.

House Ex. Doc. #75, Part 2, 43rd Congress, 2d Session, 13 January 1875

Reports on Hingham Harbor, MA, Isles of Shoals Harbor, NH & ME, Lamprey River, NH, Exeter River, NH, Lake Winnepesaukee, NH, and Kennebunk River, ME

(Also as Extract of the Annual Report for 1875, Appendix BB, Page 53)

(Called for by the River & Harbor Act of 23 June 1874)

Kennebunk River: (Page 17)

Survey Report, 2 December 1874 (Favorable)

Recommended: Removal of Obstructing Shoals to Widen the Channel at Mitchell's Point at a Depth of -4 Feet MLW (4,200 cy Estimated), and Deepening and Widening the Channel Across the Bar at the "Wading Place" to -4 Feet MLW by 120 Feet Wide (1,300 cy Estimated).

Extract of the Annual Report for 1873, Appendix X-14, Page 42

- Repairs to the Government Wharf and the Old Stone Piers (Jetties) at the River Mouth, in Progress at the Beginning of the Fiscal Year, were Completed in August 1872.

Extract of the Annual Report for 1872, Appendix V-12, Page 937

- Work under Contract for Repairs and Shoreward Extension of the West Jetty, in Progress at the Beginning of the Fiscal Year, Continued through August 1871, with the Western Shore Wall Completed to a Length of 166 LF.
- Repairs were also made to the East Jetty and the Government Wharf, and Continued in Progress at the Close of the Fiscal Year.

Extract of the Annual Report for 1871, Appendix V-14, Page 854-856

- The River & Harbor Act of 11 July 1870 Adopted the Following Improvements:
  - Modification to Replace the East Wooden "Catch-Sand" with a 225 LF Shoreward Stone Extension of the East "Pier" (Jetty).
- Work under Contract for the Constructing of the Stone East Jetty began in July 1870 and Continued through December 1870, with 168 LF of the Structure Completed before Suspension of Work.
- The River & Harbor Act of 3 March 1871 Adopted the Following Improvements:
  - Modification to Replace the West Wooden "Catch-Sand" with a Shoreward Stone Extension of the West "Pier" (Jetty).
- Work under Contract for the Constructing of the Stone West Jetty began in June 1871, and Continued in Progress at the Close of the Fiscal Year (No Progress Cited).

Extract of the Annual Report for 1870, Page 82 and Appendix X-1.4, Page 505-506

- No Work was Undertaken during this Fiscal Year. Project Consists of Repairs to the Stone Jetties and Government Wharf Constructed Previously.

Extract of the Annual Report for 1853, Appendix G, Page 250

- Report, 7 February 1853 (BERH Report, 13 January 1853)

Recommended: Using the Available Appropriation to Repair and Extend the Stone Sections of the East Jetty and Connecting it Back to the Bluff with a "Wing Wall." Also Recommended Raising the Elevation of the West Jetty by 4 Feet and Connecting it Back to the Shore with a Wooden Sand Catch. Total 1,795 cy of Stone and 120 LF of Wooden Pier.

- Preliminary Examination, 13 October 1852

Examined: The Existing Timber Jetties ("Piers") at the River's Mouth. Over the Years, Damaged Portions of the Original Jetties had been Replaced by Dimensional Stone. Recommended Extending the Stonework to Perch Rocks and Extending the Shore Arm back to Reconnect to the Retreated Shoreline. Recommended Rebuilding the Wood and Stone Sections of the West Jetty in Kind. Also Recommended Repairing the Government (Hardings) Wharf if Funds Permit.

NOT ON FILE:

Survey of 1873

Projects of 1829 Thru 1852

(Acts of 2 March 1829 to 30 August 1852)

Authorized: 1) A 600 LF Stone "Pier" On the East Side of the Channel at the Mouth with a Light House on its End (Destroyed by Storms), 2) A Wooden "Catch-Sand" Extending from the Shore End of the East Pier to the East River Bank, 3) A 290 LF Stone "Pier" on the West Side of the River Mouth, 4) A 160 LF "Catch-Sand" Extending from the Shore End of the West Pier to the West River Bank, 5) A 300 LF Stone Filled Cribwork Wharf on the East Side of the River about 1/8 Mile above the Mouth, Wharf Transferred to the Treasury Department in 1936 and Subsequently Transferred to the Town.

1842 - 120 LF of the Wooden Section of the East Jetty was Destroyed by a Storm. The Stone Section of the East Jetty was Extended 218 LF Shoreward and the Remaining Wooden Sections Strengthened.

1836-1837 - East Stone Jetty, 127 Feet Long, Built at River's Mouth

1834 - Western Stone "Pier" (Jetty) Built.

1831-1832 - Wooden Piers Repaired and Extended.

1829 - Wood "Trough Piers" Rebuilt and Strengthened

1822 - Wood "Trough Piers" (Jetties) Constructed at the River's Mouth

Act of 1798

Congress Authorized Maintaining a "Pier" at the River Mouth for Improvement of Navigation. Improvements Carried Out by the State of Massachusetts Sanctioned by Congress which Authorized Re-Imbursement via a Duty.

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**KITTERY HARBOR, Kittery**

Page 1

IN FILE:

Section 107 Reconnaissance Report, 23 June 1980 (Favorable)  
(Requested by the Town of Kittery, 17 May 1977)

Examined: Providing a Branch Channel off the Main Piscataqua River Channel at -8 or -10 Feet MLW by 100 Feet Long, Extending 750 Feet East to a 2-Acre Turning Basin at a Proposed Municipal Fish Pier Site North of Badgers Island, or Following the Natural Channel Northeasterly 1,100 LF from the North Tip of the Island.  
(Report Approved by OCE 1 August 1980)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**LONG COVE, Saint George**

Page 1

IN FILE:

Preliminary Examination, 2 November 1935 (District), 2 December 1935 (Division)

(Called for by the River & Harbor Act of 30 August 1935)

(Chief's Report, 29 February 1936, BERH Report, 20 January 1936)

Examined: Providing for the Removal of Rock Pinnacles within the Channel Approaching the Quarry Wharves to -7 Feet MLW and Providing a Channel 50 Feet Wide by -7 Feet MLW (515 cy Rock and 1,355 cy Dredging). (Unfavorable - Single User)

Preliminary Exam.(Review), 10 November 1934 (District), 12 December 1934 (Division)

(Called for by Senate Commerce Committee Resolution, 5 June 1934)

(Chief's Report, 30 April 1935, BERH Report, 17 April 1935)

Examined: The Removal of Ledge Pinnacles, Rocks and Dredging to Form a Channel -7 Feet MLW and 50 Feet Wide Across the Shoal & Ledge West of Clark Island in the Approach to the Stone Wharves (515 cy Rock & 1,355 cy).

House Doc. #213, 59th Congress, 2nd Session, 10 December 1906

(Called for by the River & Harbor Act of 3 March 1905)

Survey Report, 22 June 1906 (Unfavorable)

Considered: A Channel -8.5 Feet MLW from Deep Water Opposite Clark Island, Northerly through the Ledge Area Noted in the below Report at 50 or 75 Feet Wide, 100 Feet Wide through the Turn, then Westerly to the Quarry Wharf at 75 Feet Wide, Ending in a Turning Basin 200 Feet Long by 150 Feet Wide.

Preliminary Examination, 25 Sept 1905 (Favorable to Survey)

Examined: Removal of Two Ledges in the Main Channel West of Clark Island Obstructing the Branch Channel West into the Quarry Wharf.

Map for above Report, 22 June 1906

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**LUBEC CHANNEL & HARBOR, Lubec**

Page 1

Includes Johnsons Bay and Rogers Island Harbor

IN FILE:

Section 107 Reconnaissance Report, 31 July 1987 (Unfavorable)

(Requested by the Town of Lubec, 16 December 1976, Study Delayed by U.S. Economic Development Administration Pier Construction, Study Re-Requested 17 July 1984)

Examined: Providing Improvements for Both Johnsons Bay along Lubec Neck and for Rogers Island Harbor in North Lubec.

- At Johnsons Bay: - Providing a Detached Doglegged Rubblemound Breakwater, Top Elevation +28 Feet MLW (+6-Feet MHW), Top Width 6 Feet, Slopes of 1:1.5 with a Roughed Outer Face, Extending 500 Feet Northwest from the Vicinity of the Angle in the Existing Federal Gun Rock Breakwater then WNW 500 Feet to the -32-Foot Contour, Protecting the Municipal (EDA) Pier, Access Channel and a Deep Water Anchorage about 6.8-Acres in Size, only Local Berthing Areas would Require Dredging.
- At Rogers Island Harbor: - Providing an Entrance Channel -8 Feet MLW by 80-Foot Wide Extending about 3,000 LF from Deep Water in Johnson's Bay Northward through the Harbor to a Turning Basin 200-Foot Wide at the Head of the Harbor, with a -6-Foot MLW by 5.2-Acre Anchorage Northeast of the Head of the Channel.

Extract of the Annual Report for 1956, Page 4

- Work under Contract for Construction of the New Stone Breakwater at Short Point and Extension of the Breakwater at Gun Rock began in April 1956 and was Completed in May 1956, with 6,380 Tons of Stone Placed in the Short Point Structure and 2,040 Tons of Stone Placed in the Gun Rock Structure, Completing the Project Modification Authorized in 1954.

Plans & Specifications Extract for Breakwater Construction, 16 February 1956

- Extract of Plans and Specifications for Construction of a Stone at Short Point and Extension of the Stone Breakwater at Gun Point. Short Point Breakwater would be 320 Feet Long, Top Elevation +24 Feet MLW, Top Width 6 Feet, Slopes of 1:1 (5,500 Tons Stone). Gun Rock Breakwater Extension would be 90 Feet Long, Top Elevation +21 Feet MLW, Top Width 6 Feet, Slopes of 1:1 (2,000 Tons Stone). Specifications call for Placement of about 7,500 Tons of Stone. Extract Includes: Bid Abstract, Amendment, Invitation, Bid Schedule, Statement of Work, General, Special and Technical Provisions. Low Bidder was Thomas DiCenzo.

Senate Doc. #243, 81st Congress, 2nd Session, 15 December 1950

(Called for by Senate Commerce Committee Resolution, 16 July 1945)

Survey Report (Review), 29 August 1949 (Favorable)

Recommended: Providing 1) A 90-Foot Easterly Extension of the Gun Rock Breakwater, and 2) Construction of a New Stone Breakwater Extending 385 LF Easterly from Short Point. Both Works with Top Widths of 6 Feet, Slopes of 1:1 and Top Elevation of +24 Feet MLW (Short Point) and +21 Feet MLW (Gun Rock).

(Authorized by the River & Harbor Act of 3 September 1954)

Extract of the Annual Report for 1905, Appendix A-1, Page 780

- Work under Contract, in Progress at the Beginning of the Fiscal Year, Continued through July 1904, with 130,266 cy Removed under the Contract (40,087 cy this Fiscal Year), Completing the 12-Foot Channel Project of 1894.

Extract of the Annual Report for 1904, Appendix A-1, Page 778 (With Map)

- Work under Contract for the Project Authorized in 1894, began in September 1903 and Continued in Progress at the Close of the Fiscal Year, with 90,179 cy (In Place) Removed this Fiscal Year.

Extract of the Annual Report for 1901, Appendix A-1, Page 988

- Work under Contract for Continuing the Dredging of the Project of 1894, in Progress at the Beginning of the Fiscal Year, Continued through October 1900, with 86,959 cy Removed this Fiscal Year.

Extract of the Annual Report for 1900, Appendix A-1, Page 1074

- Work under Contract for Continuing the Dredging of the Project of 1894, began in June 1900 & Continued in Progress at the Close of the Fiscal Year, with 9,150 cy Removed this Fiscal Year.

Extract of the Annual Report for 1899, Appendix A-1, Page 1018

- No Work Done this Fiscal Year, aside from Letting a Contract to Continue the Work.

Extract of the Annual Report for 1898, Appendix A-1, Page 813

- Work under Contract for Continuing the Dredging of the Project of 1894, began in August 1897 and Continued through October 1897, with 56,000 cy Removed this Fiscal Year.

Extract of the Annual Report for 1897, Appendix A-1, Page 770

- Work under Contract, in Progress at the Beginning of the Fiscal Year, Continued through July 1896, with an Additional 20,000 cy Removed this Fiscal Year.

Extract of the Annual Report for 1896, Appendix A-1, Page 540

- Work under Contract for Beginning the Dredging of the Channel Authorized in 1894, began in September 1895 and Continued in Progress at the Close of the Fiscal Year, with about 100,000 cy Removed this Fiscal Year.

House Doc. #158, 51st Congress, 2nd Session, 9 January 1891

(Called for by the River & Harbor Act of 19 September 1890)

Survey Report, 30 December 1890 (Favorable)

Recommended: Providing a Channel -12 Feet MLW by 500 Feet Wide, Widened to 650 Feet at the Bends Connecting Deep Water in Quoddy Roads and Johnson Bay (600,000 cy Estimated).

(Authorized by the River & Harbor Act of 17 August 1894, Completed 1905)

Extract of the Annual Report for 1890, Appendix A-1, Page 428

- Work under Contract for Continuing the Dredging of the 12-Foot Channel began in June 1890, with 20,286 cy Removed this Fiscal Year.

Extract of the Annual Report for 1889, Appendix A-1, Page 504

- No Work Undertaken this Fiscal Year, aside from Contracting.



Extract of the Annual Report for 1888, Appendix A-1, Page 374

- Work under Contract for Widening the 12-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through August 1887, with 24,172 cy Removed under the Contract this Fiscal Year (25,153 cy Total under the Contract), Completing the Widening through the Southern Half of the Channel Length.
- Renewed Past Recommendations to Deepen the Channel to -15 Feet MLW.

Extract of the Annual Report for 1887, Appendix A-1, Page 436

- Work under Contract for Widening the 12-Foot Channel began in June 1887 and Continued in Progress at the Close of the Fiscal Year, with 966 cy Removed this Fiscal Year. No Work yet Undertaken on Deepening the Channel to -15 Feet MLW.

Extract of the Annual Report for 1886, Appendix A-1, Page 527

- Work under Contract for Widening the 12-Foot Channel at its Southern Bend, in Progress at the Beginning of the Fiscal Year, Continued through July 1885, with 5,792 cy Removed this Fiscal Year, Adding about 48 Feet to the Width of the Channel in this Area, Increasing the Width to 278 Feet through the Bend. Estimated that about 69,000 cy Need be Removed to Complete the Widening of the Channel.
- Recommends that Deepening the Channel to -15 Feet (261,000 cy Estimated) be Deferred until the Full Effect of Widening the Channel could be Ascertained.

Extract of the Annual Report for 1885, Appendix A-1, Page 462

Lubec Channel:

- The River & Harbor Act of 5 July 1884 Appropriated Funds for Lubec Channel in Accordance with the Plans set Forth in the Annual Report for 1884 for Widening the Channel to 275 Feet, 300 Feet in the Bends, and Deepening the Channel to -15 Feet MLW.
- Work under Contract for Construction of the Gun Rock Breakwater, in Progress at the Beginning of the Fiscal Year, Continued through July 1884, with 134 LF Built this Fiscal Year (Total Length Built under the Contract = 259 LF).
- Recommended: Widening the 12-Foot Channel to 275 Feet, 300 Feet in Bends South of the Narrows (98,000 cy Estimated of which 68,000 will Remain after Completion of the Current Contract).
- Work under Contract for Widening the 12-Foot Channel Eastward at its Southern Bend began in May 1885, and Continued in Progress at the Close of the Fiscal Year, with 23,272 cy Removed this Fiscal Year, Widening the Channel by about 60 Feet.

Eastport Harbor:

- The River & Harbor Act of 5 July 1884 Directed that a Portion of the Funds Appropriated for Lubec Channel be used for Removal of a Ledge Located off the Eastport Harbor Waterfront at Paine's Wharf.
- A Survey Developed a Plan for Removal of 104 cy of Rock to a Depth of -12 feet MLW. Work under Contract for Removal of the Ledge began in October 1884 and Continued through May 1885. (with Survey Map)

Extract of the Annual Report for 1884, Appendix A-1, Page 460 (with Map and Sections)

- Work under Contract to Construct the Project Modification for the 259-LF Gun Rock Jetty, Extending Northeast from Lubec Neck Atop Gun Rock to Eliminate Cross Currents Flowing over this Ledge, began in May 1884 and Continued in Progress at the Close of the Fiscal Year, with 125 Linear Feet of the Jetty Completed (No Quantities Given).



Extract of the Annual Report for 1883, Appendix A-1, Page 407

- Work under Contract for Continuing the Improvement Dredging of the 12-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through October 1882, with 42,170 cy Removed this Fiscal Year (Total of 96,827 cy under the Contract).
- Work under a Second Contract for Continuing the 12-Foot Channel Dredging began in October 1882, and Continued through March 1883, with 84,017 cy Removed this Fiscal Year.
- Work under a Third Contract for Continuing the 12-Foot Channel Dredging began in April 1883 and Continued through June 1883, with 45,832 cy Removed this Fiscal Year, Completing the 12-Foot Channel to a 200-Foot Width.
- Reported on a Local Proposal for a Wider Channel:  
Recommended and Presented Plans For: Increasing the Channel Width to 275 Feet through the Shoals South of Lubec Neck, and to 300 Feet in the Bends through this Reach, and to Increase the Channel Depth to -15 Feet MLW (280,000 cy Estimated).

Extract of the Annual Report for 1882, Appendix A-2, Page 486

- Work under Contract for Continuing the Improvement Dredging of the 12-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued throughout the Fiscal Year, with 54,657 cy Removed under the Contract so Far (Since June 1881).

Extract of the Annual Report for 1881, Appendix A-2, Page 459

- Work under Contract for Continuing the Improvement Dredging of the 12-Foot Channel began in June 1881, and Continued in Progress at the Close of the Fiscal Year (No Quantities Given).

Extract of the Annual Report for 1880, Appendix A-1, Page 325

- Work under Contract for Beginning the Dredging of the 12-Foot by 200-Foot Wide Channel began in October 1879, and Continued through November 1879, when the Contractor Abandoned the Work, with about 3,720 cy Removed. Estimated the Remaining Work to Require about 216,770 cy of Dredging.

1st Extract of the Annual Report for 1879, Appendix A-2, Page 246

- The River & Harbor Act of 3 March 1879 Authorized the Improvement of Lubec Channel, as Recommended in Senate Doc. #29 as Described below.

2d Extract of the Annual Report for 1879, Appendix A-, Page 279-282 (with Map)

- Contains below Listed Survey Report.
- Estimated that a 12-Foot MLW Channel, 200 Feet Wide would Require Removal of Jordan Rock from the Head of the Narrows (10 cy Rock Estimated), the Dredging of about 17,490 cy from the Narrows and the Dredging of about 160,650 cy from the Channel below the Narrows.

Senate Exec. Doc. #29, 45th Congress, 3rd Session, 16 January 1879

(Called for by the River & Harbor Act of 18 June 1878)

Reports on Lincolnville Harbor & Lubec Channel, ME, Portsmouth Harbor, NH, Scituate Harbor & Charles River, MA

Lubec Channel, Maine

Survey Report, 12 December 1878 (Favorable)

Recommended: Providing a Channel -12 Feet MLW by a Minimum Width of 200 Feet Wide through Lubec Narrows Connecting Quoddy Roads with Friar Roads in Passamaquoddy Bay, Including the Removal of Jordans Rock (178,200 cy Estimated).

(Authorized by the River & Harbor Act of 3 March 1879)

NOT ON FILE:

Preliminary Examination, 1 May 1946 (District) (Favorable)

Modification of 1884

Construction of a Rubblemound Breakwater Extending 259 Feet Northeasterly Across Gun Rock from Shore at the North End of Lubec Narrows

(Completed 1890)

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**MACHIAS RIVER, Machias**

Page 1

IN FILE:

Extract of the Annual Report for 1972, New England Division Extract, Page 1-12

- Work under Contract for Maintenance Dredging to Restore the Channel to a Depth of -4 Feet MLW, in Progress at the Beginning of the Fiscal Year, Continued through September 1971, with 7,760 cy Removed.

Extract of the Annual Report for 1971, New England Division Extract, Page 1-12

- Work under Contract for Maintenance Dredging to Restore the Channel to a Depth of -4 Feet MLW began in June 1971, and Continued in Progress at the Close of the Fiscal Year (No Yardage Quantity Reported).

Specification Drawing, May 1968

- For Relocation of Channel at Reduced 4-Foot Depth, Realigned to the New Town Landing.

Extract of the Annual Report for 1964, New England Division Extract, Page 31

- Work under Contract for Maintenance Dredging of the Channel to -6 Feet MLW began in March 1964, and Continued through April 1964, when the Contract was Terminated due to Local Opposition to the in-River Disposal Site, with 500 cy Removed this Fiscal Year.

Plans & Specifications Extract for Maintenance Dredging, 9 October 1963

- Extract of Plans & Specifications for Maintenance Dredging of about 10,500 cy, Including a 1-Foot Allowable Overdepth, from the 7-Foot Channel to a Reduced Depth of -4 Feet MLW. This Plan was for a 60-Foot Wide Channel Extending about 2,000 Feet Upstream to the Site of a New Proposed Town landing. Extract Includes: Notice to Bidders, Contract Award Documents, Amendment, Invitation, Unit Price Schedule, General, Special & Technical Provisions. Disposal of Material to be In-river in Deep Water between Hooper Point and Fort O'Brien in Depths Greater than -20 Feet. Contract Awarded 18 December 1963 to Norman E. Jackson, Inc.
- Also Includes Invitation and other Documents from Specifications Issued 1 August 1963 for Dredging of 20,000 cy with Disposal about 1500 Feet East of Avery Rock Light, for which No Award was made. This Plan was for a Dredge Cut for a 100-Foot Wide Channel Extending about 3,500 Feet Upstream along the Authorized Alignment.

House Doc. #642, 71st Congress, 3rd Session, 2 December 1930

(Called for by the River & Harbor Act of 21 January 1927 & House Doc. #308)

Comprehensive Report, 21 August 1929 (Unfavorable)

Recommended: No Improvements beyond those Recommended in 1916 & 1926 and Not Acted on for a -7-Foot MLW Channel.

House Doc. #1881, 64th Congress, 2nd Session, 5 January 1917

(Called for by the River & Harbor Act of 4 March 1915)

Survey Report, 28 October 1916 (Favorable)

Recommended: Providing a Channel -7 Feet MLW by 100 Feet Wide Up to and along the Wharves at Machias, Widened at the Turns.

(No Action Taken by Congress on Recommendation)

Preliminary Examination, 30 July 1915 (Favorable to Survey)

Examined: Restoration of the -6 Foot Channel.

House Document #48, 55th Congress, 1st Session, 10 May 1897

(Called for by the River & Harbor Act of 3 June 1896)

Survey Report, 23 April 1897 (Favorable)

Recommended: Providing a Channel -7 Feet MLW by 125 Feet Wide Up to Machias Wharves. However, Recommendation was Conditional upon Cessation of the Practice of Upriver Sawmills of Dumping Mill Waste into the River.

(No Action Ever taken on Survey Report)

House Exec. Doc. #253, 53rd Congress, 3rd Session, 25 January 1895

(Called for by the River & Harbor Act of 17 August 1894)

Survey Report, 9 January 1895 (Favorable)

Recommended: Providing a Channel -7 Feet MLW by 125 Feet Wide Up to Machias Wharves. However, Recommendation was Conditional upon Cessation of the Practice of Upriver Sawmills of Dumping Mill Waste into the River

(No Action Ever taken on Recommendation)

Extract of the Annual Report for 1877, Appendix A-2, Page 154

- Work under Contract for Continuing the Dredging of the 6-Foot by 100-Foot Wide Channel through the Middle Ground Shoal began in July 1876, and Continued through November 1876, with a Total of 15,150 cy Removed under the Contract.

Extract of the Annual Report for 1876, Appendix A-2, Page 16 (Page 153)

- Recommended: That the Design Channel Width be Reduced to 100 Feet, Except at the Bends, and that the Removal of Middle Rock be Limited to the -0.5 Feet MLW already Achieved.
- Work under Contract for Dredging of the 6-Foot Channel, in Progress at the Beginning of the Fiscal Year, Continued through July 1875, with a Total of 17,840 cy Removed under the Contract.

Recommended: No Further Work be Undertaken as Upriver Sawmills Continuing to Deposit Shavings and Sawdust into the River Contributing to the Shoals.

1876 Map & Plan Showing Dredging Accomplished during 1875 and Proposed Dredging for 1876

Extract of the Annual Report for 1875, Appendix BB-2, Page 13

- Work under Contract for Dredging the 6-Foot Channel began in May 1875, and Continued in Progress at the Close of the Fiscal Year, with 6,100 cy Removed this Fiscal Year.
- A Second Contract for Improvement Dredging of the 6-Foot Channel was Awarded, but Work had Not yet begun.

1875 Map & Plan Showing Proposed Dredging for 6-Foot Channel, 30,300 cy Estimated.



Extract of the Annual Report for 1874, Portland District Extract, Appendix Y-2, Page 22

- Work under Contract for Removal of Middle Rock began in July 1873, Continued through November 1873, Resumed in June 1874 and Continued through July 1874, when the Ledge was Reduced to a Top Elevation of 0.5 Feet MLW (No Quantities Given - Estimated at 1,350 cy).
- Estimates that Dredging of the 6-Foot Channel will Require 62,700 cy of Dredging.

1st Extract of the Annual Report for 1873, Appendix X-2, Page 18

- The River & Harbor Act of 3 March 1873 Authorized the Project for the -6-Foot MLW Channel and the Removal of Middle Rock.
- Provided Detailed Estimates for the -6-Foot MLW by 150-Foot Wide Channel through the Drawbridge Shoal (1,300 cy), Libby Head Narrows (5,100 cy) and the Middle Ground Shoal (14,000 cy, Estimated), for a Total of 20,400 cy, Estimated.
- Recommended: That the Removal of Middle Rock be to only -1-Foot MLW (1,553 cy Rock, Estimated).
- A Contract was Awarded for Work on Removing Middle Rock to -1-Foot MLW, but Removal of the Ledge had Not yet begun this Fiscal Year.

2d Extract of the Annual Report for 1873, Appendix X-25, Page 67

- Survey Report, 14 December 1872 (Favorable)  
As Contained in Senate Ex. Doc. #25 as Listed and Described below.

Senate Ex. Doc. #25, 42nd Congress, 3rd Session, 14 January 1873

(Called for by the River & Harbor Act of 10 June 1872)

Survey Report, 14 December 1872 (Favorable)

Recommended: Dredging a Channel -6 Feet MLW by 150-Feet Wide Upstream from below the Draw Bridge at Machiasport Upstream to the Wharves at Machias (62,700 cy Estimated), and the Removal of Middle Rock at Machias to -2 Feet MLW (2,095 cy Rock Estimated).

(Authorized by the River & Harbor Act of 3 March 1873)

Dredging Completed to a 100-Foot Width in 1877

NOT ON FILE:

Special Report of the District Engineer, 10 March 1926

Recommended and Revised the Estimate for a -7 Foot MLW Channel.

Examination of 1896

Stated that Survey Information and the Project Estimate from the 1894 Survey were Still Valid.

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**MAINE COASTAL & TIDAL AREAS, Hurricane Survey Report**

Page 1

aka; South Branch Penobscot River

IN FILE:

House Document #151, 89<sup>th</sup> Congress, 1<sup>st</sup> Session, 22 April 1965

(Called for by P.L. 71, 84<sup>th</sup> Congress, 15 June 1955)

(Chief's Report – 8 March 1965, BERH Report – 10 August 1964)

Examined: Hurricane Damage and Tidal Flooding from Storms along the Eastern Maine Coast from the Kennebec River to Eastport. Found that Improvements for the Prevention of Hurricane Tidal Flooding in the Coastal and Tidal Areas of Maine East of the Kennebec River were Not Warranted at that Time.

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**MARSH RIVER, Frankfort**

Page 1

aka; South Branch Penobscot River

IN FILE:

Survey (Review) Report, 6 November 1939 (District) (Transmitted 20 February 1941)  
(Called for by House Committee on Rivers and Harbors Resolution, 24 January 1939)  
(Chief's Report, 27 November 1940, BERH Report, 30 September 1940)  
Considered: Providing a Channel -8 Feet MLW by 75 Feet Wide from Deep Water in the Penobscot River, Widened at its Confluence, Extending Upstream in Marsh River to the Mount Waldo Granite Wharf, Widened Alongside the Wharf, then Continuing about 2,700 Upstream at - 6 Feet MLW by 75 Feet Wide to the Mosquito Mountain Wharf (73,600 cy Estimated).  
Also Considered: A Channel as above with the Lower 8-Foot MLW Reach at a Width of 100 Feet (81,100 cy Estimated), Other Dimensions the Same.

Survey Report, 27 January 1932 (Division), 15 December 1931 (District) (Both Favorable)  
(Called for by House Committee on Rivers & Harbors Resolution, 10 February 1931)  
(Chief's Report, 6 June 1932, BERH Report, 16 May 1932, Both Unfavorable)  
Recommended: Providing a Channel -8 Feet MLW by 100 Feet Wide Extending about 5,000 LF Upstream from the Deep Water at the Confluence with the Penobscot River to the Mount Waldo Granite Company Wharf (53,200 cy Estimated).  
(Local Interests Unable to Provide the Required Cost-Sharing)  
Also Considered but did Not Recommend: A Channel -8 Feet MLW, 100 Feet Wide, from Deep Water in the Penobscot River Upstream to the Mosquito Mountain Wharf (125,500 cy Estimated).

Preliminary Examination, 16 April 1931 (Division), 10 April 1931 (District) (Favorable)  
(Called for by House Committee on Rivers & Harbors Resolution, 10 February 1931)  
Examined: Providing a Channel -8 Feet MLW Extending Upriver from Deep Water at the Confluence with the Penobscot River to the Mount Waldo Granite Company Wharf (67,000 cy Estimated).  
Also Examined: A Channel of the Same Dimensions Extending Upriver from the Penobscot River Confluence to the Mosquito Mountain Wharf (147,000 cy Estimated).  
(Report Approved by the BERH, 11 May 1931)

House Doc. #274, 59th Congress, 2nd Session, 11 December 1906  
(Called for by the River & Harbor Act of 3 March 1905)  
Survey Report, 21 August 1906 (Unfavorable)  
Considered: Providing a Channel -9 Feet MLW by 100 Feet Wide, Extending about 9,000 LF above the River Mouth to Beyond the Quarry Wharves at Mosquito.  
Preliminary Examination, 8 December 1905 (Favorable to Survey)  
Examined: Providing a -9 Feet MLW Channel from Deep Water in the Penobscot River Extending about 1.75 Miles Upstream Southwesterly to the Quarry Wharf below Mosquito.



Extract of the Annual Report for 1897, Appendix A-24, Page 801

Preliminary Examination, 22 April 1897 (Favorable)  
(Called for by the River & Harbor Act of 3 June 1896)  
(Also as House Doc. #45, 55th Congress, 1st Session)  
(Chief's Report, 30 April 1897)

Examined: Providing for Removal of an "Old" Wreck (Schooner *Swan*) and Its Cargo of Granite from the Channel in the Approach to the Granite Company Wharf.

(No Action Ever Taken)

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**MATINICUS HARBOR, Matinicus**

Page 1

Includes: Matinicus Roads, aka; Ten Pound Harbor

IN FILE:

Extract of the Annual Report for 1962, New England Division Extract, Page 7

- Work under Contract for Repairs to the Breakwater began in August 1961, and Continued through June 1962, with 5,930 Tons of Stone Placed in the Structure this Fiscal Year.

Extract of the Annual Report for 1961, New England Division Extract, Page 7

- No Work was Undertaken this Fiscal Year, aside from Preparation of Specifications and Award of a Contract for Breakwater Rehabilitation.

Plans & Specifications Extract for Breakwater Rehabilitation, 19 May 1961

- Plans & Specifications for Repair and Rehabilitation of the Stone Breakwater at Matinicus Harbor. Specifications call for Placement of about 4,400 Tons of New Armor Stone (25% at 3 to 10 Ton Stone, 75% over 10 Tons). Extract Includes: Notice to Bidders, Contract Award Documents, Bid Abstract, Amendments, Invitation for Bids, Unit Price List, General, Special and Technical Provisions. Contract Awarded 29 June 1961 to Bernstien & Jacobson, Inc..

Design Memorandum, Minor Rehabilitation, 16 May 1961

Report on Project Maintenance Operation in 1934 and Current Need for Rehabilitation:

- 1934 Repair Increased Top Elevation to about +18 Feet MLW.
- Recommended: Rehabilitation of the Breakwater, Re-Establishing the +18-Foot MLW Elevation throughout the Length of the Structure, with a Top Width of at Least 10 Feet and Seaward Slope of 1.5:1.

Transmittal Documents for 1951 Survey Report (Survey Report Not on File)

Chief's Report, 27 March 1957 & BERH Report, 25 September 1956

Joint Report on Criehaven Harbor & Matinicus Harbor

(Called for by House Committee on Public Works Resolutions, 27 May 1947 for Criehaven Harbor and 13 April 1948 for Matinicus Harbor)

Survey Report (Review - Revised), 13 April 1951 (Not in File - Unfavorable)

At Criehaven Harbor: - Considered a 150-Foot Northward Extension of the Rubblemound Breakwater at Sunset Point.

At Matinicus Harbor: - Considered a Second Breakwater, 300 Feet Long on the South Side of the Harbor.

Survey Report (Review), 29 September 1949 (Favorable)

(Called for by the River & Harbor Act of 13 April 1948)

Recommended: Providing a Second Rubblemound Breakwater Extending 300 Feet North-Northeasterly from the North End of Wheaton Island, Top Elevation +15 Feet MLW, Top Width 10 Feet, with Slopes of 1:1.5.

(Report Returned by OCE For Preparation of Joint Criehaven-Matinicus Report, Revised Report of 13 April 1951 Was Unfavorable)

Extract of the Annual Report for 1935, Boston District Extract, Page 38

- Work under Contract for Repairs to a 450 LF Section of the Breakwater was Undertaken during October 1934, with 1,500 Tons of Rubblestone Placed in the Structure this Fiscal Year.

Extract of the Annual Report for 1912, Appendix A-12, Page 1362

- Work under Contract for Constructing the Breakwater Authorized in 1910 began in July 1911 and was Completed in September 1911, with 9,078 Tons of Stone Placed in the Structure, Completing the Project.

Extract of the Annual Report for 1911, Appendix A-12, Page 1153

- No Work Undertaken this Fiscal Year, aside from Contracting.

Extract of the Annual Report for 1910, Page 47

- The River & Harbor Act of 25 June 1910 Adopted the Project for a Stone Breakwater Extending about 450 LF from Youngs Point to Indian Ledge Recommended in House Doc. #653 as Described below.

House Doc. #653, 60th Congress, 1st Session, 11 February 1908

(Called for by the River & Harbor Act of 2 March 1907)

Plan and Estimate of Cost Report, 2 January 1908 (Favorable)

Recommended: Providing a Rubblemound Breakwater Extending 450 Linear Feet Southerly from Youngs Point to Indian Ledge, Top Elevation +15 Feet MLW, Top Width 10 Feet, with Slopes of 1:1.5.

(Authorized by the River & Harbor Act of 25 June 1910)

Completed September 1911

House Doc. #653, 60th Congress, 1st Session (Continued)

Supplementary Preliminary Examination, 27 November 1907

Recommended: That a Plan be Prepared for a Rubblemound Breakwater Extending about 450 LF from Youngs Point on Matinicus Island Southerly to Indian Ledge.

Preliminary Examination, 10 October 1907 (Favorable to Survey)

Recommended: That a Plan and Estimate be Developed for a Short Breakwater to Meet Local Fleet Protection Needs. (Division Engineer Did Not Concur)

Extract of the Annual Report for 1887, Appendix A-18, Page 475

Preliminary Examination, 9 May 1887 (Unfavorable)

(Called for by the River & Harbor Act of 5 August 1886)

Examined: The Construction of a Harbor of Refuge at Matinicus Roads by Construction of 4 Rubblemound Breakwaters as Follows:

- Extending 3,000 LF Northwesterly from Harbor Point on Ragged Island (Criehaven).
- Extending about 1,500 LF Southerly from Cato Ledge on Matinicus Island.
- Extending about 350 Feet Northerly from Ragged Island to Connect with Pudding Island.
- Extending about 1,500 LF Southeasterly from Curtis Point on Matinicus Island to Connect with Ten Pound Island.

Extract of the Annual Report for 1876, Appendix A-17, Page 58

- Survey Report, 7 December 1875
  - As Included in House Exec. Doc. #71, as Listed and Described in below.

House Exec. Doc. #71, 44th Congress, 1st Session, 18 January 1876

(Also as Extract of the Annual Report for 1876, Appendix A, Page 17)

(Called for by the River & Harbor Act of 3 March 1875)

Reports on Matinicus Island Harbor & Belfast Harbor, ME, and Ipswich River, MA

Matinicus Island Harbor, Maine

Survey Report, 7 December 1875 (Favorable)

Examined Two Plans:

- 1) For Two Breakwaters, the First a Dogleg Extending 480 LF South from Youngs Point to Indian Ledge (Top Elevation +15 Feet MLW, Top Width 10 Feet - 3,000 Tons of Riprap and 985 cy of Dimension Stone Cap, Estimated) and then Westerly about 420 Feet to Dexter Ledge (Top Elevation +12 Feet MLW, Top Width 10 Feet - 6,020 Tons of Riprap, Estimated), Ending in a Crib-Work Pier 20 Feet Wide. The Second Shorter Structure Extending 175 Feet East from Matinicus Island towards Dexter Ledge (+12 Feet MLW by 10-Foot Top Width - 2,736 Tons of Riprap, Estimated), also Ending in a Crib-Work Pier, Leaving a 60-Foot Wide Opening for Navigation.
- 2) A Larger Structure Extending 1,000 LF Northward from Wheaton Island to Harbor Ledge (Rubblemound to MLW Elevation at 30 Feet Wide then with a Top Course 10 Feet Wide to Top Elevation +15 Feet MLW) together with a Second Connecting Youngs Point and Indian Ledge (160,000 Tons of Riprap and 3,700 cy of Dimension Stone, Estimated).
  - Recommended the First Plan for the Shorter Structures  
(Recommendation Never Acted On)

Also Examined but did Not Recommend:

- Ten Pound Harbor (Matinicus Roads) for Construction of Two Breakwaters (Both Top Elevation +12 Feet MLW, Top Width 10 Feet, Slopes 1:1 Leeward and 1:2 Seaward) to Form a Harbor of Refuge.
- Stone Breakwater Extending 1,650 LF Southeasterly from Curtis Point on Matinicus Island to Ten Pound Island (50,000 Tons of Riprap, Estimated).
- Stone Breakwater Extending about 5,300 LF between Ragged Island (Criehaven) and Cato Ledge (400,000 Tons of Riprap, Estimated).

Extract of the Annual Report for 1853, Appendix C, Page 233 (Matinicus)

- Report & Estimate, 17 December 1852

Examined: Providing a Stone Breakwater from Shore North of the Harbor out to Indian Ledge (14,715 cy of Stone Estimated), and then Extending South to Dexter Ledge (9,847 cy of Stone Estimated), with a Wall along the Inner Face of the Southern Arm (144 cy Stone) to Moor Craft to during Storms.

NOT ON FILE:

Survey Report, 13 April 1951

Report on Indian Ledge at Matinicus Harbor and Criehaven Harbor

(Called for by Resolution of 13 April 1948)

Report on Matinicus Roads Harbor of Refuge Prior to 1875

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**MEDOMAK RIVER, Waldoboro,**

Page 1

IN FILE:

Extract of the Annual Report for 1949, New England Division Extract, Page 34

- Work under Contract for Maintenance Dredging of the 5-Foot Channel began in December 1948 and Continued through June 1949, with 55,870 cy Removed this Fiscal Year.

Specifications for Maintenance Dredging, 31 August 1948

- For Maintenance Dredging of about 59,000 cy of Material, Including 22,000 cy of Overdepth Material, from the Upper 8,000 LF of the 5-Foot Channel, Generally 75 Feet Wide, 150 Feet in the Bends, and 140 Feet at the Upstream End at the Coal & Lumber Wharf at Waldoboro. No Work to be Required between 1 December and 30 April. Disposal to be in Deep Water in the Lower River Opposite the Entrance to Long Cove, with Depths after Filling Not Less than -30 Feet MLW.

Extract of the Annual Report for 1914, Appendix A-11, Page 1579

- Work under Contract for Dredging the 5-Foot Channel began in July 1913 and Continued through September 1913, with 48,480 cy Removed this Fiscal Year, Completing the Improvement Project of 1913.

Extract of the Annual Report for 1913, Page 46 and Appendix A-12, Page 1522

- The River & Harbor Act of 4 March 1913 Authorized the Project for the 5-Foot Channel Recommended in House Doc. #674, Described below.
- No Work was Undertaken this Fiscal Year, aside from Contracting.

House Doc. #674, 62nd Congress, 2nd Session, 4 April 1912

(Called for by the River & Harbor Act of 25 June 1910)

Plan & Estimate Report, 21 February 1912 (Favorable)

Recommended: Providing a Channel -5 Feet MLW by 75 Feet Wide up to the Lumber/Coal Wharf at Waldoboro, Widened at the Head and Widened to 150 Feet in the Upper Bend.

(Authorized by the River & Harbor Act of 4 March 1913, Completed 1913)

Preliminary Examination, 30 June 1910 (Favorable)

Examined: Providing a Channel -5 Feet MLW by 75 Feet Wide.

House Committee on R&H Doc. #14, 59th Congress, 2nd Session

(Called for by House Committee on Rivers & Harbors Resolution of 8 January 1907)

BERH Report, 23 January 1907 (Unfavorable)

Reexamined: The Previous Unfavorable Finding.

House Doc. #195, 58th Congress, 2nd Session, 18 December 1903

(Also as Extract of the Annual Report for 1903, Appendix A-19, Page 804)

(Called for by the River & Harbor Act of 13 June 1902)

Survey Report, 23 October 1903 (Favorable)

Recommended: Providing a Channel -5 Feet MLW by 100 Feet Wide Up to Waldoboro.

(BERH did Not Concur - No Action)

Preliminary Examination, 16 September 1902 (Favorable)

Examined: Providing a -6-Foot MLW Channel up to Waldoboro.

Extract of the Annual Report for 1889, Appendix A-24, Page 548-549

Preliminary Examination, 10 November 1888 (Unfavorable)

Examined: Providing a Channel -5 Feet MLW by 75 Feet Wide Up to Waldoboro (45,000 cy Estimated for 5-Foot Depth, 75,000 cy Estimated for 6-Foot Depth).

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**MONHEGAN HARBOR, Monhegan,**

Page 1

IN FILE:

Survey Report (Review), 16 July 1962 (Unfavorable)

(Called for by Senate & House Committees on Public Works Resolutions, 28 April 1958 & 16 July 1958, Respectively)

Considered: Providing a Rubblemound Breakwater Extending 450 Linear Feet Northwesterly from Monhegan Island Across the Middle of the Harbor toward Manana Island from a Location about 750 Feet South of the Town Pier, Top Elevation +26 Feet MLW, Top Width 12 Feet, Slopes 1/2 Seaward, 2/3 Leeward.

Reexamination Report, February 26, 1941 (Unfavorable)

(Called for by Resolutions of the House Committee on Rivers & Harbors, 31 January 1939, and by the Senate Commerce Committee, April 8, 1939)

(Chief's Report, 28 April 1941, BERH Report, 31 March 1941)

Concluded: That an Improvement of Less Magnitude than that Examined in the below Reports would Not Produce the Desired Level of Protection. Re-Submitted the Prior Report's Conclusions.

Preliminary Examination, 15 September 1939 (Unfavorable)

(Called for by Resolutions of the House Committee on Rivers & Harbors, 31 January 1939, and by the Senate Commerce Committee, April 8, 1939)

Examined: 1) Providing a Single Stone Breakwater Extending about 300 Feet Westerly from Monhegan Island at a Point about 800 Feet South of the Pier (22,000 Tons Stone Estimated), or 2) Providing Two Stone Breakwaters Extending towards Each Other Across the South Entrance to the Harbor, the First Extending about 300 LF Westerly from Monhegan Island (at a Point about 1,400 LF South of the Pier - 25,000 Tons Stone Estimated), and the Second Extending about 230 LF Easterly from Manana Island (15,000 Tons Stone Estimated).

Upon Division Review: Report Supplemented to Include Plan for Stone Dike Connecting North End of Monhegan Island with Smutty Nose Island, Top Width 10 Feet, Top Elevation +15 Feet MLW, Slopes 1:2 Seaward and 1:1 Leeward (14,000 Tons Stone Estimated).

(BERH Concurred with Report as Modified, 30 April 1940)

Preliminary Examination, 23 December 1935 (Division), 20 December 1935 (District)

(Unfavorable)

(Called for by the River & Harbor Act of 30 August 1935)

(Chief's Report, 10 December 1935, BERH Report, 21 September 1936)

Examined: Providing Two Stone Breakwaters Extending Across the South Entrance to the Harbor, the First Extending about 350 LF Westerly from Monhegan Island (at a Point about 2,000 LF North of Lobster Point - 45,000 Tons Stone Estimated), and the Second Extending about 230 LF Easterly from the South Point of Manana Island (15,000 Tons Stone Estimated), Both with Dimensions of Top Width 10 Feet, Top Elevation +15 Feet MLW, Slopes 1:2 Seaward and 1:1 Leeward.

Survey Report, 15 March 1932 (Division), 29 February 1932 (District) (Unfavorable)  
(Called for by the River & Harbor Act of 3 July 1930)  
(Chief's Report, 10 October 1932, BERH Report, 26 September 1932)  
Considered: Providing Two Stone Breakwaters Extending Across the South Entrance to the Harbor, the First Extending about 300 or 350 LF Westerly from Monhegan Island (at a Point about 2,000 LF North of Lobster Point - 25,000 to 45,000 Tons Stone Estimated), and the Second Extending about 230 LF Easterly from the South Point of Manana Island (15,000 Tons Stone Estimated), Both with Dimensions of Top Width 10 Feet, Top Elevation +15 Feet MLW, Slopes 1:2 Seaward and 1:1 Leeward.

Preliminary Examination, 4 October 1930 (Favorable to Survey)  
(Called for by the River & Harbor Act of 3 July 1930)  
Examined: Providing Two Stone Breakwaters Extending Across the South Entrance to the Harbor, the First Extending about 300 to 350 LF Westerly from Monhegan Island (from a Point about 2,000 LF North of Lobster Point - 19,000 to 22,000 Tons Stone Estimated), and the Second Extending about 175 LF Southeasterly from the South Point of Manana Island (11,000 Tons Stone Estimated).  
(BERH Approved Report 4 November 1930)

House Doc. #536, 64th Congress, 1st Session, 10 January 1916  
(Called for by the River & Harbor Act of 4 March 1915)  
Preliminary Examination, 12 October 1915 (Unfavorable)  
Examined: Providing a Breakwater Extending Westerly from Monhegan Island on the South Side of the Harbor.

Preliminary Examination, 27 December 1888 (Unfavorable)  
(Called for by the River & Harbor Act of 11 August 1888)  
(Also as Extract of the Annual Report for 1889, Appendix A-23, Page 547)  
Examined: Providing a Breakwater Across the South Side of the Harbor.

NOT ON FILE:

Unfavorable Report Transmitted 18 July 1941  
(Called for by Resolution of 31 January 1939)  
Survey Report, 30 October 1940 (Unfavorable) Unpublished  
Considered Two Breakwater Plans



**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBORS**

**MOOSABEC BAR CHANNEL, Jonesport & Beals,**

Page 1

aka: Moosabec Reach

IN FILE:

Reconnaissance Report for Operation and Maintenance, June 1980

- Reports that Maintenance of the Novas Rocks Breakwater, which had Several Displaced Top Stones, has been Deferred as its Condition had Not Adversely Effected the Performance of the Structure. Maintenance Dredging is Not Anticipated during the Next 50 Years. Recommended that Existing Traffic and use of the Channel Justify Continued Maintenance and Periodic Examination of the Channel and Breakwater Condition.

Extract of the Annual Report of 1930, Boston District Extract, Page 27

- Work under Contract for Maintenance Dredging of the 14-Foot Channel was Accomplished during October 1929, with 12,370 cy Removed this Fiscal Year.

Extract of the Annual Report of 1929, Boston District Extract, Page 21

- No Work was Undertaken this Fiscal Year, aside from a Condition Survey, which Found a Need for Maintenance Dredging of the 14-Foot Channel.

Estimate for Maintenance Operation, 11 January 1929

Restoration of -14-Foot by 300-Foot Wide Channel (16,000 cy Estimated).  
Approved by COE 19 January 1929.

Preliminary Examination, 12 September 1927 (Unfavorable)

(Called for by the River & Harbor Act of 21 January 1927)

Examined: Deepening the Channel to -16 Feet MLW for a 200-Foot Width (110,000 cy Estimated). Maintenance Only Recommended.

(Chief's Report, 21 January 1928, BERH Report, 18 October 1927)

House Doc. #995, 64th Congress, 1st Session, 7 April 1916

(Called for by the River & Harbor Act of 4 March 1915)

Survey Report of "Jonesport Harbor Including Moosabec Bar," 25 January 1916 (Unfavorable)

Considered: Deepening the Channel to -16 Feet MLW.

Preliminary Examination, 18 August 1915 (Unfavorable)

Examined: Only Maintenance of Existing 15-Foot Project.

Extract of the Annual Report for 1900, Appendix A-2, Page 1075

- Work under Contract for Removal of Ledge from the Westerly Approach to the Channel was Undertaken between August 1899 and September 1899, with 749 cy of Ledge Rock Removed, Completing the Project of 1881.

Extract of the Annual Report for 1898, Appendix A-2, Page 815

- Work under Contract for Removal of Ledge from the Westerly Approach to the Channel, in Progress at the Beginning of the Fiscal Year, Continued through August 1897, with 657 cy of Ledge Rock Removed.
- Work under a Second Contract for the same Purpose began in August 1897 and Continued through September 1897, with 584 cy of Ledge Rock Removed.

Extract of the Annual Report for 1897, Appendix A-2, Page 771

- Work under Contract for Removal of Ledge from the Western Approach to the Channel began in June 1897, with No Material Actually Removed this Fiscal Year.

Extract of the Annual Report for 1896, Appendix A-2, Page 542

- Work under Contract for Removal of Ledge from the Western Approach to the Channel, in Progress at the Beginning of the Fiscal Year, Continued through July 1895, with 631 cy of Ledge Removed under the Contract.
- Work under a Second Contract for the same Purpose began in July 1895, and Continued through January 1896, with 213 cy of Ledge Removed.

Extract of the Annual Report for 1895, Appendix A-3, Page 541

- Work under Contract for Removal of Ledges to -16 Feet MLW in the Western Approach to the Dredged Channel, in Progress at the Beginning of the Fiscal Year, Continued through July 1895, with 700 cy of Ledge Rock Removed under the Contract.
- Work under a Second Contract for Continuing the Removal of about 400 cy of Ledge was Set to begin in July 1895.

Extract of the Annual Report for 1894, Appendix A-3, Page 492

- Work under Contract for Removal of Ledges to -16 Feet MLW in the Western Approach to the Dredged Channel, in Progress at the Beginning of the Fiscal Year, Continued into the 1893 Season, with 1,047 cy of Ledge Removed under the Contract.
- Work under a Second Contract for Continuing the Removal of Ledge began in May 1894 and Continued in Progress at the Close of the Fiscal Year, with No Quantities Yet Reported.

Extract of the Annual Report for 1893, Appendix A-3, Page 673

- Work under Contract for Removal of Ledges to -16 Feet MLW in the Western Approach to the Dredged Channel, began in June 1893 and Continued in Progress at the Close of the Fiscal Year, with No Quantities Yet Reported.

Extract of the Annual Report for 1892, Appendix A-3, Page 496

- Work under Contract for Placing Stone in the Breakwater, in Progress at the Beginning of the Fiscal Year, Continued with Completion of the Structure this Fiscal Year.

Extract of the Annual Report for 1891, Appendix A-3, Page 572

- Work under Contract for Placing Stone in the Beacon & Breakwater began in June 1891 and Continued in Progress at the Close of the Fiscal Year, with 1,652 Tons of Stone Placed this Fiscal Year.

Extract of the Annual Report for 1890, Appendix A-2, Page 428

- Work under Contract for Dredging the -14-Foot by 300 Foot Wide Channel began in August 1889, and Continued through November 1889, with 63,150 cy Removed, Completing the Channel through the Bar.

Extract of the Annual Report for 1889, Appendix A-2, Page 506

- The River & Harbor Act of 11 August 1888 Provided Funds for the Modification to Widen the Channel to 300 Feet and Remove the Ledges to -16 Feet MLW. Contract Let but No Work had yet Begun.

Extract of the Annual Report for 1888, Appendix A-2, Page 376

- Work under Contract for Removing Steamboat Ledge to -15 Feet MLW began in September 1887, and was Suspended for the Winter with only 50 cy having been Removed.
- Recommended: Increasing the Channel Width to 300 Feet and Removal of Ledges to -16 Feet MLW (65,000 cy Ordinary Material and 3,064 cy of Ledge Rock Estimated) and Construction of a Small Breakwater to Deflect Cross-Currents in the Channel.

Extract of the Annual Report for 1887, Appendix A-2, Page 438

- Repeated the Recommendation from the Last Annual Report that the Channel Width be Increased to 300 Feet (65,000 cy Estimated) and that Removal of Ledges from Moosabec Reach in the Western Approaches to the Channel to -16 Feet MLW (3,200 cy, Estimated) be Undertaken.

Extract of the Annual Report for 1886, Appendix A-3, Page 533 (With Map)

- Work under Contract for Improvement Dredging of the 14-Foot Channel began in July 1885, and was Completed in September 1885, with 23,346 cy Removed this Fiscal Year, Increasing the Dredged Sections of the Channel Width to the 200 Feet Called for. Ledge Removal has Not yet been Accomplished.
- Recommended: Increasing the Authorized Channel Width to 300 Feet at -14 Feet MLW (65,000 cy Estimated), and to Alleviate Adverse Currents by Constructing a Stone Breakwater Extending about 320 Feet Across the Old Natural Channel between Nova's Rocks and Pile-of-Ballast Ledge (Top Elevation +2 Feet MLW, Top Width 10 Feet, Slopes of 1:1), Raised on the Channel End to Support a Daybeacon (Intended to Reduce Cross Currents in the Channel Cut).
- With Map Sowing Plan & Sections for a Channel (as Authorized and Proposed Modification of Width to 300 Feet) & Breakwater.

Extract of the Annual Report for 1885, Appendix A-3, Page 465 (With Map)

- No Work was Undertaken this Fiscal Year, aside from Contracting.
- Recommended: That the Project be Modified to Eliminate the Removal of the Ledges at the Steamboat Buoy and Substitute Removal of Ledges Farther West to the South of the Dry Bar. Also Recommended Widening the Dredged Channel to about 240 Feet.

Extract of the Annual Report for 1884, Appendix A-2, Page 462

- Work under Contract for Continuing the Dredging of the 14-Foot by 200-Foot Wide Channel was Undertaken between August 1883 and September 1883, with 20,983 cy Removed this Fiscal Year, Widening the Channel by about 56 Feet, to about 141 Feet Wide.

Extract of the Annual Report for 1883, Appendix A-2, Page 410

- No Work was Undertaken this Fiscal Year, aside from Award of a Contract for Continuing the Dredging of the 14-Foot Channel.

Extract of the Annual Report for 1882, Appendix A-3, Page 488

- Work under Contract for Improvement Dredging of the 14-Foot Channel began in April 1882, and Continued through June 1882, with 27,347 cy Removed this Fiscal Year, Opening a Channel to Project Depth about 85 Feet Wide.

Extract of the Annual Report for 1881, Appendix A-3, Page 461

- The River & Harbor Act of 3 March 1881 Adopted the Project for the 14-Foot MLW by 200-Foot Wide Channel, with 15-Foot Rock Removal in the Western Approaches, as Recommended in Senate Ex. Doc. #33, as Described below.
- Amended Estimates for the Project to 85,000 cy of Ordinary Material and 137 cy of Ledge.
- No Work was Undertaken this Fiscal Year.

Extract of the Annual Report for 1880, Appendix A-20, Page 358 (with Map)

- Survey Report, 3 December 1879  
As Contained in Senate Exec. Doc. #33, as Described below.

Senate Ex. Doc. #33, 46th Congress, 2nd Session, 12 January 1880

(Called for by the River & Harbor Act of 3 March 1879)

Reports on Moosabec Reach (Bar), Jonesport Harbor and Cathance River, ME and Lake Winnepesaukee, NH

- Moosabec Reach, Maine

Survey Report, 3 December 1879

Recommended: Providing a Channel -14 Feet MLW by 200 Feet Wide, 1,900 Feet Long through the Shoal at the Eastern End of the Reach, with Ledge Removal to -15 Feet at its Western End (64,164 cy Ordinary Material and 137 cy Ledge Rock Estimated).

(Authorized by the River & Harbor Act of March 3, 1881, Completed in 1899)

NOT ON FILE:

Extract of the Annual Report for 1888

- 1888 Modification for 300-Foot Width at -14 Feet MLW and Additional Ledge Removal at -16 Feet MLW to West Completed 1899.

**MAINE**  
**LIST OF DOCUMENTS AND REPORTS ON RIVERS AND HARBOR**

**MOUNT DESERT NARROWS, Bar Harbor and Trenton,**

Page 1

IN FILE:

Preliminary Examination, 27 October 1930 (Unfavorable)  
(Called for by the River & Harbor Act of 3 July 1930)  
(BERH Report, 20 January 1931 & Chief's Report, 27 January 1931 - Both Concurred)  
Examined: Providing a Channel 100 Feet Wide by -10 Feet MLW through the Narrows  
Connecting Eastern Bay (Frenchmans Bay) and Western Bay (Blue Hill Bay) around the North  
End of Mount Desert Island.

NOT ON FILE:

No other Corps Civil Works Navigation Reports Known