

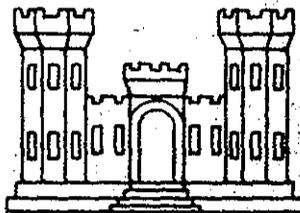
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PRELIMINARY EXAMINATION

OF

BLUE HILL HARBOR

MAINE

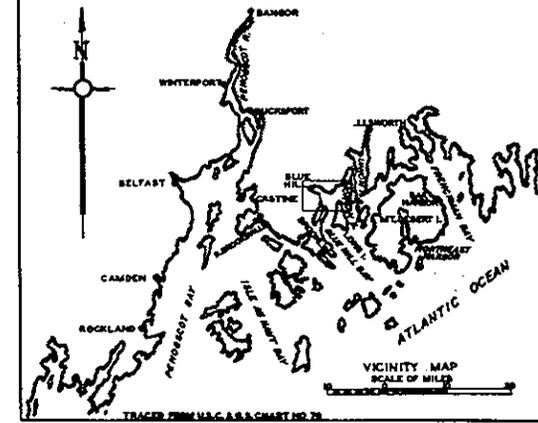
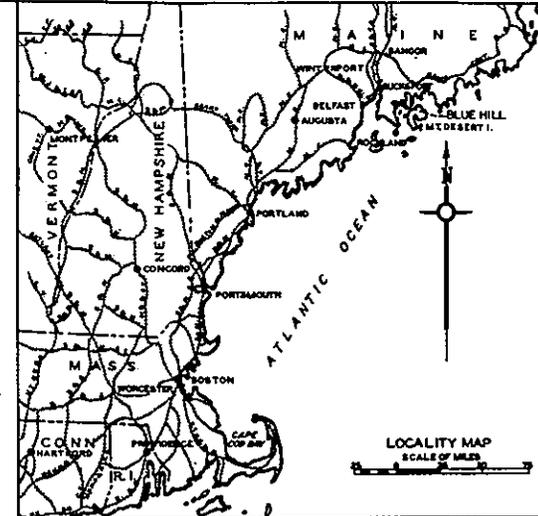
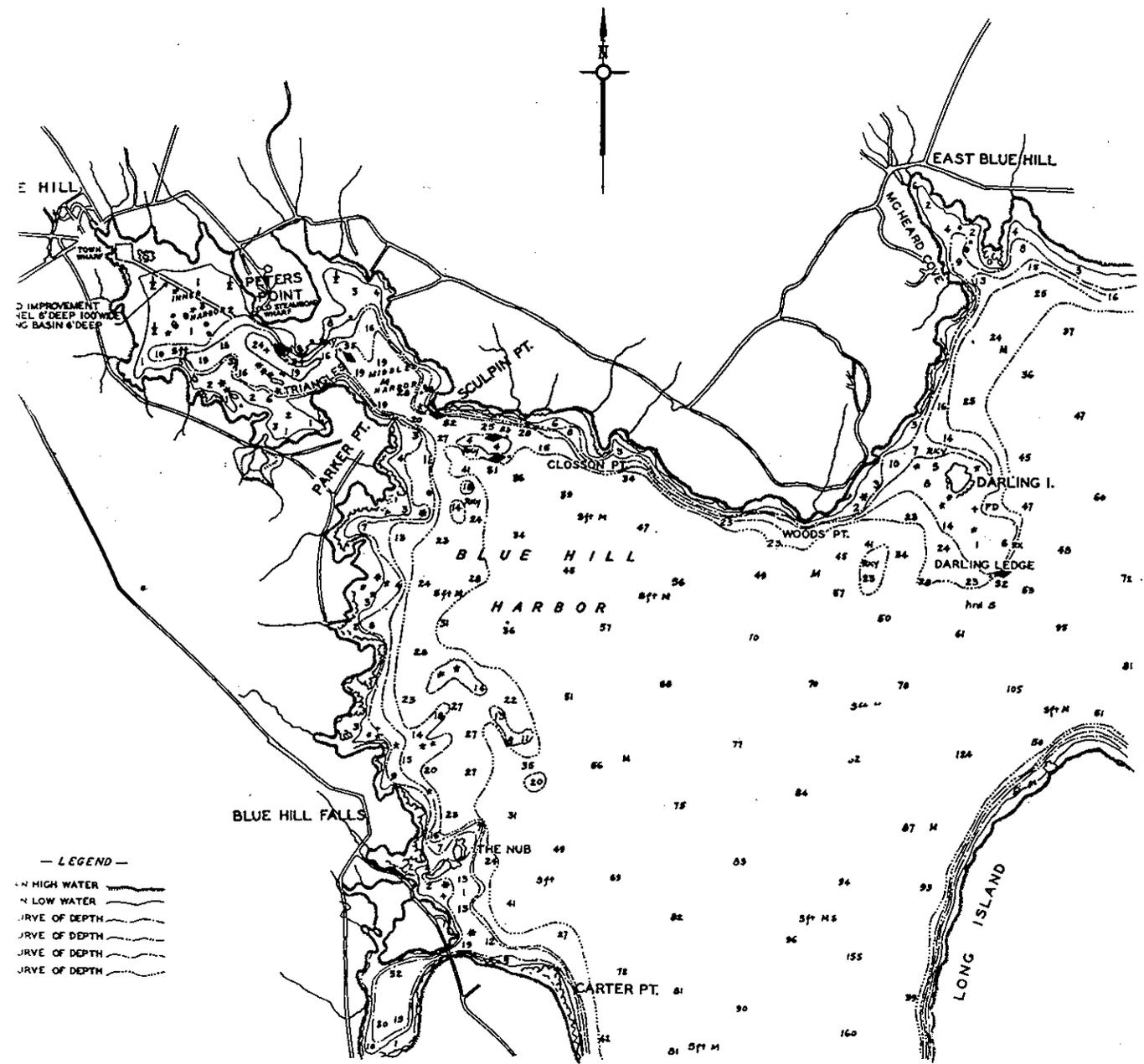


AUTHORITY - THIS REPORT
IS SUBMITTED IN COMPLIANCE
WITH SECTION 6 OF THE RIVER
AND HARBOR ACT APPROVED
2 MARCH 1945

U. S. ENGINEER OFFICE,
BOSTON, MASS.
15 NOV. 1945

COPY NO. 17

135. 80092 (Blue Hill Harbor, Me.)



NOTE: DEPTHS EXPRESSED IN FEET ARE TAKEN FROM U.S.C. & G.S. CHART NO. 307. DEPTHS ARE REFERRED TO THE PLANE OF MEAN LOW WATER.

NO.	CHARACTER	DATE	APPROVED

BLUE HILL HARBOR, MAINE.

SCALE OF FEET

U.S. ENGINEER OFFICE, BOSTON, MASS. 30 OCT. 1945

APPROVAL RECOMMENDED: *[Signature]* APPROVED: *[Signature]*

SUBMITTED: *[Signature]* TRANSMITTED WITH REPORT DATED 13 NOV. 1945

FILE NO. 1044 DR-71

SUBJECT: Preliminary examination of Blue Hill Harbor, Maine.

NEDGW
(15 Nov 45)

1st Ind.

CAT/phw

Division Engineer, New England Division, Boston 10, Mass., 27 November 1945

TO: The Chief of Engineers, U. S. Army, Washington 25, D. C.
ATTENTION: SPEWR

I concur in the recommendation of the District Engineer.

J. A. O'Connor
J. A. O'CONNOR
Brigadier General
Division Engineer

1 Incl: n/c

NOV 28 9 10 AM '45

B 500.92(Blue Hill Harbor, Maine)

PRELIMINARY EXAMINATION OF
BLUE HILL HARBOR, MAINE

Syllabus

The district engineer is of the opinion that Blue Hill Harbor, Maine is worthy of improvement provided it can be accomplished at a reasonable cost. He, therefore, recommends a survey of Blue Hill Harbor to determine the extent, cost and advisability of the improvement, and the proper basis of cooperation by local interests.

War Department
United States Engineer Office
Boston 16, Massachusetts
15 November 1945

Subject: Preliminary examination of Blue Hill Harbor, Maine.

To: The Chief of Engineers, U. S. Army, through the Division Engineer, New England Division, Boston 10, Mass.

1. Authority.-- This report is submitted in compliance with Section 6 of the River and Harbor Act approved 2 March 1945 (Public Law No. 14 - 79th Congress) which reads in part as follows:

"Sec. 6. The Secretary of War is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, Blue Hill Harbor, Maine".

2. Description.-- Blue Hill Harbor is located on the northwest-ern side of Blue Hill Bay, northwest of Long and Mount Desert Islands. Morgan Bay, about 5 miles to the northeast, Union River, about 11 miles to the northeast, Northeast Harbor, about 24 miles to the southeast, and Bar Harbor, about 34 miles to the eastward, are small boat harbors within easy cruising distance. Blue Hill Harbor comprises a large area known as the outer harbor and a smaller area extending in a northwest-erly direction to the Town of Blue Hill, the easterly portion of which is called the middle harbor and the westerly portion the inner harbor. The outer harbor is protected from northerly and westerly winds and has depths ranging from 24 to 48 feet. The middle harbor, with an

area in excess of 46 acres and having depths of 16 to 28 feet, is open to southeast storms but is otherwise secure. There is not sufficient water in the inner harbor to provide anchorage even for small draft vessels, except at high tide.

3. The mean range of tide is 10.3 feet. There are no bridges over the locality covered by this report and questions of shore line changes, flood control, water power or other special subjects are not involved in the improvement under consideration. There have been no prior reports on Blue Hill Harbor. The locality is shown on U. S. Coast and Geodetic Survey Charts Nos. 307 and 1202, and on the map which accompanies this report.

4. Tributary area.- Blue Hill is the center of one of Maine's older summer resort areas and is largely dependent for revenue upon serving vacation trade. Summer residents, most of whom come from other states, have built up the shore line at Blue Hill so that upwards of 80% of the 15 miles of the frontage is now occupied with valuable estates and summer homes. There are no longer industrial or manufacturing concerns in the town, although at one time granite quarrying and lumbering were carried on close by.

5. Terminal and transfer facilities.- At the upper end of the inner harbor there is located the town wharf. This wharf, which is of the solid fill type, is open to the public at no charge. There is no water here at low tide. On Peters Point the remains of the old steamship dock are available to tie up to. However, the state of disrepair of this structure, together with its distance from the village, combine to make it undesirable for use except in an emergency.

6. Improvement desired.- A hearing was held at Blue Hill, Maine on 18 July 1945 in order to ascertain the improvement desired. A large number of citizens of the town, together with summer residents, were present at the meeting, which was well attended.

7. The improvement desired is a channel 100 feet wide and 6 feet deep at mean low water, extending from the old steamship wharf at Peters Point to the municipal wharf at the head of the harbor, and a basin of the same depth and about 350 feet square at the end of the channel.

8. It was brought out at the hearing that prior to the war Blue Hill Harbor was rapidly becoming the center of yachting activities for Blue Hill Bay, and it is expected that this growth will continue with the return to normalcy. The lack of water in the inner harbor has acted as a deterrent in this growth. It was felt that a channel to the town wharf, together with a suitable basin, would enable boats to more easily secure supplies and services at Blue Hill. There is a good machine shop in the town equipped to handle any needed repairs on boats coming into the harbor. At the present time such repairs are accomplished with difficulty because of the lack of a channel to the town wharf. An excellent hospital which serves the surrounding communities is located at Blue Hill. Blue Hill Harbor is centrally located with respect to other small boat harbors.

9. There are some fishermen and lobstermen who work out of Blue Hill Harbor when conditions permit. Because of the necessity of carrying their gasoline and other supplies to the boats, and carrying their catch from the boats, the harbor is not particularly inviting.

10. The Town of Blue Hill has some town property fronting on the harbor that might be utilized as a partial spoil area, if the material is excavated by a hydraulic dredge.

11. Commerce.- There is no commerce in Blue Hill Harbor.

12. Vessel traffic.- Vessel traffic at Blue Hill Harbor has been limited to pleasure yachts. This traffic fell off considerably during the war years, but based upon the activity prior thereto, it is expected to increase in the future.

13. Difficulties attending navigation.- The principal difficulty with which navigation must contend is the lack of sufficient water in the inner harbor and a channel leading to the town wharf. Under present conditions, passage of vessels to the wharf is impossible at low stages of the tide.

14. Discussion.- Blue Hill Harbor is one of Maine's oldest summer resorts and is potentially one of the better harbors suited for use as a yachting center. It has a safe entrance, an anchorage that is sheltered and well protected from most storms, and is centrally located as regards other recreational boating centers. It has failed to fully realize these potentialities because of the shallow water and the rather long distance from the existing anchorage to the town. The increase in recreational boating previous to the war was encouraging and it is expected that under normal conditions this growth will continue, especially if a channel and basin is developed in the inner harbor.

15. Under existing conditions yachtsmen cannot easily avail themselves of the service facilities now located in the town. These facilities include fuel stations, a well equipped machine shop, and other shops serving the needs of the small boatman. The town wharf is open to all without charge and it was indicated that any needed improvements, such as gasoline pumps, would be provided if the dredging is done. An excellent hospital is available at Blue Hill to care for any emergencies. In spite of the good fishing and lobstering in the vicinity, the fishing industry is negligible because of the difficulties attending the servicing of the boats.

16. Local interest in the desired improvement appeared to be high and it is thought probable that contributions locally would be forthcoming if required. The furnishing of spoil areas by the town is also a possibility.

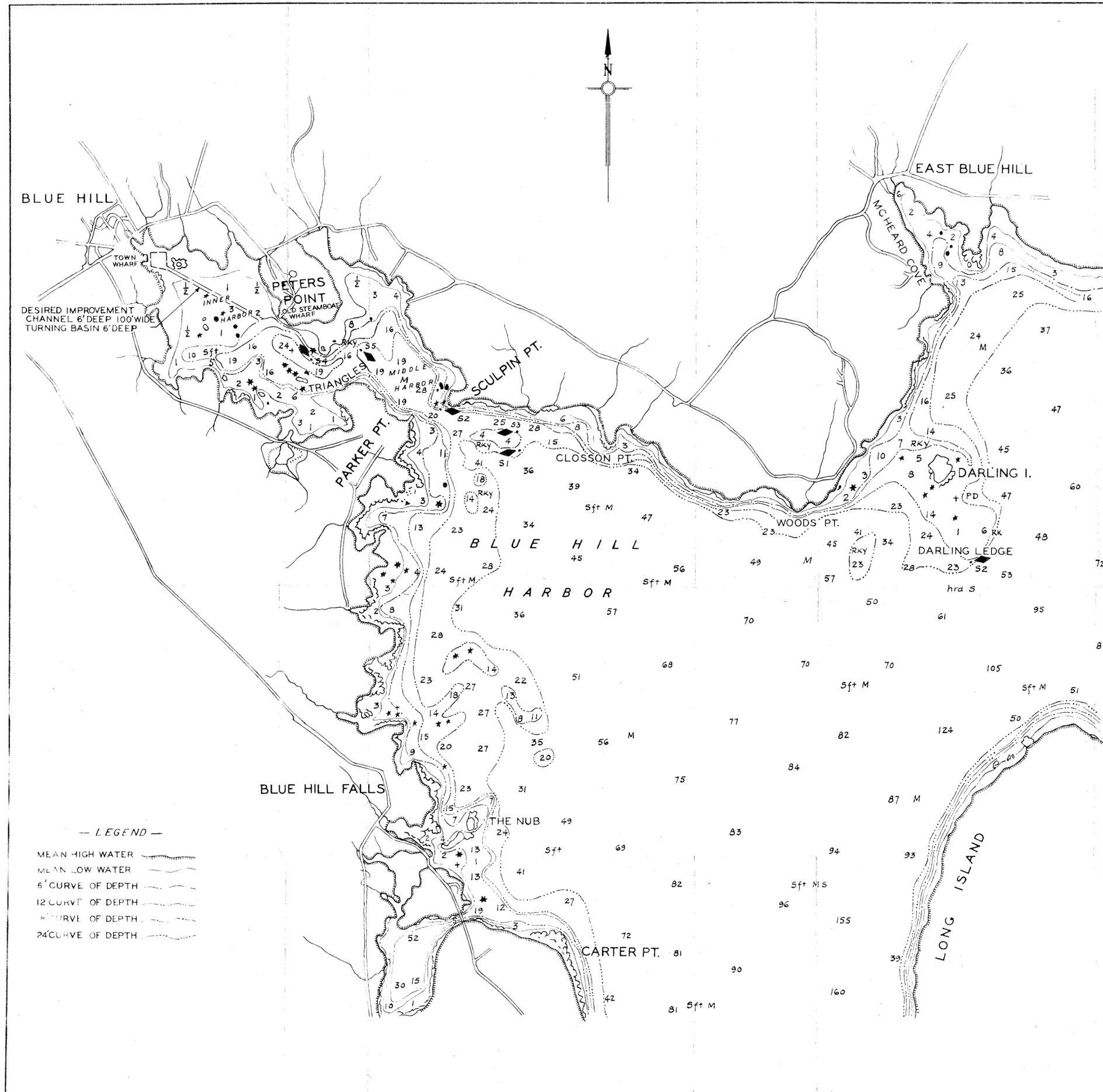
17. Conclusion.- The district engineer is of the opinion that the improvement of Blue Hill Harbor, Maine, is warranted provided it can be accomplished at a reasonable cost.

18. Recommendation.- In view of the foregoing, the district engineer recommends a survey of Blue Hill Harbor, Maine, to determine the extent, cost and advisability of the improvement, and the proper basis of cooperation by local interests.



C. T. HUNT,
Colonel, Corps of Engineers,
District Engineer.

Inclosure:
Map

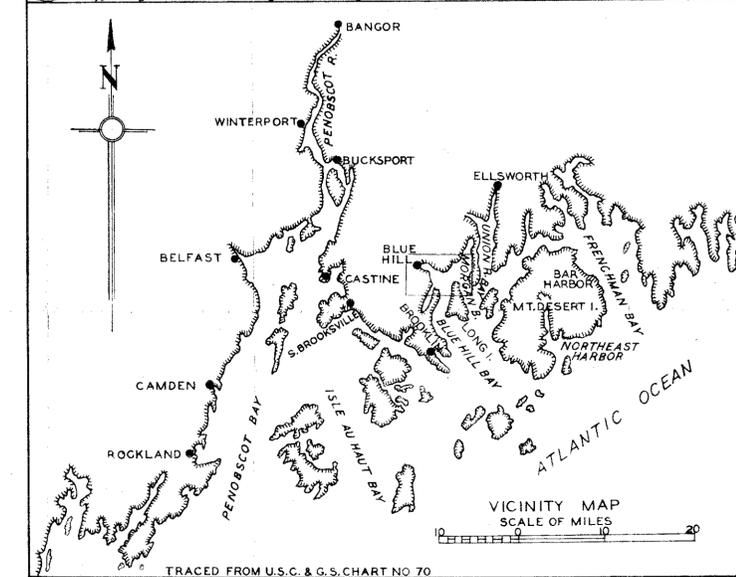
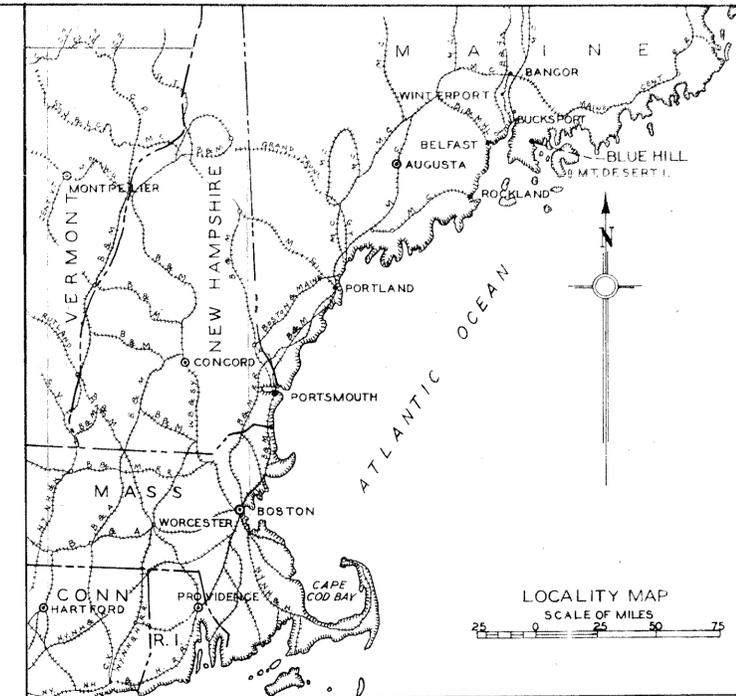


DESIRED IMPROVEMENT
CHANNEL 6' DEEP 100' WIDE
TURNING BASIN 6' DEEP

— LEGEND —

- MEAN HIGH WATER
- MEAN LOW WATER
- 6' CURVE OF DEPTH
- 12' CURVE OF DEPTH
- 24' CURVE OF DEPTH

NOTE: DEPTHS EXPRESSED IN FEET ARE TAKEN FROM U.S.C. & G.S. CHART NO. 307. DEPTHS ARE REFERRED TO THE PLANE OF MEAN LOW WATER.



BLUE HILL HARBOR, MAINE.

SCALE OF FEET
1000' 0 1000' 2000' 3000'

U. S. ENGINEER OFFICE, BOSTON, MASS. 30 OCT. 1945

APPROVAL RECOMMENDED: *John E. Allen*
CHIEF OF ENGINEERING DIVISION

APPROVED: *John E. Allen*
COLONEL, CORPS OF ENGINEERS
DISTRICT ENGINEER

SUBMITTED: *H. N. Brighton*
CHIEF, EAST BRANCH, SR. ENGINEER

TRANSMITTED WITH REPORT
DATED 15 NOV. 1945

FILE NO. 1044 DR-71

NO.	CHARACTER	DATE	APPRD.