Mr. Allen

407-670A

NOT FOR PUBLIC RELEASE

PRELIMINARY EXAMINATION

OF

CUNDY HARBOR

MAINE

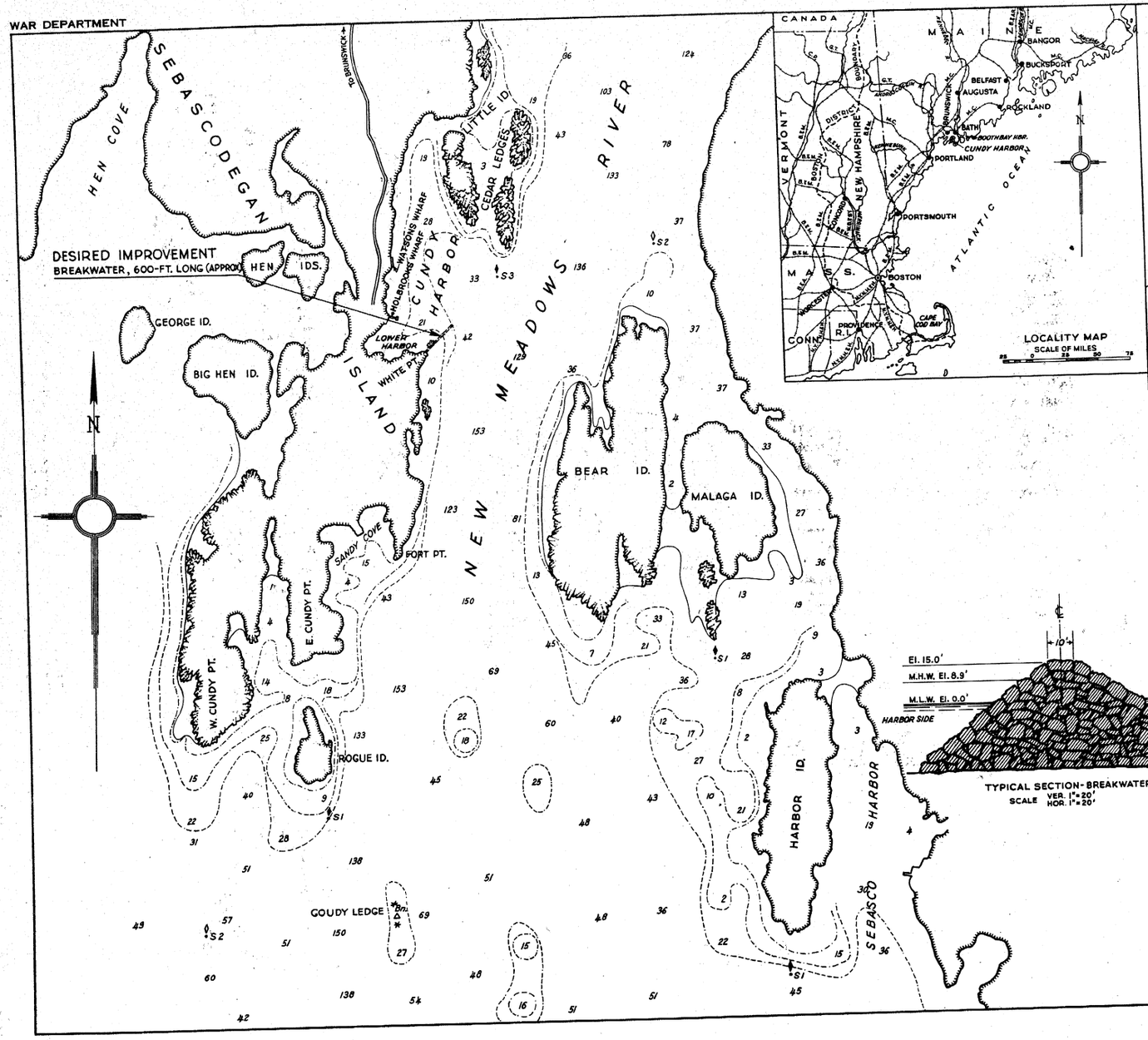
AUTHORITY-THIS REPORT IS SUBMITTED IN COMPLIANCE WITH SECTION 6 OF THE RIVER AND HARBOR ACT, APPROVED, 2, MARCH 1945.

U. S. ENGINEER OFFICE,
BOSTON, MASS.
31 JAN. 1946

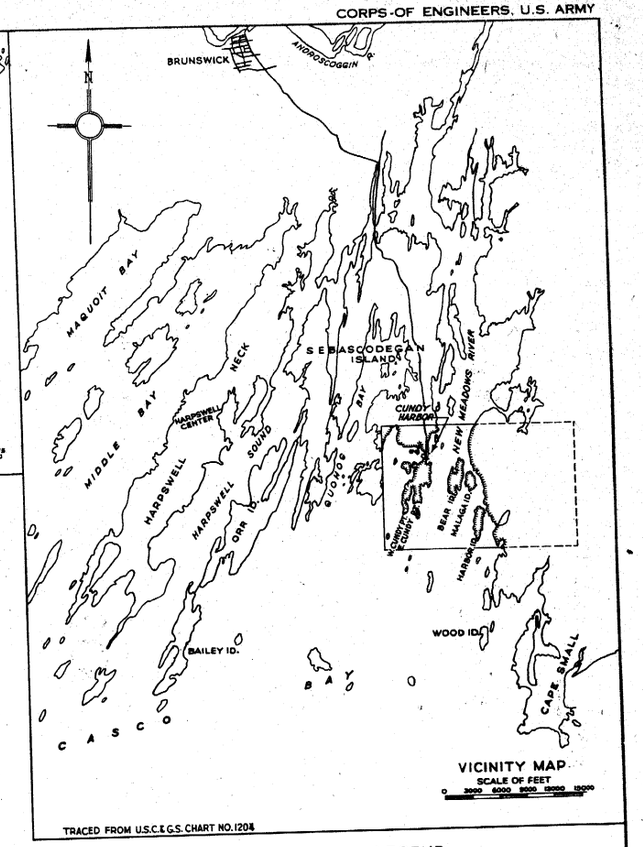
COPY NO. 20

WAR DEPARTMENT

CORPS OF ENGINEERS, U.S. ARMY

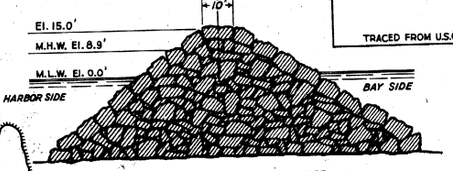


LOCALITY MAP
SCALE OF MILES



VICINITY MAP
SCALE OF FEET

TRACED FROM U.S.C.&G.S. CHART NO. 1208



TYPICAL SECTION-BREAKWATER
SCALE VER. 1"=20' HOR. 1"=20'

LEGEND

MEAN HIGH WATER LINE .....
MEAN LOW WATER LINE .....
6-FT. CURVE OF DEPTH .....
18-FT. CURVE OF DEPTH .....
30-FT. CURVE OF DEPTH .....

NOTE: DEPTHS TAKEN FROM U.S.C.&G.S. CHART NO. 315 ARE EXPRESSED IN FEET AND ARE REFERRED TO THE PLANE OF MEAN LOW WATER.

NO.	CHARACTER	DATE	APPR'D

REVISIONS

CUNDY HARBOR
MAINE

IN 1 SHEET

SCALE OF FEET 1000 0 1000 2000

U. S. ENGINEER OFFICE, BOSTON, MASS., 11 JANUARY 1946

APPROVAL RECOMMENDED: H. E. Allen, CHIEF ENGINEERING DIVISION

APPROVED: [illegible], COLONEL, CORPS OF ENGINEERS, DISTRICT ENGINEER

SUBMITTED: H. N. Leighton, SR. ENGINEER, RIVERS & HARBORS BRANCH

DES. BY [illegible] DR. BY [illegible] TR. BY [illegible] CKD. BY [illegible]

TO ACCOMPANY REPORT DATED 31 JANUARY 1946.

FILE NO. 1058 D-6-2

PRELIMINARY EXAMINATION OF
CUNDY HARBOR, MAINE

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Syllabus

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

War Department,
United States Engineer Office,
Boston 16, Massachusetts,
31 January 1946.

Subject: Preliminary Examination of Cundy Harbor, Maine.

To: The Chief of Engineers, U. S. Army, Washington, D. C. through the Division Engineer, New England Division, Boston 10, Massachusetts.

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, ... Cundys Harbor, Maine".

2. Description.- Cundy Harbor is situated near the southerly end of Sebascodegan Island in Casco Bay. The island extends in a generally north-south direction with many coves and bays running in the same direction. New Meadows River flows along the east side, while Harpswell Sound is to the west. Cundy Harbor is an indentation about 3,500 feet long on the east side of the island, and has depths varying from 19 to 28 feet at mean low water. The

northerly portion of the harbor is protected on the east by Little Island and Cedar Ledges. The harbor, which is located about 5 miles from the open sea at Cape Small, is reached by a deep channel that is well buoyed and easily navigated. Portland is about 22 miles by water to the southwest, and Bath and Boothbay about 23 miles and 22 miles by water, respectively, to the northeast. While the harbor is located midway between Portland and Boothbay and is otherwise desirable, it has the disadvantage of poor protection against winds from the south, as well as being rather rough due to the combination of the winds and rather strong flow of tides in the New Meadows River.

3. There are no bridges crossing the locality under consideration, nor are questions of water power, flood control, or other special subjects involved. The locality is shown on U. S. Coast and Geodetic Survey Charts Nos. 315 and 1204, and on the map accompanying this report. The mean range of tide is 8.8 feet.

4. Tributary area.- The Town of Harpswell embraces numerous islands in the northeastern portion of Casco Bay. In 1940 it had a total population of 1,305, with estates valued at $1,429,618. The town is made up of a number of villages of which Cundy Harbor is one of four having a post office. Cundy Harbor is connected with the Town of Brunswick, about 9 miles away, by a third class road that the State of Maine is planning to improve into a first class road. The nearest rail connection is at Brunswick. The principal sources of revenue to the residents of the locality are fishing and the business incident to supplying the needs of summer vacationists. In the past Cundy Harbor was a resort town, although in recent years the trend has been toward the development of the fishing industry.

5. Prior reports and existing project.- There has been no prior report on Cundy Harbor, Maine, and there is no existing project at this locality.

6. Terminal and transfer facilities.- There are two privately owned wharves at Cundy Harbor, both of which are used principally in connection with the receipt of fish. These wharves have facilities for providing fuel to cruising yachts and are open to all at no charge. The Watson wharf is the larger of the two, and consists of a pile and timber structure about 150 feet long. The Holbrook wharf is of the same type construction and is capable of accommodating vessels up to about 60 feet in length. There is ample water at both wharves at all times.

7. Improvement desired.- A public hearing was held at Cundy Harbor on 9 August 1945 to determine the nature and extent of the improvement desired by local interests and to give interested parties an opportunity to be heard. Present at the hearing were a number of local residents and fishermen, as well as the proprietors of the local fish companies.

8. The improvement desired by local interests is the construction of a breakwater at the southerly end of the harbor extending about 600 feet in an east northeasterly direction from White Point.

9. It is stated that the breakwater is required to protect the harbor against gales from the southerly directions. Such storms have caused considerable damage to and loss of vessels, as well as causing destruction of shore installations.

10. It is expected by the proponents that the improvement will result in an appreciable increase in the commercial fishing business as a result of being able to discharge the catch more

easily, and through the development of a larger local fishing fleet.

11. The proponents also are of the opinion that a safer anchorage for yachts will give impetus to the growth of the summer resort business.

12. A cash contribution toward the cost of the improvement probably will not be forthcoming from local interests, although there is a possibility of a town landing being provided if it appears necessary.

13. Commerce and vessel traffic.- Commerce at Cundy Harbor is limited to the receipt of seafood. Over 250,000 pounds of lobsters, 15,000,000 pounds of sardines, and 3,000,000 pounds of whiting, cod and mixed fish are handled at the harbor yearly. Vessel traffic is largely connected with the fishing business with the vessels ranging from 25 feet to 75 feet in length and drawing from 4 to 8 feet.

14. Difficulties attending navigation.- The principal difficulty that vessels have to contend with is the lack of protection against southerly gales. This, combined with the roughness in the harbor due to winds and tides, serve to cause fishermen to use the harbor with reluctance and to make yachtsmen avoid it when possible.

15. Discussion.- Cundy Harbor has an excellent location in respect to the commercial fishing carried on along that portion of the seaboard. It is halfway between Portland and Boothbay and within easy trucking distance of the main line railroad at Brunswick. The action of southerly winds and the tide in New Meadows River cause the waters in the harbor to be rather rough, making the discharge of fish difficult and the harbor uncomfortable for vessels lying at anchor.

16. The fishing business is the principal source of income to the community and has shown a favorable growth during recent years. The State of Maine has recognized the increased traffic on the road to Brunswick from Cundy Harbor resulting from the increase in this business, and plans to convert the present third class road into one of first class construction. The harbor is more than adequate for present traffic and can accommodate additional vessels without undue crowding of the moorings.

17. The summer resort business formerly was of considerable importance in the vicinity although of late it has fallen off. With the expected general increase in the recreational business in the next few years, the advantageous location of Cundy Harbor will serve as an inducement to vacationists interested in yachting to establish summer homes in the locality.

18. The damage to shore installations and to vessels in the harbor by storms from the southerly direction has been appreciable. Vessels have been torn loose from their moorings and only made secure again at great hazard to the safety of the owners. A breakwater as desired by proponents of the improvement would do much toward increasing the safety of the fishermen and their vessels.

19. The channel in New Meadows River is very deep and the indications are that these depths extend fairly close to the shores. If this condition is found to obtain, the amount of stone required for the breakwater may be very large. Whether the amount and cost of the construction would be prohibitive can only be determined after a survey.

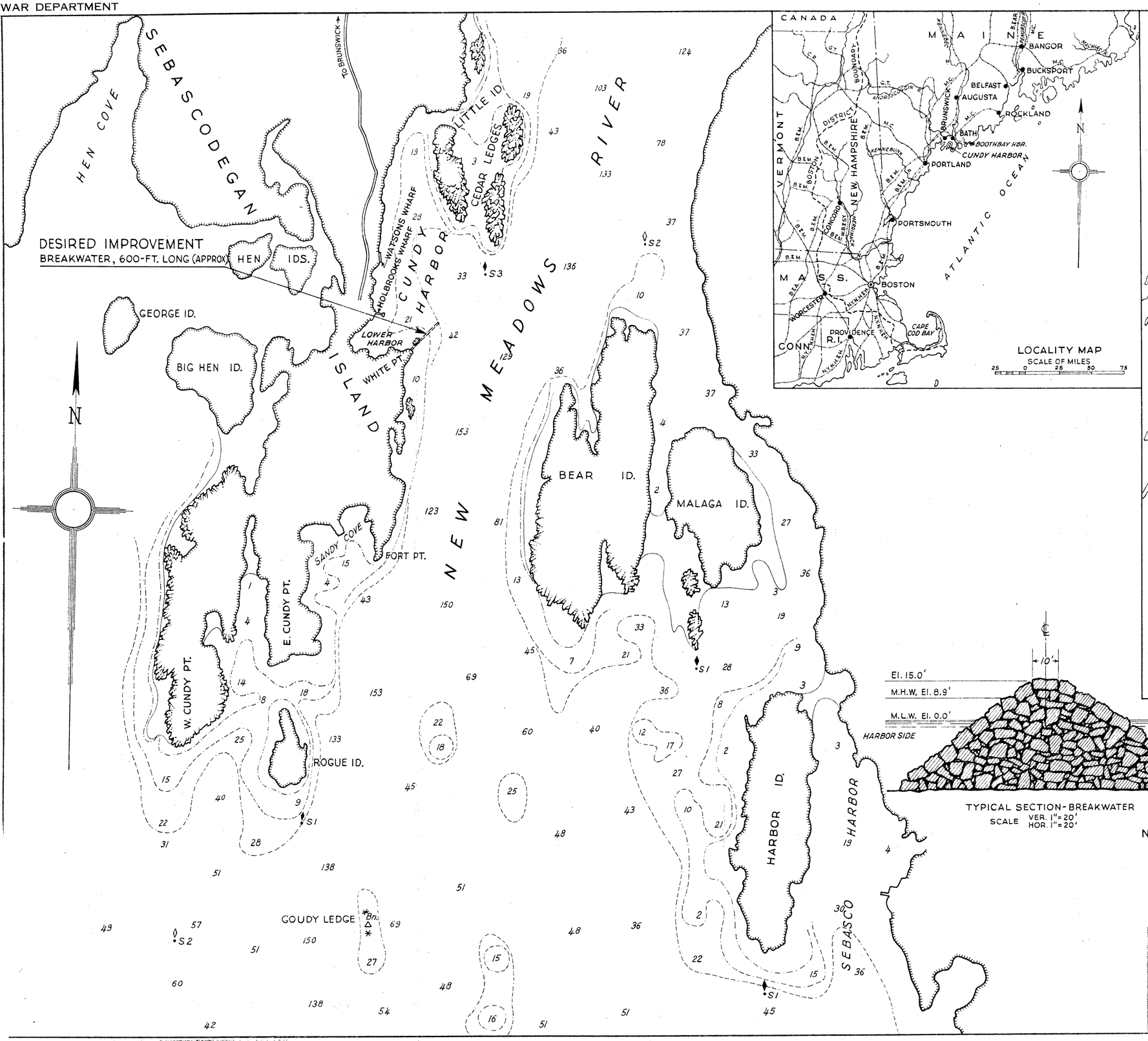
20. While local interests are not likely to furnish a cash contribution toward the cost of the improvement, the construction of a town landing might be undertaken as a measure of local cooperation if deemed necessary.

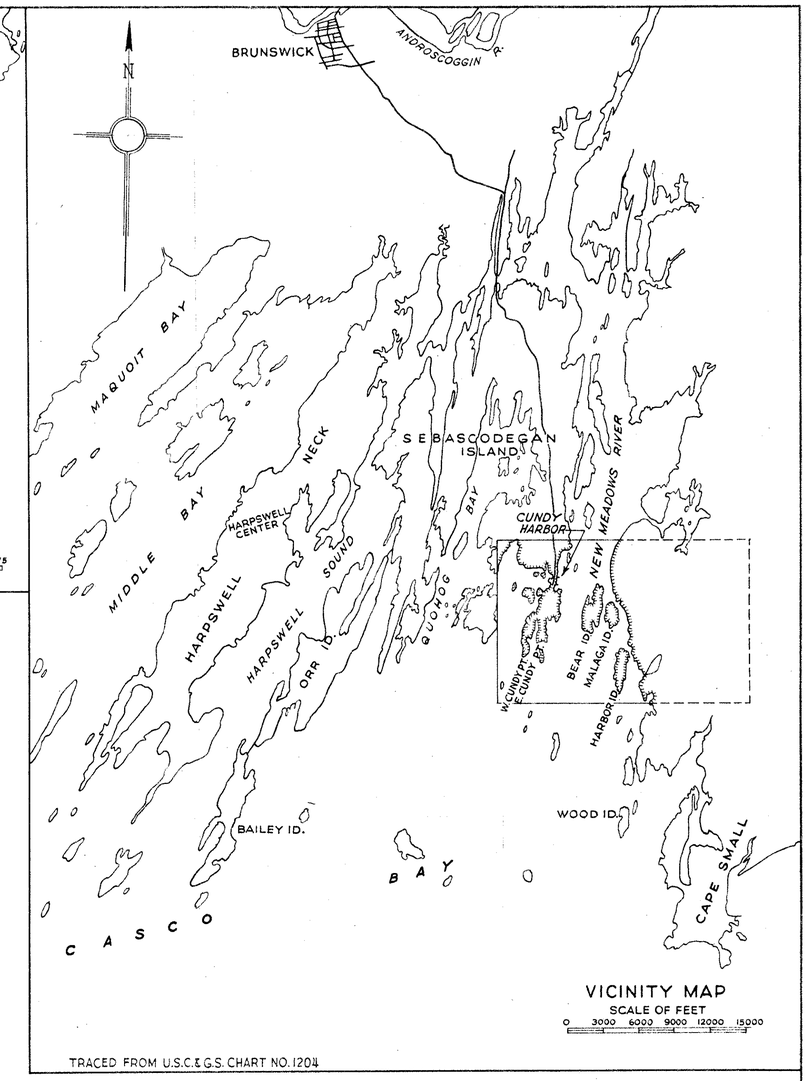
21. Conclusion.- In view of the above, the district engineer is of the opinion that the improvement of Cundy Harbor by construction of a breakwater, is worthy of further investigation.

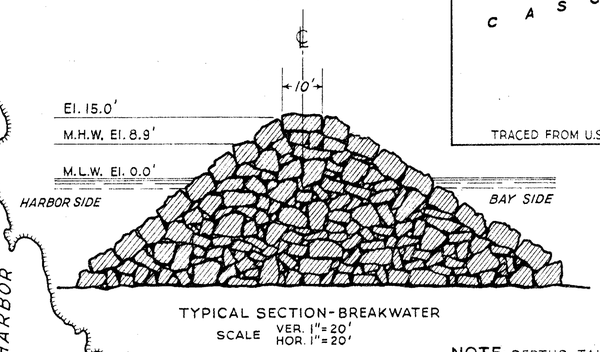
22. Recommendation.- The district engineer recommends that a survey be made at Cundy Harbor, Maine, with a view to determining the extent, cost and advisability of improvement by construction of a breakwater at White Point, and the basis of such local cooperation as may be found necessary.

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

Inclosure:
Map







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U. S. ENGINEER OFFICE, BOSTON, MASS., 11 JANUARY 1946

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John E. Allen
CHIEF ENGINEERING DIVISION

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