

INVESTIGATION OF PROPOSED DREDGING
OPERATIONS IN YAQUINA BAY NEAR THE
SHIP TURNING BASIN

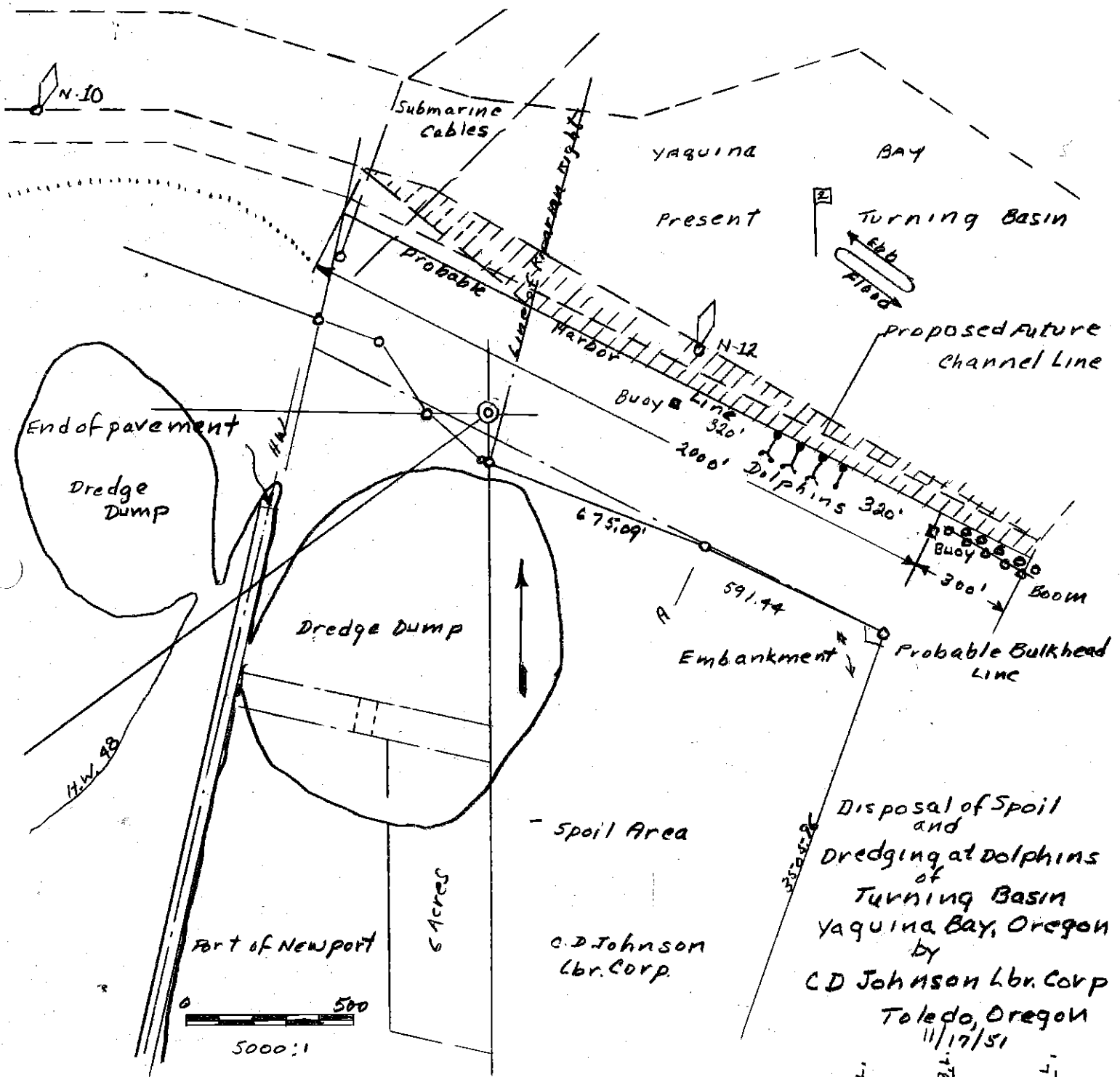
Shellfish Investigation
Special Report
December 14, 1951

Notice was given on November 29, 1951 by the Army Engineers of application by the C. D. Johnson Lumber Corporation, American Bank Building, Portland, Oregon, for a permit to dredge and dump in Yaquina Bay southerly from the ship turning basin, near Newport, Oregon.

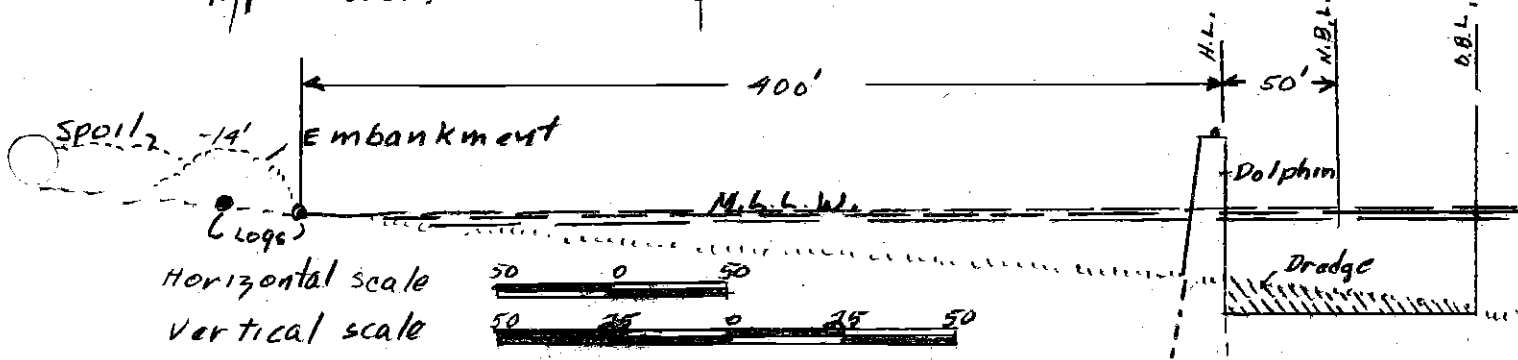
The proposed work program was examined in detail and Capt. T. A. Brannelly, a local representative of the C. D. Johnson Lumber Corporation, was contacted for the details. The proposed work area has been visited numerous times by this laboratory staff.

As pertaining to the shellfish resources of the bay it is felt justifiable to approve the proposed project. There are no productive clam flats existing in the immediate area of the work project as the soil is of a very sandy nature and relatively high. It is suggested, however, that some reliable preventative measure against the sloughing or washing of the dredged material be provided for, particularly in the region of the bulkhead on the southeasterly side of the work project. The transport of dredged material from this area to the existing clam flats to the southeast -- upbay, same side of channel -- could alter their present condition of productivity by the process of silting-over.

Lowell D. Marriage
Aquatic Biologist



Disposal of Spoil
 and
 Dredging at Dolphins
 of
 Turning Basin
 Yaquina Bay, Oregon
 by
 CD Johnson Lbr. Corp
 Toledo, Oregon
 11/17/51



CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
Portland, Oregon District
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Portland 5, Oregon

NPPKS-4
NPP 800.6 (Yaq. Bay-Dredging)-2

November 29, 1951

PUBLIC NOTICE

Application has been made to the Department of the Army by the C.D. Johnson Lumber Corporation, American Bank Building, Portland, Oregon, for a permit to dredge and dump in Yaquina Bay southerly from the ship turning basin, near Newport, Oregon.

The proposed work consists of dredging to a depth of 23 feet below mean lower low water along the southwesterly side of the existing turning basin and the ship channel immediately downstream from the basin, over a total distance of about 2300 feet. The dredging area width will vary from naught to 160 feet. All material removed will be deposited on the applicant's tide lands in an area lying east from the old ferry approach road, and not less than 480 feet southwesterly from the turning basin.

Maps and plans for the proposed work are on file and may be seen in this office.

Letters expressing views concerning the effect of the proposed work on navigation are requested from all interested parties, particularly navigation interests and State and local authorities and civic organizations. Replies to receive full consideration should be received in this office not later than December 18, 1951.

For the District Engineer:

T. W. Ragsdale,
Chief, Operations Division.

C O T T

*(Received by Commission)
Dec. 3, 1951*

Received at Lab. Dec. 7, 1951