INVESTIGATION ON PROPOSED LOG DUMP, LOG STORAGE AND RAFT MOORAGE IN KING SLough OF YAQUINA BAY NEAR NEWPORT, OREGON

Special Report
November 21, 1951

Notice was given on November 7, 1951 by the Army Engineers of application by Mr. H. F. Effenberger, 401 Shelton Street, Dallas, Oregon, for permission to construct a log dump, to drive piling for a log storage pocket and log raft moorage, and to dredge and dump in King Slough of Yaquina Bay near Newport, Oregon.

The work program was examined in detail and Mr. Effenberger contacted for further clarification. Upon visiting the work area November 20, 1951 it was surprising to learn the work, except for the driving of a single row of piles (see Public Notice paragraph #5), had been completed sometime previous to the visit by the biologist of this station.

It is not felt the work project or the completion of the work project will do any harm to any of the shellfish resources in that area. It was well known that clam beds of any importance were not in existence in that particular region. However, old time residents state there used to be clam beds in the area but not in recent years. In both directions, left and right (east and west) from where King Slough joins the main part of Yaquina Bay there are clam beds of commercial importance. Oysters have also been grown in that area. It would seem possible that even the lower portion of King Slough might be good oyster ground if a fair trial were given.

Water samples analyzed for salinity August 25, 1950, immediately adjacent to Mr. Effenberger’s property, while inconclusive, were well within the salinity range necessary for the growth and well-
being of both the native oyster, *Ostrea lurida*, and the Japanese oyster, *Ostrea gigas*.

Mr. Effenberger is definitely limited to expansion of his business to the north, the considered critical area, because the ownership of the property in that direction is in other hands. Were this area to the north to be proposed for log storage and other logging activities detailed survey of the area would be necessary before permission could be granted or refused. The potentiality of King Slough should not be overlooked; its 200 acres might very well be utilized to better advantage.

Lowell D. Marriage
Aquatic Biologist
PUBLIC NOTICE

Application has been made to the Department of the Army by Mr. H. F. Effenberger, 401 Shelton Street, Dallas, Oregon, for a permit to construct a log dump, to drive piling for a log storage pocket and log raft moorage, and to dredge and dump in King Slough of Yaquina Bay near Newport, Oregon as follows:

1. The log dump will be located approximately 2400 feet upstream (south) from Hinton Point on the West side (left bank) of the slough and will consist of a pile bulkhead and riprapped fill. The channelward limit of the log dump will be approximately 20 feet from the mean high water line.

2. A log storage facility, located immediately channelward of the log dump, beginning 125 feet upstream (north) of the dump and extending downstream (south) approximately 378 feet. The channelward limit of the piling will be approximately 165 feet from the face of the dump.

3. Dredge the log storage facility to a depth of not more than 6 feet below mean lower low water, the dredged material to be deposited landward from the mean lower low water line.

4. Dredge a 50 foot relocation channel for small boats on the east side of the proposed log storage facility. Said relocation channel to be approximately 1000 feet long and to be dredged to a depth of not more than 4 1/2 feet below mean lower low water, the dredged material to be deposited landward from the mean lower low water line.

5. A log raft moorage consisting of a single row of piles, spaced at 60 foot intervals, running in an easterly direction from the easterly limits of the relocation channel to the mean high water line on the east or right bank.

Maps and plans for the 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 prior to November 23, 1951.

Please bring this notice to the attention of any known interested parties.

For the District Engineer:

T. W. Ragsdale,
Chief, Construction and Operations Divisions.