

Appendix E:
Rockland Harbor Use Plan Subcommittee Report

ROCKLAND HARBOR USE PLAN

SUBCOMMITTEE REPORT

SUMMER, 1995

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ROCKLAND HARBOR USE PLAN

SUBCOMMITTEE REPORT

Summary

Recommendations

In the spring of 1994, the Rockland City Council, through the Rockland Harbor Committee, commissioned a subcommittee to write and submit a Rockland Harbor Use Plan. The detailed use plan follows in the pages of this report.

Rockland Harbor has a unique combination of working and recreational use that this subcommittee feels should be preserved. In order to accomplish that goal, we have considered eight topics, from moorings and anchorage to residential, and we have made recommendations in each area. Our objective is, as noted, to preserve the working nature of the harbor. We recognize, however, that the historic fishing and fish processing industry is likely to play a smaller role in the future; so, the recommendations we have submitted intend to leave room for the activities that have long sustained Rockland Harbor, but they also encourage expansion of tourism and boating.

Our recommendations are detailed in the following reports, but the major recommendations may be summarized: 1) Leave usage flexible, 2) Improve and expand anchorage, 3) Support to build two large breakwaters in the inner harbor to supplement the historic outer harbor breakwater.

ROCKLAND HARBOR COMMITTEE

MOORINGS AND ANCHORAGE

Introduction

The definition of a harbor: 1. A part of a body of water along the shore, deep enough for anchorage of a ship and so situated with respect to coastal features, whether natural or artificial, as to provide protection from wind, waves or currents. 2. Such a body of water having docks or port facilities. 3. Any place of shelter or refuge.

Goal: Given this definition, and realizing that boat traffic, especially in fog, usually travels in straight lines from the mouth of the harbor to the port facilities, should cause us to make lines or avenues which are clear of obstruction. In Rockland, there are five principal destinations towards which traffic heads in from the lighthouse. If we start from the north and work south, the first would be Prock's Wharf which would carry barge traffic, schooners bound for the North End Shipyard, and fishing boats headed for the same dock complex. In the future, large numbers of pleasure boats may use that avenue as well. The second avenue which needs to be kept open, at least for now, is a line which connects the lighthouse to the Ferry Terminal which connects to the main channel system. We might call this the trunk line. A little further south there is another avenue which will become more important as time goes on because it will be the trail of the famous Parade of Sail. Schooners, Friendship Sloops and maybe the America's Cup defenders will use this avenue to come into the Public Landing, make a sharp right and exit out the channel toward the Coast Guard base. The last, but not the least, of the great avenues will be the great shipping lane to the south end of the harbor which will be used for commercial shipping, barge traffic, shipyard traffic and the like. It will also carry the small boat traffic which comes and goes from the South end launching ramp.

Between these avenues there are spaces that will, in the future, become mooring and anchorage areas. The first of these areas, as we enter Rockland harbor from the East, past the light, will be on the right and behind the breakwater. One can visualize, sometime in the future, when there is a float and ramp at the lighthouse, possibly with dinghy space and launch service. One could take a boat from the Public Landing to the lighthouse, get in his dingy and row to his mooring just inside the breakwater. The mooring area could also be approached from the other end of the breakwater as well. There could be a big field of boats there by 2020. We might call this Mooring area A.

If we leave a little channel there, which leads to the Jamison Point mooring area, and draw a line around the area of good water from Jamison Point to the Rob Cabot property, then back out to the lighthouse along the first avenue, a large area for mooring boats is described which is the area where Prock's barges are presently moored. We might call this area Mooring area B.

The next area to be described, Mooring area C, could be combined with its neighboring area (mooring area D), at some future date, if we can get the Maine State Ferry Service to stick to the channel. This area is a large pie-shaped area which is bordered by Avenue 1 and the East side of the channel that runs all the way from Prock's wharf to the Coast Guard base and then back out to the lighthouse.

Mooring areas E and F lie to the south of the trunk line and are divided by the Parade route. Again, these areas are large pie-shaped areas that are bordered by the channel and the shore, the trunk line and the shipping lane.

Last, but not least, is the area between the shipping lane and the Owls Head shore. This is a large Mooring/Anchorage area that will be developed over time. Let's call this Mooring area F. As public access and its ancillary services develop at Mechanic Street Park, this area will gradually expand to a principal mooring field.

Recommended Local Policy: Public access to all of these areas is essential and must, as the need increases, be developed. It is also important to remember that a portion of each of these areas be designated as anchorage areas and left clear of moorings. Given the proper amount of planning and consideration, and enough shoreside services such as launch service, these mooring areas, combined, can easily accommodate 1500 boats.

ROCKLAND HARBOR COMMITTEE

HARBOR IMPROVEMENTS SUBCOMMITTEE

Launching Ramps

Launching facilities for small trailerable boats in Rockland Harbor are presently inadequate. The south end ramp not only is unable to handle the number of haulings and launchings which occur during the warmer months, but also it is in need of repair. The ramp by the Black Pearl needs to be rebuilt, and it lacks adequate parking for vehicles and trailers.

Goal: The city should have enough ramp facilities to handle the increased traffic by commercial fishermen, and recreational users.

Recommended Local Policy: The City of Rockland should make repairs to the south end ramp as necessary. An attendant should be there during the summer to control use and increase efficiency of use. Fees should be collected from users. Once other ramps are built or repaired, this ramp should be primarily used by recreational boats.

The Black Pearl ramp should be repaired and used by cartop boats such as kayaks and canoes, as well as lighter boats on small trailers. Parking is a problem here and needs to be addressed, as well as a float for the users.

A new public landing ramp in the North End is needed and could be built on the Webber Oil property or near the former Sea Pro site. This is necessary because we do not have enough space for the city boats and floats. We need a storage facility for repair and equipment.

Soil Erosion

Land adjacent to the harbor is precious and should not be lost to the sea.

Goal: To minimize erosion in Rockland Harbor and primarily in the North End of town.

Recommended Local Policy: City and property owners, together, should determine the cause of any present erosion. Once the cause is determined, be it tidal currents working along the shoreline or water from shore running into the harbor, the problem should be addressed. A study needs to be done, whether federal or local.

INNER HARBOR BREAKWATER PLAN

Rockland's harbor and waterfront are much changed from when the existing breakwater was planned and built. Where the harbor was dominated by large vessels for shipping and fishing, the use is now mixed commercial and recreational, with an increasing tendency toward smaller vessels. The waterfront has also developed commercially and residentially.

Continued growth in the number of boats and development of the shore properties can be expected. A new plan, reflecting the changes in the harbor, must be implemented to protect the harbor's assets.

On October 12, 1980, a bad Easterly storm forced nearly every boat in Rockland Harbor off their mooring and over the seawall at the public landing. The extent of damage is illustrated in the Rockland Courier Gazette photo taken a few days after the storm.

Since 1980, the number and value of pleasure boats in the Rockland Harbor has increased dramatically. The value of pleasure boats in the harbor at the peak of the summer season is now estimated to be more than thirty million dollars (\$30,000,000). Commercial vessels, including Rockland's eight schooners, are estimated to be valued at an additional ten million dollars (\$10,000,000). In order to protect this investment and encourage more use of the harbor by pleasure boats, this committee proposes construction of breakwaters in the inner harbor. (A further study will be done to better establish the actual value of the boats in Rockland Harbor.)

Goal: The Harbor Committee continues to address the ongoing problem of providing better protection for the waterfront and watercraft of today, and the committee will depend on the Army Corp of Engineers to find a solution.

Recommended Local Policy: Engage the Army Corps of Engineers to study and build harbor breakwaters designed to protect the anchorages, marinas and shore properties in the manner they find most effective.

A proposal by citizen Douglas Lee is included as an example of one possible solution.

See Appendix: "Rockland Inner Harbor Breakwater"

ROCKLAND HARBOR COMMITTEE

FISHERIES

Introduction

Over the centuries, since the beginning of time, fish have inhabited the waters of Rockland Harbor and the Gulf of Maine. Indeed, in our lifetime, these waters supported a great fishing industry. Rockland Harbor was the home port of such companies as National Sea Products, Holmes Packing, Stinson's Canning Co., North Lubec Packing, Look's Lobster, Green Island Packing, McLoon's, and others. We still have one fish-cutting facility (Oak Island) and one sardine plant, (Port Clyde Canning), but all the rest are long gone and a part of history, as, indeed, are all the fish. For the first time ever, the Department of Marine Resources is considering shutting down the whole Gulf of Maine to all fishing for a period of 180 days. The fishing industry is in a crisis.

However sad this situation is, and it is very sad, the objective of this committee and of this report is to look to the future and plan for the future of a new fishing industry. Recognizing that man is capable of thinking through a problem and even capable of mending fences and correcting his mistakes, gives us hope that we can build a sustainable aquacultural industry from the rubble of the past. This will mean that we must support research and development, set standards of good conduct and further the development of eco-system management that is good for the environment. We should support cooperative efforts that will help fishermen help themselves, and we should foster re-training efforts and encourage educational opportunities for fishermen. We must find new ways to harvest fish and other marine life that will lead to sustainable stocks, and we must support efforts that will stop the waste of marine life that is killed and left at sea.

Unlike many of our neighbors, we still have some of the infrastructure of the industry left to build on. We still have a good commercial fish pier, and we must maintain this as a fish pier. We still have three fish-related industries and we hope that they will grow and prosper. We must encourage efforts that will allow fishing to continue to be a vital part of our economy even with the ever increasing competition of the multiple users of the harbor.

Technology has been one of the great tools of the fishing industry that has hastened its demise, but we can use that same technology to better understand our underwater eco-systems and plan to replenish the life that was once there.

Goal: Keep fishing as a vital part of Rockland Harbor and Rockland economy. Plan for the future of a new fishing industry by building a sustainable aquaculture. Pursue ecological understanding of how to bring the Gulf of Maine back to life.

Recommended Local Policy: Support research, development and eco-system management for a new sustainable aquaculture industry. Seek private, state and federal funds for this development.

Maintain existing commercial fish pier, as well as encourage fish-related industries that still exist on Rockland Harbor.

Encourage opportunities to re-train and educate fishermen in new technology.

ROCKLAND HARBOR COMMITTEE

INDUSTRY SUBCOMMITTEE

Introduction

Rockland harbor has diverse and varied industry, both marine and non-marine. These include:

Marine

Shaw's Yachts Service
Sabre Yachts
Rockland Marine
Knight Marine
North End Ship Yard
The Landings Marina
Schooner Wharf Association
Journey's End Marina
Rockland Fish Pier
Maine State Ferry Terminal
Ocean Pursuits
Prock Marine
Lermonds Cove Marina
Rockland Harbor Boat Yard

Non-Marine

FMC
Fisher Engineering
Steel-Pro
Webber Oil Co.
E. L. Spear Inc.
Sewage Plant
Steele & Marshall

Information about these businesses is detailed in the attached inventory.

This variety of uses around the Rockland Harbor results in a unique "working harbor" atmosphere. The committee feels that this atmosphere is valuable because of the diversity of attractions and services as well as the obvious tax and job benefits.

Goal/Objectives: The committee recommends that every effort be made to preserve the current industrial base, improve conditions for industry, and support new development.

Recommended Local Policy: To accomplish the above objectives, the committee recommends encouraging a friendly, non-hostile environment for marine/non-marine industry, exploring options to improve harbor facilities (channels, piers, etc.) as well as add transportation options, and to market current and future facilities.

Industry—Marine

For many years, marine-related industries have been working on the Rockland waterfront. With changes in markets and economies, industry has shifted to keep pace, or new industries have come into place where others have failed. Today, Rockland thrives as a working community because it has had the flexibility to undergo changes that meet the needs of the day.

Goal: To preserve the capability for the existence of marine-related industries on the Rockland waterfront and to inspire new growth by improving existing structures and systems so that current marine related industries prosper and new industries are encouraged.

Recommended Local Policy: To this end we suggest that the friendly, non-hostile attitude between residential and industrial users be maintained. We also suggest that the city governing bodies work with the Department of Environmental Protection and other lawmakers to make reasonable, consistent laws at both the State and Federal levels so that compliance can be clearly achievable. Finally, we recommend that industries be "good neighbors" and that zoning be reflective of this.

Industry—Non-Marine

Most businesses around the Rockland Harbor are marine or tourist in nature. However, a few businesses are non-marine in nature. These businesses typically have deep roots in the community and provide a large tax base and significant employment with year-round, relatively high-paying jobs.

Goal: Preserve this critical employment and tax base. Create new opportunities, where possible, to expand employment, if the new business would be non-intrusive to the surrounding use base.

Recommended Local Policy: In order to preserve the non-marine industrial base, zoning in areas currently occupied by these facilities should remain flexible. Dedicated transportation avenues should be identified to support these businesses, if appropriate. The businesses will comply with State and Federal environmental and safety laws. The industries should strive to be good neighbors with no unreasonable levels of noise, odor, or unsightly clutter. In addition, these businesses should keep the community informed of their activities.

The window should be left open for new opportunities by not placing unreasonable restrictions (e.g., restricting use to only marine related) beyond normal zoning on harbor front property.

Container/Barge

Transportation of goods in and out of Rockland is done primarily by truck and rail. A workable container dock would provide Rockland with an alternative means of transporting goods.

Goal: Preserve both the beauty and productivity of the Rockland Harbor by improving the functionality of the harbor. This can be accomplished by dredging the harbor in places to accommodate a container dock.

Recommended Local Policy: Dredge and develop the Old Maine Central Wharf in the South End to make a workable barge container dock. A container dock would attract new businesses to Rockland, broaden the tax base and create new jobs.

Market/ Promote Facilities

The Rockland Harbor Front Development and Expansion is continuing at a rapid rate. This development is in the tourist and pleasure boating arena. As this development continues along the shoreline, there is a natural tendency to encroach upon industrial use properties.

Goal: Based upon the first Harbor Planning Committee's public hearing held January 1995, the public desires to maintain a proper balance between private, public, tourist, fishing, commercial and industrial uses.

Recommended Local Policy: The City of Rockland must meet changes already in process, and those being discussed, with flexible zoning. Flexible zoning does not mean giving away or locking out marine industrial uses of water front space. City planning and governing boards must give careful consideration to each waterfront building and use request to ensure a continued balance between the various waterfront uses.

Planning and governing boards often fail to adequately consider any balance or land use control. The objective of this Harbor Planning recommendation is to offer guidance to the local municipal governing agencies.

One area that has come under considerable discussion with strong recommendations is that no further expansion of the sewer treatment plant take place at the current site. Any future development of the sewer treatment facilities should take place away from Rockland Harbor.

ROCKLAND HARBOR COMMITTEE

SUBCOMMITTEE ON RECREATIONAL AND TOURIST-RELATED ACTIVITIES

Introduction

Recreational boating is an industry that could bring much growth to Rockland. Rockland has the potential to become a city that is synonymous with great recreation and a wonderful place to live. A community offering an enjoyable lifestyle and quality of life is a powerful inducement for people to come to live and invest.

Goal/Objectives: Transforming Rockland into a major seaport requires protective mooring and berthing facilities. The inner harbor must be protected from the sea by a breakwater. With the protection of a breakwater, boat owners would be more likely to leave their boats at Rockland boating facilities, thus vastly increasing business. The summer business would no doubt extend to year-round wet storage of boats.

Shore-based services are also necessary for Rockland to become a boating center. Marinas and boat service centers are needed to maintain the vessels in the harbor. Following the example of Bar Harbor, other possible shore services include recreation, galleries, restaurants, concerts, cultural events, museums, historic properties, and unique shopping areas at which local craft people can display their wares.

Recommended Local Policy: This beautiful harbor needs a vision and a clearly defined plan. The plan could be represented by a conceptual drawing and a model to be proudly displayed as the future of Rockland. The model and the plan must contain regulations to bring it to life. We must not allow large outside investors to decide the future of Rockland Harbor.

Maintaining the flavor of Rockland as a Down East coastal community is vital to our growth because this is what people flock to Maine to see. We must be very careful not to lose sight of our identity when planning the future of Rockland.

Anyone who has even an occasional view of Rockland Harbor has to see that it is in the early stages of a major transition. Fishing and fish processing are waning and recreational boating is growing. This change will continue even without encouragement from the city. Rather than be overtaken by events and trends, Rockland should encourage this growth in such a way that the city can control the growth and profit from this trend. The city must also recognize and avoid problems arising from the influx of recreational use of the harbor.

Yachts (Homeported in Rockland)

Over the past twenty years the air and water quality in Rockland Harbor have improved dramatically. Rockland is located at the center of one of the world's great cruising areas and is a day sail from one of the most visited national parks. Given the harbor's large area it is an ideal location for yachtsmen to keep their boats.

Goal: Rockland should encourage the use of the harbor as a homeport for yachts. It can profit greatly from providing needed services to yachts and the people that sail them.

Recommended Local Policy: The major qualification for a harbor is protection from weather. Rockland should make every effort to have inner breakwaters built and dredging done. This would cut drastically the damage to boats and docks during significant weather events. Yachtsmen who live more than a short drive from Rockland would feel more comfortable keeping their boats here.

Adequate public access to the water would be needed for yachtsmen to keep their dinghies and get to and from the moorings.

Well maintained mooring fields convenient to the business district should be available.

Transient Yachts

Goal: Visiting yachts, whether arriving singly or as yacht club regattas, should be welcomed by Rockland. As with homeported yachts, the city can profit by providing the services that are needed by these yacht people.

Recommended Local Policy: As with homeported yachts protection, adequate public access, and convenient moorings and slips are a must. A good reliable yacht tending service is something that either a private entrepreneur or the city should undertake in the near future.

Windjammers

Rockland currently has seven traditional windjammers homeported in Rockland. Many are converted from 19th and early 20th century working schooners. Three are designated as National Historic Landmarks by the National Park Service. They lend character and beauty to the harbor and provide a link with the city's past.

Goal: The city should encourage these vessels to make Rockland their homeport.

Recommended Local Policy: Adequate protection is paramount (inner breakwaters). Good public access to the boat locations from Main Street is important, as is the construction of a docking facility that can be used for these boats.

Tour Vessels

Vessels that take people out on the water for short duration, or as long as a day, serve a vital function. They raise the awareness of the general public to the beauty of the local waters and to what is on Rockland's waterfront. For many residents of Rockland this may be their best and only experience with the harbor.

Goal: Encourage the operation of excursions upon the waterfront in every way possible.

Recommended Local Policy: Provide for the use of city docks and wharves by excursion boats which need only load and unload passengers. Provide services in as economic a manner as possible.

Large Cruise Vessels

Large cruise vessels would bring visitors to our city, shops, and businesses, and Rockland can provide such shore-side services as the vessels require: water, supplies, disposal etc..

Goal: Provide a pier for large cruise vessels. This pier will not be city owned; rather, encourage private investors to participate.

Recommended Local Policy: Encourage and support private investment in rebuilding the Old Steamboat Pier in the South End for large cruise vessels.

Restaurants/Recreational Services

To raise awareness of the harbor and waterfront it is necessary to first get people to where they can see the harbor. Restaurants, parks, museums etc. often get visitors and residents alike to see the harbor and enjoy being near it. Once this awareness is achieved, use of the harbor and waterfront areas will naturally increase.

Goal: To increase the use of the waterfront by yachtsmen while not on their boats, as well as get visitors and residents alike to use the waterfront areas for recreation and relaxation.

Recommended Local Policy: Maximize the harbor's visibility from land. Make it possible to see the water from as many places in town as possible. Where possible, do not block any views of the harbor that presently exist. Open up views where feasible. This creates a natural attraction to the harbor. Any parks on the waterfront should be a place to linger. Picnic facilities would be a useful way to do this. Adequate nearby parking is vital. Museums featuring maritime related subjects should be encouraged to be near the water.

Restaurants and lounges that cater to yacht and automobile tourists should be encouraged on the waterfront.

Marinas

No other type of waterfront business is growing faster than marinas in Rockland today. This will continue into the future. Demand for slips will continue to increase especially if the city takes steps to increase the use of Rockland by yachts.

Goal: To see that the waterfront has adequate marina slips and that adequate services are available. Deal with the problem of traffic congestion on the water which will increase as marina slips increase in number. Avoid other problems which accompany concentrations of yachts: e.g. security, sewage, etc..

Recommended Local Policy: Inner breakwaters are essential for the protection of boats tied up in slips and to the floats and docks that make up marinas. They should be built. Because the breakwaters would slow the circulation of inner harbor water, pollution from boat traffic would be more of a problem than it is now. Enforcement of marine sewage regulations should be more than it is at present. Marina owners must be part of that process and should have good pumpout facilities. The city will have to take a more active role as well. Other effluents into the harbor from fishing boats or fish processing plants also must be minimized. Oil spills (even those of small quantity) must be avoided and dealt with when they occur.

Safety and Security

With the growth of recreational use of the harbor and waterfront areas there will come an increased need for security and regulation.

Goal: To provide adequate safety and security to boat and waterfront property owners and customers.

Recommended Local Policy: Have a strong harbor master who has ample authority and is strongly backed by the city. Provide the harbor master with a staff who can do the job fully and efficiently. Under the harbor master's guidance, form a set of harbor regulations which will provide smooth traffic flows and will make the waters and mooring areas safe and pleasant for all.

A police presence on the harbor will be more and more vital as use of the harbor increases. The harbor master should assume the role of police chief of the harbor, but there should be more police boat coverage of the harbor during the summer months.

An attractive well maintained harbor with plenty of recreational opportunities can be a great positive for the city in encouraging good industry to locate here. Nurturing the recreational use of the harbor is something the city should actively do.

ROCKLAND HARBOR COMMITTEE
EDUCATION AND EVENTS SUBCOMMITTEE

Introduction

Now in Rockland there are several educational organizations, museums and cultural events centered on or around the harbor.

Education

Hurricane Island Outward Bound
The Sea Scouts
The Bay Island Sailing School
The Shore Village Museum
The Atlantic Challenge Foundation
The Apprentice Shop of Rockland
Farnsworth Museum

Events

Schooner Days
Lobster Festival
Friendship Sloop Days
Great Fishing Derby
Blues Festival
Tall Ship and Navy Visits

Since the early '50s we have seen an ever expanding use of the waterfront and harbor for community events. They have improved into first class events, drawing visitors from all over the world. With continued cooperation between the Chamber of Commerce, citizens, and the business community we expect to see growth in events and quality of life for the mid-coast area.

Education is the most important factor for building a better future. The continued learning of adults and a broad variety of learning environments for our youth are our way to ensure that we can effectively solve problems and move boldly onto the future. The harbor and coast are a rich and fascinating eco-system to all ages. Outward Bound has proven that Sea is a powerful educator. Few harbors are better suited to be a classroom than Rockland Harbor.

All of these organizations are enrichments to our lives. The harbor is and has always been a source of life to residents of the City. It must remain so. Educational organizations teach us about our past and ways to learn about today. Cultural events not only offer entertainment and increased business but preserve a way of life.

Goal: To facilitate and encourage the active usage of the harbor and coastline for cultural events and as an educational tool. To make the harbor as inviting from the sea as it is from the land.

Recommended Local Policy: Continue to make the harbor an inviting gateway, within the harbor, to encourage participation in harbor events and seek ways to include spectators in harbor events. Continue to support education on and about the harbor and encourage that only marine related museums and educational organizations be allowed to occupy the waterfront zones.

ROCKLAND HARBOR COMMITTEE
RESIDENTIAL AREAS AND PROPERTIES

Introduction

Rockland has incredible, wide open views of the harbor, the bay and the islands which are visible to the area residents and visitors from the water front streets and from the buildings on the west side of the streets. This makes Rockland's waterside a place to be preserved. This also sets the city apart from the other towns and water front cities that have lost their views to uncontrolled development.

Goal/Objectives:

1. To preserve the Historic District and recommend that new construction should fit in, as well as being consistent with existing building designs.
2. Preserve what little waterfront residential areas already exist.
3. Maximize the connection between the public and the waterfront views. Keep the waterfront views open for people to share.

Recommended Local Policy: To define the true residential water front neighborhoods and maintain an equal balance between residential and commercial. Maximize the residential area and keep it separate from commercial area.

Breakwater Beach south to the former Cheese Factory

Goal: This is now mostly residential and should stay residential.

Recommended Local Policy: The area east of Camden Street is the last open land that could be used for waterfront residential development. The actual shore front will not support any marine use due to the shoal water and clam flats.

East side of Front Street to the Scale House.

Goal: To preserve this residential area.

Recommended Local Policy: No buildings should be allowed on the east side of the street that could or would obscure the view for any of the area residences.

Main Street at Front Street to the intersection of Summer Street

Goal: Preserve the view.

Recommended Local Policy: No new buildings should be allowed on the east side of the street that could or would obscure the view of the water from Main Street. In any case, a height limit should be imposed on any new buildings that may be built on the water side that could cut off a water view for traffic.

Ferry Terminal to the Trade Winds at the stop light on corner of Park and Main

Goal: An alternative scenic route should run from the corner of Park and Main in back of the Trade Winds and behind the buildings on Main Street to the Ferry Terminal. This scenic route would not only open up the backs of all the buildings on Main Street providing more shop space, but would also open up parking areas and take the truck delivery service off Main Street.

Recommended Local Policy: A traffic engineering study is required at the ferry terminal to determine how to handle all the traffic associated with the ferry service, the parking lot, harbor trail and the recommended Park Scenic Drive.

Waste Water Treatment Plant

Goal: This area must be made more amiable. Areas of concern are the view and the smell.

Recommended Local Policy: A separate study is required to solve this problem, especially if it is to abut a new extension of Park Drive and the recommended dingy docking space. Also, provisions should be made for users of the proposed public docks or floats around the treatment plant to store their oars and small boat gear.

Tilson Avenue and Peninsular

Goal/ Recommended Local Policy: This area east of the Bird Block and Park Drive should remain commercial; it is not residential.

Roadway on Main Street at Park Street to Ocean, Scott, Atlantic, and Mechanic Street

Goal: To preserve the existing parts of this area that are now residential and maintain the views.

Recommended Local Policy: No new buildings should be added that would obscure the view of any area resident, or road way traffic.

Harbor Trail

Goal: To be of value, the Harbor Trail must be on the water side of the roadway and railways to insure the best water view.

Recommended Local Policy: The Trail from Berliawsky Park through Fisher to the Public Landing should be defined as soon as possible. This will make it clear to any developer as to the community's desire.

The Harbor Trail, as proposed by the Harbor Trail Coalition, should be included on all city maps as originally planned.

Community Rooms

Goal/ Recommended Local Policy: The waterfront revitalization project, as proposed by the Mid-Coast Development Corporation, should include some Community Rooms for fund raisers, meeting, breakfasts, and social events.

ACKNOWLEDGMENT

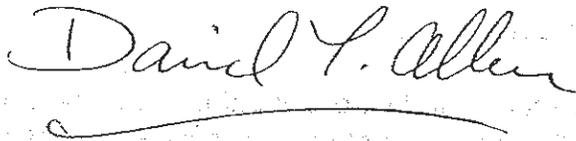
AD HOC HARBOR MANAGEMENT COMMITTEE

Members are as follows:

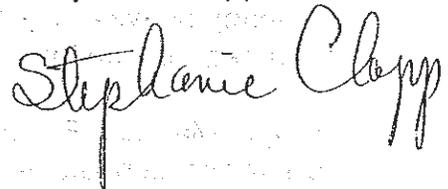
Co-chairs: Dave Allen, Captain J. And E. Riffin
Stephanie Clapp, Owner, Old Granite Inn
Secretary: Neil Weiss, Waterfront Property Owner
Harbor Master: Ken Rich
Ruth Ellis, Waterfront Property Owner
Mike Stumbo, FMC, Plant Manager
Horatio Cowan, Waterfront Property Owner
Rodney Gibbs, Marine Services
Elliot Gamage, Retired Master Boat Builder
Bernie Shaw, Shaw Marine Services, Boat Repair
James Gregg, Director Atlantic Challenge Foundation
Rod Cabot, Commercial Waterfront Property Owner
Joe Chasse, Rockland Wholesale and Boater
Fred Clemens, Real Estate Sales and Development

We would like to extend thanks to all the members of this committee for the many nights and hundreds of hours that have gone into the writing of this document. Trying to get this many busy people together two evenings a month for the past two years has required a great deal of flexibility on everyone's part. The level of cooperation that was experienced in this team of dedicated volunteers is what will ensure a bright and prosperous future for Rockland.

Dave Allen



Stephanie Clapp



1994/95
SURVEY

Cheese Factory to Bird Block

Cheese Factory—

Boat Shed—Currently used for boat repair, has over the years housed many different boat builders.

Prock Marine—Harbor front property, used for heavy industrial marine construction company, the front of the wharf is currently used for a fish boat to unload onto trucks.

Rockland Harbor Boat Yard—Currently run by Sam Slaymaker for the restoration of classic yachts; he also has a survey service.

North End Shipyard—Home to many of our windjammer fleet, also a repair and restoration facility. This dock provides permanent dock side services to the Heritage, the Windermene, American Eagle, Isaac Evans, and occasional others.

Schooner Wharf, formally Sea-Pro—The property is currently used as boat storage, dockage, and a logging operation. There is a charter boat homed on the east side of the dock.

Schooner Wharf, to Webber oil lot—Empty lot behind what was Jordan's Market.

Lot owned by Webber Oil—Empty lot in low area, good access and parking.

Spears Hardware Store—Well maintained lot with good harbor frontage. Storage building on water front, old dock crib work intact in front of building. This building has been in use for over 100 years.

Knight Marine—Extremely well maintained yard, good dock frontage and well laid out for small boats, land currently open boat storage with several larger shop buildings.

Maine State Ferry Service and Headquarters—A new building is scheduled for the ferry terminal in 1995 or 96. The state has changed plans and have not yet started construction.

Lots behind Main Street blocks owned by Spear family and others—currently parking.

Waste Water Treatment Plant—Sewer treatment system, currently only system in town, causing smell that often makes life difficult for downtown merchants, and customers alike.

1994/95

Bird Block to Port Clyde Packing

Bird Block— Built in 1898 to house the family "Three Crow Brand Cream of Tarter" retail and spice manufacturing. It now serves as the U.S. Coast Guard housing and administration facility.

Lermond Cove Marine—Marina was started by Peter Schwalbenberg as a place to dock the boats being built or renovated by the Region 8 school. Now owned and operated by Charles Foote, Jr.

FMC Corporation—World's largest Carrageenan plant, started as Algin Company in 1937. Marine Colloids Inc. in 1956. Purchased by FMC in 1978. Employs 155. Witmeyer Building ex fish meal grinding operation (phew). Lermond Cove side ex Snowe shipyard. Old lime kiln site.

Rockland Boat Property—Long time wooden boat yard, recently boat supplies, housing Atlantic Challenge.

Bicknell Manufacturing—Forth generation quarry and monument tool manufacture. Used to have retail sales operation. Owns 150 feet of Lermond Cove waterfront between Foote Marina and Bird Block.

U.S. Coast Guard—WW2 Navy pier, Eastern Steam Ship Company until about 1938. Daily Bangor to Boston passenger ship service.

Rockland City Fish Pier—Owned 5 or 6 years, ex lobster operation, owned by McLure family prior to that.

F. J. O'Hara & Sons—Boat storage, marina, car parking, diesel service, ice plant, offshore fishing operation (unloads in Gloucester, MA, fish 220 days/year). Owned since prior to WW2. Employs 40. Rents fish plant to Oak Island. Employs 28 to 50 people. O'Hara operation has absorbed, now closed, National Sea/Birds Eye/General Food fish packing operations Wave Radio Station, WAVX FM.

Port Clyde Packing—Sardine canning plant, purchased from Witham Bros. After original plant in Port Clyde burned down. Employment ? Need more research.

1994/95

City Fish Pier to South End City Park

City Fish Pier—Currently run by David MacDonald and Company. Public facility consigned and operated as private business, giving fee and commission to city for use.

The Landings Marina and Restaurant—New marina facility built on land that has in the past housed a small marine railway, a fish scale operation and a boat shop. Currently well improved and good looking new buildings, as well as a growing dock system.

City Park Land—The park currently is used for many public festivities and gatherings. There are docking facilities in two places. One is used for commercial passenger boats and the other for public access to the harbor with several floats for short term dockage and skiff tie up. The harbor park houses the Chamber of Commerce and harbormasters office as well.

The Black Pearl Restaurant—Has been a seasonal business, falling into some disrepair over the past few years. It has recently been leased by Ed Black for a try at a come back as a seafood restaurant.

The Dry Dock Restaurant—Closed for several seasons, recently rented for an upscale Italian seafood restaurant.

Fisher Engineering—Fisher Employees over 350 people in Rockland making snow plows. Though there has been talk of their moving, they have no plans to do so at this time.

Burliosky Park—Given in memory of Nate Burliosky for access to the harbor by all—a nice little park with benches, picnic tables and a beach.

Stinson's Wharf—Currently used by Dragon Cement to ship cement out of Rockland by barge. Many changes include a large, chain link, barbed wire fence that blocks walking trails along the water.

Old Steamboat Wharf—Privately owned and for sale by the Passamaquoddy Indian Tribe. The South side of the wharf is owned and used by John Maccone Storage and Workshop. Lobster boat uses wharf.

Rockland Marine Corporation South End Ship Yard—Currently busy shipyard doing restoration and building on ships, coast guard vessels, and yachts.

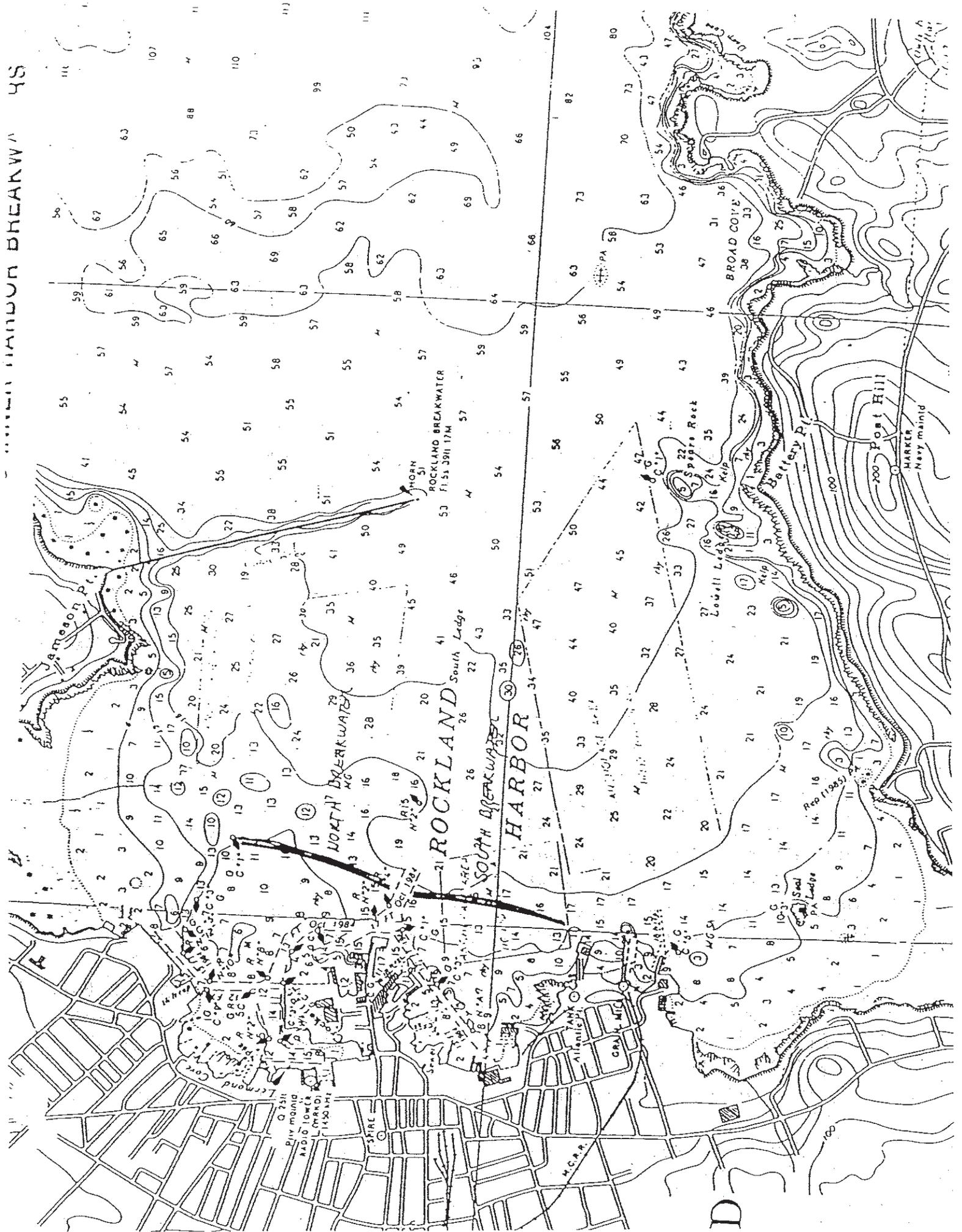
Outward Bound—Currently used for office and storage for the Hurricane Island segment of this program. There is a nice dock and space for many boats to be docked and stored on land off season. There is small boat repair currently going on which makes this a very nice extension of the Snows Boatyard history of the property.

Snowe Marine Park—Large park with launching ramp. The ramp currently is used to its limit. In the future a dock master may be required to keep things moving. It is used by many urchin fishermen and their various small boats, and it is used by recreational boaters who are finding it harder to get parking in the limited lot. The park is well used by people participating in one activity or another.

ROCKLAND INNER HARBOR BREAKWATER

1995

Douglas K. Lee, Rockland , ME



PROPOSAL

This is a proposal to have the Army Corps of Engineers look into the feasibility of building two inner harbor breakwaters that would address the protection of the harbor with respect to today's harbor usage.

HISTORY

When the original breakwater was first proposed it was through a desire to create a harbor of safe refuge within Rockland Harbor. Rockland Harbor up to the completion of the present Rockland Breakwater was not a harbor of safe refuge for vessels or for waterfront property as it was open to the northeast, east and southeast directions, indeed the directions of our coast's most damaging storms. The present breakwater as completed in the mid 1880's gives the harbor protection from the northeast and to a lesser degree in an easterly blow. It does not afford much protection from the southeast, which is historically the predominate direction of damaging hurricanes.

I understand that originally in the 1800's there were two different breakwaters proposed in addition to the present one. The first was to have been another breakwater beginning from the Owls Head shore at or near Battery Point and Spear Rock. This one was to run in a northerly direction and slightly overlap the present breakwater.

The second proposal was to construct a breakwater about half way between the present breakwater and Tillson Wharf, see the attached 1800 plan. It was to have been constructed on what was South Ledge, which was located southwest of Jameson Point. This one was to have been an island. Instead of building either of these two proposals South Ledge was blasted and removed.

Perhaps this blasting was done instead of building either of the other two proposals due to the fact that vessels in the 1880's that were frequenting Rockland Harbor had increased in average size to 100 to 600 gross tons. These were sailing vessels, mainly two and three masted schooners, and coastal steamers ranging from 100 to 200 feet long. The present breakwater as it stands adequately addressed the need of a safe anchorage of vessels of that size as long as they got away from the city wharfs and anchored under the protection on the breakwater.

Obviously obtaining funding was also a factor in the decision not to build any more breakwaters in Rockland Harbor. As it was, the present breakwater took several different congressional appropriations and some 40 years to construct.

THE PROBLEM OF TODAY

The harbor protection required today is somewhat different than that of 100 years ago. First the average size of vessels using Rockland Harbor is considerably smaller. Therefore even anchored or moored in Rockland Harbor, these smaller size craft toss about much more than the previous larger vessels. This as we know can lead to disastrous results in easterly storms.

Second the use of the waterfront has become much more marina orientated. That is to say, instead of a simple dock that a vessel comes alongside of to load and unload, the requirements today are for boats to remain for prolonged stays at wharfs and floats. With more such arrangements being installed the potential during a damaging storm is significant.

The present breakwater is more than a mile from the Rockland waterfront. In a strong storm a good size damaging sea can build up between the breakwater and the shore, so that even though the breakwater does afford protection it is not sufficient for today's smaller craft. The occasional large tugs, barges and coastal tankers do find refuge in Rockland Harbor. In this respect the breakwater still does what it was built for.

In short Rockland Harbor is an exposed harbor without adequate protection for the majority of the watercraft using the harbor today.

INNER HARBOR BREAKWATER

A solution that would protect the Rockland waterfront from storm damage as well as provide year round protection for watercraft would be the construction of two inner harbor breakwaters. A north and a south breakwater that are both islands.

As shown these two breakwaters could be built without relocating the present federally dredged and maintained channels, which is an important point. They could be located as illustrated on the inclosed

chart. As located, they would be close enough to the waterfront to afford good protection to waterfront structures and offer safe refuge to vessels of all sorts. The breakwaters themselves could be used for vessel mooring.

It has been suggested that these breakwater could be constructed of interlocking steel sheet piling and filled with dredgings from the newly formed inner harbor. However the breakwaters are constructed, they should be such that the inside face can be used for vessel dockage.

Another point not to be overlooked is the problem of ice in the harbor during the winter. By having these breakwaters built as islands there should be less of an ice problem than if they were attached to land at one end.

SUMMATION

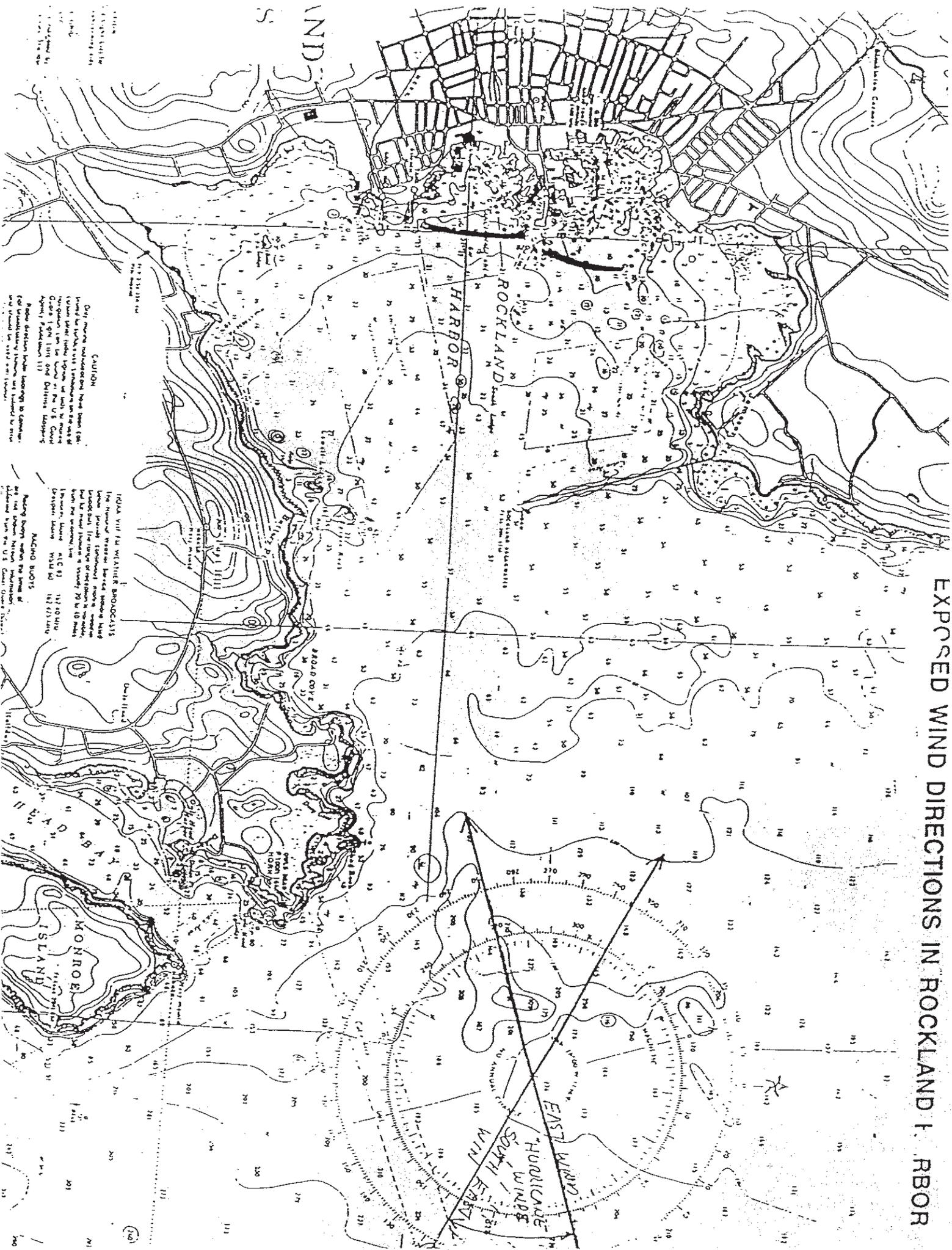
This is an idea whose time has come. Rockland needs this. It would do wonders for waterfront development. We have already seen the future direction of a considerable part of the waterfront in the development of marinas and many more moorings in the harbor in recent years. It would also greatly aid the commercial vessels operating out of the harbor. Vessels of all sorts require a safe haven where the owners can leave their craft without risk of storm loss.

More water craft will be attracted to Rockland and more will become based here, which can only help the economic picture of Rockland.

In order for this project to succeed it must be studied and planned correctly. I would urge that the first step would be to present a proposal to the Army Corps of Engineers.

Douglas K. Lee, Rockland, Maine, 1995

EXPOSED WIND DIRECTIONS IN ROCKLAND I. RBOR



CAUTION
 Gulf current indications have been taken from the U.S. Coast and Geodetic Survey's Hydrographic Survey of the Gulf of Maine. It is recommended that all vessels be advised of the Gulf current by the U.S. Coast and Geodetic Survey, Portland, ME.

WIND DIRECTION INDICATIONS
 The present weather forecast indicates that the wind will be from the east or south-east. The range of the wind is from 10 to 20 knots. The wind will be from the east or south-east. The range of the wind is from 10 to 20 knots. The wind will be from the east or south-east. The range of the wind is from 10 to 20 knots.

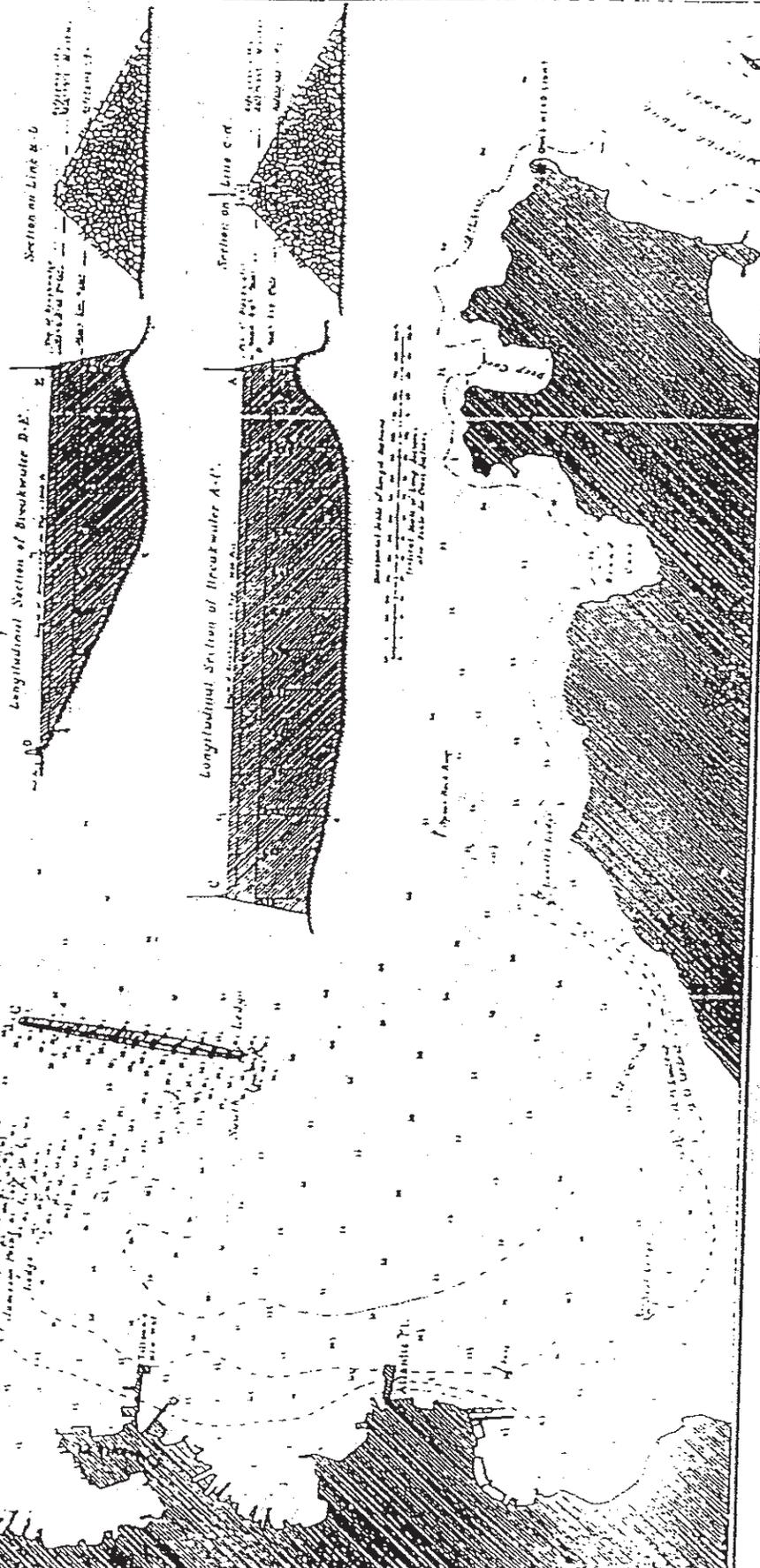
RADIO BUOYS
 Radio buoy stations are shown at the following locations: 1. 43° 15' N, 69° 55' W. 2. 43° 15' N, 69° 55' W. 3. 43° 15' N, 69° 55' W. 4. 43° 15' N, 69° 55' W. 5. 43° 15' N, 69° 55' W. 6. 43° 15' N, 69° 55' W. 7. 43° 15' N, 69° 55' W. 8. 43° 15' N, 69° 55' W. 9. 43° 15' N, 69° 55' W. 10. 43° 15' N, 69° 55' W.

INDIAN
 The Indian name for Rockland is 'Rockland'.

SKETCH OF
ROCKLAND, HARBOR MAINE
SHOWING THE SITES AND PLANS OF THE PROPOSED BREAKWATERS
AS DETERMINED BY A SPECIAL NAVALY
MADE IN 1880 UNDER THE DIRECTION OF
LIEUT. JAMES G. THOM, CHIEF OF ENGINEERS.

Scale of Feet.

The soundings are indicated on the plan and are referred to the
plane of mean low water.
Mean High and Fall of Tides
Eight feet above Mean Low Water 8 1/2 ft.
Eight feet below Mean Low Water 11 1/2 ft.



This Army Engineers' plan for the Rockland Breakwater shows the proposed locations of a two-walled breakwater. The portion marked A-C was never started. The portion from Jameson Point marked D-E was extended from its planned 1900 feet to 4,346 feet and is the present Rockland Breakwater. The shape of the breakwater under water is shown by the drawings at right above.

