



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
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August 28, 2008

Mr. Tim Wood
State Historic Preservation Officer
Director, Oregon Parks and Recreation Department
State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, Oregon 97301

Re: Determination that No Historic Properties are Affected pursuant to the National Historic Preservation Act, as amended, and the regulations at 36 C.F.R. § 800.4(d)(1) for the U. S. Environmental Protection Agency, Region 10, Proposed Designation of the Rogue River Ocean Dredged Material Disposal Site

Dear Mr. Wood:

The National Historic Preservation Act, as amended, (NHPA), 16 U.S.C. §§ 407a-2 *et seq.*, requires each federal agency having direct or indirect jurisdiction over a proposed or federally assisted undertaking in any State to take into account the effect of the undertaking on any district, site, building, structure, or object that is included in, or eligible for inclusion in, the National Register. EPA reviewed its proposed undertaking, an action to designate the Rogue River Ocean Dredged Material Disposal Site (ODMDS), to take into account any effects of the undertaking on districts, sites, buildings, structures, or objects included in, or eligible for inclusion in the National Register under the NHPA and its implementing regulations codified at 36 C.F.R. Part 800 - Protection of Historic Properties.

The proposed undertaking, the designation of the Rogue River ODMDS, would be located in ocean waters approximately 1.75 nautical miles (nm) southwest of the entrance to the Rogue River along the southern Oregon coast, a location that has been used historically for the disposal of dredged material. The proposed site received Interim designation in 1977 (*see* 40 C.F.R. 228.12)¹ under the Marine Protection, Research and Sanctuaries Act of 1972, as amended (MPRSA), 33 U.S.C. §§ 1401 to 1445, and has been in use since that time as a § 103(b) U.S. Army Corps of Engineers (Corps)-selected site under the MPRSA. The primary site user over time has been the Corps for the disposal of material dredged as part of the Corps' navigation project to maintain the navigation channel into the Rogue River. EPA concurred on the Corps' selection of the § 103 (b) site and in 2003 approved continued use of the site through the end of the 2008 dredge season. The § 103(b) site selection process does not allow use of the site to continue for more than 10 years unless the site is designated by EPA as a § 102 site. The § 102 designation is the undertaking EPA proposes. The existing § 103(b) site occupies approximately 116 acres. The proposed § 102 site would occupy the same footprint as the current § 103(b)-selected site, and its dimensions would be 1,400 feet in width by 3,600 feet in length, with site depth ranging from approximately 50 feet at the shallower end to 90 feet at the deeper end (Fig. 1).

¹ EPA's Interim Designations were superseded by later statutory and regulatory changes.

cc: Ms. Arrow Coyote
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**Cultural Resources
Rogue River, Oregon**

Cultural Resources Rogue River, Oregon

Introduction

This appendix evaluates the cultural resource potential of the Rogue River study area. The study area was set as an arc transcribed 2 nautical miles out from the mouth of the Rogue River and ends both north and south at the beach (Figure D-1). The proposed action consists of final designation of an ODMDS located approximately 1.75 miles southwest of the entrance to the Rogue River. The ODMDS received Interim designation in 1977 (40 CFR 228.12) and has been in use since that time. Site coordinates [North American Datum (NAD 83)] and dimensions of the ODMDS are shown below. The site generally lies on bottom contours sloping at a rate of 8/1000 feet to the west-southwest. The disposal site, placement area, and drop zone are identical.

A, 42° 24' 15.40", 124° 26' 52.39"
B, 42° 24' 03.40", 124° 26' 39.39"
C, 42° 23' 39.40", 124° 27' 17.40"
D, 42° 23' 51.40", 124° 27' 30.40"

Dimensions:
1,400-foot wide by 3,600-foot long
116 acres
Depth: 50 to 90 feet

Prehistoric Potential

Analysis of the prehistoric cultural resource potential suggests two possibilities: (1) sites from the early colonization of the "new world" by the antecedents of the American Indians; and (2) sites or artifacts reflecting the procurement of food resources by more recent Indians in the shallow near-shore environments.

The initial colonization of the North American continent is thought to have occurred during the last phases of the Pleistocene. During this time, approximately 12,000 to 60,000 years ago, the sea levels ranged from 60 meters to 300 meters lower than their present position, a consequence of the glacial phases of the Pleistocene. Lowering of the sea level left a broad exposed coastal plain which in many places extended miles beyond the present coastline. Archeologists concerned with the problem of the arrival of humans in the North American continent point to a coastal route as a likely path for these early migrants (Fladmark 1983:1). It is possible that some of the earliest prehistoric sites may be present on the seabed within the nearshore environment of the Oregon coastline.

The archeological characteristics (artifacts, features, site location in reference to topographic features, and chronology) of these sites are uncertain. They may include the tools and sites of wandering bands of big game hunters exploiting the resources of a broad coastal plain or members of a maritime based cultural group moving down the coast in boats with a technology oriented toward hunting sea mammals and procuring the other resources of the nearshore environment.

1986:4). Regardless, the evidence of whale hunting or scavenging, as well as the procurement of shell fish and/or an offshore fishery, is unlikely to leave substantial archeological deposits; although it is possible that fishhooks, stone weights, and other non perishable elements of an offshore technology are present.

During the period of historic contact with the Indians of the Oregon Coast, the Tututni Indians that spoke a dialect of the Athapascan language, inhabited the land in the vicinity of the mouth of the Rogue River. The lifestyle of these people has not been discussed in any great detail. They were reported to have lived in semi-subterranean-planked houses in places along the shoreline of the river and along the ocean beaches. The Tututni are reported to have made intensive use of the seasonal salmon runs and the resources of the estuary and headlands (Ruby, Brown 1977:5). As with the earlier prehistoric period, these activities are unlikely to have left significant cultural deposits within the disposal area; however, village sites, middens, and related activity areas maybe present along the beaches and in the vicinity of the headlands. These areas will not be affected by the proposed project.

Historic Cultural Resources

The majority of background research has been directed at documenting the presence of historic cultural resources, specifically shipwrecks within the ODMDS study area. This documentary effort forms the essential background for evaluating potential project effects on cultural resources by defining the most likely cultural resource(s) within the area. Based on investigations of Ports along the Oregon Coast including studies at the mouth of the Columbia River, Yaquina Bay, Coquille River, and the Chetco River, historic shipwrecks are the most likely cultural resources present in the area's offshore location (Corps 1985, 1987:6).

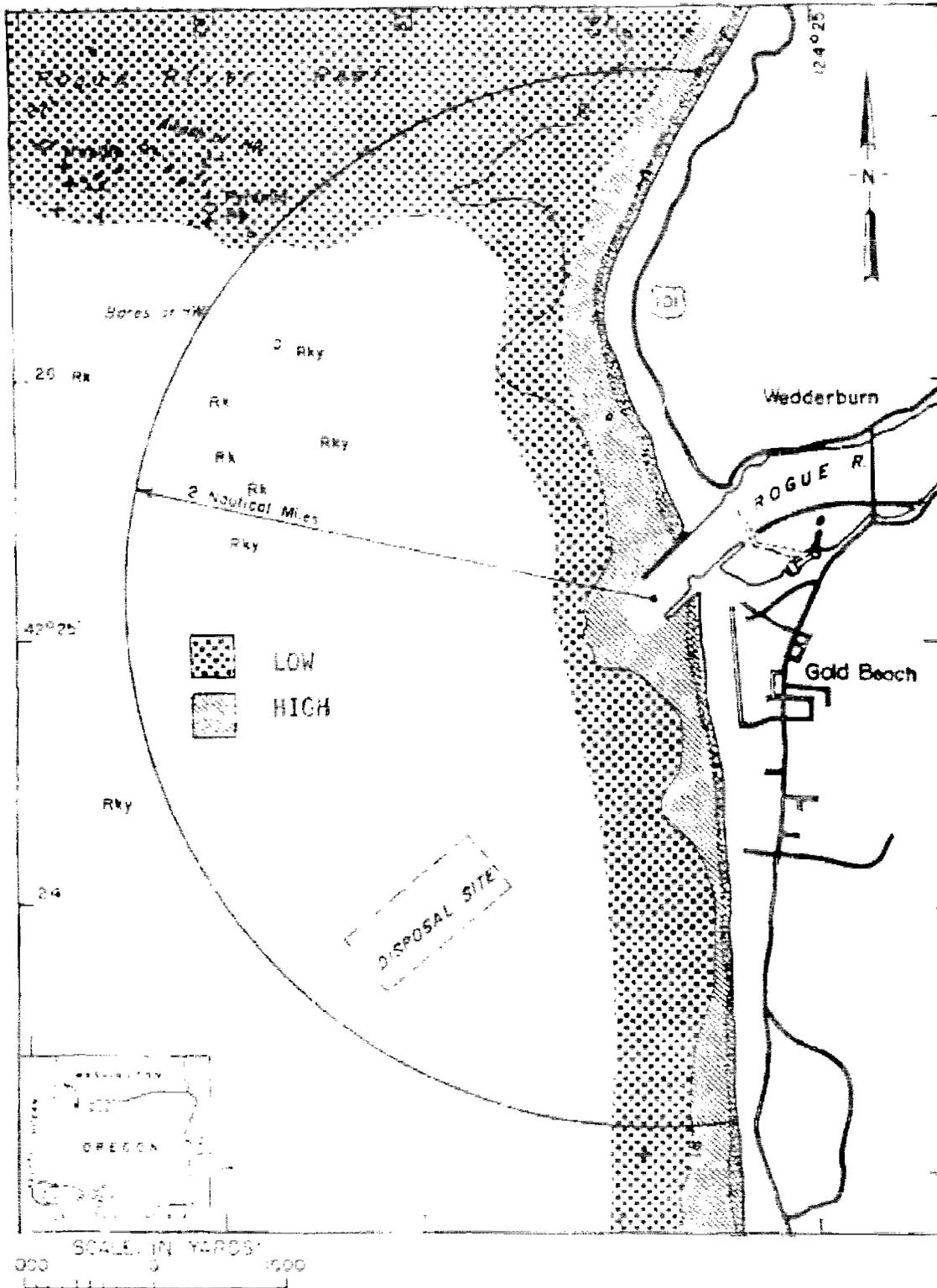
A shipwreck database has been developed from the information compiled during background research. This database contains records of shipwrecks from each coastal project area as they come under review and the Oregon coastline in general. The database includes information on vessel type, size, and cargoes. This information can be used as supporting evidence to confirm whether a wreck site is the vessel identified as wrecked in that location. In addition to the information on shipwrecks, the reports also include brief discussions on the historic communities that supported vessel use. This information is important for defining the broader context of vessels use and will support statements of significance should any shipwrecks be discovered in coastal project areas.

Shipwreck Predictive Model

In addition to developing a database of known wreck sites, wreck site data was used to develop a general model predicting the likely location of wrecks along the Oregon Coast (Figure D-2). Compiling information on the seasonality of wrecks and analyzing specific wreck sites has produced the following wreck site distributions:

1. The areas with the highest likelihood of historic wrecks are beaches and past surf zones. In some cases historic surf zones can be distant from their current positions. For example, in the Astoria area the wreck sites of two vessels are considerably inland from the present surf zone.
2. The next most likely areas are located in the shallow near-shore environments, e.g., the present surf zones and the vicinity of navigation hazards such as reefs and areas of shoaling.
3. The least likely areas are those beyond the nearshore environment in areas of increasing water depth.

Figure D-2. Rogue River Shipwreck Frequencies



agricultural products. Mining declined in importance during the late 1850s. Other aspects of the local economy included lumbering, a mill, and a salmon packing facility. Stewart and Michael Riley developed the commercial salmon fishery in the late 1850s. In 1876, D.H. Hume purchased the cannery operation. Hume recruited labors for his cannery in Astoria. On one occasion Hume's vessel the *Alexander Duncan*, grounded on the south spit with 35 Chinese cannery workers aboard. By the 1870s the salmon fishery, canneries, and lumbering were the main economic activities. As the main form of transportation, sailing vessels and small coastal steamers brought miners, cannery laborers, and settlers to the small harbor near the mouth of the Rogue River. On their return voyages, primarily to San Francisco, these vessels carried the export commodities, gold dust, lumber, agricultural products, and preserved salmon to California.

Although the salmon fishery and lumbering provided export commodities, their significance was primarily local. In 1879, Philip Eastwick, Assistant to the Portland District's Engineer, made a field reconnaissance of the Rogue River. He concluded that navigational improvements to the Rogue River to facilitate the local economy were not warranted as settlers were few in number and the value of their products was not sufficient to justify the costs of the improvements (Eastwick 1879:11).

With the decline in the salmon fishery during the early 1900s, the town of Gold Beach remained in relative economic as well as physical isolation from other regional communities. In 1929 Highway 101 was finished tying Gold Beach by road to the other coast communities. Prior to the construction of Highway 101, the only alternative to transportation by sea was by pack train up the trails along the Rogue River.

Rogue River Shipwrecks

The first reported shipwreck within the study area was the wreck of an unidentified Russian Whaler, which occurred sometime during 1830 on the beaches of the mouth of the Rogue River (Ruby and Brown, 1986:12). The first documented wreck was that of the *Wm. G. Hackstaff*, aground at the mouth of the Rogue River on September 9, 1849. Thirty-three additional wrecks occurred over the years following the wrecks of these two vessels.

The shipwreck database for the Rogue River has information on 35 wrecks which have occurred between Cape Sebastian, 7 miles south of the Rogue River mouth, and Humbug Mountain approximately 19 miles north of the Rogue (Table D-1). Of these, 28 wrecks have occurred within the ODMDS project area. The data indicates that 20 of these wrecks were either refloated (12) or salvaged (8) leaving the possibility that 8 wrecks are still present within the study area. Further analysis of the 8 shows that 7 wrecked on beaches and one sank within the vicinity of the project area. The lumber schooner, *San Buenaventura*, was lost 1/4 mile SW of the mouth of the Rogue River (Buenaventura 1910:13).

The fact that fewer wrecks than expected have occurred in the surf zone and the overwhelming majority on the beaches reflects the historical navigational difficulties of identifying and crossing the channel over the Rogue River bar. Philip Eastwick remarked in his report for the Portland District Engineer that the harbor entrance shifted seasonally. During the winter high flows in the Rogue River cut through the south spit letting the river empty into the ocean in a more direct manner; during the summer strong northwesterly winds slowed the flow causing the winter channel to fill which shifted the channel to a more southerly direction before it outlet into the ocean. In addition, both Eastwick and the Oregon Coastal Pilot noted that the depth of the bar at the mouth of the Rogue River might be as shallow 4 to 5 feet deep during the winter. The unpredictability of the bars location and depth provided safe passage only during the summer (Eastwick 1879 and Denson 1889:14). The number of shipwrecks that lined the mouth of the Rouge River confirm the difficulties of navigating into the harbor at Gold Beach.

Project Site Evaluation

The ODMDS for the Rogue River project was subjected to survey by using side-scan sonar. Although the side-scan sonar work was carried out primarily for environmental reason, any sonar images that indicated the presence of shipwrecks would have been noted. This evidence may include the presence of structural remains of ships, sediment mounding indicating the burial of vessels, and/or ballast or cargo remnants indicating the site of a decayed vessel. No shipwreck signature or other evidence of a shipwreck was recorded by the sonar investigation (ESA and GRI 1985:15).

The 2007 edition of the Northern Shipwrecks Database (Northern Maritime Research 2007:16) was reviewed for any entries within the Rogue River study area. This database includes information compiled from the annual reports of Merchant Vessels of the United States, containing shipwreck reports dating from 1868 to 1968 (these reports were the basis of Bruce D. Berman's 1972 book *Encyclopedia of American Shipwrecks*), the National Oceanic and Atmospheric Administration's Automated Wrecks and Obstructions Information System (AWOIS), the United States Non-Submarine Contact List (NSC), war losses from World Wars I and II and the Civil War, and directories such as Lloyd's Register of Shipping. No new information was found to augment the list of known wrecks in the area.

12. Ruby, Robert H. and John A. Brown, 1986, *A Guide to the Indian Tribes of the Pacific Northwest*. Norman, University of Oklahoma Press. p.246.
13. San Buenaventura, *Oregonian* 1/16/1910; William G. Hackstaff, *Oregonian* 12/19/1886.
14. Eastwick, (see note 11): pp.7-8; Denson, George, 1889, *Pacific Coast Pilot of California, Oregon, Washington*. Government Printing Office, Washington. p.370.
15. Earth Science Associates and GeoRecon International, January 1985, *Geologic and Seismic Investigations of Oregon Offshore Dredge Disposal Site, Rogue River Disposal Site*, pp.21-23. Prepared for the U.S. Army Corps of Engineers, Portland District.
16. *The Northern Shipwrecks Database - 2007 Edition*, Northern Maritime Research, Bedford, Nova Scotia, Canada.