Address reply to
COMMANDER, 1st CG DISTRICT
BOSTON 9, MASSACHUSETTS

27 November, 1951
1E/G02/L1

Memorandum to Chief, Civil Engineering Section

Subj: AC&I Project No. ; Operational Justification for Construction of Cableway from Mainland on east tip of Cape Neddick to Cape Neddick Hubble (Cape Neddick Light Station).

1. Cape Neddick Light Station is on a small island known locally as "The Hubble", separated by a narrow gut through which the sea runs at high velocities when the tide is running. This gut is approximately 200 feet wide. Access from the light station to the mainland is by means of small pulling boat, presently a 12-foot skiff. On the light station side there is a launchway and boathouse. Landing is effected on the cape side by backing the square ended boat against the rocks. There is no regular boat landing. The rocks are frequently slippery and covered with sea growth.

2. Cape Neddick Light Station consists of a frame family dwelling which will shortly be fitted out with sanitary facilities. A well has been drilled. There is a bell tower, with the old gravity bell mechanism. The light is electric on commercial current obtained from the mainland by wires supported overhead on poles. Living accommodations on this light station are very suitable for family occupancy, and it is considered highly desirable to retain a family on the station since family lights in general are more faithfully attended and better kept up than lights manned by single men occupying barracks. This is especially true of the small light stations. There is also an economy of personnel involved in that two men are required to man a small light station without a family, whereas if the family is in residence one man and his family can usually perform all the essential work required.

3. Therefore in order to provide more convenient accessto the mainland, especially necessary in the case of families having small children of school age, it is proposed to improve the access to the mainland by the erection of a suitable cableway suspended from two small steel towers embedded in concrete foundations, thus spanning the gut. A cable car propelled manually by a single block whip attached to the mainland side and suspended from the main cable by suitable trolley is proposed for such engineering design work and the compilation of estimates as are necessary.

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4. The alternative of making the light unattended is not considered satisfactory, because of the distance from the nearest Coast Guard unit capable of servicing the light, about 15 miles by road. Employment of a lamplighter in this location is not considered a satisfactory solution because of the difficulty of obtaining a reliable man living in close vicinity of the station, the boat work required, and the general lack of close supervision which would ensue due to the distance from regular CG units. In addition, the light station manned would continue to serve a useful purpose for coast watching, in peace time, search and rescue, and in the event of hostilities for beach patrol lookout.

W. B. CHISWELL
Chief, Aids to Navigation Section