

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 01001216


Date Listed: 11/08/2001

Property Name: Navigation Structures at Saugatuck Harbor

County: Allegan

State: MI

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

8/9/2010
Date of Action

Amended Items in Nomination:

Section 5: Resource Count

The nomination is hereby amended to add two (2) non-contributing structures.

The nomination neglected to count two non-contributing pier lights located at the ends of the North and South Piers. Each pierhead supports a large, "D-9" type cylindrical light, put in place between 1965 and 1990.

The Michigan State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

SEP 24 2001

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1214

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Navigation Structures at Saugatuck Harbor

other names/site number _____

2. Location

street & number West End of Riverside Drive _____ not for publication

city or town Saugatuck _____ vicinity

state Michigan code MI county Allegan code 005 zip code 49453

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide X locally. (_____ See continuation sheet for additional comments.)

[Signature] _____ 15 August 2001
Signature of certifying official Date

FEDERAL PRESERVATION OFFICER, US ARMY CORPS OF ENGINEERS
State or Federal agency and bureau

In my opinion, the property X meets _____ does not meet the National Register criteria. (_____ See continuation sheet for additional comments.)

[Signature] _____ 4/12/01
Signature of commenting or other official Date

STATE HISTORIC PRESERVATION OFFICER
State or Federal agency and bureau

I, hereby certify that this property is:
 entered in the National Register _____ Entered in the National Register _____ 11-8-01
____ See continuation sheet.
 determined eligible for the National Register _____
____ See continuation sheet.
 determined not eligible for the National Register _____
 removed from the National Register _____
 other (explain): _____

Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input type="checkbox"/> district	0	0
<input type="checkbox"/> public-State	<input type="checkbox"/> site	0	0
<input checked="" type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	2	0
	<input type="checkbox"/> object	0	0
		2	0
			Total

Name of related multiple property listing
(Enter "N/A" if property is not part
of a multiple property listing.)

Number of contributing resources previously
listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION / Water Related

Current Functions

(Enter categories from instructions)

TRANSPORTATION / Water Related

7. Description

Architectural Classification

(Enter categories from instructions)

Other - Utilitarian

Materials

(Enter categories from instructions)

foundation stone, wood
roof N/A
walls wood, concrete, steel sheeting
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets

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Saugatuck Harbor Navigation Structures
Saugatuck, Allegan County, Michigan

INTRODUCTION

The Saugatuck Harbor Navigation Structures are located on the eastern shoreline of Lake Michigan, at Saugatuck, Allegan County, Michigan. They are a structural system comprised of two resources, a North Pier and a South Pier. The North and South Piers are contributing resources. The navigational structures at Saugatuck Harbor are an example of Federal construction for the period from 1904 through 1938. The navigation structures occupy an area of about 1.7 acres.

SETTING

Saugatuck Harbor is about 22 miles north of South Haven and about 30 miles south of Grand Haven. Saugatuck Harbor is an artificial channel, about 1,500 feet in length, connecting Lake Michigan with the Kalamazoo River. Prior to construction of this channel, the natural outlet of the Kalamazoo River to Lake Michigan was about 3,700 feet south of the artificial channel. The natural channel was about 3 miles south of Saugatuck. The natural channel was difficult to maintain.¹ The idea of a new channel was attractive because the distance between Lake Michigan and Saugatuck via the artificial channel would only be about 2 miles. In addition, the artificial channel would make maintenance easier.²

The parallel piers protect the mouth of the Kalamazoo River and form the entrance channel into the River from Lake Michigan. The North and South Piers are parallel and 200 feet apart. The North Pier is 2,778 feet long and the South Pier is 2,514 feet in length. The North Pier is divided into seven sections: A (100 feet long), B (700 feet long), C (400 feet long), D (303 feet long), E (499 feet long), and F (500 feet long). The South Pier is divided into six sections: A (100 feet long), B (700 feet long), C (600 feet long), D (100 feet long), E (250 feet long), F1 (375 feet long), and F (389 feet long). The first light on the South Pier was placed in 1909. This light was 30 feet tall. In 1914 a light was placed on the North Pier and then replaced in 1989.³ Both lights are owned and maintained by the U.S. Coast Guard. These structures are considered separate from the piers and are not included here. The Kalamazoo River leads into Kalamazoo Lake, which is south of the entrance channel. The Town of Saugatuck borders the east and west shores of the Kalamazoo River and Kalamazoo Lake. The Town of Douglas is located along the west side of the south end of Kalamazoo Lake. Recreation and tourism play a large role in area commerce.

¹USACOE, Report of the Chief of Engineers, (Washington: U.S. Government Printing Office, 1896), p. 335-336.

²Ibid., p. 2742.

³United States Coast Guard, Saugatuck Harbor and Light Drawings, 1909, 1914, and 1989, (Cleveland, Ohio, U.S. Coast Guard).

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CONTRIBUTING RESOURCES - THE NORTH AND SOUTH PIERS

Construction of the piers at the Harbor entrance was done by Burk, Smith and Nelson.⁴ The internal substructures of the two piers at Saugatuck consist largely of stone filled timber cribbing. The construction of Sections A, B, and C of each pier began in 1904 and was concluded in 1905. The extreme outer portions (Section A) were constructed of 24 feet wide, stone filled timber cribs. Both the South and North Pier lights are on Section A of each Pier. Riprap toe protection was placed on each side of the timber cribs. The remaining portions of the pier (Sections B and C) were constructed of wood piling spaced 13 feet apart and filled with stone. Construction of the shore ward portions of the piers (Sections D, E, F, and G) was completed during the 1906 through 1908 period. These piers ranged from 13 to 14 feet in width and were built with wood pilings and filled with stone. The piers were capped with a concrete and/or stone superstructure during 1936, 1937, and 1938. In 1959, Section F1 of the South Pier was rebuilt using steel sheet piling, backfill of earth, and a stone cap. In 1974, fill stone replenishment was performed for Sections C and F of the North Pier, and Sections C, D, E, and F of the South Pier. Riprap was placed along the west end and lakeside face of the South Pier from the pier head to a point 100 feet shore ward in 1981. Also, in 1981, stone fill was placed under the superstructure at Section B of the South Pier. In 1982, stone fill was used to replenish the stone fill under the superstructure of the South Pier and fill stone was also placed in Section C and along the lake side of Section D of the South Pier. Ballast stone was placed into or along the North Pier in 1982. Nothing remains of Section G of the North Pier. Minor repairs have been made to the Piers since 1982.

⁴USACOE, Report of the Chief of Engineers, (Washington: U.S. Government Printing Office, 1904), p. 551.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

- Community Development & Planning
- Transportation
- Engineering

Period of Significance

- 1904-1938

Significant Dates

- 1904 - 1905
- 1936-1938

Significant Person

- N/A

Cultural Affiliation

(Complete if Criterion B marked above)

- N/A

Architect/Builder

- Burke, Smith & Nelson

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____
USACOE - Grand Haven, MI
USACOE - Detroit, MI

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Saugatuck Harbor Navigation Structures
Saugatuck, Allegan County, Michigan

INTRODUCTION

The Federal navigation structures at Saugatuck Harbor occupy 1.7 acres and include two contributing resources: the North Pier and the South Pier. The resources are currently owned by the United States Army Corps of Engineers and are the subject of this nomination.

The resources at Saugatuck Harbor were evaluated to determine their eligibility for listing on the National Register of Historic Places under Criterion A in Community Development and Planning, Criterion A in Transportation, and Criterion C in Engineering. The Harbor structures are significant under Criterion A in Community Development and Planning, and Transportation, and under Criterion C in Engineering. In Community Development and Planning, the navigation structures are significant in stimulating the growth and development of Saugatuck during the early 20th century. In Transportation, the development of the harbor and associated navigation structures were an important part of the growth and development of the Great Lakes waterway linking local and regional markets to larger transportation hubs throughout the Great Lakes. In Engineering, the navigation structures at Saugatuck exemplify the methods used by the U.S. Army Corps of Engineers (USACOE) in the early 20th century. The period of significance spans the beginning of the USACOE construction of harbor improvements and navigation facilities in the early 20th century and culminates in the 1930s. The construction episodes represent adaptations of the original structures to meet the requirements of changing engineering and water navigation technologies with only minor compromises to the original facilities.

HISTORICAL BACKGROUND

Native Americans who occupied much of what is now the state of Michigan were of the Algonquin language group, which originates from a small group in Quebec.⁵ The Algonquin language group includes such cultures as the Chippewa, Potawatomi, Ottawa, Miami, and the Menominee.⁶ Various prehistoric archaeological sites, including "Indian mounds," have been reported in vicinity of Saugatuck.⁷ The area was occupied by the Potawatomi Indians when the first white settler arrived in what was to become known as Saugatuck.⁸

⁵Hinsdale, W. B., The First People of Michigan, (Ann Arbor: Ann Arbor Press, 1930), p. 10.

⁶Ibid., p.31.

⁷Ensign & Company, D.W. History of Allegan And Barry Counties, Michigan, (Philadelphia: Press of J.B. Lippencott & Co., Publishers, 1880), p. 331.

⁸Lane, Kit, Saugatuck, A Brief History, Illustrated, (Saugatuck: The

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The first Europeans to see the Saugatuck area were likely trappers and traders, perhaps even Father Jacque Marquette had seen the area during his travels on Lake Michigan.⁹ A trading post was established by the American Fur Company in about 1825 at a location just 4 miles north of Saugatuck.¹⁰ Another trading post had also been established in the general vicinity by Louis Campau.¹¹

In 1830 the first permanent settler, Mr. William G. Butler, arrived at the mouth of the Kalamazoo River.¹² Mr. Butler, accompanied by his family, established a store in his cabin and spent several years trading with the Native Americans in the area. The original intent of Mr. Butler's settlement here, whether permanent or temporary, is unclear. However by 1833, he was definitely thinking in terms of a permanent settlement as he had a village platted on his property.¹³ First known as Kalamazoo, the post office was established in 1835 under the name of Saugatuck. The name may have been suggested by Mr. R.R. Crosby, the first postmaster.¹⁴ It was not until 1868 that the village was incorporated as Saugatuck.¹⁵

The next white settlers to the area were Mr. Edward Johonnett and Mr. R.R. Crosby who established a tannery on the banks of the Kalamazoo River.¹⁶ Other settlers began arriving, including Mr. Daniel Plummer, a carpenter. In July 1834, there stood on the eastern shore of the River, a tannery and three dwellings. A dock and a warehouse were erected by Mr. Stephen D. Nichols and Mr. H.H. Comstock in late 1834, on the north side, and at the mouth, of the river.¹⁷ According to one historian, the dock and warehouse "was the beginning of the river and lake traffic, and from that date Saugatuck and vicinity came into prominence as an intermediate shipping

Commercial Record, 1973), p. 2.

⁹Thomas, Henry F., A Twentieth Century History of Allegan County, Michigan, (Chicago: The Lewis Publishing Company, 1907), p. 32.

¹⁰Ibid.

¹¹Ibid.

¹²Ibid.

¹³Ensign, p. 325.

¹⁴Thomas, p. 125.

¹⁵Ibid.

¹⁶Ibid., p. 33.

¹⁷Ibid.

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depot where the traffic from the river and that from the lake converged."¹⁸ Mr. Butler, in 1842 erected a dock and warehouse on the south side of the River, across from the facility of Mr. Nichols and Mr. Comstock.¹⁹ Because of the lumber trade, sawmills began operating in Saugatuck Township as early as 1836.²⁰ Seven saw mills were operating in the Saugatuck area by 1870.²¹ Lumber remained an important commodity in the area until 1878. It was at this time that lumber supplies dwindled, and Saugatuck became known for its shipment of fruit and farm products.²²

The first ship carpenter arrived in Saugatuck in 1837. This marked the beginning of ship building in Saugatuck.²³ As a Lake port, the construction of ships in Saugatuck was a natural occurrence. More than 200 boats were built in Saugatuck between 1870 and 1900.²⁴ Between 1880 and 1900 Saugatuck had three shipyards, which were responsible for building some of the largest lake vessels operating during that period.²⁵

Saugatuck gained considerable importance early in its development as a shipping port. This was because the Kalamazoo River was used to transport goods, as well as lumber, from the interior of the State to the docks at Saugatuck for transport on the Lake. In 1838 the Federal government recognized the importance of Saugatuck as a shipping port by erecting a lighthouse.²⁶ After the railroad arrived in Kalamazoo in 1846, and then a few years later reached Chicago, the shipment of goods from the interior was handled by rail car rather than by boat.²⁷ While the railroad was responsible for a decrease in River traffic, Saugatuck still retained

¹⁸Ibid.

¹⁹Ibid., p. 34.

²⁰Ibid., p. 37.

²¹Lane, Saugatuck, A Brief History, Illustrated, pp. 7-8.

²²Thomas, p. 37.

²³Ibid., p. 35.

²⁴Lane, Saugatuck, A Brief History, Illustrated, pp. 9-10.

²⁵Heath, May Frances, Early Memories of Saugatuck, Michigan 1830-1930, Third Edition, (Grand Rapids, Michigan: Wm. B. Eerdmans Publishing Company, 1947), p. 79.

²⁶Thomas, p. 35.

²⁷Ibid., p. 34.

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importance as a Lake port.²⁸

At about the time Saugatuck was developing as a Lake port, to its north, the Village of Singapore was founded at the horseshoe bend of the Kalamazoo River. Singapore began with the construction of a sawmill in the mid to late 1830s.²⁹ The establishment of the sawmill was followed by a boarding house, a bank, and shops. Apparently in the late 1830s and 1840s, residents of Saugatuck went to Singapore for goods because there was little available in Saugatuck.³⁰ Although there were support services in Singapore, its economy was devoted primarily to lumbering. Mill ownership in Singapore changed many times before the last mill finally closed in 1875.³¹ The closing of the last mill was due to the dwindling supply of lumber and it marked the end of the town.³²

The town of Douglas, south of Saugatuck, was first settled in 1847 by Mr. R.A. McDonald, and Mr. William Scovill. The development of Douglas included the opening of a store, a sawmill, and tavern. Douglas eventually achieved prominence when the surrounding area developed as a fruit producing region. Douglas was incorporated in 1870.³³

Saugatuck became popular as a summer resort when the interurban rail line from Holland arrived in 1896.³⁴ One author traces the beginnings of Saugatuck's reputation as a resort area too as early as the 1870s.³⁵ Land with frontage on Lake Michigan was sold in 1898, to Illinois residents, for the construction of summer homes. Summer residents also arrived from Ohio and Missouri.³⁶ In 1906, a passenger steamer, the City of Kalamazoo, began running between Saugatuck and Chicago. Aiding in the development of the area as a resort community was the construction of the new Harbor, which provided better facilities.³⁷

²⁸Thomas, p. 35.

²⁹Sheridan, p. 38.

³⁰Thomas, p. 125.

³¹Lane, Saugatuck, A Brief History, Illustrated, p. 7.

³²Thomas, p. 34.

³³Ensign, p. 331.

³⁴Thomas, p. 127.

³⁵Lane, Saugatuck, A Brief History, Illustrated, p. 14.

³⁶Ibid., pp. 14-15.

³⁷Thomas, p. 127.

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Aside from the summer homes and cottages with views of Lake Michigan, one of the attractions in Saugatuck was the "Big Pavilion," a dance hall constructed in 1909.³⁸ The Big Pavilion was 200 feet long by 105 feet wide and had a dance floor of 66,000 square feet.³⁹ This attracted many visitors both young and old. The interurban rail line had a stop to next to the Pavilion until 1924.⁴⁰ In 1960, after many years of declining use, the Big Pavilion was destroyed in a fire.⁴¹ During its earlier years, the Big Pavilion was very much a part of the resort community and access to it was increased by the Harbor. The Big Pavilion was recently rebuilt.

Saugatuck, as part of its resort community, also became known as an Art Colony. In 1891, a group of four men utilized a scow for a painting expedition.⁴² In 1906, an Art School was set up in Saugatuck by a member of the Chicago Art Institute.⁴³ In the 1930s a well-known artist established another art school, and in 1940, the Detroit Institute of Arts began a summer camp.⁴⁴

The first navigation structures at the mouth of the Kalamazoo River were constructed by private interests and consisted of two slab piers with a channel depth of 7 feet.⁴⁵ In 1869 the Federal government began construction to improve the condition of the Harbor. Between 1869 and 1882, the piers were extended to a total length of 1,907 feet on the north and 3,863 feet on the south side. Both piers had walkways along their length.⁴⁶ The Harbor was difficult to navigate and constant shoaling occurred making the task of keeping the channel open difficult⁴⁷. After 1882, appropriations were such that the structures eventually fell into

³⁸Lane, Saugatuck, A Brief History, Illustrated, p. 16.

³⁹Ibid.

⁴⁰Ibid. p. 17.

⁴¹Ibid. p. 19.

⁴²Lane, Saugatuck, A Brief History, Illustrated, p. 19.

⁴³Ibid.

⁴⁴Ibid.

⁴⁵USACOE, Report of the Chief of Engineers, (Washington, D.C.: U.S. Government Printing Office, 1895), p. 2790.

⁴⁶Sheridan, p. 71.

⁴⁷Lane, Kit, Buried Singapore, (Douglas, Michigan: Pavilion Press, 1994), p. 49.

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disrepair.⁴⁸ In 1894, funding was provided to dredge the channel to allow navigation during the fruit shipping season. The channel quickly filled after the dredges left.⁴⁹ In 1894, an estimate was prepared to improve the Harbor to achieve a navigable depth and restore the piers.⁵⁰ The work was subsequently done.

In January of 1896, Lieutenant Colonel G.J. Lydecker proposed an alternative project at Saugatuck.⁵¹ He proposed abandoning the existing channel and cutting a new channel from the Kalamazoo River through to Lake Michigan. The new channel would require less frequent dredging because the material at the proposed new channel location was shell and gravel. The proposed new channel would ultimately be less costly than improving and maintaining the existing channel.

The alternate plan, the construction of a new Harbor at Saugatuck, as proposed by Lieutenant Colonel Lydecker in January of 1896, was authorized by the River and Harbor Act of 3 June 1896, and by subsequent River and Harbor Acts of 2 March 1907 and 25 June 1910. The River and Harbor Acts provided for the construction of an entrance channel between parallel piers and revetments 200 feet apart. The North Pier would be 2,778 feet in length and the South Pier would be 2,514 feet in length. The channel would be 16 feet deep and 100 feet wide from that depth in Lake Michigan to the mouth of the river and 14 feet deep and 90 feet wide in the Kalamazoo River to Saugatuck at the north end of Kalamazoo Lake, a distance of 9,000 feet.⁵² The 1896 Act authorized the expenditure of funds for both the maintenance of the "old project" and construction of the new one.⁵³

In 1903, a construction contract was made with Burke, Smith & Nelson for the piers at the new Harbor.⁵⁴ A survey was performed to determine the exact location for the piers and the land necessary for the work was

⁴⁸USACOE, Report, 1895, p. 2790.

⁴⁹Ibid.

⁵⁰Ibid., p. 2791.

⁵¹USACOE, Report of the Chief of Engineers, (Washington, D.C.: U.S. Government Printing Office, 1896), pp. 2741-2742.

⁵²USACOE, Saugatuck Harbor Project Sheet, (Detroit, Michigan: Detroit District, 1986).

⁵³USACOE, Report, 1896, p. 336.

⁵⁴USACOE, Report of the Chief of Engineers, (Washington, D.C.: U.S. Government Printing Office, 1904), p. 551.

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deeded, free of charge, to the United States in 1904.⁵⁵ Pier construction began in April of 1904.⁵⁶ Burke, Smith & Nelson constructed two cribs, each 100 by 24 by 16 feet, one each to be placed at the end of each pier. The cribs were built at Muskegon and towed to Saugatuck for placement while the balance of the work was done in place.⁵⁷ Once the areas were made ready, the cribs were sunk in place and filled with stone.⁵⁸ Construction was completed in 1906 with a total cost of \$273,783.23.⁵⁹ In 1937 through 1938, the substructure was repaired and the superstructure was rebuilt in concrete.⁶⁰ Dredging has been performed at the Harbor as deemed necessary. Structural repairs have been limited to the replacement of stone.

COMMUNITY DEVELOPMENT AND PLANNING

The Saugatuck Harbor Navigation Structures are significant at the local level under Criterion A in Community Development and Planning. Early settlement of the Saugatuck area was based on the recognition of the area as a trading opportunity. The first settler, Mr. William Butler arrived in 1830 with trade as his goal. While there were at least two trading posts set up in the general area, Mr. Butler was able to carry on a trade with the Native Americans for several years. In 1834, other settlers began arriving and set up a dock and warehouse, a tannery, and of course, dwellings.

The region was recognized for the amount of lumber in the area and as early as 1836, a sawmill was operating in Saugatuck. Just to the north of Saugatuck, in the town of Singapore was founded with the opening of a saw mill in the mid to late 1830s. By 1870, there were seven sawmills operating in the area. Lumber was the primary industry until lumber supplies began to diminish in the late 1870s. When the lumber trade ended, fruit became the major industry. Additionally, Saugatuck became known as a resort area and boasts that its earliest resorter arrived in the early 1870s.

⁵⁵Ibid., pp. 551, 2985.

⁵⁶Ibid., p. 552.

⁵⁷Ibid., p. 2985.

⁵⁸USACOE, Report of the Chief of Engineers, (Washington, D.C.: U.S. Government Printing Office, 1905), p. 2170.

⁵⁹U.S. Congress, House, Letter from the Secretary of War, (Executive Documents, 61st Congress, 2d Session, Document No. 635, 1910), p. 3.

⁶⁰USACOE, Report of the Chief of Engineers, (Washington, D.C.: U.S. Government Printing Office, 1938), p. 1476.

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Sawmills began operating in Saugatuck Township as early as 1836. Seven saw mills were operating in the Saugatuck area by 1870. Lumber remained an important commodity in the area until 1878 when lumber supplies dwindled. After the lumber trade diminished, Saugatuck became known for its shipment of fruit and farm products.

When the resources of the logging industry were exhausted, the Harbor stimulated alternative forms of commerce. Fruit farming became the leading industry, and the Saugatuck area became an attractive summer resort area. Both of these ventures were made possible by way of a water connection between Saugatuck and Chicago. Without the Harbor, the commerce of the Saugatuck area may have suffered after the demise of the logging industry. Thus, the navigation structures at Saugatuck Harbor were significant in the overall community development and planning.

TRANSPORTATION

The Navigation Structures at Saugatuck Harbor are nationally significant in Transportation under Criterion A. As a Lake port Saugatuck Harbor became significant as a shipment point for lumber, fruit, and passengers. The Harbor, was also a drop off point for goods shipped on the Kalamazoo River from the interior of the State for Lake transport. Passenger service to Saugatuck was of primary concern when the area developed as a resort community.

The prospect of trade with Native Americans attracted the first settler to Saugatuck, but it was soon discovered that lumber was an important commodity of the area. Early settlement in the Saugatuck area involved not only trade with the Native Americans but also logging and the construction of sawmills along with the necessary support facilities. When the lumber supplies in the area dwindled, fruit farming became the dominant commodity. The Harbor provided Saugatuck and the surrounding area with a connection to Chicago.

The first Harbor at Saugatuck was constructed in 1834 by private enterprise. Although the Federal government recognized the importance of the Harbor with the erection of a lighthouse in 1838, the government did not otherwise involve itself in the Harbor until the late 1860s. In 1869, the Federal Government began improvements to the privately constructed docks. The Government continued maintenance operations until a new Harbor was proposed and ultimately completed in 1906. A new Harbor was proposed and constructed because of the difficulties encountered with the maintenance of the old Harbor at the natural mouth of the Kalamazoo River.

Saugatuck Harbor provided a major transportation link between the area and Great Lakes markets, including Chicago. The Harbor was an important port for the shipment of lumber and later fruits. Saugatuck became a resort community and the Harbor provided a means of traveling to

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and from the area. The Harbor is now used for recreation purposes.

ENGINEERING

The Navigation Structures at Saugatuck Harbor are nationally significant in Engineering under Criterion C. Developments at Saugatuck are representative of USACOE projects at Harbors throughout the Great Lakes in the early twentieth century. The navigation structures serve to exemplify the methods of design and construction employed by the USACOE in Harbor improvements throughout the Great Lakes. The original structures when constructed met the contemporary engineering standards of design and construction. These structures, like most of the those under the jurisdiction of the Detroit District of the USACOE are timber crib structures and piles as core elements. The timber crib substructure of the navigation facilities at Frankfort Harbor represent the dominant pier form constructed throughout the Great Lakes during the early twentieth century.

A plan was proposed in 1896 by Lieutenant Colonel Lydecker, of the Detroit District, USACOE to construct a new Harbor north of the existing Harbor. This would be accomplished by cutting a new channel from Lake Michigan to the Kalamazoo River. The entrance channel would be formed by two parallel piers 200 feet apart. The North Pier would be 2,778 feet in length and the South Pier would be 2,514 feet in length. The channel would be 16 feet deep and 100 feet wide from that depth in Lake Michigan to the mouth of the river and 14 feet deep and 90 feet wide in the Kalamazoo River to Saugatuck at the north end of Kalamazoo Lake, a distance of 9,000 feet.⁶¹ Work began in 1903 and was completed in 1906. The substructure was built of rectangular cribs and pile timbers and the piers were made of wood planking. In 1936 through 1938, the piers were capped with concrete and/or stone. Through the years minor maintenance, in the form of replacing stone fill, has been performed. The following provides a chronological listing of the Corps construction activities.

Chronology of North Pier⁶²

1904-1905 Construction of the lake ward portion of the pier was completed. The extreme outer portions of Sections B and C were constructed of 24 foot wide, stone filled timber cribs. Riprap toe protection was placed on each side of the timber cribs. The

⁶¹USACOE, Project Sheet, 1986.

⁶²Bottin, Robert R., Jr., Repair, Evaluation, Maintenance, and Rehabilitation Research Program, Case Histories of Corps Breakwater and Jetty Structures; North Central Division, (Vicksburg, Mississippi: Waterways Experiment Station, Corps of Engineers, 1987), pp. 198-199.

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remaining portions of Sections B and C were constructed of wood piling spaced 13 feet apart and filled with stone.

- 1906-1908 Construction of the shore ward portions of Sections D, E, F, and G were completed. These sections ranged from 13 to 14 feet in width and were built with wood pilings.
- 1936-1938 The pier was capped with concrete and/or stone superstructure.
- 1974 Fill stone replenishment for Sections C and F was performed.
- 1981 Sand backfill was placed along 500 feet of Sections E and F.
- 1982 Ballast stone was placed into or along the pier.

Chronology of South Pier⁶³

- 1904-1905 Construction of the lake ward portion of the pier was completed. The extreme outer portions of Sections B and C were constructed of 24 foot wide, stone filled timber cribs. Riprap toe protection was placed on each side of the timber cribs. The remaining portions of Sections B and C were constructed of wood piling spaced 13 feet apart and filled with stone.
- 1906-1908 Construction of the shore ward portions of Sections D, E, and F were completed. Sections D, E, and F ranged from 13 to 14 feet in width and were built with wood pilings.
- 1936-1938 The pier was capped with concrete and/or stone superstructure.
- 1959 Section F1, a 375 foot portion of the pier was rebuilt. Steel sheet piling was utilized and backfilled with earth and a stone cap.
- 1974 Fill stone replenishment for Sections C, D, E, and F was performed.
- 1981 Riprap was placed along the west end and lakeside face of the pier from the pier head to a point 100 feet shore ward. Stone fill was also placed under the superstructure at Section B. Sand backfill was placed along 100 feet of Section D.
- 1982 Fill stone was used to replenish the stone fill under the superstructure of the pier. Ballast fill stone was placed into Section C and along the lakeside of Section D.

⁶³Ibid.

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The construction of the piers at Saugatuck represent the dominant form used throughout the Great Lakes during the early twentieth century. The navigation structures at Saugatuck retain integrity and are good examples of the technology utilized on the Great Lakes.

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U.S. Congress, House. Saugatuck Harbor and Kalamazoo River, Michigan,
Letter from the Secretary of War. Executive Documents, 61st Congress, 2d
Session, Document No. 635, 1910.

10. Geographical Data

Acreage of Property 1.7

UTM References

(Place additional UTM references on a continuation sheet)

1	16	1851851.72	15502547.24	3	16	1853421.06936	15502250.02806
	Zone	Easting	Northing		Zone	Easting	Northing
		564240	4725070			564950	4724870
2	16	1851132.80	1550291.46	4	16	1853430.04040	15502454.67667
	Zone	Easting	Northing		Zone	Easting	Northing
		564970	4724950			564230	4725010

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Karen L. Krepps, District Archeologist

organization USACOE, Detroit District date September 20, 2000

street & number 477 W. Michigan Avenue telephone 313-226-6238

city or town Detroit state MI zip code 48226

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

Photographs

Representative black and white photographs of the property.

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name U.S. Army, Corps of Engineers, Detroit District

street & number 477 W. Michigan Avenue telephone 313-226-6238

city or town Detroit state MI zip code 48226

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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VERBAL BOUNDARY DESCRIPTION

Saugatuck Harbor is located on the eastern shore of Lake Michigan in Allegan County, in southwestern Michigan. The nominated navigation structures at Saugatuck Harbor, Michigan, consist of COE owned and maintained properties designated as the North Pier (2,778 feet), and the South Pier (2,514 feet). The combined structures (nominated) extend for a total distance of 5,292 lineal feet and encompass an area of approximately 74,088 sq. feet (1.7 acres); calculated at an overall average width of 14 feet.

VERBAL BOUNDARY JUSTIFICATION

The nominated property is restricted to those structural elements under actual COE ownership and jurisdiction flanking the ship channel entrance at the mouth of the Kalamazoo River in the City of Saugatuck, Allegan County, Michigan. The nominated property does not include the channel or lake bottoms abutting the piers.

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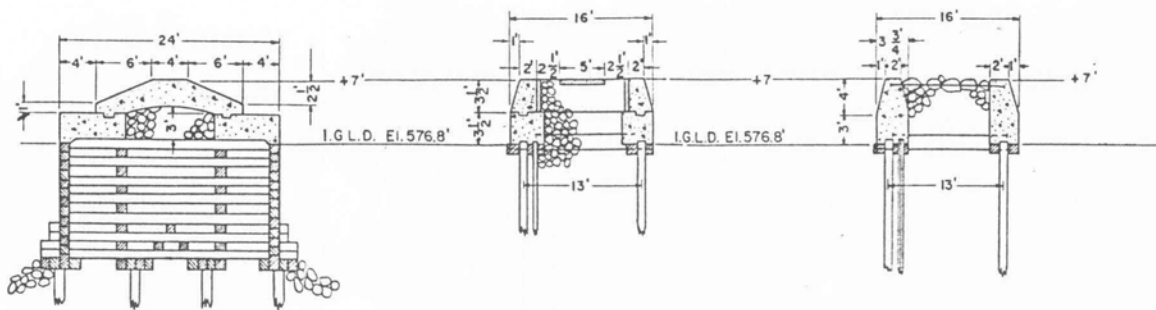
**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Figures Page 1

Saugatuck Harbor Navigation Structures
Saugatuck, Allegan County, Michigan

Figure Number: 1
Saugatuck Harbor
Allegan County, Michigan
Saugatuck Harbor, Michigan, USACOE
Detroit, 1986

Figure Number: 2
Saugatuck Harbor
Allegan County, Michigan
Typical Sections of North and South Piers in Profile
Saugatuck Harbor, Michigan, USACOE
Detroit, 1986



SECTION - A

SECTION - B

SECTION - C

N. & S. PIERS

N. & S. PIERS

N. & S. PIERS

BUILT: SUBSTRUCTURE 1904-5,37
 SUPERSTRUCTURE 1937

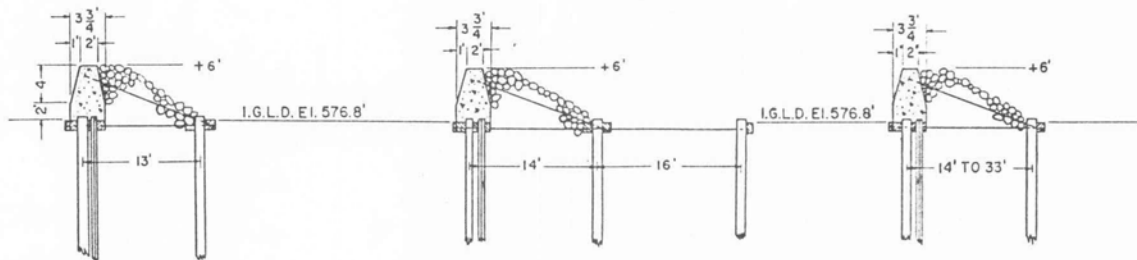
N.P. 1904-5,37
 S.P. 1904-5,36

BUILT: SUBSTRUCTURE 1904-5,37
 SUPERSTRUCTURE 1937

N.P. 1904-5,37
 S.P. 1904-5,36

BUILT: SUBSTRUCTURE 1904-5,37
 SUPERSTRUCTURE 1937

N.P. 1906-8,38
 S.P. 1906-8,38



SECTION - D

SECTION - E

SECTION - F

N. & S. PIERS

NORTH PIER

N. & S. PIERS

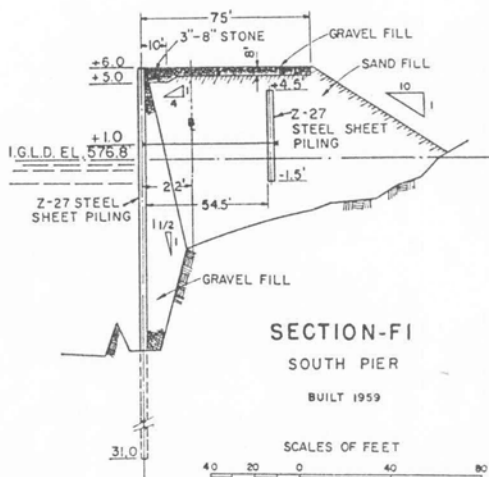
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 SUPERSTRUCTURE 1937

N.P. 1906-8,38
 S.P. 1906-8,38

BUILT: SUBSTRUCTURE 1906-8,37
 SUPERSTRUCTURE 1937

BUILT: SUBSTRUCTURE 1906-8,37
 SUPERSTRUCTURE 1937

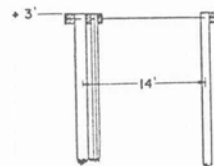
N.P. 1906-8,38
 S.P. 1906-8,38, 48



SECTION - FI

SOUTH PIER

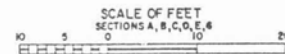
BUILT 1959



SECTION - G

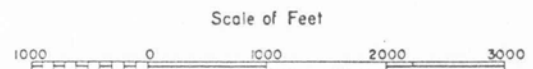
NORTH PIER

BUILT: 1906-8
NOT MAINTAINED
IN RUMS



- NOTES**
- Project depths, soundings and elevations are referred to International Great Lakes Datum (1955) for Lake Michigan, elevation 576.8 ft. above Mean Water Level (M.W.L.) at Father Point, Quebec
 - Ⓜ Indicates U.S. Routes
 - ~~~~~ Aerial Cable
 - Reference Numbers taken from, "Port and Terminal Facilities at the U.S. Ports on Lake Michigan", dated 1943.
 - ⊗ Indicates Caution Signs

**SAUGATUCK HARBOR AND
 KALAMAZOO RIVER,
 MICHIGAN**



U. S. ARMY ENGINEER DISTRICT, DETROIT

SEPTEMBER 30, 1986

Figure 2: Saugatuck Harbor, Michigan, USACOE, Detroit, 1986.

United States Department of the Interior
National Park Service

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Section Photos Page 1

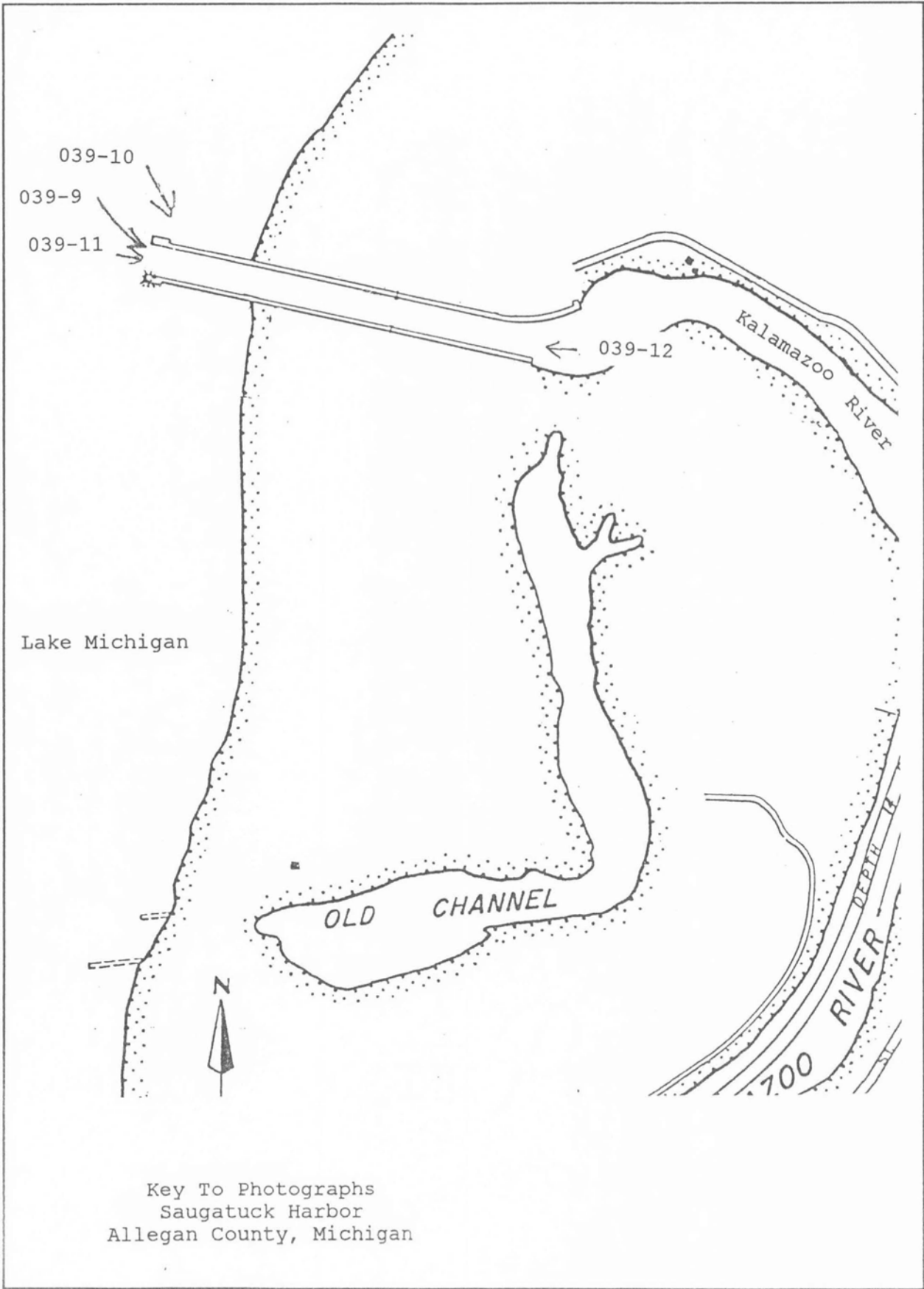
Saugatuck Harbor Navigation Structures
Saugatuck, Allegan County, Michigan

Photograph Number 039-9
Saugatuck Harbor
Allegan County, Michigan
September 1982
USACOE, Detroit District
North and South Piers
Aerial View to the East

Photograph Number 039-10
Saugatuck Harbor
Allegan County, Michigan
September 1982
USACOE, Detroit District
North and South Piers
View to the Southeast

Photograph Number 039-11
Saugatuck Harbor
Allegan County, Michigan
September 1982
USACOE, Detroit District
North and South Piers
View to the East

Photograph Number 039-12
Saugatuck Harbor
Allegan County, Michigan
September 1982
USACOE, Detroit District
North and South Piers
View to the West













Navigation Structures at Saugatuck Harbor

UTM References

① 161851851.72/15502547.24

② 16185182.80/1550291.46

③ 161853421.06936/155022502806

④ 161853430040/15502459.67667

A-16/564240/4725070

B-16/564970/4724950

C-16/564950/4724870

D-16/564230/4725010

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1976. Field checked 1978. Map edited 1981

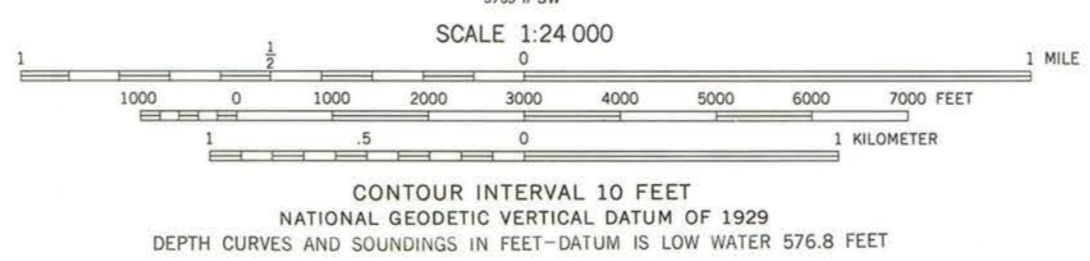
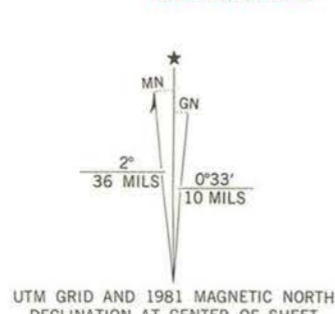
Selected hydrographic data compiled from NOS Chart 14906 (1979). This information is not intended for navigational purposes

Projection and 10,000-foot grid ticks: Michigan coordinate system, south zone (Lambert conformal conic)

1000-meter Universal Transverse Mercator grid, zone 16 1927 North American Datum

To place on the predicted North American Datum 1983 move the projection lines 1 meter north and 2 meters east as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092 AND BY THE GEOLOGICAL SURVEY DIVISION MICHIGAN DEPARTMENT OF NATURAL RESOURCES, LANSING, MICHIGAN 48909 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



SAUGATUCK, MICH.
NW/4 FENNVILLE 15' QUADRANGLE
N4237.5-W8607.5/7.5
1981
DMA 3769 II NW-SERIES V862

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Navigation Structures at Saugatuck Harbor

MULTIPLE
NAME:

STATE & COUNTY: MICHIGAN, Allegan

DATE RECEIVED: 9/24/01 DATE OF PENDING LIST: 10/25/01
DATE OF 16TH DAY: 11/09/01 DATE OF 45TH DAY: 11/09/01
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 01001216

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11-8-01 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000

20 SEP 2001

REPLY TO
ATTENTION OF:

Planning and Policy Division
Guidance Development Branch

Ms. Carol Shull
Keeper, National Register of Historic Places
National Register, History and Education
National Park Service
Department of the Interior
Mail Stop 2280, Suite 400
Washington, D.C. 20240

Dear Ms. Shull:

Enclosed is the National Register of Historic Places nomination for the Navigation Structures at Saugatuck Harbor, Saugatuck, Allegan County, Michigan. These structures are administered by the U.S. Army Corps of Engineers, Detroit District. The Corps Detroit District prepared the nomination in consultation with the Michigan State Historic Preservation Officer (SHPO).

The nomination has been reviewed by Mr. Brian D. Conway, the Michigan SHPO, and the Corps Federal Preservation Officer, Mr. Paul D. Rubenstein. They certify, by signing Section 3 of the enclosure, that the Navigation Structures at Pentwater Harbor should be included in the National Register of Historic Places. We request that you take the actions necessary to list these properties.

Should you find this submittal requires revision or, if additional information is needed, please return the nomination with your requirements directly to the Corps Detroit District, to the attention of Dr. Karen Krepps. Dr. Krepps' mailing address is Commander, U.S. Army Corps of Engineers, Detroit District, ATTN: CELRE-ET-EC-E, 477 Michigan Avenue, Detroit, Michigan 48226. Copies of this letter have been provided to Dr. Krepps and to the Commander, U.S. Army Corps of Engineers, Great Lakes and Ohio River Division, ATTN: CELRD-ET-CO (Mr. Loesch), Post Office Box 1159, Cincinnati, Ohio 45201-1159

Sincerely,

A handwritten signature in black ink that reads "James E. Johnson".

Dr. James E. Johnson
Chief, Planning and Policy Division
Directorate of Civil Works

Enclosure