An Annotated Bibliography on Detached Breakwaters and Artificial Headlands

by John R. Lesnik

MISCELLANEOUS REPORT NO. 79-1
FEBRUARY 1979

U.S. ARMY, CORPS OF ENGINEERS
COASTAL ENGINEERING RESEARCH CENTER
Kingman Building
Fort Belvoir, Va. 22060

Approved for public release; distribution unlimited.
Reprint or republication of any of this material shall give appropriate credit to the U.S. Army Coastal Engineering Research Center.

Limited free distribution within the United States of single copies of this publication has been made by this Center. Additional copies are available from:

National Technical Information Service
ATTN: Operations Division
5285 Port Royal Road
Springfield, Virginia 22151

Contents of this report are not to be used for advertising, publication, or promotional purposes. Citation of trade names does not constitute an official endorsement or approval of the use of such commercial products.

The findings in this report are not to be construed as an official Department of the Army position unless so designated by other authorized documents.
Annotated bibliography Detached breakwaters
Artificial headlands Ocean engineering

This annotated bibliography is presented to assist in the development of reliable design procedures for detached breakwaters. The references deal with topics which can be usefully applied to the design problem although many are not limited solely to the subject of detached breakwaters. Papers on wave diffraction, reflection, transmission, and overtopping are also included.
PREFACE

This report provides coastal engineers a bibliography of references which could potentially be applied to the design of detached breakwaters. The bibliography is published under the coastal construction research program of the U.S. Army Coastal Engineering Research Center.

The report was prepared by John R. Lesnik, Hydraulic Engineer, under the general supervision of R.A. Jachowski, Chief, Coastal Design Criteria Branch.

The author gratefully acknowledges the following people who made contributions to this effort: F. Biesel, Directeur Scientifique, Laboratoire Central d'Hydraulique de France; S.Y. Chew, Housing and Development Board, Republic of Singapore; D.P. Dodge, Public Works Canada, Vancouver, B.C.; I. Fried, Civil and Marine Engineering Co., Ltd., Haifa, Israel; O.T. Magoon, U.S. Army Engineer Division, South Pacific; M. Porraz, Control de Erosion, S.A., Mexico City, Mexico; R. Silvester, University of Western Australia.

Comments on this publication are invited.

Approved for publication in accordance with Public Law 166, 79th Congress, approved 31 July 1945, as supplemented by Public Law 172, 88th Congress, approved 7 November 1963.

JOHN H. COUSINS
Colonel, Corps of Engineers
Commander and Director
## CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I INTRODUCTION</td>
<td>5</td>
</tr>
<tr>
<td>II SUBJECT AND LOCATION HEADINGS</td>
<td>6</td>
</tr>
<tr>
<td>1. Subject Headings</td>
<td>6</td>
</tr>
<tr>
<td>2. Locations</td>
<td>6</td>
</tr>
<tr>
<td>III ANNOTATED BIBLIOGRAPHY</td>
<td>7</td>
</tr>
<tr>
<td>IV SUBJECT HEADING INDEX</td>
<td>71</td>
</tr>
<tr>
<td>V LOCATION INDEX</td>
<td>77</td>
</tr>
</tbody>
</table>
AN ANNOTATED BIBLIOGRAPHY
ON DETACHED BREAKWATERS AND ARTIFICIAL HEADLANDS

by
John R. Lesnik

I. INTRODUCTION

In recent years there has been a growing awareness of the potential use of detached breakwaters for shore stabilization. However, lack of design experience with these structures has hindered their widespread application in beach erosion projects. Engineers are often uncertain about how to approach the design problem because of the many unknowns involved. In addition, there are few existing structures that can be studied to provide prototype data.

This annotated bibliography is presented to assist in the development of reliable design procedures for detached breakwaters. The references deal with topics which can be usefully applied to the design problem although many are not limited solely to the subject of detached breakwaters. For instance, the wave dissipation characteristics of submerged breakwaters are discussed in several papers. An understanding of these characteristics would be necessary for the design of some detached breakwaters. Papers on wave diffraction, reflection, transmission, and overtopping are also included. The bibliography is not comprehensive in these areas but an attempt has been made to identify some significant works with potential applications.

Several papers describe the use of detached breakwaters as sand traps for navigation projects. Although this use does not fall within the realm of shore protection, these structures do affect the coastal processes in the same way as shore protection breakwaters.

In compiling this bibliography a decision had to be made concerning exactly what constitutes a detached breakwater. The usual shore-parallel structures obviously fit this category but there are other types of construction which could be included. Among these are T-groins where the length of breakwater section is much longer than the groin, submerged sills of timber, steel-sheet piling, rubble or other materials, and artificial headlands used to form crenulate-shaped bays.

The bibliography includes several foreign language papers that have been independently translated. These translations are in the U.S. Army Coastal Engineering Research Center (CERC) library; however, the accuracy of the translations has not been verified. Some foreign language papers were not translated but keywords were deduced from identifiable figures, photos, and illustrations within the text.

Copies of some references were not reviewed but were included in the bibliography because of their titles. Abstracts and keywords are not given for these publications.
II. SUBJECT AND LOCATION HEADINGS

As an aid to the user the references are keyworded by subject headings and, if appropriate, by geographical location. Alphabetical indexes by subject headings and locations are in Sections IV and V.

1. Subject Headings.

Accretion  
Aesthetics  
Akmon armor unit  
Armor stability  
Armor units  
Artificial headlands  
Beach fill  
Bibliography  
Bolsacreto © concrete bag  
Compartmented breakwater  
Composite structures  
Concrete blocks  
Concrete structures  
Construction procedures  
Continuous breakwater  
Crenulate-shaped bay  
Currents  
Design guidelines  
Detached breakwater  
'Downdrift beaches  
Economic analysis  
Environmental concerns  
Foundation design  
Gabions  
Grout-filled bags  
Hexaleg blocks  
Hollow tetrahedron  
Hydraulic model (two-dimensional)  
Hydraulic model (three-dimensional)  
Impermeable breakwater  
Littoral transport  
Local scour  
Movable bed  
Numerical model  
Offshore island  
Perched beach  
Permeable breakwater  
Pile arrays  
Recreation  
Rubble mound  
Sand mound  
Sand tracer study  
Sand trap  
Sandbags  
Sediment gradations  
Sediment sizes  
Segmented breakwater  
Ship hulls  
Shipwrecks  
Steel-sheet piling  
Structural dimensions  
Structural stability  
Structure settlement  
Submerged breakwater  
Tetrapods  
Timber bulkhead  
Tombolo  
Tribars  
Vertical breakwater  
Wave attenuation  
Wave diffraction  
Wave overtopping  
Wave pressure  
Wave reflection  
Wave refraction  
Wave setup  
Wave transmission

2. Locations.

Australia  
Kirra Beach-Queensland

Brazil  
Ceara

California  
Channel Islands  
Imperial Beach  
Newport Beach  
Santa Monica  
Venice

Canada  
High Park-Toronto

Cyprus  
Kiti Beach  
Larnaca

Denmark  
Armager  
Hundested  
Snogebaek

Florida  
Broward County Beach  
Palm Beach  
Singer Island

France  
Anse des Huttes  
Arros  
Beaulieu  
La Bocca  
La Bravette  
Carnon  
La Croisette  
Ete  
Golfe Juan  
Grau du Roi  
La Gravette  
Mourillon Beach-Toulon  
Pen Bron  
Pointe de Grave  
Port Canto  
Prado Beach-Marseilles  
La Rague  
Sablettes-Menton  
Toulon

Hawaii  
Ala Wai Peninsula  
Haleiwa Beach  
Kaimu Beach  
Magic Island  
Waikiki

Illinois  
Chicago  
Lincoln Park-Chicago

India  
Cochin  
Visakhapatnam  
Vypeen

Israel  
Achziv  
Bat-yam  
Caesarea  
Carmel Beach  
Manshiah-Tel-Aviv  
Nahariya  
Netanya  
Tel Baruch-Tel-Aviv  
Tel-Aviv
III. ANNOTATED BIBLIOGRAPHY


Keywords: Accretion, Detached breakwater, Hydraulic model (three-dimensional), Littoral transport, Tombolo

This paper presents an experimental study of changes of the shoreline in a sheltered area behind a detached breakwater constructed at right angles to the direction of the incident waves.


Keywords: Detached breakwater, Hydraulic model (three-dimensional), Japan (Miyazu), Littoral transport, Movable bed, Tombolo, Wave diffraction, Wave refraction

This report discusses the estimated shoreline deformation of sand beaches by the variation of longshore current velocity when an offshore breakwater is constructed. The developing and stabilized forms of tom-
bolos resulting from the construction of an offshore breakwater are ex-
perimentally analyzed in terms of the influence of the breakwater length,
water depth at the structure, and the deepwater wave steepness. These
basic experimental results are used to estimate formation of shorelines
at the Miyazu coast, Kyoto Prefecture, where an offshore breakwater is
planned.


**Keywords:** Accretion, Detached breakwater, New Jersey (Sandy Hook), Shipwrecks, Tombolo

Two instances of detached breakwaters formed from shipwrecks are
recounted. In 1876, a 600-foot-long French liner grounded in about 28
feet of water at Low Moot and formed a tombolo out to the hull before
it was removed. The *Kate Harding*, which grounded near Sandy Hook, New
Jersey, around 1894, also formed a tombolo.


**Keywords:** Accretion, California (Santa Monica), Detached breakwater, Downdrift beaches, Littoral transport, Shipwrecks, Tombolo

The grounding of the *Minnie A. Caine*, an 880-ton, four-masted
schooner, on the Malibu coast on 24 September 1939, is discussed. The
hull acted as a detached breakwater and formed a tombolo. Because
erosion occurred on the downdrift beaches, the wooden hull was burned
on 22 December 1939, thereby reestablishing natural conditions.

5. AVERIN, V.Z., and SIDORCHUK, V.N., "The Effect of Permeability of
Breakwaters on the Suppression of Waves," *Wave Mechanics and Circu-
lating Flow*, Academy of Sciences of Ukrainian SSR, No. 2, 1967,
pp. 49-52.

**Keywords:** Composite structures, Concrete structures, Detached break-
water, Hydraulic model (two-dimensional), Rubble mound, Wave
attenuation, Wave transmission

A series of model tests identified the wave dissipation character-
istics of various types of permeable and impermeable breakwaters. The
impermeable breakwaters had 2 on 1 slopes on the seaward side and either
a 2 on 1 slope or a vertical wall on the landward side; the permeable
breakwaters had 2 on 1 rubble slopes. A curve was developed which shows
the transmitted wave heights for both types of structures as a function
of the incident wave conditions.

6. BEACH EROSION BOARD, "Beach Erosion Control Study, Winthrop Beach,
Massachusetts," H. Doc. 764, 80th Cong., U.S. Army, Corps of Engi-
The existing Winthrop Shore Drive Seawall at Winthrop, Massachusetts, was found to provide inadequate protection to the developed area behind it except for the part which lies in the lee of the offshore breakwater constructed opposite the south part of Winthrop Beach in 1931-1933 by the Massachusetts Department of Public Works. To prevent further erosion, stabilize and improve the beach, and protect the existing Winthrop Drive Seawall, the study recommended placement of 385,000 cubic yards of sandfill, construction of eight stone groins with an aggregate length of 3,400 feet, and raising the top elevation of the existing seawall 2 feet for a length of 3,200 feet.


Report recommends the placement of beach fills to be retained by submerged breakwaters as one solution to beach erosion problems along Lake Michigan. The breakwaters would be constructed of steel-sheet piling or rubble mound.


This report reviewed masterplans, prepared by local authorities, of shoreline improvement projects to determine the most suitable means of providing shoreline stability. The effects of existing structures on the shoreline and the effect of proposed shoreline improvements on existing flood control outlet works were also studied. The history of shoreline changes associated with the Santa Monica and Venice detached breakwaters is outlined.
This report describes the causes of beach erosion at Haleiwa Beach. The recommended plan of restoration includes a beach fill, detached breakwater, and one groin.


   Keywords: Accretion, Detached breakwater, Italy (Ceriale, Ligure, Loano, Porto S. Giorgio, Sanremo, and Viserba), Offshore island, Segmented breakwater, Tombolo, Wave diffraction

   Textbook discusses Italian experiences with coastal structures, particularly detached breakwaters and artificial offshore islands used for shore protection, and includes various photos and figures.


   Keywords: Hydraulic model (three-dimensional), Littoral transport, Movable bed, Offshore island

   Report discusses a series of model experiments on an expedient for controlling littoral draft, developed at Grenoble, France. This expedient is formed by thin, underwater separating walls properly fixed in the sandy sea bottom. The experiments considered two possible applications in placing the separating walls normal or parallel to the bottom contour lines. Interesting results were obtained in both cases.


   Keywords: Detached breakwater, Italy, Offshore island


   Keywords: Accretion, Detached breakwater, Italy (Loano), Segmented breakwater, Tombolo


   Keywords: Accretion, Detached breakwater, Italy (Loano, Taggia, and Vecchio), Segmented breakwater

Keywords: Accretion, Armor stability, France (Anse des Huttes and Pointe de Grave), Rubble mound, Segmented breakwater, Structural dimensions, Wave attenuation

Notes discuss Pointe de Grave, located at the mouth of the Gironde River in France. From 1817 to 1830, the point eroded about 15 meters per year; from 1830 to 1842, the rate increased to 30 meters per year. In spite of stabilization attempts by the government, the rate increased to 48 meters per year from 1842 to 1846. Beginning in 1854, a segmented, detached, rubble-mound breakwater was constructed about 150 meters from shore. The breakwater extended 1,300 meters with a crest elevation of 1.5 meters below the high water line (HWL). The breakwater successfully protected the beach at Anse des Huttes and caused a considerable accretion of littoral materials in its lee.


Keywords: Hydraulic model (three-dimensional), Wave diffraction

This investigation experimentally identified wave patterns and comparative wave heights due to diffraction of water waves entering a gap in a breakwater normal to the incident wave direction in water of uniform depth, and compared these results with approximate theoretical solutions. Both deepwater and shallow-water waves were studied. Oblique incidence and varying depths were not investigated, but approximate methods of considering their effect are suggested. The results verified the general form of the wave diffraction theory for breakwater gaps with gap-width and wavelength ratios as small as 1.41 in water depths as small as 0.14 wavelength. The theory and computation methods considered in the investigation form a usable basis for estimating the effect on diffraction of waves at a breakwater gap.


Keywords: France (Mourillon Beach-Toulon)


Keywords: Hydraulic model (three-dimensional), Movable bed, Submerged breakwater, Wave attenuation
A series of small-scale laboratory experiments was conducted to test the effectiveness of three methods of protection against bluff erosion: groins with and without sandfill and a parallel seawall 20 feet (prototype) from shore. A submerged sill with height equal to 0.4 \( d_s \) was also tested. Results are presented in graphical form.


**Keywords:** Accretion, Canada (High Park-Toronto), Littoral transport, Segmented breakwater

The littoral drift problem for the north shore of Lake Ontario is examined. Sources of littoral material are identified and the mechanisms of their movement are reviewed. Remedial measures for erosion problems, such as groins and beach fills, are discussed. The report includes a photo of the use of detached breakwaters at High Park, Toronto. Necessary considerations for harbor construction and operation are also presented.


**Keywords:** Accretion, India (Cochin and Vypeen), Segmented breakwater, Structural dimensions

The construction of a deepwater port at Cochin is discussed. Part of that work involved the use of segmented breakwaters for stabilizing eroding shores at Vypeen. The performance of the breakwaters was satisfactory and after 8 years the erosion problem was claimed to have been completely solved.


**Keywords:** Accretion, California (Channel Islands), Detached breakwater, Littoral transport, Sand trap

An analysis of longshore transport at a littoral barrier is presented. Channel Islands Harbor, California, was selected as the study site because its offshore breakwater and jetties form a unique complete littoral barrier. Repetitive surveys accurately determined that longshore transport rates in one direction ranged from 160,000 to 1,284,000 cubic meters per year. Using visual observations of surf parameters, the range of longshore wave thrust was computed as 145 to 1,988 newtons per meter. A comparison was made of the relation of wave thrust and longshore sediment transport. This study indicates that in an environment of high
transport, nearly twice as much transport is predicted under corresponding wave thrust as that of the data summarized in CERC's Shore Protection Manual.


**Keywords:** Accretion, California (Channel Islands), Detached breakwater, Littoral transport, Sand trap, Sediment gradations

This paper discusses patterns of sediment deposition behind an offshore breakwater at Channel Islands Harbor, California. Data were collected to determine if the deposition observed agrees with that predicted before construction. Both the geometry and size distribution of the deposition sediment are examined. Three-dimensional computer plots illustrate filling patterns. Sediment-size and sorting distribution which occur during filling are investigated. The data were used to evaluate predicted versus actual filling patterns, and sediment distribution in the impoundment area.


**Keywords:** Accretion, Design guidelines, Detached breakwater, Italy (Bagnoli, Lido of Rome, Loano, and Ostia), Littoral transport, Rubble mound, Structural dimensions, Tombolo, Wave attenuation

This report deals, in part, with the use of detached breakwaters for shore protection in Italy. Segmented breakwaters have been built for this purpose at the Lido of Rome, Loano, and Bagnoli. Design considerations are presented, based on the experience with these structures.


**Keywords:** Accretion, Brazil (Ceara), Construction procedures, Currents, Detached breakwater, Downdrift beaches, Littoral transport, Wave attenuation

The paper includes case histories of several notable harbor constructions in the late 19th century. Discussed in detail is the example of Ceara, Brazil, where a detached breakwater connected to shore by an open viaduct was constructed in 1885. The harbor quickly shoaled and
had to be abandoned. Further discussion gives an interesting insight to the understanding of littoral processes as it then existed.


**Keywords:** Accretion, California (Channel Islands), Detached breakwater, Littoral transport, Sand trap

The relationship between littoral barriers formed by improved inlets and the adjacent beaches is examined. The need for bypassing is established and present trends in bypassing techniques are discussed. Special note is given to the sand trap method used at Ventura County Harbor (Channel Islands) in southern California. This sand trap is formed by a detached breakwater protecting a jettied entrance.


**Keywords:** Beach fill, California (Santa Monica), Currents, Hydraulic model (two-dimensional), Hydraulic model (three-dimensional), Littoral transport, Movable bed, Perched beach, Rubble mound, Submerged breakwater

Hydraulic model studies were conducted at the U.S. Army Engineer Waterways Experiment Station to determine the technical feasibility and optimum design factors of the perched beach concept for widening an existing beach along part of the Santa Monica Bay coastline. The following three models were studied: (a) An undistorted, three-dimensional, fixed-bed model (scale 1:100) was used to determine the effect of the perched beach on rip currents; (b) a distorted-scale (1:100 horizontal, 1:50 vertical), two-dimensional, movable-bed model was used to estimate the amount of sand which might be lost seaward over the toe structure due to normal and storm wave actions and to determine the optimum crown elevation of the submerged structure and the length of stone riprap apron required to reduce the seaward migration of sand to a minimum; and (c) an undistorted, two-dimensional model (scale 1:30) was used to determine the structural design of the proposed rubble-mound toe structure for various depths. The report describes the testing and results up to the premature termination of the model studies.


**Keywords:** Artificial headlands, Crenulate-shaped bay, Sand tracer study, Sediment gradations, Sediment sizes, Singapore
An analysis of the beach development around the Singapore headland breakwaters is presented. Among the processes studied are: sediment-size changes, size and sorting relationships, beach profile changes, bay shape changes, sand movement by sand tracer studies, alongshore variation of maximum beach heights, offshore topographic changes, and the stages of beach development.


*Keywords:* Artificial headlands, Beach fill, Construction procedures, Crenulate-shaped bay, Currents, Gabions, Rubble mound, Sediment sizes, Singapore, Structural dimensions

Breakwaters in a series are used to protect newly reclaimed land along the southeast coast of Singapore, acting as headlands for the formation of sand beaches. The development of these beaches occurs under conditions of low-energy waves, a predominant wave direction from the southeast, and an east-west littoral drift. The characteristics and development of three beaches over a 1-year period are presented. Surveys of the reclaimed land show various beach types between the headland breakwaters. A relationship exists between berm orientation and the headland breakwater orientation. Beach stability is tentatively indicated by the formation of a wide berm.


*Keywords:* Beach fill, Cyprus (Kiti Beach and Larnaca), Detached breakwater, Israel (Caesarea, Carmel Beach, Manshiµh-Tel-Aviv, Nahariya, and Netanya), Segmented breakwater, Tombolo

A company brochure outlining the capabilities and past achievements of the Civil and Marine Engineering Company. Photos and brief descriptions of detached breakwater projects at Tel-Aviv Jaffa, Nahariya, Carmel Beach (Haifa), and Netanya are presented.


*Keywords:* Bolsacreto ® concrete bag, Detached breakwater, Grout-filled bags, Hydraulic model (two-dimensional), Nicaragua (Paso de Caballos)

The report presents a solution to the shore erosion problem at Paso de Caballos by using Bolsacreto ® elements to form a detached breakwater. The weight of the elements was determined from standard design methods, and a series of two-dimensional laboratory tests was conducted to verify the stability of the structure.

Keywords: Accretion, Detached breakwater, Hydraulic model (three-dimensional), Littoral transport, Movable bed, Tombolo

The use of a tombolo in controlling littoral transport on a beach has many advantages; however, there must be a clear understanding of the mechanisms of its formation. Using physical model experiments, the parameters involved in the formation of a tombolo were considered and a number of practical laws governing the development of tombolos were established.


Keywords: Aesthetics, Beach fill, Environmental concerns, Hawaii (Kaimu Beach), Recreation, Submerged breakwater

This paper discusses the proposed plans to improve Kaimu Beach, Hawaii. The beach, which is famous for its jet black color, has been receding for at least a century. The plans called for an enlargement of the beach and protection by an offshore breakwater. Although the advantages of a larger beach area and the improvement of swimming conditions are acknowledged, a serious question is raised as to whether the project would result in an overall improvement.


Keywords: California (Imperial Beach), Compartmented breakwater, Continuous breakwater, Currents, Hydraulic model (three-dimensional), Littoral transport, Segmented breakwater, Structural dimensions, Submerged breakwater

A 1:75-scale (undistorted) hydraulic model, reproducing approximately 2.6 miles of shoreline and sufficient offshore area to permit generation of the required test waves, was used to investigate the arrangement and design of alternative proposed structures to prevent erosion of the Imperial Beach shoreline. The proposed structures consisted of (a) continuous breakwaters at the -15- and -10-foot contours, (b) segmented breakwaters at the -15- and -5-foot contours, (c) stepped breakwaters at the -10- and -5-foot contours, (d) a system of five groins, and (e) a system of nine groins. A 115-foot-long wave generator, crushed coal tracer material, and an automated data acquisition and control system (ADACS) were used during model operation. Test results are given.
34. DELAGE, G., "L'Utilisation d'un Brise-Lames Pour La Defence d'Une Plage" (Breakwaters Used for Beach Protection), Proceedings of the Fifth Conference on Coastal Engineering, American Society of Civil Engineers, 1954, pp. 479-494 (in French).

Keywords: Accretion, Currents, Detached breakwater, Hydraulic model (two-dimensional), Hydraulic model (three-dimensional), Littoral transport, Submerged breakwater, Wave attenuation, Wave transmission

This study consists of two parts. The first part discusses the effect of the presence of a breakwater on the profile of a beach. The tests were preceded by a study of the kind of disturbance arising behind a breakwater, which causes the occurrence of harmonics of the incident wave. The different types of breaking over the structure resulting from the characteristics of the incident wave and the layout of the structure were also observed; three typical types were noted: a horizontal jet of water, a descending jet, and partial breaking.

The second part discusses the layout of an immersed breakwater intended for local beach protection. The characteristics of the protection were studied to find the most favorable compromise between the protection desired and the danger of erosion. The influence of the duration of wave action from different directions plays an important part in determining the characteristics of the structure.


Keywords: Hydraulic model (two-dimensional), Impermeable breakwater, Permeable breakwater, Submerged breakwater, Wave reflection, Wave transmission

This paper reexamines the behavior of thin and rectangular solid submerged breakwaters. Dean's theory is found to be correct for a thin barrier in infinitely deep water. An empirical and theoretical relationship for the reflection coefficient of a thin breakwater across the wave number spectrum is proposed. Rectangular solid breakwaters have a maximum reflection when the incident wave has the same period as a standing wave on top of the breakwater and with a wavelength equal to the crest width. A submerged permeable breakwater for depths of submergence greater than 5 percent of the total depth transmits less wave energy than the solid over a certain frequency range. The minimum is transmitted when the criterion above for solid breakwaters is also met. Both permeable and solid rectangular breakwaters cause a substantial loss in wave energy and at least 50 percent of the incident energy is lost to turbulence. A substantial proportion, 30 to 60 percent, of the energy transmitted is transferred to higher frequencies than the incident wave.

**Keywords:** Detached breakwater, Hydraulic model (two-dimensional), Submerged breakwater, Wave setup

Wave setup was experimentally studied using two trapezoidal breakwater sections. Maximum setup values were observed when the breakwaters protruded above the mean water level a distance equal to 50 to 90 percent of the incident deepwater wave height. The amount of setup decreased for lower structures.


**Keywords:** Detached breakwater, Israel

Report briefly describes shoreline erosion problems in Israel. The use of detached breakwaters is mentioned.


**Keywords:** Accretion, California (Santa Monica), Detached breakwater, Downdrift beaches, Littoral transport

The shore erosion problems experienced in the Los Angeles area and the Santa Monica offshore breakwater and its effect on adjacent shores are discussed. Case histories are also briefly outlined for Playa del Rey, Ballona Creek, and Redondo Beach.


**Keywords:** Compartmented breakwater, France (Mourillon Beach-Toulon), Submerged breakwater

The report describes French research dealing with sediment transport by waves and currents including the initiation of transport, beach profiles, and scale effects. Also considered were methods of determining transport direction and quantities using heavy minerals, limestone content,
grain-size parameters, radioactive tracers, experimental groins, and repetitive beach surveys. The use of alveole or compartmented detached breakwaters at Mourillon Beach, Toulon is described.


**Keywords:** Armor stability, Detached breakwater, Foundation design, Structural stability

Attacking storm waves affect the overall design of any offshore breakwater used as a protective structure. This paper describes the methods and considerations required to evaluate the stability of an offshore breakwater under design storm wave action. The following storm wave effects are of concern:

(a) The possibility of wave forces physically causing damage to the breakwater embankment materials;

(b) the stability of the breakwater against horizontal sliding;

(c) the stability of the breakwater embankment against slope failure; and

(d) the effect of continuing storm waves on the strength and stability of the foundation soils.

The procedures described in this paper are part of the necessary stability considerations in the design of a breakwater to protect a floating nuclear generating plant (FNP). Although developed for a floating nuclear powerplant, the concepts presented are considered applicable to the stability evaluation of any major offshore breakwater-foundation soil system. They also represent an advance in the state-of-the-art of stability analyses for offshore structures.


**Keywords:** Accretion, Detached breakwater, Hydraulic model (three-dimensional), Littoral transport, Movable bed, Tombolo
When continuous wave action strikes the beach at an angle, transport of the beach material occurs along the entire length of the littoral. On occasion, this may cause serious problems in some maritime structures or in natural river mouths such as silting of harbors, the formation of sandbars in river mouths and inlets. To avoid or at least reduce this type of problem, the Hydraulic Laboratory of the Secretaria de Recursos Hidraulicos executed a series of studies to find a structure that may permit a control on the longshore transport produced by wave action. Based on these studies, a new type of structure was developed and tested on hydraulic models; the structure permits the accumulation of littoral material in volumes up to 30 times as large as the volume retained by conventional breakwaters and spur dikes or jetties. This paper deals with the definition of the size of breakwaters depending on wave characteristics and the slope of the beach. The experiments leading to the recommendations given in the paper were conducted on estuaries with and without sediment transport.


Keywords: Armor stability, Australia (Kirra Beach-Queensland), Foundation design, Hydraulic model (two-dimensional), Local scour, Rubble mound, Wave overtopping, Wave reflection, Wave transmission

Model tests have been undertaken to investigate the stability, wave transmission, and wave overtopping for the proposed offshore breakwater at Kirra Beach, Gold Coast, Queensland. The results indicate that the breakwater will be effective under all wave conditions. Some damage which will require maintenance occurs when high waves are superimposed on high storm surge.


Keywords: Accretion, Armor stability, Compartmented breakwater, Currents, Gabions, Israel (Nahariya), Local scour, Recreation, Rubble mound, Segmented breakwater, Structural dimensions

The coastal installation at Nahariya, which consists of a low breakwater and a central groin, proved successful from the stability viewpoint and for the purpose of creating a stretch of protected sandy beach and foreshore. Two shallow-water basins, protected from wave action and easily accessible to bathers, were formed in the lee of the breakwater; these basins also served as terminals for small craft and cruising launches during the summer season, thus supplying additional attraction to vacationers.

The rubble-mound breakwater has withstood storm wave onslaughts and requires only slight periodical maintenance, mainly at the heads. Its
inner slope, protected by a gabionade, has also proved to be stable. The concrete cap on top of the breakwater has not shown any signs of subsidence during the past 4 years. Moreover, considerable quantities of valuable sand are being extracted from the central area each year.


Keywords: Compartmented breakwater, Hydraulic model (three-dimensional), Israel (Tel Baruch-Tel-Aviv), Littoral transport, Movable bed, Recreation, Segmented breakwater, Structural dimensions, Tombolo

Many factors are involved in the reproduction of natural sedimentological processes in a wave basin with a movable bed, and a misinterpretation of some of them may lead to erroneous conclusions. The exact definition of the sedimentological time-scale is less important than the reproduction of the seabed configuration or representation of sand grain particles and wave spectra.

Little is known about the exact full-scale sedimentation processes in the prototype. However, it is assumed that the formation of tombolos in the lee of offshore breakwaters results mainly from the interception of littoral drift. Some of the sand enters directly into the shadow zone behind the breakwater; other sand particles bypass the breakwater on the seaward side and are then directed by diffraction into the shadow zone. The accelerated sedimentological process in the model reproduces the natural development of tombolo formation in the prototype, which, in order to reach a state of equilibrium, requires a considerable period of time.


Keywords: Accretion, Downdrift beaches, Littoral transport, New Jersey (Asbury Park), Shipwrecks, Tombolo

Report describes the grounding of the ship, Morro Castle at Asbury Park, New Jersey, in 1934. Because of its final position parallel to shore, it acted as a detached breakwater and resulted in the rapid growth of a tombolo.


Keywords: Detached breakwater, Hydraulic model (three-dimensional) Wave diffraction, Wave reflection
Although insular breakwaters are often constructed in harbors, the interaction between an insular breakwater and water waves has not been clearly defined. This report presents the exact solution of wave reflection and diffraction by a vertical, elliptical cylinder with a series of Mathieu functions. The solution coincides with the solution for a circular cylinder when the circle is taken as an asymptotic figure of an ellipse. The exact solution for a straight insular breakwater is derived from the deformation of the elliptical cylinder into a plate of infinitesimal thickness. Wave height ratios of scattered waves to incident waves have been calculated near insular breakwaters, and the application limit of the approximate solution is determined from the comparison between the exact and the approximate solutions.


Keywords: Accretion, Compartmented breakwater, France (Anse des Huttes, Arros, and Pointe de Grave)

This paper refers to a report on the principles adopted for protection of coasts against erosion and practical considerations for construction of such works, presented by M. Kauffman at the Congress of Venice in 1931. The conclusions of that report remain valid. The paper discusses several works created on French coasts:

(a) Prefabricated, reinforced concrete structures built on the channel coasts;

(b) the replacement of framework structures by masonry structures in Normandy, especially at St. Valery en Caux;

(c) the use of openwork groins of reinforced concrete stakes, braced longitudinally and transversally by wooden joists, in the Basse-Camarague region on the Mediterranean coast; and

(d) the construction of a groin made of natural rock blocks at Hendaye.

The second part of the paper is a historical survey of the works undertaken during the last 100 years around the Pointe de Grave, which borders the outlet of the Gironde to the south.


Keywords: California (Santa Monica), Littoral transport, Sediment sizes
From several years of qualitative and quantitative study of the shore processes effective along the southern California coast, wave turbulence was found to be the most important factor in making sediment with a grain size larger than 125 micrometers (0.125 millimeter) available for transportation along the coast. In the certain constricted tidal inlets, at the shoulders of submarine platforms, and at the summits of submarine ridges and divides, currents are sufficiently accelerated at times to transport sand of a substantial grain size, but the magnitude of such sediment shifting is probably inconsequential compared to that which occurs along most beaches and the adjacent sea floor. This paper briefly discusses where and how littoral drifting occurs in this region and gives an example of the relative effectiveness of the various transporting processes as illustrated by the changes which occurred in and near the Santa Monica breakwater.


Keywords: Accretion, Bibliography, Detached breakwater, Littoral transport

An annotated bibliography containing numerous references on the effects of offshore breakwaters on littoral processes.


Keywords: Accretion, Bibliography, Detached breakwater, Littoral transport

An annotated bibliography that deals primarily with breakwaters constructed for navigation purposes. Many of the citations have shore protection applications. Keywords are also provided.


Keywords: Accretion, Detached breakwater, Massachusetts (Dennis Shore, Vineyard Haven, and Winthrop Beach), Segmented breakwater

The construction of three offshore breakwaters in Massachusetts is discussed. The Winthrop Beach breakwaters were constructed for shore protection between 1933 and 1935. At Dennis Shore, a harbor of refuge, a detached breakwater completed earlier had totally shoaled by 1935. A detached breakwater constructed at Vineyard Haven caused the shoreline to advance 300 to 400 feet.

Keywords: Accretion, Downdrift beaches, Massachusetts (Winthrop Beach), Segmented breakwater

The history of the shoreline development at Winthrop, Massachusetts, is discussed. Before construction of a segmented detached breakwater between 1933 and 1935, the beaches were primarily shingle and badly eroded. Between 1931 and 1937, there was a net accretion of 50,000 cubic yards of sand in the area behind the breakwater.


Keywords: Florida (Palm Beach), Hawaii (Waikiki), Hydraulic model (two-dimensional), Illinois (Lincoln Park-Chicago), Steel-sheet piling, Submerged breakwater, Timber bulkhead, Wave attenuation

This was a general model study to determine the effect, under varied conditions, of underwater sills upon wave heights and the power of waves. General conclusions regarding shape and effectiveness of such structures are presented.


Keywords: Florida (Palm Beach), Hawaii (Waikiki), Illinois (Lincoln Park-Chicago), Submerged breakwater

The following elements of beach protection are discussed: beach erosion studies, sources of beach sand, causes of erosion, restoration methods, protective structures, typical problems, and recreational areas. Among the structures described are submerged, shore-parallel sills used for shore protection at Honolulu, Chicago, and Palm Beach.

57. HAMADA, T., "Several Problems Concerning the Beach Erosion at Niigata," Disaster and Countermeasure, Tokyo, Japan, Aug. 1956.


Keywords: Accretion, California (Santa Monica), Detached breakwater, Littoral transport, Sediment sizes, Structural dimensions, Wave attenuation, Wave diffraction, Wave refraction
The problem of sand transport by a longshore current is clarified by observing the effect of a breakwater on the current. Sand samples were collected on a network from the beaches near the breakwater at Santa Monica, California. The distribution of median grain sizes indicates a reduction of the competence of the longshore current. The history of shoreline changes discloses an accompanying reduction in the capacity of the current. A decrease in transporting power of the longshore current is correlated with a decrease of \( Q \), the littoral drift factor; \( Q \) can probably be used as a qualitative measure of the sand-transporting power of longshore currents.

The history of accretion indicates that a shoreline changes position in a direction toward equilibrium with respect to the forces acting on a beach. Given enough time, it is probable that the breakwater will become connected to the mainland.


Keywords: Accretion, Detached breakwater, Downdrift beaches, Japan (Fuya, Hakahama, Ishiji, Iwafune, Kitaebisu, Nakahama, and Neya), Littoral transport, Structural dimensions, Tombolo

The exposure of the coast of Niigata Prefecture to the winter monsoon of the Sea of Japan, which has the predominant direction from northwest to north, is the most important factor affecting the beach erosion or sand transport on this coast. Most of the coast has sandy beaches nourished by sediment from rivers. There are some harbors and a number of small fishery ports. The construction of breakwaters, groins, or jetties in the harbors or ports caused certain changes in the patterns of waves, currents, and littoral transport; thus, beach erosion or sand deposition occurred in many parts of the coast. This paper presents several examples of such coastal processes with a description of the protection works applied.


Keywords: Hydraulic model (two-dimensional), Local scour, Pile arrays, Wave reflection, Wave transmission

A theory for wave transmission and reflection at a closely spaced pile breakwater was developed, using the shallow-water wave theory of small amplitude. An experiment on the hydraulic characteristics of the breakwater was conducted in a two-dimensional wave flume. The agreement between the theory and the experiment is good with respect to the coefficients of transmission and reflection of waves, and also to the shoreward velocity of the jet discharged from a space between two adjacent piles.

An experiment was also conducted on the local scouring at the foot of the closely spaced pile breakwater. The maximum scouring depth at the foot of the breakwater relates closely to the velocity ratio of the jet to the mean fall velocity of bed material. The relationship between the maximum scouring depth and the power of the jet is discussed.


Keywords: Hydraulic model (two-dimensional), Pile arrays, Wave attenuation, Wave reflection, Wave transmission

Hydraulic properties of a row of closely spaced circular piles as a breakwater have been studied both theoretically and experimentally. A theory is presented for the transmission of waves past the breakwater and also for the thrust and bending moment exerted by the waves on each pile in the breakwater. A laboratory experiment was conducted on a model structure. Close agreement is shown in the comparison between the theory and the experiment with respect to the transmission coefficient and the bending moment distribution.


Keywords: Accretion, Massachusetts (Winthrop Beach), Sediment gradations, Segmented breakwater

Over the past 15 years the beaches in Boston Harbor have undergone intensive erosion, particularly the popular sandy beaches of Revere, Nantasket, and Winthrop. This project was undertaken to gain a better understanding of the natural processes that cause this erosion and to consider ways to accommodate the natural processes in dealing with the problem. The study is a combination of short-term studies designed to
provide basic data on wave action, tides and tidal currents, and wind action for comparison with those processes acting on other Massachusetts beaches previously studied.


Keywords: Accretion, California (Newport Beach), Detached breakwater, Littoral transport

Since the 1940's, the beaches between the Surfside Beach Colony and Newport submarine canyon have experienced progressive erosion caused by the loss of sand supply to the beach because of flood control reservoirs and the improper placement of harbor structures on the shore. The most economical proposed solution for this problem would require construction of a 2,600-foot-long detached breakwater to act as a sand trap on the 24-foot contour immediately updrift of the Newport canyon. At 5-year intervals, 1,500,000 cubic yards would be dredged from this sand trap and backpassed to renourish updrift beaches.


Keywords: Accretion, Armor stability, California (Channel Islands), Detached breakwater, Downdrift beaches, Littoral transport, Rubble mound, Structural dimensions, Wave diffraction

The construction of Port Hueneme Harbor, California, in 1940, resulted in an average annual erosion of 1,200,000 cubic yards from the shoreline downcoast of the harbor. The cause was diversion by the north jetty of the harbor of littoral sand movement into the Hueneme canyon. A sand-bypass system was established in 1960-61 by the construction, 1 mile upcoast, of Channel Islands Harbor fronted by a 2,300-foot-long offshore breakwater located in the 30-foot depth contour. The breakwater serves a dual function of sheltering the harbor entrance and acting as a littoral sand trap. Three cycles of biennial littoral sand bypassing were successfully completed. Comparison of the design of the structure with the impounding characteristics experienced during the three cycles indicates that the dimensions and capacity of a sand trap formed by an offshore breakwater can be based on the diffraction patterns of prevailing wave trains at the two ends of the structure and is independent of the depth and dimensions of the entrapment area.

The island breakwater at Visakhapatnam, consisting of two scuttled ships filled with small stones, was protected by 2- to 6-ton stones on the weather and lee sides. However, the weather side was damaged by storms, exposing the ships' plates to wave action, thus warranting action for reinforcing the breakwater. Tests were conducted in a wave flume with various types of armor units, such as stones, tetrapods, and tribars, to evolve a suitable protective layer for the breakwater and to study the relative merits of various armor units.


Where headlands are spaced along a sedimentary coast, the shoreline between the headlands assumes a crenulate shape. If the most persistent or predominant waves have a resultant direction which is oblique to the headland alinement, a shape is gradually reached which is in equilibrium with the waves. The eventual development of such an equilibrium-shaped bay, starting with an initial straight-line coast, was studied by means of a model in which wave directions and heights were the sole variables. The curved part of the equilibrium-shaped coastline was then analyzed by fitting log-spiral curves.

A typical prototype bay in fully developed condition, derived from hydrographic charts, was analyzed by computer to verify that diffraction and refraction combined to form the log-spiral part of the coastline.


This paper introduces the general factors affecting the coastal problems in Japan and discusses the patterns with which some of these factors were linked to produce particular coastal problems. The efforts and contributions made by the Japanese engineers to solve such problems are discussed. The coastal protection works and practices are presented with some representative examples.


Keywords: Accretion, Compartmented breakwater, Concrete structures, Foundation design, Hydraulic model (two-dimensional), Japan (Niigata), Local scour, Movable bed, Structure settlement, Submerged breakwater, Tetrapods, Wave overtopping, Wave transmission

The functions and maintenance devices of submerged breakwaters, using tetrapods, were studied through the comparison of experimental results and field data from the Niigata west coast. Since one of the most important functions of a submerged breakwater is the damping action, the structure has played an important role in protecting the Niigata west coast. The slump of the structure, which was overlooked at the early stage of construction, has become an important and difficult problem.


Keywords: Accretion, Hydraulic model (two-dimensional), Local scour, Movable bed, Submerged breakwater, Vertical breakwater

The two principle functions of a submerged breakwater are (a) to attenuate waves by causing premature breaking and partial reflection, and (b) to bar seaward movement of bed materials in the surf zone. Most studies of these functions deal with the effects of the height, shape, width, location, etc., of the breakwater on the transformation of passing waves. However, the effect on the sand movement and deformation of the beach due to the existence of the breakwater has not been sufficiently studied. This study presents the basic information needed to predict the possible change in beach profiles after the construction of a breakwater and to estimate the amount of scour around the structure. This was accomplished with a study of the two-dimensional deformation of a beach in an experimental wave flume.

75. HORIKAWA, K., and SONU, C., "Experimental Study of a Submerged Breakwater," Proceedings of the 12th Annual Convention, Japan Society of Civil Engineers, June 1957.


**Keywords:** Accretion, Beach fill, Compartmented breakwater, Concrete structures, Hawaii (Waikiki), Littoral transport, Structural dimensions, Submerged breakwater

This report describes an inspection of Waikiki Beach during December 1947. The inspection was made prior to developing a study program for a cooperative study of erosion at the beach. Some of the features noted are described and illustrated.


**Keywords:** Accretion, California (Santa Monica), Detached breakwater, Downdrift beaches, Massachusetts (Winthrop Beach), Segmented breakwater, Structural dimensions

This report discusses the natural forces and the structures, such as jetties, that affect coastal inlets and the adjacent shorelines. The design of navigation improvements on ocean coasts requires consideration of the natural forces and the effect of proposed structures on adjacent shorelines.


**Keywords:** Hydraulic model (two-dimensional), Submerged breakwater, Wave attenuation, Wave transmission

Offshore breakwaters are structures built away from the beach, parallel to the shoreline, for shore protection. The effectiveness of such structures has become widely recognized. In designing offshore breakwaters, various complex factors such as the choice of height, width, location and structure suitable for the intended use, and preventive measures against settling, must be considered. This report presents experimental results of the effect of offshore breakwaters in reducing wave heights.


**Keywords:** Currents, Detached breakwater, Hydraulic model (two-dimensional), Local scour, Movable bed, Wave attenuation, Wave setup, Wave transmission
Scour at the foot of vertical homogeneous crib-style walls, which were used as models for detached breakwaters, and the rise of mean water level in the shoreside region of the breakwaters were experimentally investigated. The results were compared to some field data.


**Keywords:** Accretion, Currents, Detached breakwater, Downdrift beaches, Hydraulic model (three-dimensional), India (Visakhapatnam), Littoral transport, Movable bed, Ship hulls

Model studies and analyses of oceanographic and littoral drift data were undertaken to advise Howe India (Private) Ltd. on littoral drift, siltation, and shore erosion problems to be encountered during and after the construction of Visakhapatnam outer harbor project. Distorted fixed- and movable-bed models with a horizontal scale of 1:300 and a vertical scale of 1:80 were calibrated to reproduce the integrated net effect of an average southwest and northeast monsoon season. Experiments were conducted to assess and predict seasonal changes resulting from the construction of breakwaters under normal and extreme conditions. Recommendations were made concerning breakwater and sand-trap location, shore protection, dredging, and disposal of dredged material.


**Keywords:** California (Santa Monica), Currents, Detached breakwater, Littoral transport, Sand tracer study

Sand tracer studies were conducted at five locations along the southern California coast (Goleta Point, Trancas, Santa Monica, Huntington, and La Jolla). Tests were conducted at 4- to 6-week intervals at each site for 1 year. Additional tests were conducted on the prograding shoreline behind the detached breakwater at Santa Monica. Contour maps of tracer movements are given for each significant test.


**Keywords:** Accretion, California (Venice), Detached breakwater, Littoral transport, Structural dimensions, Tombolo

Basic principles of the nature of beaches and processes that act to modify them are considered for the present coastal development demands. A working hypothesis is developed that applies the principle of the
conservation of mass to the mechanics of granular-fluid media. This hypothesis appears to have general application to transport processes in the littoral zone.


Keywords: Hydraulic model (two-dimensional), Permeable breakwater, Wave attenuation, Wave transmission

When a breakwater is composed of artificial blocks, waves can pass easily through it. However, wave energy is dissipated and the wave height is decreased. This paper deals with the transmission rate of wave height, i.e., the ratio of the transmitted wave height \( H_t \) to the incident wave height \( H_i \), and the rate of energy dissipation. It was found by experiments that \( H_t/H_i \) depends only on incident wave steepness for the breakwater when the crest height above the stillwater level \( h_c \) is larger than \( H_i \). However, when \( h_c \) is smaller than \( H_i \), \( H_t/H_i \) depends on both the incident wave steepness and the Reynolds number defined by \( U_{\text{max}} h_c/\nu \), where \( U_{\text{max}} \) is the maximum horizontal velocity at the stillwater level. The energy dissipation is expressed as a function of the incident wave steepness, but its expression is different for the above two cases.


Keywords: Local scour, Vertical breakwater


Keywords: Accretion, Armor units, California (Santa Monica), Composite structures, Concrete structures, Detached breakwater, Down-drift beaches, Foundation design, Italy (Loano and Posillipe), Littoral transport, Local scour, Permeable breakwater, Rubble mound, Segmented breakwater, Structural dimensions, Structure settlement, Submerged breakwater, Tombolo, Wave attenuation, Wave diffraction, Wave overtopping, Wave transmission

Various aspects of the design of detached breakwaters are discussed. Among these are the spacing, length, crest height, and offshore distance. Construction precautions are outlined and descriptions are given of the various structural types that can be used. Two design examples are provided for a vertical concrete structure and a rubble-mound structure.

This general coastal engineering handbook offers advice on the positioning and height of detached breakwaters. Case histories are studied of installations near Niigata and at Nishikihama, Japan.


The natural topography and meteorological conditions of the shoreline of Santa Monica Bay are discussed. Serious erosion problems were caused by the construction of detached breakwaters at Venice in 1905 and Santa Monica in 1934.


The Bureau of Engineering, City of Los Angeles, has prepared studies of beach protection and development for the past 10 years. Many surveys have been made along most of the shore of Santa Monica Bay, in part with the cooperation of the County Surveyor and the City Engineer of Santa Monica. Reports, as long as 6 years ago, predicted the present severe erosion of the beaches at Venice, and a program was outlined which, if carried out, would not only have prevented the erosion, but would have added considerably to the width of the beaches.

This report evaluates the natural conditions that affect the beaches, discusses the effect of the various structures which have been constructed along the beaches, and outlines the steps necessary and the costs to prevent further erosion, and the possibilities of development of the Venice beaches.


This general coastal engineering handbook offers advice on the positioning and height of detached breakwaters. Case histories are studied of installations near Niigata and at Nishikihama, Japan.
This report discusses the development of a stretch of beach along the shore of the Santa Monica Bay by artificial widening. The report takes into consideration the source of the sand on these beaches, the movement of sand along the beaches, the effects of the ocean waves and currents, the tides, natural and artificial obstructions along the shore, and rainfall, erosion and flood conditions in the tributary watersheds. Much of the data on waves, currents, tides, winds, sand movement, and rainfall and flood conditions in the tributary watersheds, contained in the April 1940 report on Venice Beach, are pertinent to this report, and are repeated herein with the necessary modifications.


**Keywords:** Accretion, California (Santa Monica), Detached breakwater, Downdrift beaches, Littoral transport

This article discusses new shore structures and further erosion, emphasizing the necessity for proper planning, and the preservation and development of shorefronts in the interests of an entire area, not just one locality.


**Keywords:** Accretion, California (Santa Monica and Venice), Detached breakwater, Downdrift beaches, Littoral transport, Structural dimensions

The most difficult problem in shoreline planning is that of beach erosion, largely caused by haphazard and ill-advised developments by local coastal communities. Control of pollution by oil and sewage is also troublesome. The need for a greater extent of publicly owned ocean frontage has been recognized for years, and is largely a matter of financing. Development and improvement of public ocean frontage is also largely a matter of financing, plus proper planning. This article presents a brief outline of most of these problems.


**Keywords:** Accretion, California (Santa Monica), Detached breakwater, Downdrift beaches, Littoral transport

In the May 1940 issue of *Western City*, an article by this writer entitled "The Vanishing Beaches of Southern California" described the serious beach erosion which had been caused by construction of breakwaters and jetties along the southern California coastline, particularly at Santa Barbara, Santa Monica, Venice, Redondo Beach, and Long Beach.
This article describes the progress that has been made in the intervening 6 years toward correcting the beach erosion problems and evolving long range, coordinated plans for the best use of the shoreline.


**Keywords:** Accretion, California (Santa Monica), Detached breakwater, Downdrift beaches, Hydraulic model (three-dimensional), Littoral transport

Since establishment of the River and Harbor Hydraulic Laboratory at the University of California at Berkeley, approximately 10 years ago, numerous model studies have been made in connection with a variety of engineering problems. Some of the data obtained in the model studies had not been published previously. This paper briefly describes a few of the important investigations.


**Keywords:** Accretion, California (Santa Monica), Detached breakwater, Downdrift beaches, Littoral transport

Considerable research on the basic mechanics of shoreline processes has been done over the last 15 years by geologists and engineers. Much of this research was done during World War II, but in more recent years numerous investigations have been made in connection with the qualitative and quantitative effects of shoreline structures on nearshore sediment movement. This paper summarizes some of the more important investigations that have been made on the many phases of this phenomenon.


**Keywords:** Accretion, Brazil (Ceara), California (Channel Islands and Santa Monica), Detached breakwater, Downdrift beaches, Littoral transport

A harbor which fronts directly on an open shoreline and has a relatively small flow into and out of it is defined as a shoreline harbor. The littoral drift, which occurs along the shoreline, causes certain design, construction, and maintenance problems. This paper summarizes some of these basic considerations in generalized terms and presents a few case histories of typical shoreline harbors for which operational information extending over a long period of years is available.

Keywords: Accretion, California (Channel Islands and Santa Monica), Detached breakwater, Downdrift beaches, Littoral transport, Structural dimensions

Experience gained at coastal engineering projects on the California coast has led to a better understanding of littoral processes. Detached breakwaters, constructed earlier at Santa Barbara and Santa Monica, have had disastrous effects on the downdrift beaches. Lessons learned from these projects have been applied to the Channel Islands-Port Hueneme area where a detached breakwater serves as a sand trap. Material dredged from this trap is bypassed to beaches downdrift of Port Hueneme.


Keywords: Hydraulic model (two-dimensional), Submerged breakwater, Wave attenuation, Wave reflection, Wave transmission

The results of an experimental investigation on the damping action of submerged rectangular breakwaters are presented. The experimental data are compared with published theories. A new theory is presented which compares more favorably with the experiments than the previous theories. Also given is a summary of the published theoretical and experimental information on the damping action of trapezoidal and triangular breakwaters, reefs of various configurations, and plane barriers of various orientations.


Keywords: Accretion, Hydraulic model (three-dimensional), Littoral transport, Movable bed, Segmented breakwater, South Africa (Durban), Structural dimensions

A 1:300 vertical, 1:100 horizontal scale model of 7 miles of coastline, including the major area of the port limits and the inner harbor, was constructed to study combined wave, tide, and wind action on transport of sand along the coast. The model study attributed the cause of beach erosion to the existence of an offshore shoal produced by the localized dumping of sand dredged from the harbor approaches. This shoal caused selective wave action along the coastline, which was reproduced to scale in the model. Wind and tidal action had a major effect on the redistribution of sand on the beaches as modeled but a minor effect on the permanence of the harbor entrance channel. The model study was conducted by the South African Council for Scientific and Industrial Research for the South African Railways and the City Council of Durban.

**Keywords:** Hydraulic model (two-dimensional), Submerged breakwater, Wave attenuation, Wave reflection, Wave transmission

Model tests of underwater coastal protective structures that were performed by A.I. Lyzlov in the laboratory of the Institute of Engineers of Maritime Fleet in Odessa are presented and results are compared with natural conditions. The tests are based on the Froude similarity principle. The results are compared with those of preceding investigations of coastal phenomena by members of the Institute of Oceanology: B.A. Popov, N.A. Aybulatov, E.N. Egorov, and others. These model studies are part of an extensive Soviet program of coastal research and engineering, initiated in 1955 by the Oceanographic Commission of the Academy of Sciences, U.S.S.R.


**Keywords:** Accretion, Compartmented breakwater, Continuous breakwater, Currents, Detached breakwater, Hydraulic model (two-dimensional), Japan (Niigata), Littoral transport, Local scour, Permeable breakwater, Rubble mound, Structural dimensions, Structure settlement, Submerged breakwater, Tetrapods, Wave attenuation, Wave overtopping, Wave reflection, Wave setup, Wave transmission

This paper reviews the effect of offshore breakwaters on the Niigata coast utilizing survey maps collected over 20 years. The offshore breakwaters have been found to be successful in checking the beach erosion onshore of these structures in spite of steady erosion of the seabed offshore.


**Keywords:** Hydraulic model (two-dimensional), Submerged breakwater, Wave attenuation, Wave transmission

Submerged barriers, which are constructed for shore protection, must have a dampening effect on incident waves. Model tests on several types of barrier sections were performed to determine the section of the
barrier which is effective for damping action. A barrier with a wave deflector was found especially effective for high steepness waves.


*Keywords*: Accretion, Detached breakwater, Segmented breakwater, Tombolo


*Keywords*: Accretion, Concrete structures, Currents, Detached breakwater, Foundation design, Gabions, Japan (Niigata), Littoral transport, Local scour, Permeable breakwater, Structural dimensions, Structural stability, Structure settlement, Submerged breakwater, Wave pressure

The shoreline near the Shinano River at Niigata has retreated as much as 10 meters per year for the last 25 years. This has necessitated the development of a system of combined protective works instead of individual structures placed in an uncoordinated manner. Because of unsatisfactory performance of groins, prototype tests on detached submerged breakwaters were conducted using gabionlike, wire-cage breakwaters, hollow concrete structures, and cellular concrete caissons filled with rock. Results of these tests are presented.


*Keywords*: Beach fill, Compartmented breakwater, Currents, Detached breakwater, Downdrift beaches, Environmental concerns, France (Beaulieu, La Bocca, La Bravette, Carnon, La Croisette, Ete, Golfe Juan, Grau du Roi, La Gravette, Mourillon Beach-Toulon, Pen Bron, Pointe de Grave, Port Canto, Prado Beach-Marseille, La Rague, and Sablettes-Menton), Hydraulic model (three-dimensional), Littoral transport, Monaco (Larvotto Beach-Monte Carlo), Morocco (Agadir), Movable bed, Sediment sizes, Structural dimensions, Submerged breakwater, Tombolo, Wave attenuation, Wave diffraction

A manual dealing with the engineering considerations involved in creating and retaining sand beaches. Littoral processes are reviewed and possible structural alternatives to be used in conjunction with or without beach fills are described. These structures include groins, T-groins, alveolar (compartmented) beaches, diffraction cones, and detached breakwaters. Numerous case histories are illustrated.
106. LARSEN, O.J.F., "Large Scale Coastal Protection or (Headland Protection)," Noble Engineering Company, Newport Beach, Calif., May 1960.

**Keywords:** Artificial headlands, Economic analysis, Littoral transport, Wave diffraction, Wave refraction

The present way of maintaining the beaches by artificial supply of material should include an investigation of the possibility of decreasing, without adverse effects, the transport of material away from the beaches. An idea of coastal protection called "Headland Protection" is presented. This is a systematic, possibly improved, application of the principle after which most coastlines are more or less protected naturally. The economical feasibility depends on measures to decrease the costs involved in construction of structures in deeper water. Two different ideas for such measures are presented. A research program is also suggested.


**Keywords:** Crenulate-shaped bay, Currents, Littoral transport, Numerical model

The theory of wave-induced longshore currents is applied to problems of beach erosion. An erosion equation is derived, relating the local erosion (or deposition) rate to the form of the beach and to the characteristics of the incoming wave field. A numerical integration technique of the erosion equation is discussed. A specific example, that of a linear coastline which has gradually eroded into a spiral-shaped beach in the lee of a headland, is examined.


**Keywords:** Accretion, California (Venice), Currents, Detached breakwater, Downdrift beaches, Environmental concerns, Littoral transport, Segmented breakwater, Wave attenuation

The problem of beach erosion at Venice is examined and structural solutions are suggested. The historical causes for the problem are outlined and existing structures which have worsened the situation are identified. Of particular interest is the Windward Avenue pier which is protected by a detached breakwater. Segmented, detached breakwaters were rejected as a possible solution because of aesthetic and economic reasons. Groins and a seawall were selected as the best engineering alternative.

The location of large surface industrial zones along seashores often competes with other coastal activities, such as recreational pursuits, fishing, nature reserves, etc. The construction of an artificial island, near the shore, poses many problems particularly with its impact on the environment. The results of a study examining this aspect include (a) the influence of the island on local wave climate or swell, consequent shoreline changes, tidal currents, and the resulting evolution of the sandy seabed; and (b) the dispersion of industrial effluents.

The effect of the island on swell and on shore stability and the calculation of pollutant dispersion are approached by the use of mathematical models; the effect of the island on tidal currents is analyzed on a reduced-scale physical model.


Littoral oceanic currents induce eddy currents in the lee of promontories, either natural or artificial, and thereby shape the shoreline to some form of the logarithmic spiral, $r = e^{ax}$. Construction of jetties or breakwaters extending into the currents causes the spiral shoreline to form, resulting in beach erosion and prograding. The severe erosion of southern California beaches is discussed. Beach changes are independent of size of sand, beach slopes, depths in the foreshore, prevailing winds, or other causes, except for currents—littoral, eddy, or estuarial.


This study provides a semiempirical theory of nearshore currents due to breaking waves in the presence of (a) a shore-connected breakwater or (b) an offshore breakwater. The effects of diffraction and refraction by shoaling waters are studied. Sample results for stream functions and mean sea levels are plotted for various beach profiles or incidence angles.
For the offshore breakwater, the predicted current pattern is consistent with available laboratory observations and the known tendency of tombolo formation. For the shore-connected breakwater, the computed flow pattern exhibits cells in both down-wave and up-wave regions.


*Keywords*: Accretion, Currents, Detached breakwater, Littoral transport, Numerical model, Tombolo, Wave diffraction, Wave refraction

For a long breakwater on a slowly varying bottom, an asymptotic theory is given which accounts for the combined effects of refraction and Fresnel diffraction of water waves. Numerical examples are given for an offshore breakwater and an isolated jetty.

A semiempirical theory of breaking-induced mean currents on a beach is developed to study the combined effects of refraction and diffraction. With the omission of convective inertia and lateral turbulent diffusion, the resulting averaged equations are solved by finite differences. The case of an offshore breakwater is studied in detail, and the predicted current pattern is consistent with laboratory observations and the known tendency of tombolo formation near sandy beaches. Numerical results for an isolated breakwater extending from the shore are also presented.


*Keywords*: Accretion, Detached breakwater, Downdrift beaches, Italy (Chiavari and Salerno), Littoral transport, Segmented breakwater, Tombolo

The construction of ports on sandy coasts presents serious problems to the designer. Provision must be made for dealing with the littoral materials moving down the coast. Port structures can be either perpendicular to shore as jetties or parallel to shore as detached breakwaters. Detached breakwaters at Salerno and Chiavari have been used to protect eroding shorelines where the use of groins had previously failed. The placement of harbor structures must be planned to eliminate or reduce required maintenance dredging. To achieve this end, the idea of a "neutral axis" is presented. Seaward of the neutral axis no material can be moved to the shore.

The knowledge of the nature of currents in the coastal zone is important for the successful completion of many design problems. The choice of approach channel tracks and the drifting of those channels are typical problems that require an understanding of coastal currents. Artificial beaches have been maintained along the Black Sea coast through the use of submerged, concrete breakwaters constructed parallel to shore. Design considerations are outlined.


Islands can trap long-wave energy in a way similar to the capture of a particle of an atomic nucleus. The frequencies of the captured waves form a discrete set and are determined by the shape of the island and the contours of the surrounding seabed. If the depth at great distances tends to a constant value, the trapped modes leak some energy to infinity, though the consequent rate of decay may be exceedingly small. The initial energy of the trapped modes may be absorbed from incident radiation of the same frequency or from a sharp pulse. The particular example of a rectilinear pulse incident on a circular island is discussed in some detail.


Simple formulas are derived for the difference in mean level between the two sides of a submerged breakwater when waves are incident at an arbitrary angle. The formulas apply also to waves undergoing refraction due to changes in depth and to waves in open channel transitions.


*Keywords*: Accretion, Massachusetts (Winthrop Beach), Segmented breakwater, Structural dimensions, Tombolo

Paper gives a brief history of the segmented detached breakwaters at Winthrop Beach.


*Keywords*: Artificial headlands, Compartmented breakwater, Crenulate-shaped bay, Detached breakwater

Paper presents a brief overview of the current use of coastal structures, particularly enclosed beaches, detached breakwaters, and artificial headlands.


*Keywords*: Accretion, Currents, Detached breakwater, Downdrift beaches, India (Visakhapatnam), Littoral transport, Sand trap, Ship hulls, Structural dimensions, Structure settlement

The mechanism of littoral transport is examined along with the effect of structures on the littoral environment. The case histories of several harbors are outlined. Visakhapatnam harbor has been improved using a detached breakwater which acts as a sand trap to impound the northerly moving littoral drift. The detached breakwater was formed by sinking two ships andarming them with rubble.


*Keywords*: Beach fill, Italy (Amelia, Ceriale, Imperia, Ligure, and Loano), Offshore island

This study examines several case histories in which artificial offshore islands, or island platforms, were used to stabilize eroding beaches in Italy, along with beach fills.
A 1:16-scale, undistorted hydraulic model was tested to determine stable rubble sections to protect a beach fill at Imperial Beach. Four adequate plans were selected out of 21 tested for structure sites at the -5 and -10 mean lower low water contours. One plan at each site was for a continuous high-sill structure and the other was for an alternating high- and low-sill structure.

The beach prism consists of many kinds of materials ranging from soft clays to durable rocks. These are arranged according to the severity of the local wave climate. If the coastal material is uniform, the shoreline will maintain a stable configuration and slope. Capes, headlands, or strong groins resist wave action and influence neighboring coastlines. They are the fixed points on the configuration of the shoreline. Between the adjoining fixed points, the beach materials are usually uniform so that the coast maintains its shoreline configuration and slope. The supply of materials around these fixed points will be related to the depth adjacent to the fixed points and to the approaching directions of the coastlines. This report describes the configurations of the coastline between fixed points.

The difficulties of hydrodynamic studies are too well known to emphasize except to underline the fact that most popular quantitative formulas are of a semiempirical nature. This paper briefly examines beach behaviour subjected to complex sea action, and the reasons and the remedies usually proposed, or executed, for given conditions in various countries.

*Keywords:* Detached breakwater, Wave diffraction

The diffraction of a plane wave incident on an isolated breakwater was studied, and the exact solution of the problem is briefly reported. A general method involving energies is used to determine comparative importance of the terms in the series which appear in the solution. Numerical calculations were done for 12 different cases, with the wavelength of the incident wave comparable to the length of the breakwater.


*Keywords:* Hydraulic model (two-dimensional), Submerged breakwater, Wave attenuation, Wave transmission

The results of experiments in connection with submerged barriers in the path of model waves indicate that the most effective position of the barrier would be in shallow water of d/H = 2.0 to 2.5; i.e., directly at the breaking point. Indications are that the most effective heights of the barrier are more than two-thirds of the water depth. This condition gives less than a wave height of water over the barrier. From the standpoint of the waves, the relatively long-period waves have more transmission than do shorter waves. How far this analogy of model waves can be carried with regard to ocean waves has not been demonstrated.


*Keywords:* Detached breakwater, Wave diffraction

The diffraction about the end of a one-arm or detached breakwater is analyzed here in such a way as to yield the total wave power entering the mouth and measure the performance of a breakwater-marina system. A formula, derived from the Kirchhoff theory of diffraction, is used to obtain the total wave power entering the marina mouth. A comparison is made of the overall performances of the marina with and without the breakwater.

The two major purposes of an offshore breakwater are to prevent erosion and to protect structures on the shore. Studies on offshore breakwaters have included experiments in two dimensions, monitoring of existing breakwaters, and determinations of transmitted wave heights on submerged breakwaters. There are few studies on the three-dimensional effects of offshore breakwaters on shore processes.

This study determines the design and positioning of offshore breakwaters not only to prevent shore erosion, but to promote an accumulation of littoral material to lessen the nearshore slope and to maximize the area of the sandy beach. The model chosen for the study was Kasumi Bay, northern Hyogo Prefecture, facing the Sea of Japan. Waves on this coast occur mainly during the winter, caused by seasonal winds. When winter storms pass through, the coast is subjected to continuous waves with heights of several meters for periods of 2 to 3 days.


This report discusses Japanese fishery, one of Japan's primary industries. Subjects of discussion include: Japan's geographical and environmental conditions, the outline of the fishing industry and fishing ports, a general idea of the fishing port construction on Japanese sandy beaches, and two fishing ports as examples in recent constructions with littoral drift problems and their countermeasures.

transmission coefficient has been obtained mainly by the observation of wave reflection from the submerged structure. The theoretical analysis of wave breaking is very difficult because of its complexity. However, the wave energy dissipation by a submerged breakwater is maximized by inducing the wave breaking on the structure.

This report mainly deals with energy dissipation due to breaking on a submerged breakwater and offers experimental data for practical use. To investigate the scale effect of the experimental results, a comparison between experimental data and field data is presented.


Keywords: Armor Stability, Beach fill, Environmental concerns, Hawaii (Ala Wai Peninsula, Magic Island, and Waikiki), Littoral transport, Rubble mound, Segmented breakwater, Structural dimensions, Wave diffraction, Wave overtopping

In 1964 the Ala Wai Peninsula was completed as the first phase of the Magic Island complex. The rest of the project was never constructed because of environmental objections. The project utilizes a series of detached breakwaters to retain a recreational beach. The performance of the project after 10 years is evaluated.


Keywords: Concrete structures, Hydraulic model (two-dimensional), Structural stability, Submerged breakwater, U.S.S.R. (Odessa), Wave attenuation, Wave pressure, Wave setup

The use of submerged concrete breakwaters has become widespread in the Odessa region of the Black Sea coast. Investigations were made and results are presented on the wave suppression effect, wave pressures, wave setup, and maximum bed velocities to be used for design of these structures.

136. NIHON TETRAPOD CORPORATION, "Nihon No Uni To Riku" (Sea and Land of Japan), Tokyo, Japan, 1976.

Keywords: Armor units, Detached breakwater, Japan (Hamada, Nishikinohama-Kaizuka, and Shinmatsubara-Okagakicho), Segmented breakwater, Structural dimensions, Tetrapods

A company brochure with illustrations of coastal projects in Japan. Numerous color photos, maps, and figures are included. Several detached breakwater installations are presented.

Keywords: Beach fill, Compartmented breakwater, Illinois (Lincoln Park-Chicago), Structural dimensions, Wave attenuation

Unusually high Lake Michigan levels in 1929 caused erosion and destruction of parts of Outer Drive in Chicago as it passed through Lincoln Park. In 1930, a series of groins were constructed to protect this section of beach. They were ineffective because of a lack of littoral transport in this area. Submerged bulkheads were constructed in 1939 to retain a bathing beach fill. Their effectiveness is assessed.


Keywords: Detached breakwater, Segmented breakwater


Keywords: Accretion, Currents, Detached breakwater, Hydraulic model (three-dimensional), Japan (Seppu), Littoral transport, Movable bed, Sand trap

This paper describes an experimental attempt to prevent the rapid blocking of a harbor entrance caused by littoral transport in the summer period. This work was conducted at Seppu, a fishing harbor constructed on a sandy beach in Hokkaido, Japan. This investigation was originally sponsored by the Harbor Section of the Hokkaido Prefectural Office. One of the top priority objectives, at that time, was to determine the efficiency of two jetties constructed on the updrift side to counter the littoral transport. Detailed observations, including preliminary model experiments, were made from 1961 to 1963 on the general aspects (i.e., condition and phenomena) of the coast. Meteorological data were also compiled.

Based on the above, this paper suggests the utilization of natural forces, i.e., waves, offshore currents, etc., by constructing an offshore breakwater to curb the blockage of the harbor mouth.

140. PALA, F. and D'ARRIGO, A., Untitled report to SII-Q2 (Protection of Coasts Against the Sea, With or Without Preponderating Coastal Drift of Materials), XVth International Navigation Congress, Venice, 1931.

Keywords: Accretion, Detached breakwater, Italy (Posillipe and Salerno), Segmented breakwater
Italian uses of detached breakwaters for shore protection are discussed. Segmented structures at Salerno and a single detached breakwater at Posillipe have been effective. The growth of tombolos is apparent at both locations.


Keywords: Accretion, Aesthetics, Armor stability, Beach fill, California (Venice), Detached breakwater, Downdrift beaches, Littoral transport, Massachusetts (Winthrop Beach), Rubble mound, Segmented breakwater, Structural dimensions, Tombolo

The classification and identification of some existing offshore structures are presented as a means of comparison for various structures from the technical, environmental, and economic aspects. A bibliography follows each structure description.


Keywords: Accretion, Detached breakwater, Numerical model, Tombolo

A numerical model is developed which predicts beach planforms in the lee of a shore-parallel structure. Diffraction and refraction are included in the implicit finite-difference scheme. Three physical models and several dimensionless cases are presented.


Keywords: Submerged breakwaters, Wave attenuation

The mechanism of the damping action of a submerged breakwater and a critical evaluation of the various theoretical and experimental studies regarding submerged breakwaters are presented.


Keywords: Accretion, Downdrift beaches, India (Visakhapatnam), Littoral transport, Sand trap, Segmented breakwater, Ship hulls

This paper presents a study of the sand drift pattern along the east coast of India with particular reference to harbor structures and
the protection measures adopted to restore the waterways and adjoining beaches.


Keywords: Accretion, Armor stability, Armor units, Construction procedures, Downdrift beaches, Hydraulic model (two-dimensional), India (Visakhapatnam), Littoral transport, Rubble mound, Sand trap, Segmented breakwater, Ship hulls, Structural dimensions, Structure settlement, Tetrapods, Tribars, Wave pressure

The port of Visakhapatnam is protected from shoaling problems by an offshore breakwater that acts as a sand trap and forms a sheltered dredging basin. The breakwater is constructed of rubble armor over two sunken ship hulls. The heavy wave conditions have necessitated extensive rehabilitation efforts, the most recent of which was tested in a hydraulic model.


Keywords: Crenulate-shaped bay, Littoral transport, Numerical model, Wave diffraction, Wave refraction

Computer simulation models are developed to investigate the formation of a hooked-beach shoreline shape in the lee of a rocky headland. The modeling technique combines two one-dimensional cell systems aligned at right angles to each other so that beach erosion can proceed in two directions. In the hooked part of the beach, the shape of the refracted-diffracted wave front is an arbitrary function of the offshore wave approach angle. The results indicate that the shape of the hooked beach is dependent on the direction of wave approach, and the shape of the refracted-diffracted wave front.


Keywords: Accretion, Aesthetics, Brazil (Ceara), Concrete structures, Currents, Detached breakwater, Downdrift beaches, France (Anse des Huttes and Pointe de Grave), Littoral transport, Structural dimensions, Submerged breakwater, Wave attenuation
This paper specifically explains the principal causes of beach erosion and accretion and determines the principles which control these actions. Two examples are given, one in France and the other in Brazil, where works have been constructed that fully illustrate the principles enumerated, confirming the conclusion.

148. SAKURAMOTO, H., HORIKAWA, K., and SASAKI, T., "Prediction of Shoreline Changes Due to Coastal Structures," Proceedings of the 32d Annual Convention, Japan Society of Civil Engineers.


Keywords: Accretion, Currents, Detached breakwater, Downdrift beaches, Littoral transport, Numerical model, Tombolo, Wave diffraction

Two simulation models on nearshore environments were developed. The first model is for predicting shoreline deformation behind a detached breakwater placed parallel to the shoreline, and the second is for simulating currents in the nearshore zone under the influence of an arbitrary bottom topography. The former model was tested by laboratory experiments (Horikawa and Koizumi, 1974), and the latter was verified by field observations.


Keywords: Detached breakwater, Littoral transport, Numerical model, Tombolo, Wave diffraction

Several numerical treatments have been presented to predict shoreline changes under natural conditions such as at river deltas and around headlands, as well as the changes brought about by the erection of man-made structures such as groins, jetties, and breakwaters. However, few discussions concerning the validity of these models have been made except those based on laboratory data. This paper presents a verification of the shoreline simulation model of Sasaki (1975), using very precise field data regarding the shoreline and wave conditions, particularly those on wave direction. Satisfactory agreement is found for engineering purposes in predicting shoreline changes near a breakwater.

The article discusses experimental data for a harbor where offshore dikes and training levees are combined to counteract filling of the harbor entrance on a coast with longshore littoral transport. Included is an experimental study of the possibility of preventing filling of the harbor entrance through use of different harbor shapes.


Field observations and model experiments were conducted to clarify the characteristics of erosion in Toyama Bay, one of the most eroded coasts in Japan. Some countermeasures for preventing coastal erosion are offered.

The results from observations of longshore current by floats and of longshore drift by fluorescent tracers, topographic survey, sediment analysis, nearshore scour measurements, and model experiments (in both fixed and movable beds) are given. The characteristics of coastal erosion in Toyama Bay were found to be well associated with the irregular distributions of waves and longshore currents due to topographical complexities.


This paper is devoted to the study of phenomena connected with the evolution of sandbanks (littoral spits and tombolos). These formations are of interest to the engineer responsible for the construction of ports on sandy coasts.

An attempt was made to determine the influence on littoral drift of such factors as: wave characteristics, wave steepness, the inclination of the wave crests breaking on the beach, and the nature of the beach material. The formation of certain types of tombolos found in nature is also described.

Keywords: Accretion, California (Channel Islands), Detached breakwater, Downdrift beaches, Littoral transport, Sand trap

This paper discusses recent laboratory and field studies in the United States which are considered pertinent to development of a better understanding of the interaction of the beach and the littoral zones with and without manmade structures.


Keywords: Accretion, Detached breakwater, Hydraulic model (three-dimensional), India (Visakhapatnam), Littoral transport, Movable bed, Sand trap

The use of sand traps to contain littoral transport at several Indian ports is illustrated. The port of Visakhapatnam is served by a sunken ship detached breakwater which has acted as a sand trap. Expansion of the port facilities has required model testing and construction of a new detached breakwater and sand trap seaward of the original one.


Keywords: Accretion, Detached breakwater, Hydraulic model (three-dimensional), Littoral transport, Movable bed, Structural dimensions, Tombolo, Wave diffraction

This paper presents the results of an experiment to clarify shoreline changes caused by the construction of offshore breakwaters, the amount of sand deposits within the region sheltered by the breakwater, and sand movements on the beach as it deforms to an equilibrium profile. Initial profiles were made by the waves of steepness, \( \delta_0 = 0.0192 \) and \( \delta_0 = 0.0461 \), and then new equilibrium profiles were formed with waves of the same steepness with an offshore breakwater present.

Beach erosion is a serious problem on the Niigata Coast where the shoreline has receded more than 300 meters during the past 50 years. This tendency was accelerated after the completion of a floodway on the Shinano River which caused a considerable decrease of sediment supply to this coast. A submerged breakwater was constructed about 500 meters from the shoreline to protect the eroded coast. This paper discusses the effect of the breakwater on wave transmission and on the deposition of sand, using the results of field observations by the Office of Shinano River Works, Niigata Prefecture.


Failures of low breakwaters are often induced by washouts of the landward slopes by overtopping waves. A low breakwater at Nahariya, Israel, was damaged on numerous occasions and a successful treatment for the landward slope was not found until PVC-coated gabions were tried. The results have been promising. The use of gabions on the landward slope has been introduced into the design of a similar structure at Tel Baruch.


The determination of wave heights and patterns for waves diffracted by an infinitely long breakwater, or by a breakwater gap, has been based on the theoretical solution for optical diffraction. Correct results are obtainable at distances in the shadow zone many wavelengths from the breakwater, but within an area of three wavelengths the results are erroneous. Offshore breakwaters of limited length must be studied if their use in preventing beach erosion is to be successful. The main factor to be considered is the wave pattern close to the breakwater. Model tests for wave patterns with two different lengths of breakwater and waves of different steepnesses are described and results presented in a form suitable for application.

Keywords: Accretion, Artificial headlands, Crenulate-shaped bay, Hydraulic model (three-dimensional), Littoral transport, Movable bed, Tombolo

A sedimentary coastline with a predominant direction of swell tends to develop crenulate-shaped bays between adjacent headlands. This has been verified by model experiments described here. The use of artificial headlands would stabilize eroding shorelines by promoting growth of miniature crenulate-shaped bays, providing wide beaches to protect backshore areas.


Keywords: Artificial headlands, Crenulate-shaped bays, Hydraulic model (three-dimensional), Littoral transport, Movable bed

Ocean waves and their action on beaches are discussed with emphasis on the two classifications, storm and swell, and on the repetitive nature of their occurrence. Discussion of beach processes explains the importance of the persistent swell in sediment movement.

A model investigation is described in which waves from an oblique direction eroded a straight sedimentary coastline until a stable bay shape was formed about fixed headlands. A similar shape was seen to occur in nature as is observed, for example, on Admiralty Charts. The orientation of these bays was related to the direction of the predominant swell and hence of the net sediment movement along the coast. Sediment movement for the coastlines of the world was determined from the Admiralty Charts. The significance of such data for the design of maritime structures is discussed.


Keywords: Artificial headlands, Crenulate-shaped bay, Littoral transport, Sand tracer study, Wave refraction

Typical or standard beach profiles, if established for a given wave climate and sediment characteristic, could be useful for measuring stability. The balance of volumes in a storm and swell profile would permit the assessment of imminent beach degradation. The many formulas derived for littoral current and littoral drift need attention as also the many practical variables involved in their measurement. Greater cognizance should be taken of sediment transport offshore from the surf zone.
Coastal defense incorporates the results of sediment motion (erosion or accretion) along the shore. Although much of this activity is in the surf zone, the ultimate stability of the shoreline is determined by tendencies seaward of the zone. The effectiveness of groins depends on their location within bays formed between headlands. Such naturally formed bays indicate a beach control system by headland-type structures. The natural bypassing of sediment across harbor and river mouths might be achieved by promoting wave reflection. Short-crested waves could maintain the sediment in quasi-suspension during passage across the entrance channel. Seawalls and revetments constructed on sedimentary coasts only aggravate the erosion problem they are designed to mitigate, because of the influence of wave reflection. Hence, the influence of reflected waves in the near and offshore zone is of great importance. Causes of erosion should be determined before beach renourishment is undertaken on a large scale. All factors combine in an estuary to produce siltation.

Crenulate-shaped bays are prominent coastal features. If sediment supply is not available, an equilibrium shape is reached. The shape and orientation of the bays is a function of the persistent swell. The final shape is independent of scale and depends only on the wave approach angle.

A textbook of coastal engineering with an emphasis on the needs of the practicing design engineer. This volume concentrates on wave theory and wave-related subjects such as diffraction, refraction, etc.
A textbook on coastal engineering with an emphasis on the needs of the practicing design engineer. This volume deals mostly with shoreline processes, coastal defense, and hydraulic modeling.


Keywords: Crenulate-shaped bay, Recreation

From all aspects of surfing, a mildly sloped beach produces better waves than a steeply sloped beach. The extra demand for board riding in plunging breakers is for a reasonably slow-peeling rate, which requires an extreme approach angle of breaking waves to bed contours. The crenulate-shaped bay, either as a natural or manmade feature, can supply the variety of conditions demanded by the body or board surfer. Thus, stabilization and recreation might be served by the same headland approach.


Keywords: Artificial headlands, Beach fill, Crenulate-shaped bay, Sandbags, Singapore, Structural dimensions

An appeal is made for consideration of the use of artificial headlands to form crenulate bays which would stabilize an eroding coast. The headlands would protect a new beach fill and could be constructed of massive polyethylene sandbags.


Keywords: Accretion, Aesthetics, Artificial headlands, Crenulate-shaped bay, Design guidelines, Detached breakwater, Economic analysis, Environmental concerns, Littoral transport, Sandbags, Structural dimensions, Tombolo

Crenulate-shaped bays are ubiquitous and constitute the largest proportion of coastline length. The characteristics of stable bays (i.e., no littoral drift) are known and realistic encroachment limits can be defined. Allowances should be made for long-term changes in direction of persistent swell and annual attack from multidirectional storm waves. The exposure of a rock outcrop during an erosive sequence will create a new fixed point on the coast and hence a new system of bays.
An existing nonstable bay can be prevented from indenting to its equilibrium shape by the construction of one or more fixed points around its periphery. Research should be conducted to minimize the cost of headlands which might start as offshore breakwaters, even mobile units.


**Keywords:** Artificial headlands, Crenulate-shaped bay, Design guidelines, Gabions, Littoral transport, Recreation, Rubble mound, Sand tracer study, Singapore, Structural dimensions, Wave diffraction, Wave refraction

Crenulate-shaped bays are common on coastal margins of oceans, inland seas, or lakes where sedimentary beaches exist between headlands. They have a particular orientation to the swell or resultant wave energy vector, such that the straight tangent section is downcoast and the curved part upcoast. The latter is a logarithmic spiral at all stages of development of the bay. When fully stable, i.e., no littoral drift occurring, the constant of the logspiral equation has a specific relationship to the approach angle of the waves to the headland alinement. In this condition it is known that diffraction and refraction are involved when waves sculpture the curved beach in the lee of the upcoast headland. A further ratio to identify stable bays appears to be the ratio of indentation length to clearance between headlands. The application of crenulate-shaped bays to stabilization of a reclaimed shoreline suffering strong littoral drift on Singapore Island is described.


**Keywords:** Accretion, Aesthetics, Artificial headlands, Beach fill, Construction procedures, Crenulate-shaped bay, Design guidelines, Environmental concerns, Gabions, Littoral transport, Recreation, Rubble mound, Sandbags, Ship hulls, Singapore, Structural dimensions, Tombolo

The standard structures for shore protection, seawalls and groins, do not always perform as desired. They may fail to stop erosion of the beach. Seawalls are sometimes undermined and fail. The concept of "artificial headlands" appears generally to cost less and to perform better. The idea was suggested by observation of natural headlands and bays on the seacoasts of the world.

By considering separately the two terms of the Sommerfield solution of wave diffraction behind a semi-infinite breakwater, the influence of the wave reflection from the structure can be evaluated. The diffraction coefficient at any point can be obtained from a graph or table for full, partial, or no reflection by the addition of two coefficients. Wave heights were found to decrease consistently along the near-circular crests for all distances from the breakwater tip. For a workable range of incident angle and distance from the breakwater, wave heights could be defined by this arc distance from the shadow line expressed in wavelengths. These relationships have been verified experimentally for all but the smallest incident angle in proximity to the breakwater.

Several theoretical solutions for the breakwater gap are shown to be very similar, diverging only for small incident angles. New parameters are provided which greatly simplify the presentation of information. The scatter of past experimental data precludes the verification of this theory and indicates the need for further tests.


The use of a sill constructed parallel to the shoreline to assist in building and stabilizing a beach is not new; however, this type of structure has not been as accepted as groins, bulkheads, and seawalls. This paper discusses the dramatic success of one particular installation constructed of sandfilled nylon bags.


Keywords: Accretion, Detached breakwater


Keywords: Currents, Japan (Niigata), Littoral transport

An analysis of the results obtained for winter surveys during fiscal years 1956, 1957, and 1958 on the problem of erosion and washout of the Niigata coast is presented. The paper includes a description of the data, and the mechanism of erosion and washout on the west coast of Niigata, which was the main objective of the survey.


Keywords: Detached breakwater, Sri Lanka

Coastal retreat due to erosion by the sea is experienced along several segments of Sri Lanka's coastline. This report discusses the erosion experienced on a section of the southwest coast, between Colombo and Dondra Head. Here, dense human inhabitance compounds the gravity of the problem as settlements, cultivable land, public installations, and scenic tourist beaches are threatened by the sea.


Keywords: Hydraulic model (three-dimensional), Segmented breakwater, Wave diffraction


Keywords: Hexaleg blocks, Japan (Toyama Bay), Segmented breakwater, Tombolo
A series of studies were conducted from 1968 to 1971 on the process of erosion and the variation of function of coastal structures on the coast of Toyama Bay. An analysis of the coastline changes which have occurred during the past 10 years is made by comparing the shoreline plan (scale: 1/5,000) drawn in 1957 with the plan made during the past 3 years (1968-1971). The analysis revealed that the coastline on the east coast, in particular, had receded by 50.0 to 70.0 meters. Research was conducted to determine if there was a connection between the recession and the location of rivers. Most of the recession occurred at the mouth of rivers. Because of steep slopes at the mouth, most rivers flow rapidly into the bay.

Based on the results of studies about the secular change of coastal structures, types of shorelines and shore protection structures were classified.


Keywords: Submerged breakwater, Wave transmission


Keywords: Accretion, Compartmented breakwater, Environmental concerns, Israel (Achziv and Bat-Yam), Littoral transport, Recreation, Structural dimensions, Submerged breakwater, Wave attenuation

This paper presents a method for beach design which provides both coastal protection for the beach and protection for the bathing public. Reasons are given as to why the open sea foreshores are, in many cases, unsuitable for recreation.

The method uses an enclosed submerged breakwater coupled with short groins to provide a bathing beach with a safe swimming area and a controlled sand plaza. Economical in execution and maintenance, the method can be used for sandy or rocky coasts.


Wave motion through a permeable coastal structure such as a rip-rap dike or a permeable breakwater is subject to resistance. If the flow in a permeable structure is laminar, it is treated by considering linear resistance. Such treatment is effective in the analysis of the fluctuations of coastal ground water caused by the ebb and flow of tides, and has produced satisfactory results in field tests for permeability measurement.

If the flow is turbulent due to short-period waves such as wind waves, the resistance is a function of Reynolds number. The analysis of such a flow can be made by approximating the nonlinear resistance term with a linear relationship. A typical example of nonlinear resistance, the wave motion in a vertical riprap dike, was adopted and a theoretical study was made on the ratios of wave transmission and reflection due to the structure. Experiments were also conducted to determine transmission and reflection characteristics of a riprap dike constructed in a wave channel. The results of these experiments show a good fit between experimental and theoretical values.


Wave overtopping of breakwaters has been investigated experimentally to obtain data to be used in the design of the height of these structures. Various models of breakwaters were set on a beach with a slope of 1:30, and the volume of wave overtopping was measured. Wave overtopping on vertical walls was studied in detail; the effects of the front slope, parapet wall, and wind were determined by comparisons with the results of the vertical wall tests.

The relationship between wave runup and wave overtopping was investigated, and a method of estimating wave overtopping was established. The overtopping volume of the existing structure was calculated by this method. It was found that wave absorbers should be placed seaward of structures when the volume of wave overtopping is large.

One of the features of a recent Monaco Government modernization scheme was an artificial beach in Larvotto Bay at Monte Carlo, which was to offer first-class bathing and amenities matching the very high standard of urban development planned for the area. Most of the Monaco coast is rocky and very steep, and the only places with a gradual slope down to the sea were a few very inferior beaches the waves had formed with widely varied materials from local builders' rubble dumps.


Keywords: Accretion, Detached breakwater, Foundation design, Segmented breakwater


Keywords: Foundation design, Segmented breakwater


Keywords: Detached breakwater, Japan, Segmented breakwater


Keywords: Accretion, Akmon armor units, Composite structure, Concrete structures, Continuous breakwater, Design guidelines, Detached breakwater, Downdrift beaches, Environmental concerns, Foundation design, Hexaleg blocks, Hollow tetrahedron, Hydraulic model (three-dimensional), Japan (Aomori, Atsumi, Ishizaki, Kaizaka, Kanzaki, Kinechiyo, Maizuru, Maji, Niigata, Niishiki Beach, Onejime, and Zenigamezawa), Littoral transport, Local scour, Movable bed, Rubble mound, Segmented breakwater, Structural dimensions, Structure settlement, Submerged breakwater, Tetrapods, Tombolo, Wave attenuation, Wave diffraction, Wave setup, Wave transmission

The chapter gives a comprehensive look at beach erosion, its causes and possible countermeasures, and examines in detail the use of detached breakwaters. Topics discussed include wave attenuation effects and sand-trapping mechanisms of these structures. The dimensions and effectiveness of the existing detached breakwaters in Japan are listed in tabular form. Design guidelines are given and case histories are described.

*Keywords:* Accretion, Armor units, Design guidelines, Detached breakwater, Environmental concerns, Hexaleg blocks, Japan (Ishizaki and Niigata), Littoral transport, Segmented breakwater, Structural dimensions, Tombolo

As a countermeasure against beach erosion, a serious problem in Japan, many preventive works, such as seawalls and groins, have been constructed during the past 20 or more years. However, seawalls and groins are not always effective in preventing beach erosion; in some cases they accelerate erosion.

Based on the above, detached breakwater systems were tried as a measure against beach erosion for the last 8 years. The purpose was to develop sand deposition behind the structures. Several experimental works were carried out and most of the tests were successful. The design method of this system was based on the results of field investigations conducted for more than 8 years.


(b) TOYOSHIMA, O., "Countermeasure Against the Beach Erosion on the Kaike Coast," *Civil Engineering in Japan*, Japan Society of Civil Engineers, Vol. 15, 1976, pp. 26-37.

*Keywords:* Accretion, Detached breakwater, Japan (Ishizaki and Kaike), Littoral transport, Segmented breakwater, Structural dimensions, Tombolo, Wave attenuation

The coastlines of the Japanese Island predominantly face the open sea and are subject to attack by severe wave action. Beach erosion has increased since the 1950's due to decreased sediment supply from rivers and from interference with longshore sediment transport by manmade structures.

The shoreline at Kaike has receded about 200 meters since about 1920. Attempts to stabilize the beach using groins and seawalls was largely unsuccessful during the period from 1947 to 1971. In September 1971, the first of a series of segmented, detached breakwaters was constructed. These have caused the accretion of sediment and several tombolos have formed. The article describes the development of the Kaike project and presents results of field surveys.

Severe beach erosion along the Lake Michigan shores at Chicago, Illinois, was counteracted through the use of a submerged sill. The timber structure had a crest elevation 3 feet below normal water level and it successfully retained a beach fill.


This memorandum details the design of a beach fill at Lorain, Ohio. The best alternative solution to stabilize the fill involved the construction of a three-segment, detached breakwater. The structures are situated in accordance with a diffraction analysis discussed in this report. Other design values are also determined.


An investigation of the causes and possible solutions of beach erosion problems in the San Juan area is discussed. A detached breakwater for shore protection at the La Concha Hotel, San Juan, is mentioned.


A brief history is given of the erosion problems at Haleiwa Beach which led to the construction of a detached breakwater in 1965.


A brief history is given of the offshore breakwater used for shore protection at Haleiwa Beach, Hawaii.

Keywords: Accretion, Currents, Detached breakwater, Downdrift beaches, Florida (Broward County Beach), Hydraulic model (three-dimensional), Littoral transport, Segmented breakwater, Submerged breakwater, Wave overtopping, Wave setup

Model tests to determine the quantity of littoral drift for various crest elevations of an offshore breakwater at the Broward County Beach were conducted. Wave heights on the lee side of the breakwater were measured by theoretical and empirical methods, and the capacity of sand transport for each breakwater height was determined. Four specific cases were tested in detail: sand transport capacity without a breakwater (i.e., the existing conditions) and sand transport with breakwater crest elevations of +2, -2, and ±2 feet above MSL. The range of wave heights and water levels in the model tests covered the corresponding parameters in nature.


Keywords: Bibliography, Detached breakwater

A bibliography with abstracts.


Keywords: Accretion, Armor stability, Beach fill, Detached breakwater, Hydraulic model (two-dimensional), Israel (Tel-Aviv), Local scour, Movable bed, Rubble mound, Sediment sizes, Submerged breakwater, Wave setup

Model studies of a seawall structure and of low and submerged breakwaters were carried out in the Hydraulics Laboratory of the Technion for Hasmareng, Joint Consulting Engineers, for Manshiah Shore Development, Tel-Aviv, on behalf of Achuzot Hachof Company Ltd. The object of the studies was to determine experimentally the suitability of the various shore protection structures proposed by Hasmareng engineers, as a part of the feasibility study carried out by them for Achuzot Hachof Company, and to recommend improvements.

If a submerged dam or raised area on the seabed is built, shaped in plan like a prism, a wave traveling across it will undergo two deviations: one when entering the prism and one when leaving it, just as with a light ray passing through a prism of glass. In a similar way submerged dams could be built having a plan the shape of a lens, thereby affecting the wave orthogonals as glass lenses affect light rays.


An outline is given for a method of estimating (without a claim of accuracy) approximate limits for accumulations which may form behind a detached solid work, before a stable equilibrium is established, provided the movement of material is due only to wave action. Such an estimate will be necessary for forming an opinion of how far out from the shore a given structure should be placed to ensure against its becoming land-connected in time.


Laboratory tests for determining the height of reformed waves after breaking on gentle slopes belonging to submerged obstacles are described. The measured values of the ratio of the breaking depth to breaking wave height are presented and compared with values already published. The results tend to confirm the mathematical theories which consider solitary waves to be the limiting case of an oscillatory wave.

204. VERGARA, M.A., and CORNEJO, J., "Tombolo Formation Controlling Littoral Drift," Coastal Sediments '77, Fourth Annual Symposium of the Waterways, Port, Coastal and Ocean Division, American Society of Civil Engineers, Nov. 1977 (not published in proceedings).

For controlling littoral drift, the location of a structure near the shore which causes tombolo formation, is more effective than other systems more frequently used. An experimental study carried out in a physical sedimentological model, using bakelite, was developed to find
tombolo formation limits; as well as accumulation percentages in total or partial tombolo formation. Most of the parameters prevailing in tombolo formation were varied—the length of the obstacle, the gap between the beach and the obstacle, the angle formed between the long axis of the structure and the incident wave, the wave height and its period.

Several observations on the nature of shoreline movement near three old sunken ships on the coast of Salina Cruz, Oaxaca, Mexico, were compared with the experimental results; these showed great similarity. Comparative tests with groins and tombolos were made in the same model to define the order of effectiveness.


Keywords: Crenulate-shaped bay, Hydraulic model (three-dimensional), Littoral transport, Movable bed, Wave diffraction, Wave refraction

If a straight sedimentary coastline with headlands suffers persistent waves from an oblique direction and no replenishment is provided for material removed downcoast, it will assume a crenulate shape which becomes progressively more indented. Finally, a shape is reached which is in equilibrium with the waves. The development of such equilibrium-shaped bays was studied by means of a model in which wave direction and wave periods were the sole variables. Thus, the wave height, water depth, beach height, and sedimentary material were the same throughout.

The shape of the bay at various stages from straight line to fully stable was measured after various wave durations. It was found that the major curved part of the waterline was a logarithmic spiral, the constant of which varied throughout. A consistent pattern was observed for this constant for the three wave approach angles of 30°, 45°, and 60°, and the three wave periods of 0.6, 1.0, and 1.4 seconds.


Keywords: Detached breakwater, Italy (Corroglio), Segmented breakwater, Tombolo

This report discusses general considerations in the selection and the construction of protective works on an open shore to prevent erosion of alluvial beaches. The conditions that exist on the Venetian coastline are discussed, taking into account the various protective works used to protect the lagoons that lie behind the beaches. The causes of beach erosion in Venetia are briefly recounted, as well as the localities where such erosion is most marked. Other Italian beaches are also reviewed.

**Keywords:** Detached breakwater, Wave diffraction

The technique presented here provides a significant extension of the range of diffraction problems that can be solved by the use of a Fourier transform; e.g., the problem of diffraction of sea waves by an insular breakwater is treated. Approximate expressions, taking into account the interaction between the edges, are derived. Some numerical results are also presented in which the interaction solution significantly improves the noninteraction approximation.


**Keywords:** Armor stability, Armor units, Design guidelines, Hydraulic model (two-dimensional), Local scour, Rubble mound, Wave overtopping

This paper summarizes factors governing the stability of low-crest breakwaters subjected to overtopping waves. Both model experiments and prototype experience indicate that the backslope armor units of such breakwaters may be more susceptible to damage than those on the seaward slope. It is often desirable to lower the crest elevation to reduce the first cost where partial protection from the incident waves is required. Such applications occur in water intakes for powerplants, small-craft harbor entrance channels, beach protection projects, and hard-surfaced offshore fills.


**Keywords:** Crenulate-shaped bay

Logarithmic spiral curves approximate equilibrium shoreline shapes for areas of Florida's coast which are sheltered by natural reefs and capes. However, the log spiral curve lacks physical justification for describing the phenomena of an equilibrium coast. A model is postulated for an equilibrium coast which uses a continuous wave height energy distribution from visual ship wave observations to predict the stable, sheltered shoreline and is found to provide shoreline shapes similar to the logarithmic spiral shape for sheltered coasts in Florida. The method
can also be used in the design of coastal structures for prediction of erosion-accretion zones in stable areas.


**Keywords:** Accretion, Detached breakwater, Downdrift beaches, India (Visakhapatnam), Littoral transport, Sand trap, Ship hulls

Numerous coastal projects were inspected in October and November 1963, as a technical service to the Government of India. Visakhapatnam harbor was visited on 20-21 September. An account is given of the history of the harbor and its maintenance operations. Special emphasis is given to the detached breakwater sand trap.


**Keywords:** California (Channel Islands and Venice), Detached breakwater, Illinois (Chicago), Littoral transport, Massachusetts (Winthrop Beach), Sand trap, Segmented breakwater, Submerged breakwater

A summary of techniques used in the United States for controlling littoral drift to stabilize beaches, dunes, and entrances to harbors and estuaries is presented. The use of detached breakwaters for shore stabilization and as sand traps for harbor entrances is discussed briefly.


**Keywords:** Compartmented breakwater, Concrete structures, Foundation design, Japan (Niigata)


**Keywords:** Crenulate-shaped bay, Littoral transport, Sediment sizes, Wave diffraction, Wave refraction

A headland-bay beach is defined as a beach lying in the lee of a headland subjected to a predominant direction of wave attack. Such
beaches characteristically have a seaward-concave plan shape resulting from erosion caused by refraction, diffraction, and reflection of waves into the shadow zone behind the headland. Increasing radius of plan curvature with distance from the headland suggested testing the logarithmic spiral, \( r = e^{\theta/a} \), as an approximation to the shape of headland-bay beaches. Four natural beaches were selected for testing goodness of fit to the log-spiral approximation: Spiral Beach, Sandy Hook, New Jersey; Halfmoon Bay Beach, California; and Drakes Beach and Limantour Spit Beach lying along the Drakes Bay shoreline to the north of San Francisco, California. Results range from excellent to good with the best fit being the Spiral Beach curvature for which the mean squared error in length of the log-spiral radius vector is only 0.82 foot squared.


**Keywords:** Artificial headlands, Crenulate-shaped bay, Detached breakwater, Littoral transport, Ship hulls, Tombolo, Wave diffraction, Wave refraction

A discussion of the processes involved in the growth of tombolos behind natural or manmade offshore structures.


**Keywords:** Hydraulic model (three-dimensional), Movable bed, Sand mound, Sand tracer study, Sediment sizes, South Africa (Durban), Submerged breakwater

The construction of an underwater mound of sand for the protection and improvement of Durban's beaches has been recommended on the basis of intensive investigations. These investigations included prototype measurements of beach changes as related to recorded sea conditions, basic scaling tests in which these beach changes were reproduced to scale in movable-bed models, and tests of the proposed underwater mound in models, using different scales in order to eliminate possible scale effects.

IV. SUBJECT HEADING INDEX

Accretion:

Aesthetics
  32, 141, 147, 170, 172

Akmon armor unit
  190

Armor stability
  9, 15, 41, 43, 44, 67, 68, 125, 127, 134, 141, 145, 159, 194,
  200, 209

Armor units
  68, 85, 136, 145, 158, 190, 191, 209

Artificial headlands
  27, 28, 69, 106, 122, 161, 162, 163, 164, 165, 167, 169, 170, 171,
  172, 216

Beach fill
  9, 26, 28, 29, 32, 76, 86, 89, 105, 114, 124, 134, 137, 141,
  164, 167, 169, 172, 186, 193, 194, 196, 197, 200

Bibliography
  51, 52, 199

Bolsacreto ® concrete bag
  30

Compartmented breakwater
  33, 40, 44, 45, 48, 71, 72, 76, 100, 105, 122, 127, 131, 137,
  158, 174, 182, 186, 214

Composite structures
  5, 85, 159, 190

Concrete blocks
  68

Concrete structures
  5, 72, 76, 85, 86, 104, 114, 118, 135, 147, 185, 190, 214

Construction procedures
  24, 28, 68, 127, 145, 159, 172, 174, 193, 194

Continuous breakwater
  33, 100, 114, 131, 190

Crenulate-shaped bay
  27, 28, 69, 107, 110, 122, 126, 146, 161, 162, 163, 164, 165, 167,
  168, 169, 170, 171, 172, 205, 210, 215, 216
Hydraulic model (three-dimensional)
1, 2, 11, 16, 18, 26, 31, 33, 34, 42, 45, 47, 69, 80, 93, 98, 105, 109, 131, 132, 139, 152, 153, 154, 156, 157, 160, 161, 162, 165, 167, 173, 179, 190, 198, 204, 205, 217

Impermeable breakwater
35

Littoral transport

Local scour
43, 44, 63, 68, 70, 72, 73, 79, 84, 85, 100, 104, 158, 159, 190, 200, 209

Movable bed
2, 11, 18, 26, 31, 42, 45, 69, 72, 75, 79, 80, 98, 105, 131, 139, 152, 153, 154, 156, 157, 161, 162, 165, 167, 190, 200, 204, 205, 217

Numerical model
69, 107, 109, 111, 112, 142, 146, 149, 151

Offshore island
10, 11, 12, 109, 115, 124, 202

Perched beach
26

Permeable breakwater
35, 83, 85, 100, 104, 175, 184

Pile arrays
63, 64, 166

Recreation
32, 44, 45, 168, 171, 172, 182, 194

Rubble mound
5, 6, 7, 9, 15, 23, 26, 28, 43, 44, 67, 68, 85, 100, 125, 127, 134, 141, 145, 158, 159, 171, 172, 190, 194, 200, 209

74
Sand mound
217

Sand tracer study
27, 81, 153, 163, 165, 171, 217

Sand trap
21, 22, 25, 123, 132, 139, 144, 145, 155, 156, 211, 212

Sandbags
169, 170, 172, 174

Sediment gradations
22, 27, 65, 88, 153, 194

Sediment sizes
27, 28, 49, 58, 105, 200, 202, 215, 217

Segmented breakwater

Ship hulls
68, 80, 89, 123, 144, 145, 172, 204, 211, 216

Shipwrecks
3, 4, 46, 88, 110

Steel-sheet piling
7, 55, 193

Structural dimensions
6, 8, 9, 15, 20, 23, 28, 33, 44, 45, 58, 59, 67, 68, 76, 77, 82, 85, 87, 88, 89, 91, 96, 98, 100, 104, 105, 114, 121, 123, 127, 134, 136, 137, 141, 145, 147, 157, 159, 169, 170, 171, 172, 182, 186, 190, 191, 192, 193, 194

Structural stability
41, 104, 114, 125, 135, 194

Structure settlement
70, 72, 85, 86, 100, 104, 123, 145, 158, 190

Submerged breakwater
7, 18, 26, 32, 33, 34, 35, 36, 40, 55, 56, 70, 71, 72, 73, 76, 78, 85, 86, 89, 97, 99, 100, 102, 104, 105, 114, 116, 118, 125, 129, 133, 135, 143, 147, 158, 166, 181, 182, 186, 190, 193, 198, 200, 203, 212, 217
Tetrapods
68, 72, 100, 136, 145, 190

Timber bulkhead
55, 193

Tombolo
1, 2, 3, 4, 10, 13, 23, 29, 31, 42, 45, 46, 59, 82, 85, 103, 105, 109, 110, 111, 112, 113, 121, 131, 132, 141, 142, 149, 151, 152, 154, 157, 160, 161, 170, 172, 180, 190, 191, 192, 204, 206, 216

Tri bars
68, 145

Vertical breakwater
73, 84, 184, 185

Wave attenuation
5, 6, 15, 18, 23, 24, 34, 55, 58, 64, 78, 79, 83, 85, 86, 97, 99, 100, 102, 105, 108, 109, 114, 127, 129, 131, 133, 135, 137, 143, 147, 152, 158, 159, 160, 174, 182, 186, 190, 192, 193, 194, 201, 203

Wave diffraction

Wave overtopping
43, 68, 72, 85, 100, 125, 134, 159, 185, 194, 198, 209

Wave pressure
104, 114, 135, 145

Wave reflection
35, 43, 47, 63, 64, 97, 99, 100, 116, 164, 166, 167, 173, 184

Wave refraction
2, 58, 69, 106, 109, 111, 112, 146, 163, 164, 165, 166, 171, 194, 201, 205, 215, 216

Wave setup
36, 79, 100, 114, 115, 116, 135, 190, 198, 200

Wave transmission
5, 34, 35, 43, 63, 64, 72, 78, 79, 83, 85, 86, 97, 99, 100, 102, 116, 129, 133, 158, 166, 181, 184, 190, 194

76
V. LOCATION INDEX

Australia
Kirra Beach-Queensland: 43

Brazil
Ceara: 24, 95, 147

California: 110
Channel Islands: 21, 22, 25, 67, 95, 96, 155, 212
Imperial Beach: 33, 125
Newport Beach: 66
Santa Monica: 4, 8, 26, 38, 49, 58, 77, 81, 85, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 110
Venice: 8, 82, 87, 88, 89, 91, 108, 141, 212

Canada
High Park-Toronto: 19

Cyprus
Kiti Beach: 29
Larnaca: 29

Denmark
Arnager: 202
Hundested: 202
Snogebaek: 202

Florida
Broward County Beach: 198
Palm Beach: 55, 56
Singer Island: 174

France
Anse des Huttes: 15, 48, 127, 147
Arros: 48, 127
Beaulieu: 105
La Bocca: 105
La Bravette: 105
Carnon: 105
La Croisette: 105
Ete: 105
Golfe Juan: 105
Grau du Roi: 105
La Gravette: 105
Mourillon Beach-Toulon: 17, 40, 105
Pen Bron: 105
Pointe de Grave: 15, 48, 105, 127, 147
Port Canto: 105
Prado Beach-Marseilles: 105
La Rague: 105
Sablettes-Menton: 105
Hawaii
   Ala Wai Peninsula: 134
   Haleiwa Beach: 9, 196, 197
   Kaimu Beach: 32
   Magic Island: 134
   Waikiki: 55, 56, 76, 134

Illinois
   Chicago: 7, 212
   Lincoln Park-Chicago: 55, 56, 137, 193

India
   Cochin: 20
   Visakhapatnam: 68, 80, 123, 144, 145, 156, 211
   Vypeen: 20

Israel: 37
   Achziv: 182
   Bat-Yam: 182
   Caesarea: 29
   Carmel Beach: 29
   Manshiah-Tel-Aviv: 29
   Nahariya: 29, 44, 159
   Netanya: 29
   Tel Baruch-Tel-Aviv: 45, 159
   Tel-Aviv: 200

Italy: 12, 124, 206
   Amelia: 124
   Bagnoli: 23
   Ceriale: 10, 124
   Chiavari: 113, 127
   Corroglio: 206
   Imperia: 124
   Lido of Rome: 23
   Ligure: 10, 124
   Loano: 10, 13, 14, 23, 85, 124
   Ostia: 23
   Porto S. Giorgio: 10
   Posillipe: 85, 140
   Salerno: 113, 140
   Sanremo: 10
   Taggia: 14
   Vecchio: 14
   Viserba: 10

Japan: 189
   Aomori: 190
   Atsumi: 190
   Fuya: 59
   Hakahama: 59
   Hamada: 136
   Ishiji: 59
   Ishizaki: 190, 191, 192
   Iwafune: 59

78
Japan--Continued
Kaike: 71, 192
Kaizaka: 190
Kanzaki: 190
Kineichiyo: 190
Kitaebisu: 59
Maizuru: 190
Maji: 190
Miyazu: 2
Nakahama: 59
Neya: 59
Niigata: 71, 72, 86, 100, 104, 177, 190, 191, 214
Niishiki Beach: 190
Nishikihama: 86
Nishikinohama-Kaizuka: 136
Onejime: 190
Seppu: 132, 139
Shinmatsubara-Okagakicho: 136
Toban: 71
Toyama Bay: 153, 180
Zenigamezawa: 190

Massachusetts
Dennis Shore: 53
Vineyard Haven: 53
Winthrop Beach: 6, 53, 54, 65, 77, 121, 141, 212

Mexico
Salina Cruz: 204

Monaco
Larvotto Beach-Monte Carlo: 105, 186

Morocco
Agadir: 105

New Jersey
Asbury Park: 46
Sandy Hook: 3

Nicaragua
Paso de Caballos: 30

Ohio
Lakeview Park-Lorain: 194

Puerto Rico
San Juan: 195

Singapore: 27, 28, 169, 171, 172

South Africa
Durban: 98, 217
Sri Lanka: 178

U.S.S.R.
Crimea: 114,
Odessa: 114, 135
Lesnik, John R.


This annotated bibliography is presented to assist in the development of reliable design procedures for detached breakwaters. The references deal with topics which can be usefully applied to the design problem although many are not limited solely to the subject of detached breakwaters. Papers on wave diffraction, reflection, transmission, and overtopping are also included.
