

# MAINE STATE LEGISLATURE

The following document is provided by the  
**LAW AND LEGISLATIVE DIGITAL LIBRARY**  
at the Maine State Law and Legislative Reference Library  
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied  
(searchable text may contain some errors and/or omissions)

---

---

# SEVENTY-FOURTH LEGISLATURE

---

---

HOUSE.

207

---

---

## STATE OF MAINE.

---

IN THE YEAR OF OUR LORD ONE THOUSAND NINE  
HUNDRED AND NINE.

---

AN ACT establishing rules and regulations for Portland Harbor.

---

*Be it enacted by the People of the State of Maine, as follows:*

Section 1. No owner, master, pilot or other person having  
2 charge of any vessel, and no owner, master, pilot or other  
3 person having charge of any vessel towing or otherwise con-  
4 ducting another vessel to anchorage in the harbor and bay of  
5 Portland, shall place such vessel in anchorage in said harbor  
6 and bay in any anchorage ground other than that hereinafter  
7 described, and all persons shall conform to the following  
8 rules and regulations:

Sect. 2. Vessels not exceeding five hundred tons burden  
2 may be anchored on the southerly side of the line ranging

3 with the white buoy off the breakwater, and a white buoy on  
4 a westerly course, thence on a line ranging with said white  
5 buoy and the southeasterly end of the draw of Portland  
6 bridge, but not west of a line drawn from the northerly end  
7 of the slip of the Portland and South Portland Ferry, Port-  
8 land, to the northerly end of said Ferry Company's wharf at  
9 South Portland.

Vessels of larger tonnage may also be anchored on the  
11 above described grounds provided the anchorage grounds  
12 designated for such vessels shall be crowded, but not so  
13 as to obstruct the free entrance or egress of regular lines  
14 of steamers to or from their docks on the northerly side of  
15 the harbor.

Sect. 3. Vessels not exceeding one hundred and fifty tons  
2 may anchor to the westward of above lines drawn from  
3 northerly end of the ferry wharves and south of line ranging  
4 from the white buoy above mentioned with southeasterly end  
5 of draw of Portland bridge.

Sect. 4. Vessels exceeding five hundred tons shall be an-  
2 chored easterly of a line drawn from the southeasterly end of  
3 the Portland Company's wharf as now built and the westerly  
4 end of the Bay View Wharf at Peaks Island. This line shall  
5 be marked by three white buoys.

Sect. 5. Vessels anchoring within above described limits  
2 must anchor entirely within said boundaries so that no por-  
3 tion of the hull, spars or booms shall extend beyond said  
4 boundaries after veering chain or when riding to the tide.  
5 No vessel shall anchor within one hundred and twenty-five

6 yards of a line connecting Fort Preble and Fort Gorges or  
7 within an area where Fort Gorges bears northeast to north  
8 by east  $\frac{3}{8}$  East.

Sect. 6. Permits may be granted by the Harbor Master to  
2 wrecking plants to anchor outside of the above limits for the  
3 purpose of recovering sunken property subject to his super-  
4 vision. Such plants must comply with all the navigation  
5 laws in regard to lights, for signals and other requirements,  
6 and must move in ample season to give safe and clear passage  
7 to arriving and departing regular lines of steamers.

Sect. 7. Vessels may be anchored south of a line ranging  
2 with the Spring Point Lighthouse and the white buoy off the  
3 breakwater; provided they do not endanger the United States  
4 Army cable connecting Fort Preble with Fort Gorges.

Sect. 8. All vessels at anchor in the harbor shall display a  
2 distinct white light forward not less than six feet above the  
3 forecastle deck during the night. All vessels at anchor shall  
4 keep their foresails and jibs furled during the night. An-  
5 chor watch shall be kept and fog signals sounded in fogs or  
6 thick weather.

Sect. 9. Vessels ordered to quarantine shall be anchored  
2 on the northeasterly side of a line ranging with the United  
3 States Marine Hospital and Fort Gorges, which anchorage  
4 shall be designated as the "Quarantine Anchorage."

Sect. 10. All steamers passing up and down the harbor,  
2 near the ends of the wharves, shall run at a slow rate of  
3 speed.

Sect. 11. Vessels lying across the end of a wharf and  
2 projecting over to obstruct free passage to adjoining  
3 wharves or docks must move when necessary, to allow such  
4 free passage to such docks. All vessels lying across ends or  
5 at sides of wharves must have their anchors at cathead or  
6 hawse pipes and booms hauled in and boats at davits hauled  
7 inboard.

Sect. 12. Vessels lying at the side of wharves, so as to  
2 obstruct the passage to adjoining wharves, or to the same  
3 wharf, must move when necessary to accommodate other ves-  
4 sels entering or leaving the docks.

Sect. 13. Light vessels lying alongside of a wharf and  
2 not taking in or discharging cargo, must make way for, and  
3 permit other vessels that want to load or unload cargo, to  
4 come inside next to the wharf.

Sect. 14. No warp or line shall be passed across a channel  
2 or dock so as to obstruct vessels passing along same.

Sect. 15. If any vessel occupying a berth at any wharf,  
2 either with or without the consent of the wharfinger or own-  
3 er thereof, shall fail to vacate such berth upon notice from  
4 such wharfinger or his agent, to the master or those having  
5 such vessel in charge for the time being, in a reasonable time,  
6 to be adjudged by the harbor master, the harbor master shall  
7 then cause such vessel to be moved to some other berth, or  
8 proper anchorage at the risk of owners of the vessel, the  
9 expense thereof to be paid by the owners of said vessel.

Sect. 16. No vessel shall make fast or lie to the end or

2 side of any wharf where such action shall interfere with the  
3 free access to or departure from an adjourning dock of any  
4 regular line of steamers or ferry boat, when notice forbid-  
5 ding such making fast or lying moored shall have been given  
6 by signs or other displayed notice.

Sect. 17. No vessel shall be anchored in Portland Harbor  
2 so as to obstruct the free passage of the regular lines of  
3 steamers running to and from this port, the island steamers,  
4 the ferry boats or the entrance to the Marine Railway.

Sect. 18. Ashes, dirt, stones, gravel, mud, ballast, logs,  
2 planks or any other substance tending to obstruct the naviga-  
3 tion or shoal the depth of the harbor or pollute the waters,  
4 shall not be thrown into the harbor or swept from any  
5 wharves projecting thereon, under a penalty of fifty dollars  
6 for every such offence.

Sect. 19. The Harbor Master shall have the authority to  
2 direct the moving of any vessel at anchor in the harbor or  
3 moored at any wharf or dock in a violation of above rules  
4 and such vessel shall be moved at the risk and expense of the  
5 owner of said vessel.

Sect. 20. Whoever violates any of the provisions of this  
2 act or refuses to obey the lawful orders of the Harbor Mas-  
3 ter or resists him in the execution of his duties, shall be  
4 punished by a fine of not less than twenty dollars, or by im-  
5 prisonment, or both.

Sect. 21. The three buoys defining the anchorage in the  
2 lower harbor are on a line drawn from the Portland Com-

3 pany's wharf in Portland to Bay View Wharf, Peaks Island.  
4 The most easterly buoy "A" lies three hundred yards north-  
5 westerly of House Island; the next buoy "B" lies eight hun-  
6 dred and seventy-five yards west-north-west from "A"; buoy  
7 "C" lies twelve hundred and fifty yards west-north-west from  
8 "B" and is seven hundred yards northeast five sixteenths  
9 east from Portland Breakwater Lighthouse. The three  
10 buoys defining the anchorage in the upper harbor are on a  
11 line drawn southwest by west one-half west through the  
12 draw pier of Portland bridge. The upper one of these buoys,  
13 "F," lies on this latter line at a distance of nine hundred and  
14 fifty yards northeast by east one-half east from the draw  
15 pier above named; the next buoy, "E," lies on the same line  
16 six hundred yards from buoy "F;" the third buoy, "D," lies  
17 on the same line six hundred yards from buoy "E."

\*



STATE OF MAINE.

---

HOUSE OF REPRESENTATIVES,

Augusta, Feb. 16, 1909.

Tabled pending reference to a committee by Mr. ROUNDS  
of Portland and ordered printed.

E. M. THOMPSON, *Clerk.*