

MAINE STATE LEGISLATURE

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Public Documents of Maine:

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEAR

1875.

VOLUME II.

AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1875.

ANNUAL REPORT

OF THE

INSPECTORS OF STEAMBOATS,

OF THE

STATE OF MAINE.

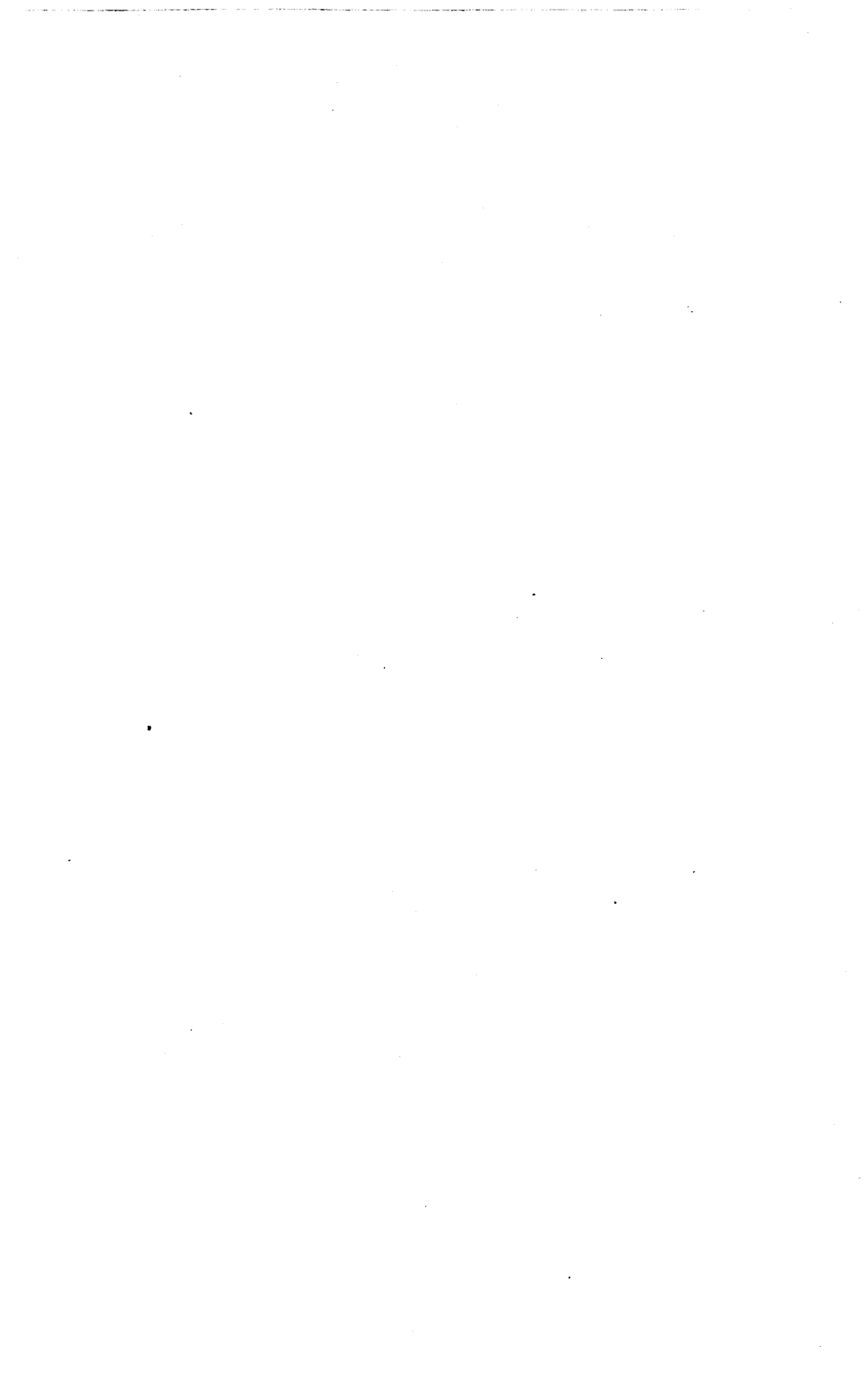
1874.



AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1875.



REPORT.

To his Excellency NELSON DINGLEY, JR.,
Governor of the State of Maine,
and the Executive Council:

GENTLEMEN :—The undersigned, State Inspectors of Steam Vessels, beg leave to submit their first annual report.

There have been eight steamers inspected and nine engineers examined and licensed. All of these vessels were unprovided with the necessary appliances for the safety of the lives of their passengers in case of fire or other disaster, and in some cases the boilers and furnaces were in dangerous proximity to the woodwork. These exposures to danger have been remedied, and the vessels equipped with the necessary means of extinguishing fires, such as pumps, hose, buckets and axes, and provided with boats and life-preservers for use in case of collision or other disaster, as required by law.

There are three, and perhaps more, steamers not yet inspected, owing to our not getting information as to their locality and liability as passenger steamers until they had hauled up for the season.

The Inspectors would respectfully suggest the following additions to and changes in the "Steamboat Act" for the protection of passengers, viz: Require the pilots to be licensed and to produce evidence of ability and good character, at the same time permitting them to act in the double capacity of masters and pilots, and to be held accountable for misconduct or wilful negligence. Give the Inspectors authority to administer an official oath to each licensed man that he will perform his duties according to law, when his license is issued. We think the fees for licenses are too little, viz: \$1, without limit as to time, and would suggest \$5 for an original issue of a license to engineers, and \$1 annually for renewal, and the same fees for pilots should it be thought advis-

able to require licenses of them. Our reason for asking that the persons in charge of steamers may be made amenable to law, is this: A case came under our observation on a route where there are several steamers and a strong rivalry, with considerable feeling between them, where one vessel attempted to crowd the other ashore in a narrow passage, and when the master of one was asked why he did not give the usual signal, by whistle, that he wished to pass, replied that he did do so repeatedly, and that "the only notice the other took of it was to crowd over on him the closer." In such a case as this, it is of no use to put up the "Rules of the road for Steamers" in their pilot houses, unless we are authorized to promptly remove the offender, and hold him responsible for any damage caused by his wilfulness, as the engineers are by the 10th section.

The expenses this first year are more than they will probably be for ensuing years, unless a larger number of steamers are brought into service, as we were compelled in some cases to visit the same vessels twice, as explained by our our official record accompanying this report.

Respectfully submitted.

JOSEPH W. DYER, } *Inspectors*
CHAS. STAPLES, JR., } *of Steamboats.*

PORTLAND, Me., Dec. 23, 1874.