

MAINE STATE LEGISLATURE

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N I N E T Y - S E V E N T H L E G I S L A T U R E

Legislative Document

No. 426

S. P. 174

In Senate, February 3, 1955.

Referred to Committee on Appropriations and Financial Affairs. Sent down for concurrence and ordered printed.

CHESTER T. WINSLOW, Secretary.

Presented by Senator Weeks of Cumberland.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-FIVE

RESOLVE, in Favor of the Greater Portland Public Development Commission.

Greater Portland Public Development Commission; money advanced. Resolved: That there be, and hereby is, set aside from the Unappropriated Surplus of the General Fund, to the Greater Portland Public Development Commission, a sum not to exceed \$800,000 which funds shall be used without interest to activate the East Yard Outfitting Pier at South Portland as a deep water cargo berth, expenses to include dredging channel to wharf, dredging berths on both the East and West side, reinforcing the pier and installing machinery and equipment for loading or discharging. The Greater Portland Public Development Commission shall operate said pier and shall repay said sum to the General Fund Surplus at the rate of 15c a gross ton for all dry cargo and 7c per ton on all liquid cargo loaded or discharged at the pier; payment shall be made once each year until the money advanced is entirely repaid.

STATEMENT OF FACTS

In the East Yard of the shipyard of South Portland which is owned by the Greater Portland Public Development Commission there is a 1,000 foot wharf which was used for outfitting. For outfitting purposes, 17 feet of water was all that was necessary. In the last 2 or 3 years the Development Commission has had propositions presented to it calling for the use of this pier to discharge various cargoes which had to be turned down because of the lack of water beside the pier and in its approach from the main channel to the pier, the channel being 2,000 feet from the pier. If a channel 40 feet were dredged to the pier and alongside, this pier would become one of the outstanding piers in the United States for handling deep draft vessels such as super-tankers and ore ships. Because dredging to 40 feet would take away much of the support of the present piles, it would be necessary to reinforce piling. It would also be necessary to put some material-handling equipment on the dock.

It is estimated that the above could be done for under \$800,000. The pier would then be equal to many on the Atlantic coast that cost several million dollars.