

# MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

OF THE

SEVENTY-FOURTH LEGISLATURE

OF THE

STATE OF MAINE

1909

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Published by the Secretary of State, agreeably to Resolves of  
June 28, 1820, February 18, 1840, and March 16, 1842

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PRIVATE AND SPECIAL LAWS

OF THE

STATE OF MAINE

As Passed by the Seventy-fourth  
Legislature

1909

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## CHAP. 801

## Chapter 301.

An Act establishing rules and regulations for Portland Harbor.

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

Anchorage  
of vessels  
in Portland  
harbor and  
bay, regu-  
lated.

Section 1. No owner, master, pilot or other person having charge of any vessel, and no owner, master, pilot or other person having charge of any vessel towing or otherwise conducting another vessel to anchorage in the harbor and bay of Portland, shall place such vessel in anchorage in said harbor and bay in any anchorage ground other than that hereinafter described, and all persons shall conform to the following rules and regulations.

Vessels not  
exceeding  
500 tons  
burden.

Section 2. Vessels not exceeding five hundred tons burden may be anchored on the southerly side of the line ranging with the white buoy off the breakwater, and a white buoy on a westerly course, thence on a line ranging with said white buoy and the draw pier of Portland bridge, but not west of a line drawn from the northerly end of the slip of the Portland and South Portland ferry, Portland, to the northerly end of said Ferry Company's wharf at South Portland.

—vessels  
of larger  
tonnage.

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

Vessels not  
exceeding  
150 tons.

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

Vessels ex-  
ceeding 500  
tons.

Section 4. Vessels exceeding five hundred tons shall be anchored easterly of a line drawn from the southeasterly end of the Portland Company's wharf as now built and the westerly end of the Bay View wharf at Peaks Island. This line shall be marked by three white buoys.

Vessels  
must an-  
chor en-  
tirely  
within  
said  
bound-  
aries.

Section 5. Vessels anchoring within above described limits must anchor entirely within said boundaries so that no portion of the hull, spars, or booms shall extend beyond said boundaries after veering chain or when riding to the tide.

—Harbor  
master may  
grant per-  
mits to  
wrecking  
plants to  
anchor out-  
side of  
limits.

Section 6. Permits may be granted by the harbor master of the city of Portland to wrecking plants to anchor outside of the above limits for the purpose of recovering sunken property subject to his supervision. Such plants must comply with all the navigation laws in regard to lights, fog signals and other requirements, and must move in ample season to give safe and

clear passage to arriving and departing regular lines of steamers.

Section 7. Vessels may be anchored south of a line ranging with the Spring Point lighthouse and the white buoy off the breakwater.

Vessels may anchor south of certain line.

Section 8. All vessels at anchor in the harbor shall display a distinct white light forward not less than six feet above the forecandle deck during the night. All vessels at anchor shall keep their foresails and jibs furled during the night. Anchor watch shall be kept and fog signals sounded in fogs or thick weather.

Vessels at anchor shall display light. —keep sails furled. —anchor watch and fog signals.

Section 9. Vessels ordered to quarantine shall be anchored on the northeasterly side of a line ranging with the United States Marine hospital and Fort Gorges which anchorage shall be designated as the quarantine anchorage.

Vessels ordered to quarantine.

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

Steamers shall run slow when passing ends of wharves.

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

Vessels must move to allow free passage to lock.

Section 12. Vessels lying at the side of wharves, so as to obstruct the passage to adjoining wharves, or to the same wharf, must move when necessary to accommodate other vessels entering or leaving the docks.

—must have anchors at cathead, booms hauled in and boats at davits.

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

Must move when necessary to accommodate other vessels.

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

Must make way for vessels about to load or unload.

Section 15. If any vessel occupying a berth at any wharf, either with or without the consent of the wharfinger or owner thereof, shall fail to vacate such berth upon notice from such wharfinger or his agent, to the master or those having such vessel in charge for the time being, in a reasonable time, to be adjudged by the harbor master, the harbor master shall then cause such vessel to be moved to some other berth, or proper anchorage at the risk of owners of the vessel, the expense thereof to be paid by the owners of said vessel.

No line to cross channel or dock.

Must vacate berth upon notice from wharfinger.

Section 16. No vessel shall make fast or lie to the end or side of any wharf where such action shall interfere with the free access to or departure from an adjoining dock of any regular

Shall not interfere with free access to or depart-

## CHAP. 301

ture from adjoining dock.

Shall not anchor so as to obstruct the free passage of regular lines of steamers.

Throwing dirt, stones, mud, ballast, etc., into waters of Portland harbor, prohibited.

Harbor master shall have authority to move or direct the moving of any vessel.

Penalty for violation of this act, or refusing to obey orders of harbor master.

Buoys defining anchorage in lower harbor.

—buoys defining anchorage in the upper harbor.

line of steamers or ferry boat, when notice forbidding such making fast or lying moored shall have been given by signs or other displayed notice.

Section 17. No vessel shall be anchored in Portland harbor so as to obstruct the free passage of the regular lines of steamers running to and from this port, the island steamers, the ferry boats or the entrance to the marine railway.

Section 18. No person shall throw, sweep or cause to be thrown or swept into the waters of Portland harbor or into the waters adjacent thereto any ashes, dirt, stones, gravel, mud, ballast, logs, planks or any other substance tending to obstruct the navigation of said harbor or waters adjacent thereto or to shoal the depth of said harbor or pollute the waters thereof.

Section 19. The harbor master of the city of Portland shall have the authority to move or direct the moving of any vessel at anchor in the harbor or moored at any wharf or dock in violation of above rules, and such vessel shall be moved at the risk and expense of said vessel or of the owner or owners of said vessel.

Section 20. Whoever violates any of the provisions of this act or refuses to obey the lawful orders of the said harbor master or resists him in the execution of his duties, shall be punished by a fine of not less than twenty dollars, or by imprisonment for not more than thirty days, or both.

Section 21. The three buoys defining the anchorage in the lower harbor shall be on a line drawn from the Portland Company's wharf in Portland to Bay View wharf, Peaks Island. The most easterly buoy "A" to lie three hundred yards northeasterly of House island; the next buoy "B" to lie eight hundred and seventy-five yards west-northwest from "A"; buoy "C" to lie twelve hundred and fifty yards west-northwest from "B" and be seven hundred yards northeast five-sixteenths east from Portland Breakwater Lighthouse. The three buoys defining the anchorage in the upper harbor shall be on a line drawn southwest by west one-half west through the draw pier of Portland bridge. The upper one of these buoys, "F," to lie on this latter line at a distance of nine hundred and fifty yards northeast by east one-half east from the draw pier above named; the next buoy, "E," to lie on the same line six hundred yards from buoy "F;" the third buoy, "D", to lie on the same line six hundred yards from buoy "E."

Approved March 24, 1909.