



CITY OF PORTLAND, MAINE  
DEPARTMENT OF BUILDING INSPECTION  
COMPLAINT

Location: Forest City Landing, Peaks Island

INSPECTION COPY

COMPLAINT NO. 56/96

Date Received 12/5/56

Location Forest City Landing, Peaks Island. Use of Building \_\_\_\_\_

Owner's name and address Casco Bay Lines Telephone \_\_\_\_\_

Tenant's name and address \_\_\_\_\_ Telephone \_\_\_\_\_

Complainant's name and address Capt. Flaherty of the Fire Dept. Telephone \_\_\_\_\_

Description: Mr. Swett of Casco Bay Lines owned that the company had installed an oil-fired space heater in the waiting room at Forest City Landing in place of the coal-fired stove, not realizing that there would be City regulations covering the installation. Part of this information comes from Mr. Swett and part from Capt. Flaherty of the Fire Department who

NOTES: examined the situation today.  
A 275-gallon tank has been set up on metal legs on the wooden floor of a room separate from the waiting room with both vent and fill pipe inside the building, with the copper tubing oil supply line coming down under the wharf and then up through the floor to a considerable height above waiting room floor where the small pump is located which delivers the oil through a constant level valve to a sort of carburetor near the heater. Capt. Flaherty says the burner has no wicks but is of the pot type which is lighted by tossing a piece of lighted paper into the heater after the oil has begun to flow.  
Capt. Flaherty says that the heater is vented in the same manner as the coal heater was with a sheet metal pipe through the wooden framed roof with about the same cone-shaped thimble used on a steamboat. The smokepipe does not extend above the ridge of the building. Both tank and heater are unstable and vibrate definitely when a boat lands at the wharf.

1/26/58 - Better - WMC  
1/21/57 - Talked with Mr. Swett who is to call WMC today concerning dike-tank. ESS  
1/21/57 - Capt. Swett came in and said that it was practically impossible for them to provide a dike-tank around the 275-gallon tank which they already have installed. He was told that we could not relieve the owner from that requirement, and he decided to use a 50-gallon storage drum of adequate thickness of shell in place of the present larger fuel oil storage tank and to provide a dike-tank for the drum. WMC

ESS 1/3/57

December 26, 1956

Mr. Walter E. Swett  
Mgr. Casco Bay Lines  
24 Custom House Wharf

Copy to Chief of the Fire Dept.

Dear Mr. Swett:

It appears from our telephone conversation some time ago and from the report of Captain Flaherty of the Fire Department, that Casco Bay Lines, not understanding the requirements, have installed an oil-fired space heater in the waiting room at Forest City Landing, Peaks Island, in place of the former coal-fired stove. While, because this is a so-called "space heater"—an ordinary heating stove—no permit from this department is required before installation, the regulations as set up under the Building Code are required to be followed. The following is the best description I can make of the set-up as described by yourself and by Captain Flaherty of the Fire Department after his examination:

A 275-gallon tank has been set up on metal legs on a wooden floor in a room separate from the waiting room with both vent and fill pipe inside the building, with the copper tubing oil supply line going down under the wharf and then up through the floor to a considerable height above waiting room floor where there is a small pump, which delivers the oil through a constant level valve to a sort of carburetor near the heater. The burner has no wicks, but is of the pot type which is lighted by tossing a piece of lighted paper into the heater after the oil has begun to flow. The heater is vented in the same manner as the coal heater was with a sheet metal pipe through the wooden framed roof with about the same cone-shaped thimble used often on a steam boat. The smokepipe does not extend above the ridge of the building. Both tank and heater are unstable and vibrate definitely when a boat lands at the wharf.

According to Sections 14, 11, 15 and 17 of Revised Statutes of Maine (copy enclosed), jurisdiction over this set-up lies in the Building Department with, of course, the cooperation of the Fire Department. The following represents the major defects in the installation as arrived at from the above description, and it is important that they be permanently corrected without delay before January 3, 1957. Please notify this office when the installations have been made right so that another inspection may be made.

1. Since the tank is on the wharf, the standards set up by the Board of Municipal Officers require that the tank be set in an oil-tight "dike-tank" which shall have the same thickness of metal as required for the storage tank (the storage tank is required to be of no less than 14 gauge thickness), and the two tanks are required to be so designed and arranged that, if a leak should develop in the storage tank, all of the oil would be contained within the dike tank at a level at least three inches below the top of walls of the dike tank. The open top of the dike tank must be suitably covered with non-burnable material to prevent material or objects falling into the dike tank.



Walter E. Swett

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2. Both fill and vent pipe are required to be extended to the open air outside of the building, the vent pipe to be no less than one and one-quarter inch pipe size and the outer end of the vent pipe must be no less than two feet above the ground or wharf surface below the pipe. Arrangements should be made beneath the fill pipe so that should oil be spilled in the filling operation, the woodwork of the wharf will not be come saturated with oil and any excess quantity will not go down through the wharf on to the water. The Fire Department should be consulted about this arrangement.

3. It is not apparent why it is necessary to run the oil supply tubing down through the wharf and then up through the wharf floor again. Perhaps that is necessary, but in any event the tubing should be held rigidly in place to avoid mechanical injury and because of the vibration of the wharf when a boat is landing, care should be taken so that the tubing will not "chafe" to develop leaks at some time in the future.

4. Arrangements should be made so that both the heater and the tank are fastened and braced in such a manner that the vibration when a boat lands at the wharf will be at a minimum, giving special attention to the oil connections to avoid breaking them. Every precaution must be taken to prevent leaking or spilling of oil on the wharf or on the water beneath for obvious reasons.

5. The smokepipe should be extended upwards, and guyed if necessary to make it rigid, so that the top will be somewhat above any roof surface within 10 feet, measured horizontally. The arrangement where the metal chimney passes through the roof is substandard from present requirements; but, since there appears to have been no trouble from the former coal-burning stove, we shall not insist on change of the arrangement at this time. However, arrangements should be made at the bottom of the vertical stack to clean it out by simple, easy means without removing the stack or the smokepipe, and preferably leaving a considerable chamber in the vertical pipe beneath the smokepipe connection to avoid accumulation of soot filling and stopping the draft in the smokepipe itself which connects to the heater. If it is desired to make the arrangement where the pipe passes through the roof safe according to present stipulations, please contact the Building Department for specifications as to what the present requirements are.

Very truly yours,

Walter E. Swett  
Inspector of Buildings

WMS/B

Enc: Copies of Sections 14, 11, 15, & 17 of Revised Statutes of Maine

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