



TOWN OF PLYMOUTH

OFFICIAL WATERWAY REGULATIONS

PREAMBLE. In order to promote fair and adequate public access and to provide efficient and effective management of the harbors and waterways of the Town of Plymouth, the Select Board for the Town of Plymouth hereby adopt the following mooring and waterway regulations for the mooring of vessels, floats, rafts, and related structures within the Town of Plymouth's Waterways

AUTHORITY. Pursuant to the general authority under Massachusetts General Laws Chapter 102, Section 21, et seq., Chapter 91, Section 10A, and Chapter 43B, Section 13, and all other applicable legal authority, the Plymouth Harbormaster is authorized to issue temporary, annual mooring permits to the public for the mooring of vessels and related structures under such terms, conditions and restrictions that may be deemed necessary. Pursuant to the foregoing authority, the Harbormaster hereby establishes the following regulations to become effective on DECEMBER 16, 2025 for the temporary placement and use of moorings within the waterways of the Town of Plymouth.

DEFINITIONS:

HARBORMASTER - The word "Harbormaster" shall mean the Harbormaster and Assistant Harbormasters duly appointed under Massachusetts General Law Chapter 102 section 19 by the Town of Plymouth Select Board.

PLYMOUTH WATERWAYS - The term "Plymouth Waterways" shall mean the navigable bodies of water within the limits of the Town of Plymouth including, without limitation, the ponds, rivers, streams, seas, and oceans. To further define "Plymouth Waterways" and the requirements there are three distinct areas:

Plymouth Harbor – Areas West of the Army Corp of Engineers (ACOE) Breakwater and Hobbs Hole to the shoreline. This includes Town maintained mooring fields between Town Wharf and State Pier, Plymouth Rock, South Side of the ACOE Entrance Channel, Plymouth Yacht Club, and Hobbs Hole areas.

The area between the ACOE Breakwall and the Plymouth Entrance channel is an ACOE anchorage (federal) and subject to additional regulations.

Coastal Areas – Ocean areas outside of Plymouth Harbor as defined that are unprotected and coastal in nature. These areas include Plymouth Long Beach, Saquish, Clark's Island, Gurnet, Warrens Cove South to the town line shared with Bourne.

Great Ponds – Any pond or lake that contained more than 10 acres in its natural state on the Department of Environmental Protection "great pond list". Ponds or lakes presently larger than 10 acres are presumed to be great ponds, unless the applicant provides unequivocal evidence to the contrary.

CHANNEL- means a navigable route for the passage of vessels, established by customary use under the authority of federal, state or municipal law.

HAZARD TO NAVIGATION – An obstruction that presents sufficient danger to navigation so as to require expeditious, affirmative action such as marking or removal to provide for navigational safety.

APPROVED MOORING SERVICE PROVIDER- means an individual who has received written approval to inspect, repair, and install moorings from the Harbormaster. The Harbormaster shall maintain a list of approved installers/inspectors.

VESSEL- means every description of watercraft, other than a seaplane on the water, used or capable of being used as a means of transportation on the water.

VESSEL-ON-RECORD – Vessel recorded by the Harbormaster and assigned to the mooring location.

COMMERCIAL FISHING VESSEL- A vessel that is designed and only used in a commercial capacity to harvest fish, shellfish, or invertebrates for sale. To qualify for "commercial use" this should be the vessel owner's primary occupation.

TRANSIENT VESSEL – Vessel visiting Plymouth Harbor for a duration of less than 7 days.

ANCHORING- To secure a vessel to the bed of a body of water by dropping an anchor which is designed or intended to be hauled back aboard when said vessel is not at anchor.

MOORING – A weight sufficient to hold a buoyant vessel, raft, float, or dock that is lowered to the bottom and attached to a float (mooring ball) with chain, synthetic mooring device, or line. Moorings differ from anchoring as the mooring gear is not hauled on board when the vessel leaves the area. Moorings are considered temporary structures.

BERTHING- The action or process of securing a vessel at its allotted space at the dock.

I. GENERAL REGULATIONS

A. Dockage

1. Only vessels engaged in commercial activity will be permitted docking privileges. Exceptions may be granted by the Harbormaster. These vessels must show proof of insurance. Dockage locations will be assigned by the Harbormaster.
2. In the event that dock space is limited, a waiting list will be established to accommodate dockage requests on a fair and equitable basis.
3. The Town reserves the right to refuse dockage based on vessel/dock safety, legal requirements, insurance coverage, dead storage, or past due dock fees. Dockage is provided at the Harbormaster discretion.

B. Hazard to Navigation

1. Any unpermitted structure including moorings, vessels, rafts, markers, buoys or other debris placed by an individual within Plymouth waterways which creates a sufficient danger to navigation may be deemed a hazard to navigation by the Harbormaster. The Harbormaster will attempt to locate the owner and have the obstruction removed within 24 hours or may act either by marking the hazard, removing the hazard, or working with a contractor to remove at the owner's expense.

C. Anchoring

1. Vessels shall not anchor in any mooring field or marked channel in the Town of Plymouth except in emergency situations.
2. Vessels anchored in coastal locations or anchorages shall always keep at least one person within visual proximity to ensure the anchor is holding position and the vessel is safe.
3. Vessels anchoring for more than 24 hours in duration shall provide owner and contact information to the Harbormaster Office.

C. Fees / Excise Tax

1. All mooring, dockage, or waterway fees approved by the Plymouth Select Board shall be paid on-time. Failure to provide payment may result in daily fines, non-renewal, or revocation of mooring/ dockage privileges within Plymouth's waterways.
2. Required Information – Upon request of the Harbormaster, all marinas or boat clubs are required to provide the Harbormaster with information to assist with the issuance of Town of Plymouth invoices, vessel excise tax, Massachusetts Department of Revenue reporting, or other public safety responsibilities. This required information shall be provided to the Harbormaster within 10 business days of the request and shall include the vessel owner's full name and address, all pertinent vessel information to include registration/documentation number, model year, length, make/model, color, vessel name, slip number, and any other information deemed necessary by the Harbormaster.
3. All vessels that are habitually moored, docked, or stored within Plymouth are required to file boat excise tax with the Town and pay all excise tax due pursuant to MGL Chapter 60B section 4. If said excise tax remains unpaid after the due date, the Harbormaster shall refuse to allow the vessel to moor, dock, or otherwise be situated within the waterways of the Town of Plymouth.

D. Tenders

1. Tender permits are available upon request for vessels moored in the Plymouth Harbor location.

2. If tender space is limited, a waiting list shall be established to provide fair and equitable assignment as space becomes available. Commercial users will have preference over recreational users.

3. Tender stickers may be picked up at the Harbormaster office after he/she shows proof of payment and a valid boat registration, if applicable. Tender stickers must be placed on the inside of the transom and visible from the floats for inspection.

4. Only mooring holders in the Plymouth Harbor location are allowed to purchase tender permits unless otherwise authorized by the Harbormaster.

5. Tenders shall be fourteen (14) feet or shorter in length unless otherwise authorized by the Harbormaster.

6. Any tender or skiff found secured to Town owned floats without a valid tender permit will be removed at the owner's expense.

7. Tenders must be removed from all Town owned floats by November 1st of each year. The Harbor Master may grant exceptions.

8. Tenders shall not be locked to any of the Town owned floats.

9. The Harbormaster reserves the right to deny or revoke a tender permit for perpetual issues involving the tender. i.e. skiff sinking, fuel leak, secured to unauthorized locations such as charter boat or 15-minute areas.

II. MOORING REGULATIONS – PLYMOUTH HARBOR

A. Applications and Permits

1. Mooring permit holders who wish to change the vessel-on-record on their mooring must first gain approval from the Harbormaster. If the existing mooring space will not accommodate the new vessel-on-record then the owner may fill out a mooring application and be placed on the mooring waiting list.

2. Mooring permit holders must notify the Harbormaster's office of any changes such as address, phone numbers, boat name, type and make.

3. Available mooring space will be assigned to an applicant from the mooring waiting list by the Harbormaster pursuant to the procedures established by these regulations. Once assigned by the Harbormaster, moorings shall not be rented or transferred by their owners other than as permitted by these regulations and the Harbor By-Law.

4. The owner of a mooring must be the sole user of a mooring and must occupy the mooring with his/her own vessel starting June 15th for at least eight (8) weeks. Vessel owners who vacate their moorings for seven (7) days or more must notify the Harbormaster. The Harbormaster may, upon written request and for good cause shown, allow the owner to not use his/her mooring for one season only. After that time, the mooring will be forfeited and transferred to the next available person on the waiting list. Exceptions for extenuating circumstances may be granted by the Harbormaster.

5. The mooring permit holder shall be the principal owner of the vessel- on-record owning at least 51% interest as provided on the title, registration, or documentation of the vessel.

6. Mooring owners shall pay their mooring fees on time. A Commercial user may request a hardship extension from the due date upon written request to the Harbormaster. The hardship extension should be for circumstances related to fishery season closures, equipment breakdown, or personal injury that would prevent earnings. Upon approval by the Harbormaster, hardship extensions should not exceed 120 days. Failure to pay the mooring fee by the deadline may result in the non-renewal of the mooring permit and transfer of the mooring location.

7. After payment of the annual mooring renewal invoice, mooring owners must provide proof of payment, valid boat registration or documentation papers showing that they in fact own the vessel-on-record, and proof of payment of boat excise tax in order to obtain their mooring permit.

8. Mooring permits must be placed on the port side of the boat in plain view for inspection. Any boat found on a mooring without a current permit will be fined and/or removed at the owner's expense.

9. It is the mooring holder's responsibility to make sure he/she receives a mooring bill. If a bill is not received by February 1st of each year he/she should contact the Harbormaster's office.

10. Applicant's must correctly and accurately complete application forms for mooring permits, particularly with respect to the size and characteristics of the vessel. Applicants are expressly prohibited from overstating the size of their vessel to secure a larger mooring size than currently necessary. Mooring owners may not transfer their mooring permits from one boat to another without the approval of the Harbormaster. Violation of this provision may subject an applicant to revocation of mooring privileges and/or any other penalties authorized by law.

11. No mooring shall be moved or set without the permission from the Harbormaster.

12. The Harbormaster may make emergency mooring assignments to any mooring found not in use. Such assignments shall not exceed the duration of the emergency or emergency condition necessitating the assignment.

13. The Harbormaster may make temporary mooring assignments to any mooring that is vacant for more than 14 days by its owner. Such assignments will be made using the mooring waiting list.

14. In the event of dredging, moorings, slips, and vessels located in areas that are to be dredged must be removed by a date determined by the Harbormaster at the owner's expense.

Failure to comply with any of the above-mentioned regulations may result in the revocation, forfeiture of mooring privileges, and or daily fines.

B. Mooring Assignment Method (Plymouth Harbor Mooring Field)

1. Due to the demand for mooring space exceeding the mooring availability, the following method will be used to promote the fair and equitable assignment of vacant or new mooring locations within Town managed mooring fields. A mooring waiting list will be established and managed by the Harbormaster. As new or vacant mooring locations become available, the Harbormaster will offer the mooring location to the next applicant on the waiting list based on the following criteria. Priority will be given to the applicant on the waiting list with the earliest date of application, appropriate size range and type (Sail vs Power), purpose of vessel use including commercial vs recreational or public vs private use for the mooring space available.

2. Waiting list applications must be renewed annually between January 1st and March 15th each calendar year. The applicant's position on the waiting list is determined by the initial filing date of the application. Failure to renew a mooring application shall result in removal from the list.

3. A fee established by the Select Board will be charged for the administrative costs to maintain the mooring waiting list. Applicants will be required to pay twenty dollars (\$20.00) to renew between January 1st and March 1st each calendar year. If an applicant renews between March 2nd and until March 15th there will be a one hundred dollar (\$100.00) late fee added.

4. By April 1st each calendar year, the updated mooring wait list will be posted on the Harbormaster webpage.

5. Boat size and other pertinent data on file can be amended on an application form with the applicant retaining priority on the waiting list based on the date of initial application. The name of the applicant cannot be changed or amended.

6. If an applicant on the waiting list refuses a mooring space offered by the Harbormaster, the applicant will be provided one opportunity to refuse and may be bypassed for up to one year's time. If the applicant refuses the second assignment, their application shall be removed from the waiting list.

7. The newly assigned mooring holder will have the option to purchase the mooring tackle (mooring block, chain, ball) from the previous owner at fair market value as determined by an approved mooring service provider, or purchase new mooring tackle. If there is no sale agreement to purchase the existing mooring tackle between the two parties after 10 business days, or the newly assigned mooring holder decides to purchase new mooring tackle, the previous owner has the responsibility to arrange for removal and disposal of their mooring tackle within 10 business days of notification of the Harbormaster.

8. Upon a newly transferred mooring location, an inspection by an approved mooring service provider shall be conducted prior to use. Record of inspection shall be provided to the Harbormaster office.

9. Waiting Lists for marina slips shall be maintained by the marina. The waiting list for marina slips shall be made available to the Harbormaster upon his request.

C. Mooring Service Provider

1. To perform mooring service within Plymouth Harbor and coastal areas, a mooring service shall first apply to the Harbormaster for approval. The Harbormaster may approve exceptions for special circumstances or Town Contracted marine work.
2. The Harbormaster will provide a mooring service provider application for companies interested in performing mooring services within the Town of Plymouth.
3. Mooring service providers will meet or exceed the minimum qualifications stated on the application form based on criteria such as past experience, insurance requirements, and ability to perform mooring service.
4. Applications will be filed in January each year. The Harbormaster will approve or deny applications within 30 days and post a list of approved mooring service providers on the Harbormaster webpage and at the Office.
5. Any complaints or failures of gear will be investigated by the Harbormaster office. If it is found that the complaint or failure could have been prevented, the Harbormaster will report the findings to the mooring service provider in writing. The mooring service provider will provide written follow-up on how to prevent the complaint or failure from re-occurring in the future. If the mooring service provider does not respond or the failure/ complaints are severe or plentiful, the Harbormaster reserves the right to revoke the approval of the mooring service provider.
6. Mooring service providers will report inspections, chain replacement, mooring moves, and block replacement to the Harbormaster Office within 5 business days of work being performed. This report will be provided in a method approved by the Harbormaster.

III. MOORING SPECIFICATIONS – PLYMOUTH HARBOR

PREAMBLE. The mooring specifications contained in this section were developed by GEI Engineering in 2024. These mooring specifications consider the more frequent severe weather events and storm surge that we have experienced in recent years. The revised specifications were developed for the protected Plymouth Harbor. Due to the many different variables related to storms, vessel construction/size, and surrounding moored vessels **these specifications are not a guarantee of vessel safety**. Please understand the dangers, your insurance coverage limitations, and that your vessel is usually safest when hauled and stored on land.

A. General

1. Mooring gear found that requires replacement shall conform to the new mooring specifications included in section III. Mooring Specifications.
2. All moorings shall conform to the approved mooring specifications upon the six-year inspection or by the end of calendar year 2031.
3. Mooring permit holders are responsible for the care and maintenance of their mooring tackle and shall remain in compliance with the mooring specifications and inspection standards at all times. Failure to comply may result in revocation of the permit, non-renewal of permit, penalties, and/or removal of the mooring at the owner's expense.
4. The vessel overall length shall include outboard engines in their stored position and any additional components (pulpits, swim platforms, anchor mounts, etc.)
5. The overall length of each vessel shall be rounded up to the nearest foot to determine which size grouping it belongs to. Example: A vessel measuring 20.1' falls under the grouping of 21'-25'.
6. Securing two or more vessels to one mooring, otherwise known as rafting, within Plymouth Harbor is prohibited. Permission may be granted by the Harbormaster for special events during calm weather conditions for up to 24 hours.

- Vessel owners are responsible for their vessel and any damage the vessel may cause. This may include salvage, damage to surrounding boats, pollution cleanup.
- If a mooring is sited in an environmentally sensitive area that requires a low impact mooring system, the manufacturer will provide the proper installation method, mooring system capability, and inspection requirements for Harbormaster review and approval.

B. Mooring Blocks

- Mooring blocks are to be placed and removed by a mooring service approved by the Harbormaster. Mooring blocks are to be installed using sub-foot GPS to ensure their accurate placement. Moorings placed in coastal areas (outside of Plymouth Harbor) and great ponds may use sub-meter GPS.
- Mooring block weight shall adhere to the standards listed below and are subject to ruling by the Harbormaster. Block dimensions are recommended but can be altered as long as the dry weight meets or exceeds the minimum for the size of vessel and the mooring block does not exceed 24" in height. Note that these are minimum requirements and may be exceeded by the permit holder if desired within reason as determined by the Harbormaster.

Boat Length	Weight	Block Dimensions	Dormor Equivalent
0'-20'	1000 lb	12" x 32" x 32"	300 lb
21'-25'	1500 lb	18" x 32" x 32"	400 lb
26'-30'	3000 lb	18" x 44" x 44"	500 lb
31'-40'	4800 lb	24" x 54" x 54"	1000 lb
41'-50'	7500 lb	24" x 60" x 60"	2000 lb
51'+	Harbormaster Approval Needed		

- Mooring hairpins or eyes must be at least 1.25" or greater.
- Boats moored on flats at two feet below mean low water shall utilize low profile blocks less than 12" tall.

- All mooring blocks shall be comprised of 5000 psi strength concrete and made with ASTM C 150 Type II Portland Cement. Blocks shall be fiber or re-bar reinforced to prevent breakage.
- All mooring blocks shall have the owner's name via either tag, or in the surface of the block.

C. Mooring Chains / Pendant Lines

- Mooring chain lengths and sizes in the Federal Anchorage adhere to the standards listed below and are subject to ruling by the Harbormaster. Note that the length of chain is required and may not be exceeded to prevent excessive swing radius. The chain size is listed as the minimum requirement and may be exceeded.

Boat Length	Mooring Chain		Minimum Pendant Line Size (Nylon 3 strand line)
	Chain Length	Chain Size	
0'-20'	33'	1/2"	1/2"
21'-25'	33'	1/2"	5/8"
26'-30'	33'	5/8"	3/4"
31'-40'	33'	5/8"	1"
41'-50'	33'	3/4"	1 1/4"
51' +	33'	HM Approval	HM Approval

- Pendants shall not exceed 3 times the height from the water to the bow chock. Longer storm pennants may be used only for the duration of the storm event if they do not cause interference with surrounding boats. While the chart references the minimum size nylon three strand line, vessel owners should use the largest line possible that fits securely on their cleats or bit and may use a smaller diameter line that meets or exceeds the strength of the required minimum three strand nylon line, i.e. sampson or dynema line.

- All chain and associated eye bolts, swivels, shackles, thimbles shall be at least grade 30 (conforming to ASTM A413) hot dipped galvanized and stronger, if necessary. All shackle pins shall be moused by coated wire.

4. Vessels located outside of the Federal Anchorage must have a minimum chain length of 15' plus additional chain equal to 1.5 times the water depth at low tide at the mooring location.

5. Mooring systems that require a twist shackle shall place the twist shackle at the top of the mooring ball between the chain and pendant line to allow for easy inspection and monitoring.

6. All pendant lines shall be nylon or equivalent with a stainless or galvanized thimble attached to the chain, fit securely on the bow eye / cleats, and have a protective chafing covering to mitigate the hazard of chafing in areas the line may contact or rub against chocks, hull, rail, or anchor.

D. Mooring Buoys

1. All mooring buoys shall be white with a blue band with the owner's last name and mooring permit number in black block letters at least 3" in height.

2. The use of spars or stainless-steel floats for chain flotation shall be prohibited. Only cans, balls or styrene-type chain flotation shall be used. In all types of chain flotation buoys, other than metal, chain must be passed through the buoy connecting the mooring pennant to the mooring chain.

3. All chain flotation buoys shall be plainly and clearly visible above any tide level at all times.

4. Winter spars, or buoys shall not be installed prior to September 15th and must be removed by June 1st. If any winter spar buoys are not removed by June 1st, the Harbormaster by direction may remove said spar buoy at the owner's expense.

5. All winter spar buoys must display their assigned mooring location number so that it is visible at all times (except during ice conditions).

6. All spar/ go deep buoys must be a contrasting color to the sea and marked with the owner's last name and mooring permit number in black block lettering.

E. Inspection Requirements

1. Chains, hairpins, and shackles are considered "worn" if they are showing 20% wear from the size specified above or deformed (stretched or bent) links. If a component of the mooring system is considered "worn" it shall be replaced.

2. **Annual inspection** – Chain and mooring tackle accessible above the water including light chain, shackles, swivels, mooring float, and pennant line. Any items exceeding the wear threshold should be replaced before use.

3. **Three-year inspection** – Mooring service provider shall inspect entire mooring system to include the block hairpin, shackles/swivels, chain, mooring float, and pennant line; any items exceeding the wear threshold shall be replaced before use.

4. **Six-year inspection** - Owners of moorings shall have moorings blocks lifted, at the owner's expense, once every six years for visual inspection by the entity designated by the Harbormaster / or an approved mooring service provider to determine their condition. If the block dimensions are known and larger than 6k lbs in weight, a dive inspection may be authorized only if the block hairpin and chain connections are accessible for inspection.

5. Any mooring blocks replaced shall have the previous mooring block fully removed at the owners' expense. Mooring blocks which are lost due to hardware failure must have all attempts to be removed. If the Mooring block cannot be found, a fee (designated by the Harbormaster) will be assessed for the removal.

6. The Harbormaster will inspect all mooring floats regularly, commencing June 1 through September 15 of each year, and notify owners if their cans, balls or buoys do not conform to this chapter.

7. Owners with defective moorings shall be allowed seven days after receiving notice from the Harbormaster to correct the defective conditions. If the defect is not corrected after this time, the owner will be subject to penalty in conformance with this chapter. The Harbormaster, upon finding a defective mooring, shall properly mark said mooring to show danger or obstruction.

IV. MOORING REGULATIONS – COASTAL AREAS

A. Application and Permit

1. Applicants requesting a mooring permit for a boat mooring shall own or have express permission from a waterfront landowner to apply for a mooring directly adjacent to the property. No private moorings will be permitted in front of Town owned or controlled waterfront properties, boat ramps, swimming areas and easements to the water in coastal areas.
2. Applications should include parcel map, Latitude and Longitude of mooring placement, owner name, address, contact information, mooring gear specification provided by manufacturer, vessel description with registration/documentation.

B. Conditions

1. Mooring gear shall be installed by an approved mooring service contractor or marine contracting company per manufacturer specification.
2. Due to coastal areas not being protected and subject to large waves and surf conditions, coastal moorings are permitted for day use only and the vessel shall not be left unattended on the mooring overnight.
3. Due to our coastal area being classified as North Atlantic Right Whale habitat, all mooring tackle must be removed prior to November 1st and not replaced until June 1 of each calendar year.
4. Mooring and/or vessel owners are responsible for salvage costs in the event the vessel sinks, flips, or breaks free and lands on shore. These costs include vessel removal and clean-up of debris or pollution.

C. Mooring Specification

1. Due to the dynamic nature of coastal areas, owners are encouraged to work with a marine engineer, mooring system provider, or an approved mooring service contractor to provide a recommended mooring system to support the vessel to be moored in a coastal environment.

2. Owners are responsible for the safety of their vessel and shall remove or safeguard the vessel during increased sea state or wind conditions.

D. Inspections

1. It is the owner's responsibility to work with a marine contractor or authorized mooring service provider to inspect the mooring gear annually before deployment for the season. Any items not to be within the manufacturer specification or more than 20% worn or deformed shall be replaced prior to use.

V. MOORING REGULATIONS – GREAT PONDS

E. Application and Permit

1. Applicants requesting a mooring permit for a bottom moored temporary float, raft or boat mooring shall own or have permission from a waterfront landowner to apply for a mooring directly adjacent to the property. No private moorings will be permitted in front of Town owned or controlled waterfront properties, boat ramps, swimming areas and easements to the water.
2. Application should include parcel map, Latitude and Longitude of mooring placement, owner name, address, contact information, mooring gear specification provided by manufacturer, vessel description with registration/documentation.

F. Conditions

1. Mooring gear shall be installed by the owner or marine contracting company hired per manufacturer specification.
2. Low profile cement block, pyramid style anchors, or helical moorings shall be used to keep the profile from extending more than 18" from the bottom. Mushroom anchors will not be used to prevent injury or damage to vessels in shallow water.
3. All temporary structures (moorings) must be removed prior to December 1st and not replaced until May 1st of each calendar year.
4. No mooring or raft shall be placed further than 100' from shore.

5. No mooring shall be used to define pond ownership, block or significantly interfere with any public rights to use waterways for fishing, fowling, navigation and other lawful purposes.

G. Rafts

1. Rafts are defined as any free-floating dock anchored to the bottom and not connected to shore.
2. No raft will be larger than 100 square feet in surface area.
3. No raft shall be located more than 100' from shore.
4. Rafts will not be painted or stained with any toxic coating.

H. Moorings

1. No mooring will be placed more than 100' from shore.
2. A mooring buoy will be affixed and will be white in color with a blue stripe and clearly marked with the owner's name.

I. Inspection

1. Mooring gear shall be inspected annually prior to installation each calendar year for signs of wear. Any component with more than 20% wear shall be replaced.

VI. CONDUCTS

A. Reporting Boat Accidents- Reporting a boating accident is required by the USCG (Fed 33 CFR part 173) and by MGL CH90B§9(b) by any numbered vessel or any vessel used for recreational purposes that is involved in an accident that results in death, disappearance, injury beyond first aid or property damage in excess of \$500.00. Boating accidents within Town of Plymouth's jurisdiction shall be reported to the Harbormaster and Massachusetts Environmental Police

B. General Conduct

1. All motorized vessel operators shall be aware of the Hanson-Milone boating safety laws and comply with the required boating safety education course. Those required will have their boating safety ID card on their person and available for inspection.
2. No public drinking, disorderly conduct, or disturbing the peace allowed on any Town owned facilities.

VII. PENALTIES / CONFORMANCE & DISCLAIMER

A. Fines

1. A fine not to exceed \$50 may be imposed for offense infractions or disobedience of these regulations when state or federal penalties do not apply. Each day that any violation continues shall constitute and be a separate offense.
2. Offenders will be prosecuted by the Harbormaster, Assistant Harbormasters, or Plymouth Police Prosecution Division as directed by the Chief of Police.
3. Violations of this chapter may be sufficient cause for the Harbormaster to refuse an individual or his or her vessel the use of town-owned or town-controlled facilities or mooring privileges for such period of time as may be determined by the Harbormaster, in addition to necessary court action in cases of violation of the Motorboat Law.

B. Conformance with Existing Regulations and Disclaimer

1. Nothing in the above regulations shall be construed as altering in any way the content and meaning of provisions of Chapter 81 of the Town of Plymouth by-laws, or applicable provisions of Massachusetts General Laws, or Code of Massachusetts Regulations.

2. These Mooring Regulations are not an assurance of safe mooring or vessel safety due to variations in weather, individual boater use, and other factors over which the Harbormaster has no control. The responsibility and liability for safety of persons and property rests on the individual vessel owners and permit owners. It shall be the responsibility of the vessel owners and permit owners to ensure compliance with all applicable laws and regulations, including these Moorings Regulations. Specifications and actions of the Harbormaster & Town of Plymouth are not to be considered assurances of safety.

3. Nothing contained herein shall be construed to conflict with the jurisdiction of the United States Government with respect to the enforcement of navigation, shipping, anchorage, and associated laws of the United States, or any lawful regulation of the Division of Waterways of the Department of Environmental Protection, or the Environmental Police or any of the laws of the Commonwealth of Massachusetts. In the case of concurrent laws or regulations, the stricter, more restrictive, provision shall apply.

4. The invalidity of any section or provision of these Mooring and Waterway Regulations shall not invalidate any other section or provision thereof.