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Mary Lou Wendell
David Tyler

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Will new garage meet islander's needs?

By David Tyler

The city is negotiating with the developer Drew Swenson and Fred Forsley, owner of Shipyard Brewing Co., about a proposal to build a new parking garage on the eastern waterfront.

At the recent meeting of the City Council's Community Development Committee, scheduled for Sept. 8, the committee will ask Swenson and Forsley to provide more details about their plan.

The city asked for proposals for a parking garage with at least 600 spaces, along with other retail and residential development, to be built on a city-owned block that will be created by the extensions of Commercial and Hancock streets. The 1-acre parcel is near the building housing Turner Banker Insurance on India Street and a sewage treatment plant at the corner of India and Fore streets.

The city's proposal asks that this garage meet the needs for parking for island residents. As the eastern waterfront and Ocean Gateway are developed, about 180 parking spaces on city-owned land now used by residents of Cliffs Great Diamond, Little Diamond and Peaks islands will be eliminated.

In April, a five-person team of city staff ranked four proposals for a new parking garage on the city-owned parcel, 36 apartments, and 9,400 square feet of office and retail space. The Marks O'Neil plan ranked highest for creating an attractive, aesthetically pleasing neighborhood.

Swenson and Forsley, operating as Riverfront LLC, proposed building a parking garage with as many as 1,100 spaces along with 10,000 square feet of retail space for a parking fee of $12 per space. It's unclear whether the city would buy the development site for the garage.

Fred Forsley, owner of Shipyard Brewing Co., will be creating by the extensions of Commercial and Hancock streets. The 1-acre parcel is near the building housing Turner Banker Insurance on India Street and a sewage treatment plant at the corner of India and Fore streets.

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Inside Fort Gorges

By Mary Lou Wendell

I've ridden on the ferry past Fort Gorges it seems like a thousand times, But like many people, I have never set foot on Island Head. So it's no wonder that I felt quite pleased after the water taxi dropped me off there recently so I could join a tour hosted by the Portland Har­bor Museum. The tour was guided by historian Tiel Eastman, who teaches at the University of Southern Maine. Others on the tour felt the same way. They said things like, "Wow, this is cool," as they stepped off the tour boat.

Here are some things we all learned right away from Eastman:

- Congress funded the fort in 1857, more than a half century after the fort was first proposed by the Army Corps of Engineers. The idea was to support two other forts in Casco Bay.
- Portland has been a good neighbor and respected the island's needs.
- Fort Preble and Scammell. For the most part, Casco Bay did fire shots in anger with the exception of Fort Scammell, which fired at a British privateer during the War of 1812.
- Five hundred men were stationed there. They slept with the guns while the officers stayed in nice apartments in the fort with their families.

Several people on Peaks Island also noticed the noise. Jenny Ruth Yosi, who lives in the middle of Peaks Island, said she first noticed the noise in October 2003. It occurred a couple more times over the winter. It wasn't until she heard it for the fourth time, starting at 5 a.m. on July 17, that she decided to track it down. She rode her bike down front and found out the noise came from a tanker at the Portland Pipe Line Corpora­tion pier in South Portland. Right across the harbor from Peaks Island, she said it's a constant, high-pitched droning sound, like the noise made if hundreds of people rubbed their wet fingers on wine glasses. No one knew where it came from.

"It's a constant, high-pitched whine that goes on for hours," said Mark Tien horn, president of the Litt­le Diamond Association. "Your fillings rattle in your head." He said he received seven complaints from Little Diamond islanders residents about the noise. "It's loud enough that people on the is­land in the middle of the night are woken up," he said. "It would go on all night long."

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City gets serious about abandoned cars

By Mähr Olaves

The City of Portland has received 46 vehicles abandoned on Peaks Island since the spring. That's double the amount of vehicles removed for all of 2003, ac­cording to Tom Forrer, the city's Island/Neighborhood Admin­istrator.

The vehicles were left in parking spaces, on island streets and also on private property. Forrer said several were in the down front parking lot. Some had been aban­doned for years. All efforts were made to identify the owners and hold them respon­sible. In one case the city $2,000 to re­move the vehicles.

Forrer said the increase in re­movals is not necessarily connect­ed with a rise in abandoned cars on the island. But the city decided to make it an emphasis this year to get these vehicles removed.

The city's aggressive effort to get rid of abandoned cars does not mean that islanders should feel that this is the correct way to dis­pose of these vehicles. "We don't want to get into the car-towing business," said Forrer. "It should be the responsibility of the owner in being a good neighbor and res­ident to remove their own vehicle properly."

The junked vehicles are both unsightly and an environmental problem. Forrer said that these ve­hicles pose a CABS, page 6

Inside

Briefs p. 2
Police log p. 8
This Island Life p. 5
Crossword puzzle p. 9
Star Gazing p. 10
In Brief

Bathroom site announced

After asking for resident response to four proposed sites for a new public bathroom, the site has been announced. The new bathroom, which will also include a community bulletin board, will be located in the corner of the downtown parking lot, at the intersection of Welch Street and Island Avenue. This site, although the most expensive proposal, was chosen for its inclusion of a street-level, roofed community bulletin board, while the bathrooms themselves would be essentially hidden from view, according to Tom Fortier, the city's island/neighborhood administrators. The other three sites were also near the parking lot: one proposed for the site of the current waiting shed; another on the water side of the access driveway to the sewage treatment site; and the third adjacent to the sewage treatment facility.

The bathroom, being designed by architect and Island resident Will Winkelman, of Whitten Architects of Portland, can be viewed at the Peaks Island Library and the Peaks Café. Along with the bulletin board the bathroom will also include a drinking fountain, storage units, and handicapped accessible features. The building is also designed to be an energy-conscious facility. While funding requests from tourists for bathrooms in downtown often became dirty and unusable, there is a desire to talk about the bathroom's design. Former developer Tom Giampi said: "I hate to say it, but I am very happy and I am very little concerned with my kitchen staff." Giampi owns Cityside Events, an event planning business, and Jim Giampi Productions. He bought the land in partnership with Fred Funder, who owns The Shipyard Brewing Co. from Sandy Sturrock early this summer.

While Giampi was unsure of how he would handle the sequencing of the restaurant in the beginning, he now says he will remain open through the winter. The restaurant will be open for dinner Wednesday through Sunday and for lunch on Friday and Saturday. Branch will be served on Sunday.

Giampi also plans to create a pub-style dining area in the section of the restaurant that once had been a hardware store. The idea is the menu would be more casual. Giampi also said: "We are working very closely on some issues, including the chimneys." The chimneys, encased in stone, were never finished. Giampi planned to finish the stone work right after he closed on the restaurant, but he has since discovered that the stone work may have to be ripped out entirely because, he said, the wrong stone was used and allowed just to lean through. "We are not sure what material we will use to rebuild the chimneys, saying that stone is still a possibility." -Mary Lou Wendell

Restaurant opens

The restaurant at The Inn on Peaks Island, owned by Jim Giampi, opened Aug. 27. Giampi said his staff served 65 diners that night and he is pleased with the response.

"We had better numbers than we projected," Giampi said, adding that he had not advertised at all and just posted it to the website. "It was a great time. People seemed very pleased. And I am very happy and I am very little concerned with my kitchen staff." Giampi owns Cityside Events, an event planning business, and Jim Giampi Productions. He bought the land in partnership with Fred Funder, who owns The Shipyard Brewing Co. from Sandy Sturrock early this summer.

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New fellow

There's a new fellow from the Island Institute coming to Peaks Island. Michele Tranes, who recently graduated with a master's degree in natural resources from the University of Connecticut, starts work on the latest island fellow on Sept. 20. Tranes will take on a number of projects from the Peaks Island Neighborhood Association (PINA), Peaks Island Land Preserve (PILp) and Peaks Information Exchange (PIE). She will be addressing land and house management issues, which includes the development of a fire protection plan as well as potential plans for fire and sidewalk near the gravel pit.

Tranes will also work on the development of a Casco Bay Island Web site, where information can be gathered to help enhance the quality of life for Island residents. Much like the PINA website, the site also includes links to various organizations and news sources addressing island concerns. Tranes will also edit the Peaks Island comprehensive neighborhood plan. A plan of some 50 plus pages was submitted to the city last year, detailing the island agenda for meeting community needs while maintaining the island way of life. The city essentially said it was too big and so now it's up to Tranes and others to condense it down to a more manageable size for the city to handle.

Tranes' resume included experience in environmental education, natural resource planning and Geographic Information Systems. Peaks Island has been without an island fellow for a year. "Our last fellow Nate Gray was with us for two years and helped us with neighborhood plans, in particular assembling PIE," says Art Astaria, president of the Peaks Island Information Exchange board. The information exchange was developed as a means of managing scientific, historical and cultural information about Peaks. Much of PIE's early part of the year was devoted to creating a database organized by street corners or perhaps more commonly is the Peaks Island Children's Workshop. The non-profit group the Peaks Island Elementary School has been awarded a $1,900 fund to support ecology and leadership school for fourth- and fifth-grade students. The program teaches cooperation, teamwork and problem-solving skills. The Peaks Island Children's Workshop was founded by artist and educator Jim Butcher.

Grants awarded

The nonprofit group the Peaks Island Elementary School has been awarded a $1,900 fund to support ecology and leadership school for fourth- and fifth-grade students. The program teaches cooperation, teamwork and problem-solving skills. The Peaks Island Children's Workshop was founded by artist and educator Jim Butcher.

In addition, so many memorial gifts came in honor of the late John Flynn that the Peaks Island Fund has created a permanent fund, called the "Flynn Humanitarian Fund," in his honor. The people will link local artists with children at the workshop. The Fifth Maine Regiment Museum is awarded $300 to develop a community history curriculum. Finally, this newspaper, the Island Times, received a grant of $1,000 to support discounted advertising for nonprofit groups in the newspaper.

We have more information about the fund, contact committee member Eiva Reta Morrill, or John and his wife.

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HEAVY ITEM PICK-UP-ON THE ISLANDS - 2004
We asked some of the older kids on the island if they had any advice for the littlest ones about to start kindergarten. Above from the left are the Hanley girls: Camille, 8; Eileen, 12; and Grace, 10. By way of advice, Camille had this to say: "I was kind of scared, but when I got there I met friends and stuff."

Olwen Moxhay, 9, and her sister, Imogen, 6, who is about to enter the first grade, also advised the new kindergartners not to be nervous. "If you're shy, ask somebody to sit next to you," Imogen said. Olwen added: "You don't have to be nervous because you'll probably know a lot of the people in your class and in your school."

Robert Allan Ltd., of Vancouver, designs vessels of all types, including small fishing boats and ocean-going ferries. However, the company is best known for its work designing tugboats, fast patrol craft and fireboats, according to the firm's Web site.

The new boat will have significantly improved firefighting equipment and capabilities. Its top speed will be 14 knots, compared to a speed of 7 to 8 knots attained by City of Portland, according to LaMontagne. It will be able to pump water at a rate of 10,000 gallons per minute. The new vessel will be more seaworthy and will have improved ice-breaking capabilities.

The projected cost for the boat is about $5 to $7 million. The city already has set aside $1 million in the capital improvement fund for the project. Sen. Susan Collins (R-Maine) has been instrumental in acquiring $2 million in federal funds, according to Tom Fortier, the city's island/neighborhood administrator. LaMontagne hopes that a contract to build the new fireboat can be awarded in the spring and that it will be in the water by the spring of 2006.

No competition

For this November's election to the Board of Directors of the Casco Bay Island Transit District, there will be no competition for any of the seats. Patrick Flynn, appointed to fill out the remainder of the term left vacant after the death of his father, John Flynn, in June, is the only candidate who took out papers for the one-year interim seat representing Peaks Island. Island resident Gene Taylor, the incumbent for an Islands-at-Large seat, was the only one to take out papers for this post. Incumbent Chuck Badie was the only candidate to take out papers for a three-year-seat representing Peaks Island. And incumbent Leo Carter is unopposed in a race for a three-year seat representing Cliff Island.
More ways to give to Peaks

BY BILL ZIMMERMANN

Several readers of these articles liked the idea of setting aside 20% of their estates for the purpose of creating a permanent endowment for Peaks Island. It is gratifying to see and hear more and more islanders come to embrace the idea. It makes the reality of a significant fund, say $5-10 million, more realistic. The important thing to remember is that this fund should not be the creation of a few. It should become the goal of all of the residents who want to do something for Peaks, regardless of the size of the gift made. For those who consider $5-10 million an impossible quest, consider this. If just 10% of the full time residents of Peaks were to join this effort, we would have between $8-100 million in donor funds. If only 3% of the summer residents added 20% of their wealth, that would add another $6-160 million in donor funds. These 200+ new funds ranging in size from $10,000 (common and conservatively to $1,000,000 type, but possible) will build the Peaks Island Fund toward the initial target and well beyond.

Quite a few Peaks residents have asked about ways to leave money to the island after their deaths. This obviously involves estate planning, establishment of wills, and in some cases, changes to existing wills. It also involves a few simple documents from the Maine Community Foundation and a little time from an attorney. (There are several good estate attorneys living on Peaks Island.) In the long run it is wise investment of time considering that improper estate planning or the absence of a will generally results in all of what you earned during your lifetime going to the state or federal government. I can’t imagine many Peaks residents wanting to turn over their life savings to the government instead of giving that money a chance to maintain the autonomy of Peaks Island.

Some folks don’t see any reason to wait until they die to make charitable gifts to Peaks Island. This creates many interesting possibilities for those who would like to initiate some type of philanthropic work while they are still alive. Aside from making cash gifts annually for the purpose of supporting grants to island charities, there is a wonderful way to give called the “donor advised fund,” available through the PIF and the Maine Community Foundation. The “donor advised fund” works much the same way a private foundation does. It allows a donor to set aside assets of cash, property, and stock to create a permanent endowment. A portion of the income from the fund is available to give away each year. And the donor gets to make the decisions about the charitable organizations and projects that will be supported. The community foundation manages the investment of the fund, administers the tax issues and communications with the checks and provides invaluable counsel to donors. In addition to the donor, donors are also permitted to make annual awards of cash and/or pass through immediate to the charitable organizations of the donor’s choosing.

The “donor advised fund” is the best way for a charitable person or couple or family to change a community for the better. It enables donors to support existing charities or help create new initiatives by urging existing nonprofit groups to work together on collaborative projects. Just a few of the collaborative efforts currently under consideration include:

A joint effort by the Fifth Maine Regiment Museum and the Peaks Island School to create an island history curriculum.
A management assistance plan for all of the non-profits on Peaks that would provide advice and training related to budgeting, fund raising, grant writing, and other tasks designed to make the charitable groups more efficient.

The creation of a public gardens and arborum on Peaks that would combine the talents of local horticulturists, silviculturists, and land conservationists.

The continuing development of the Firewise program that engages the combined wisdom of the Portland Fire Department, Maine State Forestry Fire Marshals, Fire safety educators and the public schools.

Many worthy projects need champions to help fund and lead the efforts. Sometimes the leadership and the money don’t appear at the same time. Still, it is important to give good ideas some public exposure and to involve people who might not have considered these ideas the opportunity to make those great things happen. The “donor advised fund” is a great way to work with the Peaks Island Fund to change the island for the better during your lifetime. Check it out.
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*Licensed Delivery & Tank Setter Technicians:
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  * Coley Malkem
  * Guy Fradette
  * Jay Soule
  * Marty Malkem

Lobster is plentiful. A modern telecommunication system and tower links the island to the phone and Internet world and volunteer linemen maintain the power grid. The one-room school building houses K-through-8. There's an airstrip with daily mail and grocery runs, powered by a three-wheeler; two-passenger motorbikes are powered by a 250-cc motor; low-riding, fat-tired, four-wheeler; two-passenger motorbikes are powered by a 250-cc motor; low-riding, fat-tired, four-wheeler; two-passenger motorbikes are powered by a 250-cc motor.

A flight attendant initially takes notice. I also got my first look at a side of the new generation of vehicles on the island: the Islander, a hi-tech marvel that over an hour from Rockland. A first look at the new model, it is a hi-tech marvel that over an hour from Rockland. A first look at the new model, it is a hi-tech marvel that over an hour from Rockland. A first look at the new model, it is a hi-tech marvel that over an hour from Rockland. A first look at the new model, it is a hi-tech marvel that over an hour from Rockland. A first look at the new model, it is a hi-tech marvel that over an hour from Rockland. A first look at the new model, it is a hi-tech marvel that over an hour from Rockland.
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NOISE, from page 1
land. Yasi then talked around the island and noted it was quite loud, even on the back shore.

John Whitman, who lives near the ocean on Island Avenue, first noticed the noise in mid-July, at 4 a.m. The second time, the noise woke him up at 3 a.m. on July 31, the day of the Peaks Island 5-Miler, which he runs. "I was not pleased to wake up at 3 a.m.," he said. But Whitman took action. He called the South Portland Police Department, who told him to call the Portland Pipe Line Corporation, which owns the pier in South Portland where oil tankers unload.

Whitman called the pipe line corporation, received no response, then wrote a letter to the company's president. Two days later he received a reply. Marjorie E.V. Dawson, president of the Portland Pipe Line Corporation, apologized that island residents had their sleep disturbed by the shrieking noise, in an Aug. 9 letter she wrote Whitman. "We are aware that a certain class of vessels calling at Portland Pipe Line Pier 2 is emitting a different sound than that of other tankers unloading at our pier," she wrote. The company created by vessel unloading operations without making any noise.

The company contacted its marine advisors who inspected ships that call at the pipe line's piers and asked that "they work closely and quickly with the vessel owners to determine what type of engineering or operational controls could be implemented for these specific vessels to reduce or eliminate the shrieking, whistling noise that is peculiar to these vessels," Dawson wrote. The president assured Whitman that the company will take "all reasonable steps to ensure that the sound emitted from this class of tankers is not a source of aggravation for our neighbors in the area of Pier 2."

Whitman was impressed with the quick reply to his letter. They seem to be an extremely responsive company," he said. Since he received the letter, Whitman said he has not heard the noise again.

When the Island Times called Portland Pipe Line Corporation at the end of August, spokesman Dave Cyr, the company's secretary-treasurer, said that security rules prevent the company from talking in detail about the problem with the media.

Cyr said Portland Pipe Line received several complaints from islanders in Casco Bay about the noise. He said the noise was created by vessel unloading operations. "We did identify some tankers that seem to have more of a problem than other tankers," he said. A management system around those tankers, Cyr said, has solved the problem. If the noise persists, Cyr said residents can call a 24-hour operations line, 707-3231.

But Cyr said that was all he could say about the noise. He could not say which vessels cause the noise or how often they call at the pipe line. "I have to be evasive here, we are under fairly strict security measures that are promulgated for the industry. I don't feel comfortable divulging some of our operational systems or details around vessels that come to our pier," Cyr said.

On July 1 of this summer, the Maritime Transportation Security Act came into force in all American ports. It requires that port facilities come up with security plans, create restricted areas, provide identification badges for workers and install surveillance equipment, among other measures. Cyr said the security rules prevent him from talking about operations at the pipe line. "I actually predicate this act, but he could not say how long the rules went into effect.

Cyr said his company responded quickly to the noise complaints and took care of the problem. "What the details are may or may not be relevant in the grand scheme of things, quite apart from any security requirements," he said.

John Whitman, the regional director for the state Department of Environmental Protection, Southern Maine Regional Office, said he had not received any complaints about noise from the Portland Pipe Line pier. The DEP does not have a noise standard for that facility, since it was built in 1941, before the EPA's site location development law was put into place. Whitman said. There is a state noise standard for new industrial development. "That facility predates that last state, so there is no coverage," Whitman said about Portland Pipe Line Corporation.
There are spiral staircases to visit, do so at your own risk. If you go, the city is now negotiating only with Riverwalk, according to Jack Lufkin, director of the city's Economic Development Division.

The staff pointed out the difference in distance from the ferry at the meeting, according to Lufkin. "The CDC felt that there was not much of a difference in terms of walking distance," he said. Although the proposal does not include a specific number of spaces to be set aside for islanders, "I would suspect a good number will be available for island residents," said Lufkin.

The majority of the CDC felt that it was an advantage to have the parking garage further away from the waterfront. Lufkin said. Since the Riverwalk proposal puts the garage on private land, it allows for different development of the city-owned parcel. "Putting the garage one block away from the water better addresses the Eastern Waterfront Master Plan," Lufkin said. "That plan calls for a mixed-use urban setting with elements of retail, office and residential development."

In addition, the committee felt that the Riverwalk parking garage is a more central location for the development of the eastern waterfront, according to Lufkin.

City Councilor Will Gorham, who attends CDC meetings, is not on the committee, agreed with the committee's choice. "It's a waste of valuable land to put a parking garage right next to the Turner Barker building so close to the water," said Gorham. "It's a very buildable piece of land, and to put a parking garage there doesn't make any sense.

Gorham said that the Riverwalk garage is probably only 40 or 50 feet farther away from the ferry than the Monks O'Neill garage. "We're not talking a whole lot of difference here," he said.

Lufkin said that the Monks O'Neill garage called for a pedestrian exit onto the extension of Hancock Street. The Riverwalk garage is a pedestrian exit on the corner of the building closest to India Street. As a result, the walk from the ferry to the Riverwalk garage is probably only a couple dozen feet longer than the Monks O'Neill garage.

Another matter that will need to be addressed is where will islanders park when the land they now park on is being developed. "We're still looking for a place," said Gorham. "It has not been decided yet what is going to happen. I know it is a concern of islanders—I've got it right at the top of my list."

Gorham said he heard one proposal to create a satellite parking lot at the International Marine Terminal, near the Casco Bay Bridge. But he's not happy with that idea. "I'd like to see something done," he said.

"We've got to make sure that there is a transportation system set up that makes it convenient for folks to get back and forth," Gorham said.

From top left, clockwise: A map of Fort Gorges on a stand just inside the fort shows the parade grounds in the courtyard of the fort; Stu Campbell from Connecticut takes pictures; Maine historian Joel Eastman leans the corner of the Fort Gorges.

Portland acquired the fort in 1960 and it was placed on the National Register of Historic Places.

Inside, the fort is cool and damp and smells of damp wood and pigeon droppings. There are spiral staircases that you can walk up to get to the upper floors. Anyone is allowed to go in, but do so at your own risk. If you decide to visit, don't forget to bring a flashlight.

FORT GORGES, from page 1

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Island Police Log

July 30: Casualty report, Sterling Avenue; liquor violation, no address given; EMS call, no address given; still vehicle leaking, no address given.

August 1: Vehicle complaint, no address given; EMS call, bleeding, Island Avenue.

August 2: Theft, Trifethen Avenue; still beneficial, New Island Avenue.

August 3: Persons bothering, no address given.

August 4: EMS call, Tarrington Avenue.

August 5: Criminal mischief, no address given; intoxicated person, Sterling Avenue; assault, Island Avenue; service run, no address given; EMS call, ETOH problems, Sterling Avenue; EMS call, assist police, no address given; EMS call, Sargent Road.

August 6: EMS call, Greenwood Street.

August 7: Persons bothering, no address given; EMS call, paint, dizzy, Island Avenue; still odor outside garage, Island Avenue.

August 8: Burglary commercial, Sterling Avenue; arrest, no address given; intoxicated person, Evergreen Avenue; still assist police, no address given; service run, no address given; EMS call, no address given; service run, no address given; EMS call, ETOH problems, Evergreen Avenue; still assist police, no address given.

August 9: Burglary, Eggs St.; arrest, Seashore Avenue; animal complaint, Upper Avenue; EMS call, Seashore Avenue; still assist police, no address given; EMS call, back pain, injury, Elizabeth Street.

August 10: Suspicious activity, no address given.

August 11: General disturbance, Upper Avenue; motor vehicle theft, Welch Street; criminal mischief, Wiley Avenue.

August 12: Investigation, no address given; special attention change, no address given.

August 13: Animal complaint, no address given; burglary to motor vehicle, London Avenue; check well being, Island Avenue; animal complaint, no address given; EMS call, illness, Woods Road.

August 15: Serving paperwork, no address given; EMS call, paint, dizzy, no address given.

August 17: Assist citizen, no address given; possible DUI, Upper A Street.

August 18: Loud music, no address given; EMS call, public assist, Adams Street.

August 20: Juvenile offense, no address given; keep the peace, no address given.

August 21: Stabbing, no address given.

August 23: Alarm/burglary, Seashore Avenue; service run, no address given.

August 25: EMS call, no address given.

August 26: Criminal trespass, Sterling Avenue.

August 27: Animal bite, no address given.

August 28: Loud party, no address given; fight, no address given; animal complaint, Brackett Avenue; EMS call, EMS call; EMS call, Brackett Avenue.

August 29: EMS call, no address given.

The Island Times is happy to publish your community notes, classifieds, and notices of many kinds, including births and deaths, weddings and engagements.

Please call us at 766-0951.

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766-5157

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and Sundays 10am - 4pm
Closing for the season on Sept. 6.

Thank you again for a successful growing season this year.

Christmas trees and wreaths will be available at the beginning of December. See you at the Holiday Island Craft Fair on Dec. 4 at the Community Center.

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Please call us at 766-0951.
Cross
1. Mouse resting place? 
2. Primary 
5.25% 5.34% 

drilling, maybe 

Down
1. Threepenny 
2. Scrobicular birth 
3. Concurrent (Of) 
6. Unleaver bath 

21. Rattlesnake 
22. Mt. Laiso & Magic 
23. Great 
24. Swedish in 
Tahiti-22 
26. Love 

27. Sax 
30. "No possibility" 
32. Gastronlam 
34. Profitable revenue 
35. Jane or Mawice, (Irish) 
37. That's a 

ART IS MAGICAL ALCHEMICAL & TRANSFORMING 
FONDHOUSE STUDIO 
Peaks Island Maine 

CARS, from page 1 

hicles leak oil, gasoline, antifreeze and other 
fluids. Rather than letting the vehicles linger 
and continue polluting, the city stepped up to 
do a quick removal. "I also recognize the en-
vironmental and aesthetic issues involved, 
so we did what we could to remove them as 
quickly as possible," said Fortier. 

The city was always trying to find and find the 
owner. Fortier said the city negoti-
ated the cost of removal with those owners it 
was able to locate. In many cases, however, own-
ers could not be identified. The city found 
that vehicles often had changed hands nu-
erous times since the last owner listed on 
record. 

For future removals, however, the city is 
considering a plan proposed by island resi-
dents to hold the last owner of record respon-
sible for any future towing whether it's in 
their possession or not, Fortier said. 

State law allows cars to be operated on is-
lands without being inspected, leading to the 
use of older cars, with more maintenance is-
Sues. The combination of older Island cars 
and the fact that cars cannot be disposed of 
on the island means the potential for aban-
donment increases. To help cope with this 
problem, a $4 abandoned vehicle fee was at-
tached to island vehicle registration. The fee 
is used to help the city pay for removing the 
vehicles. 

Fortier urges island residents, wanting to 
dispose of their vehicles in the future, to con-
tact Corey Johnson or Mark Hall. Fortier said 
it would cost residents between $30 and $100 
to have old cars removed. 

This is not going to become an annual 
event. The city has no plans for a formal pro-
gram on this issue because it wants residents 
to take steps on their own to get rid of old 
cars. "The role of the city is cooperative, not 
always present," said Fortier. 

Fortier said the city is not a problem with 
abandoned vehicles on the other city is-
lands—CIP, Great Diamond and Little Dis-

dam—but there are far fewer cars on 
these islands than on Peaks. 

Thanks To All!! 
The Peaks Island Children’s 
Workshop would like to thank the 
community for the great success 
of our raffle. 

Thanks to the business com-

munity for their generous prize 


donations. And much thanks to 
everyone who purchased a ticket. 

It was a lot of fun and we will see you next year!!
Star Gazing

BY MICHAEL RICHARDS

September means "seventh month," its place in the ancient Roman calendar, which started the year with March. The Gregorian calendar added January and February, making September the ninth month. For astronomers, September promises longer nights and clearer skies—one we're sure of, the other we can only hope for.

Mornings are best for planetary viewing this month. Venus dominates the eastern sky at dawn. It's gorgeous from here, but the atmosphere on Venus makes Macher's dog days seem tame. 900 degrees of hydrochloric acid gas at 100 times the pressure of Earth's atmosphere. The Russians landed probes in its year ago, and they sent back signals for a couple hours—before they dissolved. Still, the upper atmosphere is unusually reflective and bright, and it's the closest we come to seeing it from Earth. Venus is at its brightest as it slides through Aquarius.

Sept. 12: The thinnest crescent moon is just a day from new this morning, but conditions have to be perfect to see it, with no clouds on the eastern horizon.

Sept. 14: New Moon at 10:26 a.m. is a good time to hunt for star clusters and nebulae tonight in the southern skies above Sagittarius.

Sept. 17: Tides run 10.5 feet today, low at 7:21 a.m. and 7:46 p.m., and high at 1:32 p.m. 21 a.m. and 7:46 p.m., and high at 1:32 p.m.

Sept. 21: First quarter moon at 11:54 a.m. 21 a.m. and 7:46 p.m., and high at 1:32 p.m.

Sept. 22: Full Equinox ("equal night") today, as the sun crosses the equator at 12:39 p.m. and springs the winter in the Northern Hemisphere. The moon at perigee at 5 p.m. today. It's about 2,100 miles closer to Earth than it was 2 weeks ago.

Sept. 26: Asteroid Toutatis is easiest to see tonight as it flies through Capricorn, low in the southeastern sky.

Sept. 29: Asteroid Toutatis makes its closest approach to Earth today. It's about the size and shape of Long Island, and would make an incredible meteor if it hit us, but no worries, it will miss us by 900,000 miles.

Sept. 30: Sun rises at 6:43 a.m. and sets at 4:55 p.m., giving farmers enough light to gather crops well past sunset, if they must. The moon is now below the ecliptic and will stay closer than usual to the southern horizon this month.

Oct. 1: Venus is blazing bright just 3 degrees to the right of the bright Star Cluster in Cancer, and the crescent moon is very thin. Venus looks in Earthshine. Tonight, asteroid Vesta is at its brightest as it slides through Aquarius.

Note: I will be teaching a Portland Adult Education astronomy class, "Peaks Island Stars" for five nights on Tuesdays, from Oct. 5-Nov. 2, 7:45 p.m. to 9:15 p.m. at the Peaks Island School. To sign up, call Wendy Grant at 871-8160.
DUBOIS, school. I’ve always believed that the abilities and decided not to my friends in college would ask how I could hiked ruckerman’s Ravine, and Pinkham he teaches math at John Bapst private high N o t ch in school this year?

Decisions were to eliminate individual desks aspects of only teaching style are steadfastly consistent to learn. When they feel comfortable they’re apt to take risks in their learning and excel at a greater rate. The rooms have a new arrangement this year, including two separate home rooms, we still plan on using the multi-age model in which students benefit from one another as well as two teachers.

What did you do this summer? I had a VERY busy summer! I was the teacher for the third and fourth grade Camp Experience program for students with Asperger’s Syndrome and Autism. I have worked with this program for three summ-ers and find it enjoyable. It is wonderful helping these children have successful summer camp experiences. However, as much as I loved my summer job there was something that I loved doing even more this summer...getting married! I married my best friend Andrew Doody on August 21, 2004. He and I have known each other over 17 years, we both grew up in MBrocket. We have been friends for years, and started dating 4 years ago. Andrew works as a legal aide at Norman, Harmon, and DeBoy. He is also a talented musician who plays the saxophone in the Bob Charest Band. Andrew can occasionally be seen helping to set up or disassemble computers at Peaks school.

What’s the most important thing you hope to teach your students? I believe the most important thing I can teach my students is to be confident in themselves regardless of the circumstance. If they make a mistake or have a wrong answer it’s important that the situation lead to a learning and growing experience.

What’s the hardest thing about teaching? The hardest thing about teaching for me is that it is not only a profession, but also a lifestyle. Regardless of where I am I always have the students and school on my mind.

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NANCY ANNE BREWSTER
January 5, 2005
To Sam and Barbara, September 29, 1963
Nancy, you had your first obituary and your first memorial service last year. Now other people know how special you were to me. The little pink lilac tree planted in your honor bloomed beautifully this year. This is your first In Memoriam. You will have one now every year for the rest of my life to honor you, though I love and miss you every day of every year. Thank you for being my little hero.

In love and gratitude,
Your big sister, Jan
By David Tyler

Teresa Edwards leaned over and picked one of the half-dozen stones. He looked at it, turned it, and carefully fit it into the wall he was building. "It's the same motion used by carpenters when laying down and nailing siding until they build stone walls to clear the land for farms."

As he turned the rock, Edwards recalled an old man he worked with on a wall saying, "You must wear gloves when you build with stone." Edwards added, "Every rock has a face—and a place."

Once a skill held by every farmer in Maine, today stone walls are a lost art. Edwards is almost the last art. But Edwards, who has his own landscaping company, has made building dry stone walls an increasing part of his business. He has built his first stone wall about 18 years ago. Edwards said he's completed over 30 walls on Peaks Island. "It's a love of labor," Edwards said. "When I first started doing walls, I wasn't sure if they were good enough. I have people come up and say, 'These are beautiful.' It's really nice to hear that, but subconsciously I'm thinking, 'I hope they're not.'"

Edwards work is all over the island. He mentions walls he built for the houses called Tourne', house at 67 Vail Lane, and walls built at the end of Windwing Way. "Most of the dry-walled lots on the Island, I've done, except the walls made of the island rocks," Edwards said.

Edwards taught himself the art of stone wall building. An island native, Edwards remembers seeing his dad work on walls when he was a child. The first time he ever thought about stone walls was when he was attending the University of Southern Maine. He was with family during Christmas at a restaurant in Arundel. During the meal, he was sitting with a woman at the next table over. "There was this older lady, with a mink coat and a big diamond ring, and she said, 'I want to look at your hands,'" Edwards said. "I showed her my hands, and she said, 'You should build stone walls.'"

Edwards had always been interested in landscaping and stonework. So he bought himself a Reader's Digest book on landscaping and outdoor projects. After college, Edwards continued his lawn mowing business on the island and occasionally worked on fishing boats. But he couldn't get a mortgage on a house if he continued to work for himself. So Edwards took a job at Brownie Trading Market, and worked there for three years, in order to buy a house on the island.

But he missed working outdoors, and he wanted to "be about $10" according to his father. Edwards got his first big break when he won the contract to landscape the Children's Workshop. That allowed him to leave his job at Brownie Trading and devote all his time to landscaping and moving lawns.

Edwards built his first stone wall, working with Jack Anderson, on a wall for Anderson's house 18 years ago. Over the years, he's refined his technique. In some ways, Edwards resembles the old stone wall builders, just as his rocks are all from Peaks Island. Unlike mainland builders, Edwards does not purchase his rocks ready-made. "These are island stones," said Edwards.

"So Edwards is always looking for new sources of stones. He buys some from Cow­
ye Johnson. And he collects them. Part of his fascination with the island lies in the idea of digging at various places. Any time I dig," Edwards said, "I'm a bit of a rock hound."

E dwards takes a break from working on a new stonewall on Pleasant Street. The project involves 900 square feet of stonework. Photo by David Tyler

Looking for adventures! $33,000.00 to the right deep hole with his orange excavator. He in­
ded large stones on top of the crushed rock, that is compacted. Then he starts placing large stones on top of the crushed rock. On top of the rock, he'd use his excavator.

This technique actually mirrors the pro­
cess used by farmers, who placed smaller rocks closer to the ground. Edwards said, "Farmers used to build walls to keep the fences from getting old or to cut nests of bucks due to frost heaves and push the rocks up. The smaller rocks are less likely to cause the fence posts first, and building crushed rock, which absorbs the frost heaves and leaves the wall, alone."

For the next step, Edwards plans the stones by hand, until the wall is finished. Crushed rock is also poured into the inside of the wall, to keep it from shifting. If the wall is built in a backyard where there are kids, Edwards will mortar the top layer of stones so they won't fall off. At this point, Edwards has enough work that he has two men, one from the Island and one from the mainland, who help him in his business.

In August, Edwards was wrapping up a construction project on the mainland, when he is building 900 square feet of stone walls. This is his biggest stone wall to date. On one side of the wall he had to remove the forest before building the wall. In addition, a large section of the wall also had a wooden fence on top of it, which meant they had to move the fence posts first, and build the wall around the posts. "It's a complicated­

"I love it. I love doing this," said Edwards.

Unlike the laws he mades, which fade away over the years, stone walls become a perma­nent part of the landscape and could last for over 180 years. "These walls. They're going to be around me—they'll still be here," Edwards said.

 Classifieds

Used golf carts for sale

Gas and electric, most w/telescopes & accessories. A few available, or rear hay seats avail­able. Call 266-4554.

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Sailboat for sale!

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