Floating Cities

Cruise ship exemption from Clean Water Act puts Casco Bay at risk

BY ARNE PEARSON AND MARY LOU WENDELL

You've seen the ships in port, dwarfing the city pier and the ferry boats, and towering higher than most office buildings near the waterfront. Fleets of tour buses line up to take their thousands of passengers to area hot spots, like Freeport and Kennebunk.

The age of the cruise ships has arrived in Portland Harbor in a big way.

Thirty-eight cruise ships were expected to visit Portland this year, according to a city Web site, and that number is expected to grow to 50 ships annually with 75,000 passengers and thousands more crew members.

All those passengers may buy a lot of T-shirts, but they also generate a lot of — well — sewage, to put it nicely, not to mention all the "gray water" from their showers, sinks and laundries.

In fact, Friends of the Casco Bay estimates that a single cruise ship generates more waste water in one day than what the group pumps out from more than a thousand recreational boats in a year.

And, although the cruise ship industry has their own voluntary guidelines, there are currently no laws in place to prevent the ships from discharging partially treated sewage or gray water in Portland Harbor or Casco Bay. Cruise ships are exempt from the federal Clean Water Act regulations that cover city sewage treatment facilities.

Ship fined for dumping

BY MARY LOU WENDELL

On Sept. 5, the Regal Empress, a cruise ship with roughly 800 passengers, dumped 200 gallons of oil and an unknown amount of sewage into Portland Harbor while docked at the International Marine Terminal.

Although the Coast Guard fined Regal Cruises, based in Florida, $500 for dumping the oil, and the state's Department of Environmental Protection plans to require the company to pay for the subsequent clean up, there was nothing that could be done about the sewage.

That's what angers Joe Payne. "No one knows what they (cruise ships) are doing because there are no regulations," said Payne, executive director and Casco Bay Keeper for the environmental group, Friends of Casco Bay.

"I'm not trying to say they're all doing something bad," Payne said. "Most cruise ships who come in here say they will not pump gray water or black water overboard. But it's perfectly legal for them to pump partially treated black water and gray water (into the harbor). That's nasty stuff."

The term "black water" refers to the waste from kitchens, and laundry. The term "gray water" refers to the waste from showers, sinks, kitchens, and laundry. (Please see related story on cruise ships, "Floating cities.")

Cruise ships often comply with guidelines written by the International Council of Cruise Lines, or ICCL, the cruise ship industry association, that call for no dumping of either type of waste while in port.

Sacred and Profane

Annual art and performance event to take place on Oct. 19

BY BARBARA SCHLICHTMAN

"For religious man, space is not homogenous; he experiences interruptions, breaks in it, some parts of space are qualitatively different from others."

— Mircea Eliade

"The Sacred and The Profane: The Nature of Religion."

With only a candle, you walk a cavernous path described as transforming, disorienting or as going into "the belly of the beast." Damp, graffiti-ridden walls flank you on your search for art created for this day and this spot.

You have joined The Sacred and The Profane, one day when organizers hope that people will step away from their daily lives, see meaning in something new, and then share their experiences at a feast under the harvest moon.

The Sacred and The Profane will be held Oct. 19, beginning at the Peaks Island ferry landing with the arrival of the 2:15 p.m. boat from Portland. The ritual begins when the crowd assembles for a procession up Brackett Avenue to the Battery Steele.

The battery and its dark tunnel were a natural choice to hold The Sacred and The Profane because the original idea eight years ago was to take people through an underground and have them ascend to please see SACRED, page 8
In Brief

Weinschenk projects undergo more scrutiny

About 500 tons of soil that the state’s Department of Environmental Protection said was contaminated with gasoline was removed Sept. 25 from a house site at Battery Craven, a former gun emplacement on the island, according to John Wathen, the DEP’s regional director. “That means they are square with us,” Wathen said.

The home is being built by developer Ric Weinschenk, a Peaks Island resident. The city has withheld a certificate of occupancy from the property owner’s responsibility to clean up the site, Wathen said.

Pereira, his consultants, and Weinschenk all participated in removing the soil, Wathen said. “They have removed the soil that we think represented a potential environmental hazard, and the rest of the site is down to what I will term ‘local background,’” Wathen said. There are still low levels of organic compounds associated with coal residue and coal tar that “seem to be somewhat pervasive in the area,” he said.

Last October, Weinschenk brought contaminated soil to the Battery Craven site from the construction site of another project that he’s building, the Peaks Island Inn, at 33 Island Avenue, according to Wathen. The inn is being built on the site of a former gas station. Abutters to the Battery Craven site were concerned that the soil would contaminate the groundwater and asked for an investigation. The DEP ordered Weinschenk to remove the soil from the Battery Craven site, which Weinschenk did, Wathen said.

In September, the health center expanded its winter hours. In the past, the center was open just two days a week; now it’s open three days, including daytime hours on Tuesday and Friday and evening hours on Wednesday. “We want to make it more accessible for families,” she said. “We are hoping to attract folks who live on the island and work in town.”

Wright graduated with a degree in nursing from Northeastern University in Boston in 1988. She worked in the Boston area as a hospice nurse. She moved to Peaks ten years ago “because I got sick of living in Boston.” She went to Simmons College and received her nurse practitioner degree in 1996. It was a two-year program with an additional year focusing just on children.

She also co-owns the Peaks Island House with her brother, and owns Jones Landing. She likes the variety of jobs, which allow her to remain on the island. “Having a lot of different lives makes it interesting,” she said.

Wright first came to Peaks as a child when her family spent summers here. When she first moved here, she also worked as a hospice nurse on the island. She’s excited to get the job at the health center. She believes living on the island will help her care for her patients. “I have a keen sense of their lifestyle and their environment—that tells you a lot about health,” she said.

She’s married to Tom Flynn and they have two children, TJ, who is two-and-half years old, and Zachary, who is one-and-a-half years old.

New nurse practitioner

Peaks Island resident Nancy Wright is the new family nurse practitioner at the Peaks Island Health Center, replacing Mary Libby. Wright joined the staff in June.

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“WE PRIDE OURSELVES ON PROMPT, PROFESSIONAL SERVICE.”

SERVING THE ISLANDS OF MAINE FOR 39 YEARS
The new Peaks Island map hits the streets this month.

Image courtesy of Map Adventures.
Islander travels to Thailand

Peaks Island resident Jenny Yasi traveled to Thailand from Sept 1-11 with the Free Burma Coalition. She was the only participant from Maine.

Jenny Yasi being interviewed by students in Bangkok, Thailand. Photo courtesy of Jenny Yasi

Also, I practice as a Buddhist, and Burma is Shwe she was the only participant from Maine.

I read George Orwell's "Burmese Days" that turned out to be about Burma. Lessons," that turned out to be about Burma. Lessons," that turned out to be about Burma. Lessons," that turned out to be about Burma.

Lessons." The military renames Burma "Myanmar," and operates the nation as a slave state. An American based coalition - Unocal - is presently on trial in California for human rights abuses in Myanmar. Various human rights groups have organized themselves to collect profits generated in the plunder of Burma's human and natural resources. Over 45 percent of Burma's gross domestic product is spent on military.

Who organized the trip to Burma? Who did you meet?

It was called a "Burma Freedom Tour," organized by the Free Burma coalition. We were a group of eight. I really enjoyed the people. One woman, Michele, from California, was a nurse last year at Dr. Cynthia Maung's clinic, the Mae Tao Clinic, which serves displaced Burmese refugees. She and her boyfriend brought huge duffle bags full of medical gear to Dr. Cynthia, via another organization, the Global Health Access Program. I keep remembering how they had been subjected to forced labor, imprisonment and torture by the Myanmar military, that somehow we had some of that?

You received a lot of support from Peaks Islanders in this effort. Could you describe some of that?

Paul Beans and Tuti Ashley organized a T-shirt-making event, which raised $500. We sold handmade, organic, no-dye T-shirts on Peaks Island shipped in. This allowed me to supply her backpack medics. Backpack medics have lost their lives, walking through land mines infected jungles, in order to reach displaced persons in need of medical treatment.

I delivered the camera to a Shan tribal women's organization, whose documentation of brutal rapes and violence (over 650 specific recent instances) against women has been as a tactic of war used by the Myanmar military to help raise international concern and attention. They told me, "We were wondering how could we get a digital camera, if there was someplace we could write a grant, or what we could do to get a camera," and they burst into tears of gratitude! It was one of the many things that made me realize that even a small thing can help others entirely out of proportion to the smallness of the act.

Where, more specifically, did you go on this trip? And how was your group received?

We met with activists in Bangkok, Chiang Mai, and Mae Sot (Thailand). The border to Burma was closed. It seemed to reassure Burmese immensely to know that we were interested in Burma, that somehow we had heard about their struggle. People seemed to appreciate our visit quite a lot.

Who were some of the other people you met? Could you describe some of them?

Activists who work with non-governmental organizations, guerrillas, environmentalists, human service providers, women's organizations. At least six people told stories of how they had been subjected to forced labor, imprisonment and torture by the Myanmar military. The most famous person we met, I think, was Dr. C. Thaw Maung, who treated me like royalty, and taught me the proper order to eat an assortment of delicious fruits (bland to sour-sweet, then to sweet of all, then start from the bland fruit again).

What are some of the first things you told your family about your travels? In other words, what interested you the most about Vietnam?

The lack of clean drinking water, the pol­

cial. I talk about the things I saw and heard, the things I learned.

In Thailand, you can be arrested for criticizing the king. Imagine if we couldn't criticize our government without being threatened by arrest! I talk about the things I saw and heard, the things I learned.

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Jenny Yasi being interviewed by students in Bangkok, Thailand. Photo courtesy of Jenny Yasi.

Letters to the editor

Shameful and disrespectful

What is it that some people, no matter what age, are so callous, selfish, so self-centered, so uncaring in their actions? Life is so boring that it's easy to cause heartache, real damage, to golf cart and boats, to try to set a fire at the market by lighting post­

ers and notices on the community activity board on the front of the storefronts?

With everything so dry, southern Maine is in a high fire risk zone. What is going on inside the so-called brain/mind of the instigators? Do they even wake up one morning and find kayaks in your swimming pool? It may be humorous to some, but a stupid prank.

Something is missing in the gray matter of those who do what they do. What do they do not understand? What is the respect of self, of people's property, of the safety of the island?

Some individuals are so shameful, down­

tight stupid, disrespectful, ignorant, rude, thoughtless and disgusting. No heart, no conscience? It's as if dangerous fire can be on our lovely wooded island? Do they want the island community to go up in flames? Truly do not think so.

Try something new, like being of service to others. It is helpful to those in need and gives one a bit of that good feeling, like self­

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cial. I talk about the things I saw and heard, the things I learned.
Kathleen Beecher, this year’s Trash Queen, listens to Lisa Lynch.

Photo by Mary Lou Wendell

**Fr**e**w**e**l**e**e**r** to the annual trash contest

Lisa Lynch read the following remarks at the 2002 Trash Contest, held in September.

We are gathered here today to say farewell to the annual heavy item trash contest. After several years of Kings and Queens of trash, we here today will crown a King or Queen to reign for eternity. We will be forever altered by the lack of good old island trash. Speaking of old trash, we should take a moment to thank Kathleen (Beecher), Peaks’ own dedicated trash industrialist, for hosting this annual event.

For those of you who haven’t been here very long, you won’t remember, but we will forever remember our dump, the days when we would climb through the pile and dig back then people threw away new stuff, old stuff, cool stuff, ugly stuff, worthless, broken or way-out stuff, not to mention plain old trash. Oh but what a way of life to trash pick.

But then our beloved dump, place of great and creative finds, was plowed over. Hearty pickup was born and became the next best thing to dump picking, and the trash contest was created. Back then the trash was heavier, heartier, more colorful and easier to create with, and truly a great way to have good clean family fun.

From generation to generation, trash has been passed down from family member to family member, and truly one man’s trash is another man’s treasure. From this day forward, when discarding our trash, we should all take a solemn moment to reflect upon this thought: could this be somebody’s treasure?

Web site for skate park

Peaks Island resident Jenn Tuttle has posted information about the effort to create a skate park on the island on her Web site.

Tuttle said she wants there to be a source of information to help residents who might want to revolve the drive for the park. According to her Web site, island kids, working with the American Legion Post 142, have already raised $2,300 for a park that could be used for biking, rollerblading and skateboarding. "It would take them out of harms way, and comfortable seating areas. Some have cathedral ceilings and some have separate bathrooms and sleep up to nine! Reservations are being accepted at 766-5100 or 1-800-322-6140.

And once we open—we stay open! Did you know that the INN, THE BIG FISH GRILL and PEAKS ISLAND HARDWARE are going to operate year-round? You and your guests will be able to enjoy "Island style comfort" at the INN, "simply great food" at THE BIG FISH GRILL, and the convenience of "useful stuff mostly" at PEAKS ISLAND HARDWARE year-round. Now think about that for a moment... that means those extra guests have a place to stay. Valentine’s and other special dinners are covered, and you do-it-yourself projects just got easier—year-round.

The INN

The opening of the suites at the INN is in the countdown as well. The open and comfortable atmosphere. THE BIG FISH GRILL is the kind of place to drop in for a bite with friends after a bike ride, to bring your special someone for an enjoyable evening, or for a gathering in our private dining room—"Peaks Style".

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Our restaurant concept for "simply great food" offers an intriguing but simple menu. We will serve breakfast, lunch and dinner year-round. Our style is fresh and creative, yet not fussy, featuring the freshest ingredients, the best service, and a varied menu that will keep you coming back for more.

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Births

Matthew Martin Thetison, 10 lbs. 6 ozs., was born to Amy and Paul Thetison, and brother Chandler, age 7, on Sept. 26, 2002.

Photo by Arne Pearson
Clockwise from above left: Amelia Mitchell from Peaks (mainland players are in darker shirts); a Portland player fields the ball; Jack Carroll, from Peaks, dribbles the ball; Sophie Smith, from Peaks, stays one step ahead of her competitors; Camille Hanley and Amelia Mitchell, both from Peaks, congratulate the other team; the island's Youth Under-10 team; Evan Michalski in pursuit of the ball.
Coley Mulkern directs trucks carrying recycled asphalt for the Department of Public Works onto the ferry owned by Lionel Plante Associates at East End Beach. Photo by Mary Lou Wendell

Munjoy Hill residents complain about the commercial use of East End beach

BY MARY LOU WENDELL

Everything that is shipped to the islands in Casco Bay - from sand and gravel for road repairs to major construction supplies - is transported onto ferries or barges at the East End beach on Munjoy Hill. On Peaks Island, Lionel Plante Associates has been barging supplies or transporting materials by ferry since the 1960s.

Now Coley Mulkern of Lionel Plante Associates is worried that commercial access to the East End beach may be in jeopardy. Munjoy Hill residents have been complaining about the commercial use of the boat ramp, according to city authorities. While it is unclear whether the complaints will have any impact on how the city-owned boat ramp is used, Mulkern feels there is cause for concern because there is so much at stake for the islands.

"People don't realize how much we're impacting their everyday lives," Mulkern said. While closing the East End beach would make doing business more difficult for Lionel Plante Associates, all islanders would also suffer because virtually everything that needs to be brought out on large trucks currently originates at East End beach. Everything from septic tanks, road gravel, fuel, and lumber and trash trucks are transported to the islands by Plante's or other companies out of East End beach.

And when Plante's carries materials for the Department of Public Works the city saves money, which means islanders and other taxpayers save money, Mulkern said. When materials are transported for the city, the city supplies the trucks that are used, which means lower rates, Mulkern said. When Plante's supplied the trucks and trailers to transport materials for the city years ago, the Plantes charged $12 a yard for sand and gravel, for example. After the city offered the use of its own vehicles, the price came down to $3.80 a yard, Mulkern said.

Regardless, John Griffin, president of the Munjoy Hill Neighborhood Association, said it's unsafe for commercial trucks to use the East End beach ramp for deliveries. "We're not against the islanders, but we have this commercial ramp right in our neighborhood and it's getting dangerous," Griffin said.

Griffin said that truck drivers travel too fast through Munjoy Hill on the way to the ramp. He said material and trucks are also stored for as long as two weeks in the parking lot off Cutter Street, which is the road to the boat ramp. "There's a lot of activity on Munjoy Hill, especially with kids, and these dump trucks are barreling right through here," he said. "We're trying to avoid a tragedy."

He would like the East End ramp closed to commercial use and restricted only to recreational boaters. He said the city should move the commercial ramp to the other side of the sewage treatment plant, right next to Route 295.

"We don't mind people using it for recreational uses, but this is not a neighborhood for 16-wheel-dump trucks, for tour buses, for duck boats and for trash haulers from every island - it's overwhelming," he said.

Tom Fortier, the city's island administrator, said he is aware of the concerns of the Munjoy Hill Neighborhood Association. "The reality is, the East End beach is the departure point, it's the lifeline, for moving materials to the island," he said.

Moving a commercial ramp any significant distance from the East End beach would increase costs for moving materials to the island, and that cost would be transferred to islanders, Fortier said.

Fortier said he expects these issues to be addressed in meetings of the newly-formed master planning committee for the Munjoy Hill neighborhood.

City Councilor Peter O'Donnell could not be reached for comment on this story.

David Tyler contributed to this story.
Ritual of darkness and light

SACRED, from page 1

another place. So, the battery’s “cave” and its area “up top” were perfect, said Michael Libby, one of the co-founders of the event and the first artist to display paintings in the battery. Libby said people lingered around his large paintings of parking lots that still smelled of fresh tar. In the dank, smoky tunnel his paintings evoked reactions from people—from positive to negative. After the first event, held in 1995, he was amazed at how the response carried into the following weeks.

Since that first year, The Sacred and The Profane has continued. There is consensus among volunteers that even though it is “loosely” organized, it always comes together. This year about 15 visual artists and 100 volunteers are lined up to prepare the procession, art, food and music for an anticipated 200 to 300 people.

Artist Rob Lieber is coordinating this year’s display inside the battery. He was one of the original planners and has contributed art four times. Lieber said the event is named for the book “The Sacred and The Profane: The Nature of Religion” by the Romanian-born religious historian, Mircea Eliade.

Eliade compared the human experience of the religious and nonreligious, and observed that even those who claim to live in a profane, or nonreligious, world are nourished by the memory of the sacred through myths and rituals.

The Sacred and The Profane is definitely a ritual, according to Lieber. In comparing the event from year to year he says that some years are better than others, but overall it stays the same.

“It’s like going through the belly of the beast. You feel disorientation. It makes you aware of different things. It changes your perception, so you see art in a new way.”

-Matthew Day, co-founder and Profane volunteer

“It’s a ritual. It’s the same thing. It’s like going through a tollbooth,” Lieber said, meaning the time and view may be different but the motions are the same. “It’s a beautiful thing,” he said.

Battery Steele seems to offer a perfect setting for a somewhat otherworldly experience. The bunker is bigger than a football field and buried under enough dirt that it remains cool on summer’s hottest day. The battery is also dark, although participants carry candles. Light has not yet penetrated the room’s airshaft. That her piece would be in the “jail” and use images came to her. She only said without giving it away, she only said that her piece would be in the “jail” and use images that would make people stop and think, she said.

“I really love a space then something will come to me.”

-Jay Ashley, an artist who has contributed art four times to The Sacred and The Profane

Barbara Schliebinger, J.D., worked in print and online journalism for 10 years and is now assistant professor of journalism at the University of Southern Maine. She plans to create a piece at The Sacred and The Profane that she says should surprise people and make them question what they see. Without giving it away she only said that her piece would be in the “jail” and use the room’s airshaft.

Artists develop sensitivities and see art everywhere, she said. “When you’re a visual artist, stuff just hits you.”

Ashley plans to create a piece at The Sacred and The Profane that she says should surprise people and make them question what they see. Without giving it away she only said that her piece would be in the “jail” and use the room’s airshaft.
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28. Plays in the street
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52. Fast food choice: stand
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• Decks, sheds, skylights & pergolas

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Charlie Hall
The young man in the picture on page 7 is, you guessed it, the island's letter carrier, Charlie Hall. He's the guy you see everyday driving the mail truck, dropping off your letters (and bills), and occasionally stopping, just for a second, to say hello.

Charlie has worked for the Postal Service since 1964, although he has been a letter carrier on Peaks for just three years. Prior to coming out to the island, Charlie delivered letters on Munjoy Hill for 13 years.

Charlie, who is a grandfather, grew up in Portland and still lives there. He says he was surprised when he first got to the island to see so many people he knew from high school, including Bob Hannigan, who owns the island's market.

Charlie is responsible for delivering the mail to 450 homes each day on the island by himself, although he has help in the summer, when deliveries number about 525. Each morning, he takes the 5:45 boat. Once he arrives on the island and picks up his mail, he begins a daily drive that is longer than most islanders might suspect.

"I drive an average of 21 miles a day," Charlie says. "I don't know how many I walk. My wife says, 'How can you do that when the island is only two-and-a-half miles long?' And I say, 'There are a lot of streets out there.'"
Planning Board to hold curb cut hearing

CURB CUT, from page 1

Krichels said she also didn't like how the curb cut was done. "The Department of Transportation went ahead and made the curb, took the action, without even consulting the planning staff," she said. "In my opinion the planning staff was under certain pressure to find that it was OK.

Bill Needelman, one of the city's senior planners, said that was not the case. An automatic Planning Board review, with a public process, only occurs if new construction of a structure of over 10,000 square feet is planned. He said a curb cut is considered minor construction and is normally reviewed at the administrative level. "It was our ordinary way of doing business for a private or public project," Needelman said.

The curb was made to allow workers from the Cianbro Corporation and buses that serve cruise ships access to a city-owned parking lot in the Ocean Gateway terminal in order to relieve traffic congestion at the intersection of Franklin Arterial and Commercial streets, according to Jeff Monroe, the city's director of transportation. Cianbro Corporation is currently building oil rigs next to the Maine State Pier, where the BIW drydock facility used to be located. About 900 people are working on the Cianbro project.

In the spring, the city transportation department applied for a curb cut at India Street, according to Bill Needelman, one of the city's senior planners. As the planning staff was reviewing the application, the city's Department of Public Works went ahead and did the curb cut, he said.

At that point, the planning staff began an after-the-fact review. The city's traffic engineering inspected the site and determined that there were no life-threatening impacts of the cut or environmental impacts, so the cut was not closed off, Needelman said. Another review was done and a conditional approval was issued, he said. The city was working on a traffic management plan for a more comprehensive review of the curb cut when Carrol filed his appeal.

But Carroll said the Planning Board should review the entire Ocean Gateway site, not just the curb cut. This review should include both recent changes to the site and issues such as traffic, parking, pedestrian safety, pollution and adequacy of public bathrooms. The current changes to Ocean Gateway will impact Peaks Island residents' access to the adjacent Casco Bay Lines ferry terminal and will also affect residents in the city's Munjoy Hill neighborhood and businesses in the Old Port, Carroll said. "An entire season will pass during which it was operated with no oversight," he added.

In June, the City Council approved a $18.6 million proposal for the city to design and build a cruise ship terminal at Ocean Gateway, as well as keep the site open for industrial use. The proposal included building a new, U-shaped pier, a 20,000-square-foot large terminal building and improvements to the Casco Bay Lines terminal, such as a new freight shed.

Monroe said the transportation department will submit permit applications for the Ocean Gateway project with the state Department of Environmental Protection and the Army Corps of Engineers "within the next several months. Within 18 to 24 months, at the outside, there will be a siting plan and the structure and design will come forward to the Planning Board."

Carroll is concerned that it will take years for that plan to be approved. "I want to make sure that beginning now, and not three or four years from now, that what happens down there will be reviewed by someone who has authority and has some clear criteria, and has a process that will be open to the public," he said.

Carroll said the city transportation department is not accountable and does not have a process for public input. "I don't want residents to be the subject of a five-to-six-year experiment in managing an ocean terminal site without someone else's oversight, because that's what's going on now," he said.

Monroe said his office welcomes input and responds immediately to complaints. "If there's an issue, people call the city manager's office, and we will address the problem," he said.

"I've heard people say that this is going to change our way of life, that it is going to hurt our front door. And at the end of the day, none of those predictions of disaster have come true," Monroe said.

Monroe said the curb cut has been effective in reducing traffic congestion at the intersection of Franklin Arterial and Commercial Street. All workers going to the Cianbro project and all buses picking up cruise ship passengers now use the parking lot entrance off India Street; only taxis use the Franklin Arterial/Commercial Street entrance to the Casco Bay Lines terminal, he said.

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Monroe said he understands that islanders are concerned about how the Ocean Gateway project will impact them. "I've heard people say that it is going to change our way of life, that it is going to hurt our front door," Monroe said. "At the end of the day, none of those predictions of disaster have come true," he said.

The transportation director said that Sept. 23 is an example that the Ocean Gateway terminal is working. On that day, there was one cruise ship at the Maine State Pier and a second cruise ship anchored in the harbor; there were a total of 5,000 passengers and 2,500 crew members on both ships. That Cianbro held a press briefing at its site, so there were additional curbs along with the Cianbro work.

"Do you know how many complaints we had at the city manager's office at the end of the day?" Monroe said. "None. Not a single complaint came in that day."

The city's planning staff is finishing up the traffic impact study on the curb cut. Needelman said. He said this study will include traffic counts taken on Sept. 23 when there were two cruise ships in port. Needelman said he expects the curb cut hearing to be held in November.

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P.O. BOX 99, PEAKS ISLAND, ME 04108
CRUISE SHIPS, from page 1
"All of us taxpayers are paying to keep the bay clean, and then we have ships coming in with treatment plants that don’t meet our standards, yet legally are allowed to pump their waste into the bay," said Joe Payne, BayKeeper for Friends of Casco Bay.

Jeff Monroe, director of the city’s Department of Transportation and Waterfront—a Portland’s biggest booster for cruise ships—disagrees, insisting that there are city rules, ecology prompted Friends of the Casco Bay Keeper for Friends of Casco Bay. Monroe is not likely to get any argument there from Friends of the Casco Bay. The group’s materials say that, "As Portland joins the growing ranks of cruise ship destinations, we should look to what progressive ports of call elsewhere have done to ensure that their visitors don’t degrade the very vistas they’ve come to admire."

Alaska has the best regulations of any state, Payne said. The governor of Alaska took a "gutsy" stand against cruise ship pollution, despite how big the industry is there, and won federal regulations covering only Alaska, Payne said. Payne wants Maine to get covered by the same law.

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"Our argument isn’t ‘don’t bring the cruise ships here.’" Payne said. "It’s ‘make sure they are good neighbors while they are here.’"

A primer on cruise ship discharges

Boat sewage must be treated by Coast Guard-approved Marine Sanitation Devices (MSDs) before being discharged into the ocean within three miles of land. Beyond the three-mile territorial limit, raw sewage may be discharged anywhere.

Gray water is the waste water from showers, sinks, kitchens, and laundry. Gray water may be legally discharged anywhere except the Great Lakes. In an Alaskan study, gray water from ship’s galleys and sink waste discharges tested higher for fecal coliform bacteria than the ship’s sewage lines.

Bilge water is the oily waste that collects in the hull of a ship. Cruise ships can generate 1,300 to 37,000 gallons of oily bilge water a day, depending on the size and age of the ship. On most ships, oily bilge water is pumped through an oil-water separator capable of reducing oil concentration to the legal limit of less than 15 ppm (parts per million). The remaining oily bilge water is discharged or offloaded to a treatment facility while the ships are in port.

Ballast water stabilizes a vessel by lowering its position in the water. Ballast water is often taken on in the coastal waters of one region and discharged at the next port of call. EPA regulations exempt ballast water from Clean Water Act. The average cruise ship has a ballast capacity of 792,000 gallons. Ballast water has been found to be the largest source of invasive marine species. It’s estimated that ballast water transports 7,400 different species worldwide each day.

Source: Friends of Casco Bay

Appropriate cost: $375 million
Shipyard: Kvaerner Masa-Yards
Helsinki, Finland
Speed: 22 knots
Guest capacity: 2,667
Crew size: 950
Number of restaurants: 3
Swimming pools: 4
Bars and lounges: 16
Penthouse suites: 6

Legend facts

The Carnival Legend looms over a lobster boat in Portland’s Harbor. Nine more cruise ships are scheduled to dock in Portland in October.

Photo by Mary Lou Wendell

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"Old wood from Maine."
A true harbormaster

John Flynn has had a rich career working on the boats of Portland harbor.

By DAVID TYLER

As soon as you meet John Flynn, who just retired as Portland harbormaster, you learn about his laconic sense of humor. During an interview, which took place on the porch of his Centennial Avenue home, he was complimented on his spectacular views of the harbor. In response, he told a story about the day a tax assessor showed up at the office and demanded his home's value. "I said, 'I'll board up the windows if that will help,'" Flynn said.

Flynn, who has been retired this summer after serving as Portland's harbormaster for the past five years, and as the deputy harbormaster for three years before that, "I haven't got quite used to being retired," he said. "I joked at the City Council meeting that I was going into politics, but that was a tongue-in-check statement."

If anything, that would nobody would doubt Flynn could break into politics. In addition to be­
ing harbormaster, Flynn has been a public safety officer on Peaks Island, a lobsterman, a steamboat captain, a pilot on the city's fireboat and acting chief of the Portland Fire De­partment. He has also volunteered for nu­merous island and city boards, including the Peaks Island Neighborhood Association, the city's housing and community development committee and the committee to study the island's secession from Portland.

Flynn and his wife, Dorris, known as "Dot" were married for 54 years and raised seven children, five boys and two girls. Dot died a year-and-a-half ago.

He first came to Portland when he was just 16, during World War II, looking for work. "The whole country was caught up in the war," he said. "They weren't accepting too many hand questions, like how old you were, or anything else."

He first began to build Battery Steele on Peaks, and moved out to the island. Short­ly after that, he worked as a deckhand for Casco Bay Lines. In 1943, he volunteered for the U.S. Navy. He served on patrol boat­sy until V-E Day, and then was transferred to the Pacific Theater. He was part of the Navy's amphibious assault forces, in a unit that set up beach landings during assaults.

When he returned from the war, he soon became a captain for Casco Bay Lines. In those days, the ferry service still used steam­boats. He has fond memories of the vessels he was captain of such as the Maquoit, the Sabino and the Torit. "It was a pleasure to be on steamboats because they were so qui­et, and no vibrations," he said. "You run those diesel ships and they shake you to death."

In 1950, Flynn began a career as a fireman. By the time he retired in December 1979, he had worked his way up to acting Fire Chief. Although Flynn has always loved being on the water, he sought out the Fire Depart­ment as a way to land a more secure career than a steamboat captain. "Casco Bay Lines wasn't that big-paying a job at that time, they weren't unionized or anything," he said. "But, when they wanted you to go into it."

Ironically, within a year of joining the Fire Department, he was assigned to the fire boat as a pilot. "I went into the Fire Department to get away from boats," he said. After a year of working on the fire boat, he was transferred to a fire department job on land.

Firefighting became a family tradition for the Flynns. His son, Patrick Flynn, now works on the fire boat. He lives across the street from his father. His other sons also became firemen: William Flynn, who lives next door, is a Fire Department captain; Timothy Flynn is a fire­fighter and lives near the Torit landing; and Daniel Flynn is a captain and lives on Munjoy Hill. His other children live nearby. His daughter, Kathy Noll, lives on Peaks Island, and his other daughter, Sandra Merrow, lives in Con­cord, Mass.

Flynn also took up lobstering as a way to make extra money. He started hauling about 30 traps by hand out of a 16-foot long pul­ley in 1952. Finally, he saved up enough mon­ey to buy a 30-foot-long wooden lobster­ing boat. "I learned the K-directed sculling of the K-Dot, and had his sons work alongside him. "With all the boys the school was going through with me," he said. His son Timothy now runs his father's lobster­ing business.

After a successful career as a firefighter, Flynn returned to the sea, when he be­came deputy harbormaster in 1977. Portland harbor is quite congested, Flynn said, and is used by everything from windsurfers to oil tankers. The job has become harder as recre­ational boats have become bigger, and fast­er engines. And no license is needed to op­erate a recreational boat. "You can go in and buy a 65-foot yacht and you don't have to have a day in the water, as long as you've got a checkbook and good credit," he said.

Flynn said he always worked to be respect­ful of boaters when he enforced the rules. "Speed is a big problem, especially in the [Fore] River up there. To keep them slowed down is a hard job. But you don't want to be the motorcycle cop with the dark glasses, spoiling every­one's Sunday afternoon."

He doesn't have to worry about those du­ties anymore. "I'll just sit back and become the elder statesman," he said. And if you run into Flynn down­front chewing on his trademark cigar the stopped smoking them a year ago he will answer to one of many nick­names, including one that refers to the color of his hair when he was a younger man. "I go by anything you call me," he said. "I can walk up to the wharf and he called him, tided, John, never take offense."

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Community Notes

Youth initiative
There will be a meeting of the Peaks Island Youth Initiative (formerly the under age drinking meeting) at 7 p.m. Tues., Oct. 22 at the Community Center, Peaks Island. The meeting will discuss ideas and com­mitments to help create programs and ac­tivities for the benefit of island youth.

Battery Steele clean-up
There will be a clean-up of the Battery Steele from 9 a.m. to noon on Sat., Oct. 5. There will be a potluck lunch at the Fifth Maine after the clean-up. Bring work gloves and food to share.

Volunteers needed
Volunteers are needed to work at the Bay­side Evening Soup Kitchen on 232 Oxford St. in Portland. Islanders help out on the fifth Thursday of every month, according to Casco Baker. Volunteers are needed to cook, serve and clean for Thurs., Oct. 31. For more information, call Baker at 786-3047.

School's open: Drive slowly
Now that the Peaks Island Elementary School's open, Barham Hipple, principal of the Peaks Island Elementary School, asks island residents to please drive slowly when passing the school.

OLD, from page 11

But the Regal Empress is a member of IC­CL, Payne pointed out. The way things are now, there is no way to tell what's really go­ing on. "It was reported that they (the Regal Empress) accidentally pumped a sewage tank overboard in the harbor," Payne said. "It's illegal to have oil in black water. So how did 200 gallons get down there?"

"That's a good question," said I.T. Mike McCarthy, assistant chief of port operations for the U.S. Coast Guard in Portland, which handled the investigation. An engineer for the Coast Guard found that the sewage sys­tem for the Regal Empress was contaminat­ed with oil, which, McCarthy said, "was not a good thing."

"We're very suspicious," McCarthy asks rhe­torically. "Yes."

Here's what happened on Sept. 5, accord­ing to McCarthy: At 4:30 p.m., a sheen on the water in the vicinity of the ship was reported to the Coast Guard by the city's transporta­tion office, which manages the cruise ship traffic. The Regal Empress was preparing to depart at that time. The ship left the port but was detained at the anchorage in the harbor. Coast Guard investigators boarded the ship at 7 p.m. to look for the source of pollution. In the meantime, the DEP conducted haz­ardous waste specialist, Sheryl Bernard, ar­ranged for the clean up of the sewage tank, McCarthy said. The Regal Empress was responsible for the oil in the harbor, despite the denials of the crew on board.

"Initially, they did say they did not do it, they all denied it," McCarthy said. "But, eventually, the oil spill was explained by the ship's crew as an accident. They left their sewage overflow discharge pump on."

The Coast Guard doesn't know how the oil got into the sewage tank, McCarthy said. Ult­imately, the ship was fined half of a maxi­mum allowable penalty of $1,000, because it was a first offense, McCarthy said. This was collected before the ship was allowed to leave Portland.

Jeff McCarthy, director of the city's Depart­ment of Transportation and Waterfront, said this is the first time anything like this has ever happened. He added that in order for cruise ships to dock in Portland, they must agree not to dump anything in the harbor. What happened with the Regal Empress was an accident, he said. "This will not happen again," Monroe said. "If so, they will not be welcome again."

The Regal Empress is due back in port on Oct. 12.