Nor' by East, Fall 1980
Casco Bay Island Development Association

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FROM THE EDITOR: Nor-by East welcomes the new members of CBIDA and dedicates this issue to all of you. Special congratulations go to Little Diamond Island whose Association boasts 100% membership in CBIDA. We have tried to make this issue particularly informative with a complete directory of the Steering Committee and an in-depth coverage of the Annual Meeting and its aftermath. Since CBIDA members are scattered through much of the year, as the Steering Committee attempts to deal with the ever changing and unexpected challenges of island living, Nor-By-East again invites you to let us know your opinions and concerns. We'll be watching for the mailman!

Jean Dyer

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BEAULIEU
Representative from District 1

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Edie Beaulieu works for Portland.
Edie Beaulieu works for the islands.
Edie Beaulieu works for the people.
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Joe Casale, Treas.

From C.B.J. & A. to S.J. A. R. — Stuart Laughlin signs the sales agreement for Battery Steele on Bar harbor and area McAllister dock on.

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ANNUAL MEETING
1980

Cliff Island was host to the 1980 Annual Meeting of the Casco Bay Island Development Association on August 24. By special arrangement, Casco Bay Lines picked up 47 members from Peaks Island on the morning run 'down the bay' and returned them on the afternoon trip. Four more from Peaks arrived on Paul Husted's catamaran.

After a magnificent buffet luncheon topped off by melon slice, a la mode, served in the Cliff Island Association Hall, as well as under the shade trees outside, President Stuart Laughlin called the meeting to order.

The important issue before CBIDA was how far the Association was willing to go to see that the island interests were protected in the current CBL crisis.

Following the report of Johanna Von Tilling for the transportation committee, Attorney Peter Murray spoke of the current CBL crisis as a one-time occurrence with possible ramifications that could have drastic effects on island living if the parties to the situation are able to ignore our interests. Our effective presence at the hearings for the emergency rate increase means that CBIDA is being listened to. Not to continue an effective voice until this complex of issues is resolved could mean the loss of what we have attained so far.

Attorney Murray indicated that the boats were the valuable CBL property; each one could be sold for $200,000. It is in our interest that they not be sold to satisfy creditors. CBL owners have apparently made other use of the reserve funds (some $100,000) usually put aside from summer profits to keep the line going through the winter. Among possible resolutions of the CBL crisis might be the formation of a transportation district for Casco Bay, corresponding to those for land transportation.

Paul Husted of Peaks Island mentioned that the institutionalization of PUC results in its becoming the protector of regular industry, simply because the PUC does not hear effectively from users.

Bea Chapman spoke for accumulating and investing the funds from the Oceanside account to enable CBIDA to make scholarship grants in another 25 years.

Arnold Berndt raised the question as to the worth of any funds we might accumulate in 25 years, with the current rapid changes in the world economy.

The general sense of the meeting was that the current transportation crisis was important enough to residents of the Casco Bay islands for us to use Oceanside funds as far as necessary to see that the CBIDA perspective is adequately represented in the resolution of the crisis. In this we are counting on continued financial support from the individual islands concerned.

Natalie Sanborn moved, seconded by Philip Jenkins, to put the two CBIDA

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4. **Cliff Island**
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funds together to the end of meeting this crisis. The vote in favor was 25 with 16 opposed.

Steve McAllister reported for STAR that the north battery is available for parties, on request, thus easing the transition from Battery Steel as publicly used property to its re-recognition as private property. STAR has an application in with the Maine DEP to permit them to have a test site for the utilization of wind. The signing of the deed turning Battery Steele over to Star Corporation concluded the STAR presentation.

REPORT OF THE TRANSPORTATION COMMITTEE

Johanna von Tiling

Aug, 1980

In the early spring of 1980, CBIDA was alerted to the fact that Casco Bay Lines had, as of February 4, 1980 petitioned the Public Utilities Commission for a "permanent rate increase" of 22.6%. The Transportation Committee, chaired by Prof. Hackett soon held several meetings and with the approval of the Steering Committee hired Peter Murray as legal adviser and representative. The committee drew up a position paper to counter Casco Bay Lines' increases by seeking positive alternatives wherein each side (utility as well customers) would sacrifice something so that a more reasonable and moderate increase could be obtained. Prof. Hackett resigned in April. On May 10th I was asked to take his place. Attorney Murray had intervened on May 8th in our behalf. We prepared for a late spring PUC hearing, which never materialized.

In mid-June, as a follow-up of very involved financial dealings and bargainings on the part of CBL's management, CBL sought shelter under Chapter 11 of the bankruptcy laws and asked the PUC for an immediate "emergency rate increase" of 16.5% - to go into effect in less than two weeks - on July 1, 1980.

There were several pre-hearing conferences with our attorney as well as with those of CBL and the PUC legal staff in Portland and Augusta. Attorney Murray again intervened. There followed three full days of hearings (2 in Portland, 1 in Augusta) during which members of the public (including several CBIDA and Rep. Edie Beaulieu) and members of CBL management and advisers were questioned in detail by the legal staff of the PUC. The final decision (as recommended by the staff of the Commission) was that: as CBL had refused to allow an independent firm of auditors appointed by the PUC to audit their books, CBL had failed to show the need for an emergency increase of rates; therefore the PUC dismissed the petition.

We felt this a great victory for our side and well worth the time, money and energy spent by our attorney, members and officers. There has been no rate increase this summer and thus all routine passengers and users of CBL's freight service have been saved many thousands of dollars.

BUT the petition for a permanent rate increase is still pending and must be resolved by Nov. 1980. As there is still much work to be done to keep the increase within reasonable bounds, we are asking those of the membership present today to determine to what extent we of the Board should pursue this matter.
CBIDA Members at Annual Meeting expressed their confidence in the integrity and judgment of the Steering Committee and reaffirmed the concept of many islands but when they surprised the officers by voting to make the Ocean-side and General accounts into one treasury. It was a truly heartening experience for those whose service to the Association is not only unpaid but sometimes costly.

Since the vote was not unanimous, Nor-by-East would like to present, in their entirety, two pieces of correspondence that have been sent to us. The everchanging situation with Casco Bay Lines has left much of the material outdated, but the basic questions remain.

Was CBIDA the tax-paying owner and caretaker of the property before the sale?

Do early members of an organization hold certain rights over and above newer members?

What is the responsibility of a board of directors toward the action taken by majority vote of members at a duly authorized annual meeting?

Nor-By-East invites you to share your answers to these questions.

Jean Dyer

Sept. 3, 1980

Dear Stuart,

It was with regret that I missed the annual meeting of CBIDA. I was on Martha's Vineyard all that week and could not get away.

However, my wife and I spent last weekend at our 'tower' on Peaks and learned some of what went on at the meeting. I was surprised to know that some of the Peaks I. members readily granted an OK to CBIDA to appropriate funds from the sale of Battery Steele towards financing the legal problems that relate to the Casco Bay Lines.

I would like to join those who oppose such action, feeling that funds derived from sale of Peaks I. property which was an entirely separate entity from CBIDA should be used for some worthy cause that would represent a lasting achievement of those who worked so hard to promote Battery Steel for a worth-
Dear Mr. Frary,

Thank you for your letter of Sept. 3 and your interest in the business affairs of CBIDA.

The actual motion, made by a Peaks Island member, to combine the general treasury and the Oceanside funds into one CBIDA treasury came as a surprise to me. The questions of retaining Peter Murray to represent us at the rate increase hearings in Sept. and the possibility that some "Oceanside" funds might eventually be used, if necessary to pursue the PUC rate hearings to the conclusion, were introduced for discussion and reaction of the membership.

Both Johanna von Tiling and myself, who have attended all of these hearings to date, felt concerned about spending any more large amounts of money without bringing the issue before the Annual Meeting - the last opportunity before the PUC hearings resumed in September.

Since our Annual Meeting, the PUC has set Sept. 29 for the permanent CBL rate increase hearing. On Oct. 20 the PUC staff will present its case and CBL management practices will probably be discussed. Both of these hearings will be held at the Public Safety Building on Middle St., in Portland, at 9 A.M.

The vote at the Annual Meeting apparently combines the Oceanside checking account with the general treasury checking account. This combination will enable us to meet all expenses in the foreseeable future. In fact, one expense anticipated is a bill from Pete Thaxter for the drawing up of the sale agreement, restrictions of use, deed, mortgage, etc., for Battery Steel. This would have been drawn from an "Oceanside" account anyway.

Not affected by the vote at the Annual Meeting is a reserve account at a better interest rate in the amount of $3,000 from previous land sales. Although the name changed apparently from "Oceanside" to CBIDA reserve fund, these funds cannot be drawn or spent without a specific vote of the Steering Committee.

Even more important is the fact that the vast bulk of funds from Oceanside land sales has not even been received yet. This includes all of the funds from Battery Steel and still more from the previous sale of Battery Craven. Therefore, the establishment of a broad based Finance Committee to manage these accounts, retain suitable reserves, and report its findings often to the Steering Committee becomes even more important. This will take place on Oct. 4 at the 9:30 A.M. Steering Committee meeting of CBIDA. At the same time Steve McAllister of STAR will present a proposal for the use of Oceanside parkland as a recreation area - another project.

All members are welcome to attend the monthly Steering Board meetings held the first Saturday each month (except Sept.) at the Public Safety Building in Portland at 9:30 A.M.

One further point should be mentioned regarding CBIDA funds and accounts. Although the general treasury of CBIDA and the Oceanside accounts have been kept separately in the past, I know of no CBIDA officer or Steering Committee Members now or in the past that even considered the Oceanside account a "Peaks Island only" treasury. In the early days of the U.N. Conference Center many people from other Casco Bay islands worked for this concept and hosted U.N. correspondents in their homes for a number of years. The questions raised at our Annual Meeting appear to be: What constitutes a suitable project worthy of spending money received in the land sales and a fear that all of the money will be spent too quickly. The sale of the Oceanside land constitutes a case in a lifetime opportunity for CBIDA to set itself on a sound financial base. I doubt that any Steering Board member from any island would consider spending all of the funds and leaving nothing in reserve for the future.

In order to insure that our membership, now at a record high of 428, is better informed of these issues, I am sending a copy of your letter and my reply to Jean Dyer, our editor of Nor-By-East, so that an article may appear in the fall issue.

Yours sincerely,
Stuart Laughlin
EDIE BEAULIEU

The second regular session of the 108th passed some 235 proposals. While we had some failures and we had to have two special sessions for the Indian Land Claims and the highway funding issue, we did have some important pieces of legislation passed. Most of those bills became law in July.

The following are summaries of the bills passed that I feel are of particular interest to you. Both Rep. Brennan and I will be happy to further detail these measures for you if you wish to know more.

Ch. 727 - Provides funds to continue pilot programs for preschool handicapped children.

Ch. 712 - Makes low interest loans available to middle and low income families for energy saving improvements.

Ch. 698 - Tightens up consumer rights laws to protect auto repair customers from common abuse.

Ch. 735 - Increased the minimum handling fee for returnable beverage containers from 14 to 24.

Ch. 594 - Broadens eligibility for assistance under the Maine Student Incentive Scholarship Fund.

Ch. 728 - Allows schools to petition the Dept. of Education for the excessive costs of maintaining special ed students.

Ch. 677 - Permits law officers to take immediate action when threatening, terrorizing, or exploitive conduct is occurring between family members.

Ch. 668 - Removes the present sex bias in the divorce and support laws and strengthens the enforcement of support orders.

Ch. 625 - Provides telephonic equipment for the deaf or hearing impaired without extra cost to the consumer.

Ch. 642 - Extends eligibility under the Elderly Tax and Rent Refund Act to married as well as unmarried senior citizens.

Ch. 593 - Requires children under 15 years of age to wear helmets when they are passengers.

Ch. 102 - (Private and Special Laws). Grants an increase in the child care expenses to foster parents.

Ch. There were also laws to prohibit cancellations of policies without adequate notice, laws to make insurance policies more easy to read, better reporting of industrial accident reporting and more money to help the state promote tourism and to preserve farmland. The above are just a few. There are many publication available to you free of charge. I will be glad to get them for you.

They are - Consumer Information Guide, Down Easter's Pocket Credit Guide and the Lemon Guide (How to Deal with Car Problems), 1980 Maine Highway Map, Energy Saving Tips and "For Sale by Owner" (Selling Your Own Home). Just write or call 775-1494.

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NEW CASCO BAY ISLAND FERRY TERMINAL TAKES NEW TURN

Stuart Laughlin

The new Casco Bay Island Ferry Terminal issue came alive again on August 27, 1980, but took a new turn. State Pier, previously not available as a site, has become an available site under consideration.

Councilor Edward Bernstein, the new chairman of the Casco Bay Island Ferry Terminal Committee, opened the meeting and declared that contrary to the opinion of some, the Ferry Terminal issue is not dead.

The new proposal involves moving Lion Ferry and Casco Bay Lines to Maine State Pier. A new cargo facility for Portland would be put in at the present International Ferry Terminal - another major step in Portland's re-structuring of its waterfront along with the proposed Fish Pier. One advantage of State Pier is that the high cost of land acquisition could be avoided. Henk Pols was present for Lion Ferry, which is willing to consider this move to State Pier.

Whatever became of Long Wharf? The difference between the City appraisal of $400,000 plus and the price asked by Mr. DiMillo - $600,000 - delayed any further action on that site. The option expired in March of 1980. While some thought that Long Wharf was still in the running, it wasn't very likely that the City would use eminent domain to get it.

Deputy City Manager, Tim Honey, said that UMTA was still favorable to the project although federal funds would not be available until 1981. This was in sharp contrast to the feeling of some that the opposition of a few on Peaks Island had killed the project.

If the City Council approves of the recommendation of the Ferry Terminal Committee, the City administration and the State Dept. of Transportation will study the feasibility of using State Pier as the site. It was another turn in a long, long project.

WHAT NEXT?

"Curiouser and curiouser", said Alice of her adventurers in the Wonderland down the rabbit hole. CBTA members attending the PUC hearings in the Casco Bay Lines rate case last summer were tempted to echo the words and feelings of Alice. Questions, answers, and cross-examination brought forth such mysteries as The Vanishing Loan Officer, a Romance is Missing, Checks - Who Wrote Them? Mailman, Where's My Freight Bill? and City Bank, City Bank, Who Bought the Treasury Bill? That was only the beginning.

As summer waned, the Sea Queen IV's company, also owned by CBL, owners, Peter and Valerie Kontaratos, joined CBL in Chapter II protection of the Bankruptcy Court. Next on the program was the announcement that CBL had withdrawn its request for a permanent 22% rate increase. The Line reportedly hopes to become two companies - an unregulated charter, tour, and mail carrying company and a separate PUC regulated passenger and car ferry line. How groceries, furniture, water heaters, and other appliances travel is anybody's guess.

The Wonderland of Casco Bay travel has gone from "curiouser" to "more curiouser". What next?

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