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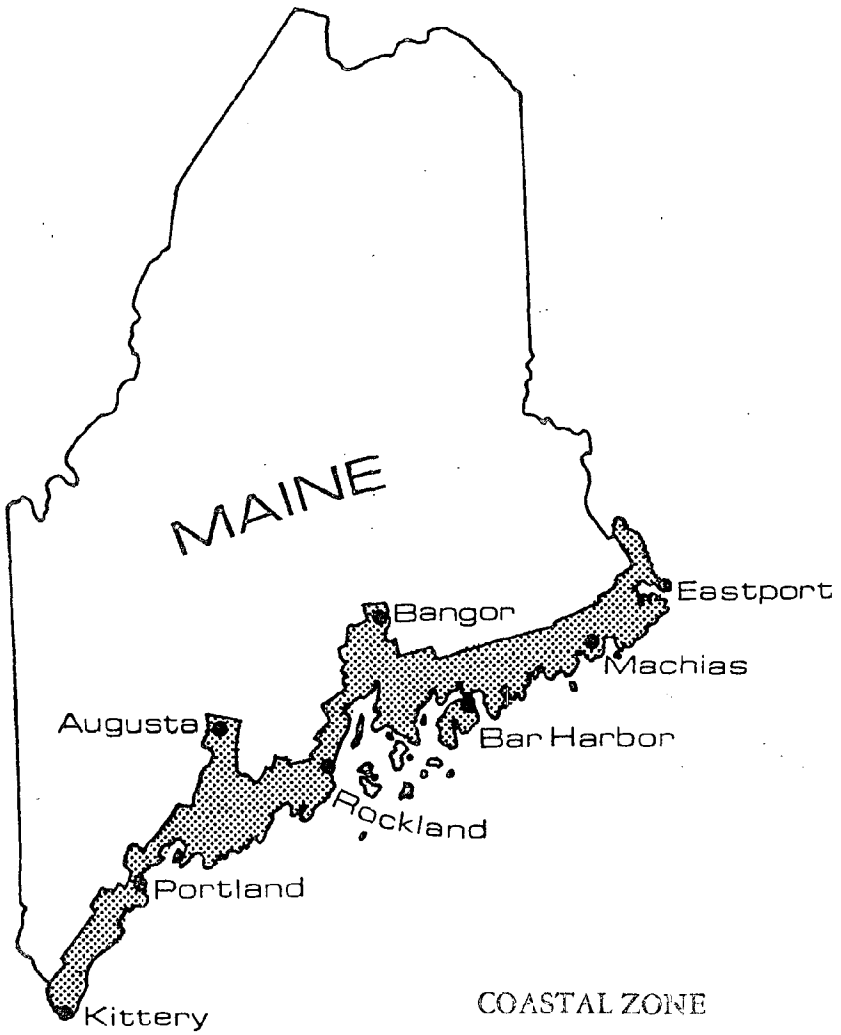
Maine's Coastal Program

PROGRESS REPORT

August through October 1988



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Maine State Planning Office

Maine's Coastal Zone Management Program

MAINE'S COASTAL PROGRAM

Progress Report

August through October 1988

CZ063 (1987-88)
and
CZ083 (1988-89)

US Department of Commerce
NOAA Coastal Services Center Library
2234 South Hobson Avenue
Charleston, SC 29405-2413

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Submitted to

The National Oceanic & Atmospheric Administration
Office of Ocean & Coastal Resource Management
Washington, D.C. 20235

Maine State Planning Office
State House Station No. 38

Augusta, Maine 04333
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COASTAL ISSUES & ACCOMPLISHMENTS

- **Maine's Coastal Program Celebrates its Tenth Anniversary**

  The tenth anniversary of Maine's Coastal Program was celebrated on November 10th with a reception and awards ceremony at the Blaine House. Six awards were made in recognition of special contributions in furthering Coastal Program goals (see news release reproduced below).

- **Maine Coastweek a Resounding Success**

  Coastweek in Maine, October 1-9, featured more than 75 events sponsored by more than 60 local groups. Additionally, 75 shore cleanups were held, with more than 1,300 volunteers participating. Altogether, three times as many events were organized as in 1987. A major public education initiative coordinated by Maine's Coastal Program, Coastweek received extensive media coverage. A special newspaper supplement was published (circulation 135,000) and some 14,000 posters, brochures and flyers distributed. (See clippings below and report for 1988-89 grant task 5A.)

Director Richard H. Silkman
and the
Maine State Planning Office
request the pleasure of your company
at a reception and awards ceremony
celebrating the Tenth Anniversary
of the
Maine Coastal Program

Pleas
289-2

STATE OF MAINE
EXECUTIVE DEPARTMENT
STATE PLANNING OFFICE

JOHN R. McKERNAN, JR.
GOVERNOR

RICHARD H. SILKMAN
DIRECTOR

FOR IMMEDIATE RELEASE
November 10, 1988

contact: Flis Schauffler
289-3261

Maine Coastal Program Holds Tenth Anniversary Celebration

The Maine Coastal Program celebrated its tenth anniversary today with a reception and awards ceremony at the Blaine House in Augusta.

"Over the last decade, the Maine Coastal Program has fostered a unique partnership of federal, state, and local interests," said Richard H. Silkman, Director of the State Planning Office in opening remarks at the reception. "Working cooperatively, these three levels of government have made tremendous gains in conserving Maine's unique coastal resources and in strengthening its traditional marine industries."

In an awards ceremony at the reception, Silkman presented framed prints and certificates to six individuals, recognizing their work to enhance the Coastal Program's goals of expanding shoreline access opportunities, conserving coastal resources, and promoting marine industries. Award recipients included Jean Childs, former chairperson of the Commission on Coastal Development and Conservation; Jay Espy, President of Maine Coast Heritage Trust; Dana Anderson, Recreation Director for South Portland; Madge Baker, Director of the Southern Maine Regional Planning Commission; Al Houston, Brunswick Shellfish Warden; and Donald Grant, Searsport Town Manager.

Following the awards ceremony, which was attended by more than 60 people, Maine Coastal Program Director David Keeley released a new publication entitled *Maine Coastal Program: The First Decade and Beyond*, which documents the Coastal Program's achievements since 1978. The report details how Maine has used Coastal Program funds to establish waterfront parks, complete studies of shoreline access and cumulative growth impacts, and construct cargo ports and fish piers. The publication also outlines some of the complex issues that will face Maine's coast during the next decade.

IN & OFF

Soundings

By Arthur Layton, Jr.

Coastweek Is Maritime Awareness

By Arthur B. Layton Jr.

Coastweek 88 begins this Saturday with the State's oldest maritime museum, Penobscot Marine Museum (founded 1936) in Searsport, taking a leading step forward by sponsoring a beach cleanup along the Searsport shore on West Penobscot Bay.

The museum, which in the past has suffered lackluster public relations efforts and criticisms of misdirection, is taking a grip on itself with the help of its new executive director Robert Farwell. It's taking an interest in the world about it, and the world about it should reciprocate.

Not all of the glory for preserving Maine's maritime history should go to Maine Maritime Museum in Bath. Nor all of the donations. The Bath museum is outstanding and it is helped by its neighbor Bath Iron Works and the people of the Greater Portland Area.

This is to suggest to area angels that charity begins at home and when they take out their checkbook they first write a check fo[illegible] cot Marine Museu[illegible] check to th[illegible]

Per[illegible] keeper [illegible] heritage [illegible]

As in [illegible] Maines, [illegible] Administra[illegible] — the poore[illegible] needs stimul[illegible] economic ne[illegible] ness of where [illegible] (cultural heritage) is a good beginning from which they may determine where to go.

The contents of Penobscot Marine Museum help fill that navigational need.

Coastweek 88 (Oct. 1-Oct. 9) is desined to focus attention on the State's 3,500-mile coastline and, in particular, on Maine's cutlural and economic links with the sea-past, present and future.

They may not be aware of it, but Maine Maritime Academy's Sailing Team is promoting Maine's maritime heritage beyond its borders this weekend.

The Castine-based Merchant Marine college's sailors are competing at the U.S. Naval Academy at Annapolis, Md., for the McMillan Cup. It is one of the most pre[illegible] trophies in U.S. intercol[illegible] ing competition.

An asse[illegible] Maine [illegible]

Coastweek recreational, educational

By Ken Hotopp
Of the Star staff

AUGUSTA — A York Conservation commissioner said Coastweek 88 cleanup volunteers will find Styrofoam cups, fast-food containers, New Hampshire aluminum cans "which aren't worth a nickel," glass fruit drink bottles, wood, sneakers, boots, detergent and bleach containers, and diapers on York's coast. Ruth Littlefield said the junk is only a partial list of items found in previous years.

Coastweek 88 is a recreational and educational project sponsored by the state's Maine Coastal Program and local groups to increase appreciation for coastal resources. Included in the activities are more than 50 separate beach cleanups.

Littlefield said this week that picking up beaches helps clean the beach, makes people aware of the pollution problem, and gives the state an inventory of what trash is being found. "How long the beaches stay clean after the day, I don't know," she [illegible]

State Coastweek [illegible] Schauffler sai[illegible] picked [illegible] out there," she said. Schauffler said the weight of junk picked up by people is surprising because "one-half to two-thirds are plastics, which are fairly light."

> Last year volunteers picked up an average of 88 pounds of trash per mile. That's a significant amount of debris no longer out there.
>
> State Coastweek coordinator Flis Schauffler

This year 24 states are holding cleanups and taking an inventory of the garbage, said Schauffler. The inventory will help people find out what items are serious pollution problems. She said plastic pack holders, which last [illegible] years, are one [illegible] common items [illegible]

Pe[illegible] of the local events are listed below. Those interested in attending should call local contacts fo[illegible] details.

•Oct. 1 on Seapoint [illegible] tery. Beach clean[illegible] Kittery Cons[illegible] Call Ma[illegible]

nebunk Conservation Commission. Call Dick Hogue 985-4349.

•Oct. 1 from Colony Beach to Turbat's Creek Road, Kennebunkport. Coast cleanup sponsored by the Kennebunkport Conservation Commission. Volu[illegible] will meet at Consolida[illegible] starting at 7:30 a[illegible] Hutchins 967-[illegible]

•Oct. [illegible] Ke[illegible]

River communities celebrate access to waterfronts

BDN 10/5/88

Coastweek '88 recognized along Penobscot River

By Margaret Warner
Of the NEWS Staff

Band music, speeches and a two-hour bus tour of local waterfronts marked the regional celebration Tuesday of Coastweek '88.

With the Penobscot River as a backdrop and the Hal Wheeler Band providing the music, officials from four Penobscot River communities stood at a podium in Bangor's growing riverside park to tout progress in gaining access to the waterfronts in their towns and cities.

Before embarking the bus to tour the Bangor, Brewer and Hampden waterfronts, a small audience stood in the October cold to listen as officials involved in rivertront development in Bangor, Brewer, Hampden and Stockton Springs explained how access to their waterways was increasing, sometimes after years of neglect.

Earl Brooks, a Stockton Springs selectman, said his community had been working for five years to obtain land from Central Maine Power Co. to develop almost 3,000 feet of river frontage known as Sandy Point Beach and keep it "under public control for the foreseeable future."

Success, he said, has begun to show in the past two years.

At the town meeting this year, he said, taxpayers voted to form the Stockton Springs Development Corp. The town also is seeking funds that would be used primarily to develop affordable housing in the Sandy Point area, and is working to obtain another 150 acres from Bangor & Aroostook Railroad.

The Bangor waterfront, which now boasts a walkway from the boat landing to the Kenduskeag Stream and newly built picnic tables, has suffered "three-quarters of a century of neglect which is starting to turn around now," said John Lord, senior city planner.

The city's intentions for the waterfront, he said, dated back to the 1960s, when the comprehensive plan included references to some of the projects recently completed.

The future, he said, held attempts to obtain land from Springfield Terminal Railway Co. and to reclaim river frontage from north of the Chamberlain Bridge to the coal yard south of it.

Brewer's outgoing economic development director, Donna Thornton, spoke of that city's efforts to develop parks near its southern and northern borders, and to develop vacant parcels near the three bridges connecting it with Bangor. She said the two cities were considering the development of a joint harbor plan.

"The river is our only resource of its kind that we have, and we're very lucky to have it there," she said.

John Frawley, Bangor city engineer and chairman of the Hampden Harbor Committee, said joint efforts toward waterfront development by those two communities were paying off with a plan to develop a marina on Bangor-owned land in Hampden, near a former gravel pit. The marina, he said, would be built by Bangor but turned over to Hampden for operation.

He said two parties had shown interest in developing the marina, and that Hampden residents faced a spring referendum on whether to establish a waterfront development zone for mixed uses.

"We anticipate the next couple of years that there will be a complete turnaround in that entire area," he said.

Coastweek is an annual national event that in this state traditionally includes such activities as beach cleanups, nature walks, special museum exhibits and free admission to coastal parks.

Betsy Basa, coastal planner for the Penobscot Valley Council of Governments, said she chose access as the theme for the local observance because so many communities had worked on the issue. PVCOG has obtained grants through the Coastal Zone Management program to fund projects in its region, which includes Penobscot County and stretches down the coast to Searsport.

"Coastal access is one of our most precious resources which is becoming increasingly scarcer," she said.

'Coast Week' Programs At Farnsworth Museum

The William A. Farnsworth Library and Art Museum is sponsoring three free-of-charge events next week in honor of Coast Week:

On Wednesday (Oct. 5) at 7:30 p.m. there will be "The Women Who Went to Sea," a lecture about Maine women who accompanied their seafaring husbands on ocean voyages at the turn of the century.

Dr. John Battick of the University of Maine's history department will present an historical perspective of these women and their role in maritime history, together with a slide show.

A personal perspective will be supplied by Elizabeth Balano, the author of "Log of the Skipper's Wife," who will relate the adventures of her mother-in-law, Dorothea Moulton Balano of Port Clyde.

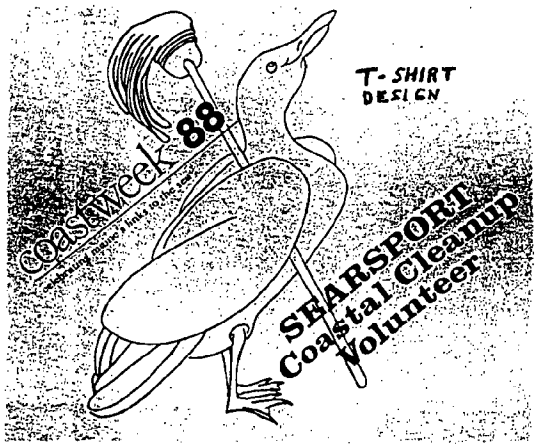
On Tuesday and Thursday next week three films about coastal sailing will be shown at 2 and 7 p.m.

"Round Cape Horn" and "Ship Ahoy" are original footage from the 1920s; Gordon Bok narrates "Home to the Sea," a contemporary video of Maine's sailing heritage.

On Oct. 8 from 10:30 a.m. to noon, Bruce MacKenzie of Rockport Apprenticeship will lead a workshop for students in Grades 5 through 8, teaching knot-tying techniques and talking about boatbuilding.

Further information may be had by calling Carol Holman or Mary McPherson at the Farnsworth, 596-6457.

Rockland CG 9/29/88



Local conservationists gather garbage and data

By Maggie Reed

"The medical waste that washed ashore in Maine this summer was a strong reminder that the ocean is not a giant dump.

"It's going to catch up with us. The ocean is not endless," said Ruth Littlefield, coordinator of this weekend's beach cleanup in York. "It is a reminder that if we dump trash out there, and think it will never haunt us again, that is a totally false thought."

At 9am Saturday, volunteers will gather in the parking lot of Short Sands Beach to take part in Maine's, and York's,

Maine began celebrating C years ago.

"The medical waste good omen. People kept was happening in New York but that it would Maine. We have no g since. We are not imm that. It is going to was wash up," Littlefiel

"It is telling tinue to keep doing to find some alt and we have to

Coastweek '88

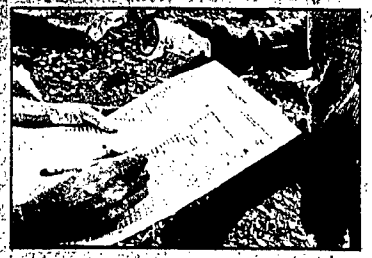
Crews comb beaches for trash

By JOHN GOLD
Staff Writer

Andrew Meggison crowed with delight at his discovery.

Squatting on the mud flats of Vaughns Island in Kennebunkport, the blond 4-year-old turned over a rock and found a crab. He immediately fascinated, as the dime-sized crab scuttled over his muddy palm.

"Look at him," he declared. "What do I do with it? Does



Items collected during the clean-up are accounted for by type and amount as part of a statewide survey.

"It's not going to be the cure. But people will realize how much (trash) there is."
Lisa Huestis

Kittery presents bonds to Cleanup Day poster winners

By JEFF SHIPPEE
Democrat Staff Writer

KITTERY, Maine — Town Council Chairman Bishop L. Buckler has presented four youngsters with $50 U.S. Savings Bonds for their winning posters in the Kittery Beach Cleanup Day Poster Contest.

The theme of the posters was

"We're Lucky to Live by the Sea." The winners were Jason Smith, 12; Corey Jordan-Rutledge, 10; Nathan Smith, 8 and Emily Estes, 6.

The contest was sponsored by the town of a promotion for Kittery Beach Cleanup Day, which is Oct. 1, Coastweek '88, which will run from Oct. 1 through Oct. 9 and will be held

statewide, as well.

The posters were judged recently at the Rice Public Library by Ru Boutiers, chairperson of the Bo of Trustees of the Library; Ma Gibbons, a local artist, and Buc

The cash awards were dona Casco N ere Bank, Maine National Ba Bar o Bank.

The 15 poster entries all depicted by the sea. According to Maria of the Conservation Commis common to the posters ...est, seagulls, lobsters, ...beaches.

...disappointed with ...as the first ...added ...e next.

Early totals show beaches littered with lbs. of trash

By Ken Hotopp
of the Staff

KENNEBUNKPORT — A four-year-old boy squinted in the hazy sunshine at a colorful green crab as a ...held it up for him. Andrew Meggison and a ...Lizanna Preston ...morning ...keep

...had washed ashore.

...iveled pieces of ...nse

Piles Of Plastic Picked From Beaches During Coastweek '88

By JEANINE SWANSON

Kicking off Maine's fifth annual coastal cleanup week, Gov. John McKernan donned plastic gloves Saturday and joined about 40 volunteers in cleaning the beach at Crescent Beach State Park.

All along Maine's coast this week at 60 beach sites (up from 20 last year), hundreds of volunteers will gather and inventory marine debris. The data they collect will be sent to the Center for Environmental Education in Washington, D.C., for analysis. The cleanup is part of a statewide Coastweek '88 coastal cleanup in conjunction with the Maine Coastal Program. Organizers of cleanups held this weekend at three local sites reported a proliferation of various forms of some which are extremely plastic life.

...organizer of ...Crescent, said ...trash was ...astic and ...so found ...nit nets

BEACH-COMBING GOVERNOR ... Gov. John McKernan, center, reaches down to join in the cleanup of Crescent Beach last Saturday.

AT FORTY BEACH ...

...ible, for instance sixpack yokes ...traveling in from out of sight, it has a life expectancy of 400 years, she said.

Plastic jugs last about 20 years, the debris is a threat not only to marine life, but to navigation and potentially the economy as well, says Schauffler.

The coastal cleanups are only part of many activities being held this week during Coastweek. Begun seven years ago in Massachusetts, Coastweek is now celebrated in 25 states nationwide and emphasizes the ...

...and coastal ...ability ...for our ...to have a curre ...schools as part ...um.

...events will ...by (Oct. 9) ...throughout the

SOME OF THE PARTICIPANTS in the Maine Coastweek '88 cleanup, picking up trash near Dog Island. (Cook Photo)

Interest still strong in coastal clean-up

Local beaches yield 300 pounds of trash

Twenty-seven people collected and inventoried about 300 pounds of trash on 3 miles of shoreline on Moose Island and in Perry ...

sites and fishing boats, including pieces of styrofoam, sections of polypropolene rope, plastic strapping, plastic oil con-

Beachcombers find plenty of stranded trash

By Rick Ramseyer
Staff Writer

MST 10/2/88

They combed the Back Cove shoreline, carrying biodegradable bags that soon bulged with plastic, paper and glass. Heads down, some wearing gloves, they picked up someone else's discarded and forgotten trash.

More than 25 volunteers took part in the cleanup of Portland's Back Cove Saturday to help launch Coastweek '88, a statewide celebration of Maine's link to the sea. Nearly 60 cleanups are scheduled through next Sunday along with dozens of other activities across the state.

Other local cleanups were conducted Saturday in Cape Neddick, Eliot, Kennebunkport, Kittery, Freeport, South Portland, Scarborough, Falmouth, Cape Elizabeth and the Casco Bay islands.

"I'm here because I care about the environment," Nicole Dunhan of Portland said at Back Bay. "I've spent a lot of nice days on the beach. But I can't enjoy it with a clear conscience any more, with what's happening to the environment, unless I get involved."

Annie Kell, another volunteer from Portland, agreed. "I think it's important to be here. I use the Back Cove, and I feel it's part of my responsibility to help maintain it."

Working from 9 a.m. until mid-day, the volunteers gathered 26 large garbage bags of trash from a one-mile stretch. According to Flis Schauffler, coordinator of Coastweek '88 in Maine, most of the trash was plastic foam, glass and plastic — including numerous six-pack yokes, which she said are "renowned for endangering wildlife" that become entangled in them. Workers also found several condoms and tampon applicators. Among the larger items hauled away was a 50-gallon container and miscellaneous timber.

Maine is commemorating its fifth Coastweek and is among 24 states participating in the event nationwide, Schauffler said. In the coming weeks, data about the debris, provided by cleanup volunteers throughout the U.S., will be sent to the Center for Environmental Education in Washington.

"Not only can we see what was found in Maine, but we can get a sense of how we compare nationally," Schauffler said.

At Portland's East End Beach, another designated cleanup area Saturday, about 30 volunteers from the Munjoy Hill Neighborhood Organization scoured the shoreline and collected 30 to 40 garbage bags of trash in a four-hour period.

Joe Cowie, a Munjoy Hill resident, said most of the trash consisted of paper, broken glass and "lots and lots of plastic."

"We're concerned about cleaning up the coast and the shore," Cowie said, "but I think the overriding concern for most of us is the pollution threat to the ocean."

"It's amazing how much glass I've found — small pieces," said Rep. Peter O'Donnell, a lifelong Portland resident.

"And that's dangerous."

More than 75 other Coastweek events are scheduled through the end of the week, including the Maine Audubon Society's Sea Fair today in Bath. The day-long festival will feature performances, demonstrations, maritime craft displays, boat rides and children's activities.

On Monday, the Sportsman's Alliance of Maine is sponsoring a talk on the Gulf of Maine by Barry Gibson, editor of the "Saltwater Sportsman Magazine," at 7 p.m. in the Holiday Inn at Augusta.

Elsewhere during the week, the Maine Bureau of Parks and Recreation will present free state park programs for schools and groups.

For more information on events anywhere in Maine, call the Maine Coastal Program office, 289-3261.

During the 1987 Coastweek cleanups, 800 Maine volunteers gathered 7,118 pounds of waste from 80 miles of shoreline. Nearly 60 percent of the debris was plastic.

- **Supplemental State Funding Approved for Administration & Enforcement of Core Laws**

The Maine Legislature acted to further safeguard our coastal environment at its 3rd special session in September when it appropriated over $800,000 to strengthen the work of the Dept. of Environmental Protection and the Land Use Regulation Commission, much of which involves administration and enforcement of Coastal Program core laws in the coastal area.

The DEP funding is a $500,000 working capital advance to enable hiring of staff for the new Bureau of Solid Waste created last spring (compensating for delays in receiving projected fees related to solid waste and growth management regulations), and is over and above the 53 new positions authorized during the regular session as reported in the Progress Report for February through April, 1988.

The understaffed Land Use Regulation Commission, which oversees development in the unorganized territory, will receive $301,501 for 10 new positions and a consult- ant's study of the organization and management of the Commission for ways to improve efficiency and respon- siveness to the public. The Legislature has asked for the consultant's final report by April 1,1989.

make sure I get copy

Special session of the Legislature

Legislature comes to LURC's rescue

After more than six months of turmoil at the Land Use Regulation Commission, the Legislature took steps to beef up the overworked and embattled agency. LURC oversees planning and development in Maine's 10 million acres of unorganized territories.

The Legislature demonstrated its strong commitment to LURC by increasing its staff by more than 50 percent and authorizing a management study to improve the agency's effectiveness. The Legislature endorsed Speaker of the House John Martin's proposal to add 10 new positions to LURC (which currently has 18 staff) over a competing Administration proposal calling for six new positions.

When presenting his bill, Speaker Martin stated that LURC's enforcement capability had "dropped to nil." He argued that the agency needed at least 15 new staff positions and that his proposal only represented an important first step.

The Speaker also pointed out a "critical need to have enforcement people in the field to respond quickly and effectively to alleged violations." Consequently, the legislation mandates that three of the newly authorized positions are to be enforcement specialists based in Aroostook County, western Maine, and Bangor. Residents of the unorganized territories have criticized LURC for having its staff located in Augusta, several hours drive from the area it regulates.

Jerry Bley, the Council's resource specialist, testified in favor of the speaker's bill. "The dramatic increase in development pressures on the Maine Woods is here to stay; to believe otherwise is to ignore the reality that is upon us. LURC, with its current staff resources, is not up to the task. The agency is no longer lean and mean, it is simply lean," he said.

The Legislature also authorized funding for a study of LURC proposed by the Department of Conservation. The study, which is aimed at restoring public confidence in the agency, will be completed by March 1990 so that its recommendations can be acted upon by the Legislature in the upcoming session.

Bley was pleased with the Legislature's actions. "It's been a long hard road since last winter, when staff resignations and a huge back load of applications signaled problems. The Legislature's action is an excellent initial step to deal with the current overload of work and to raise morale. We expect that the study will demonstrate that more needs to be done, particularly with respect to the agency's planning activities," he said.

Henry Elliott, Castine Patriot

Last summer, a developer used the loophole in the subdivision law to begin bulldozing Blue Hill Mountain for condominiums without town approval. The Legislature has now closed the loophole so that towns can review condominiums and apartments.

Subdivision loophole closed

NRCM Nov. '88

In May, Maine's Supreme Court decided that the state's subdivision law does not allow towns to review condominium developments, multi-unit apartment buildings, and other projects which do not divide land into separate ownerships. The decision left a gaping hole in development review, since a number of towns and the Land Use Regulation Commission had assumed that they had this authority.

In September, the Legislature closed the loophole. In emergency legislation (LD 2684), the Legislature required that municipalities review all condominium developments of three or more units created within a five-year period, which is the standard used in reviewing subdivisions of land. The legislature also required the review of developments involving three or more apartment units within a five-year period, either through subdivision review or any other municipal review ordinance which is "at least as stringent" as the subdivision law.

Subdivision approval will not be required for hotels or motels, or to rehabilitate an existing apartment building into new units. Industrial and commercial developments are also excluded. However, under home rule, a town could require subdivision or other review of these developments if it so desired, and the legislation specifically clarifies the authority of towns to act more comprehensively than the subdivision law requires.

The subdivision provisions enforced by LURC were also amended. The legislation requires LURC to review all divisions of real estate into dwelling units, including condominiums, where three or more units are created within a five-year period. The existing provision exempting 40-acre lots not located in the shoreland zone was not affected by this change in the law.

The new provisions went into effect upon enactment, but will not be applied retroactively.

River's health improves

By MARIE HOWARD
Guy Gannett Service

KJ 10/21/88

WATERVILLE — The entire length of the Kennebec River from its origin at Moosehead Lake to where it empties into the Atlantic Ocean was given a clean bill of health by the state's Department of Environmental Protection.

While not pristine, the Kennebec meets state standards for safe fishing and swimming, probably for the first time in a century, Terry McGovern, water quality planner for the DEP's Water Quality Control Bureau said Thursday.

McGovern also said 89 percent of the miles of the state's other major rivers are meeting the "fishing and swimming goal."

McGovern's Kennebec River declaration came on the heels of tests taken during the summer in a five-mile stretch of the river below Skowhegan, beginning at the Big Eddy. A daily sewage overflow, which had been occurring there for about eight years helped pollute the Kennebec's waters, thwarting an upgrading of the water at that point.

The Kennebec River now has a Class B rating from the east and west outlets at Moosehead Lake until it reaches Skowhegan, where it picks up the lower, Class C rating until it reaches the sea.

Class C requires the water quality to be suitable for drinking water after treatment, fishing, recreation (in and on the water), industrial process and cooling water supply, for hydroelectric power generation except where prohibited under certain laws, navigation and as a habitat for fish and other acquatic life.

McGovern said water samples taken from June 20 through Aug. 15 along the five-mile stretch at Skowhegan showed a lower bacteria count than previously. The new results put the water within state limits for safe fishing and swimming.

The problem at the Eddy was caused by the way the Skowhegan Water Co. had cleaned its drinking water filter systems. Every day, usually in the morning, the water company cleans its filters to remove accumulations of solids and other impurities. The 20,000 gallons of water used in the process were flushed through pipes and converged with other sewer lines carrying household waste to a pumping station at the Eddy, causing the overflow.

However, last spring the company constructed a holding tank which permits the gradual release of the wash water into the sewer system, which subsequently helped clean up the river.

But that wasn't the only problem the Kennebec faced.

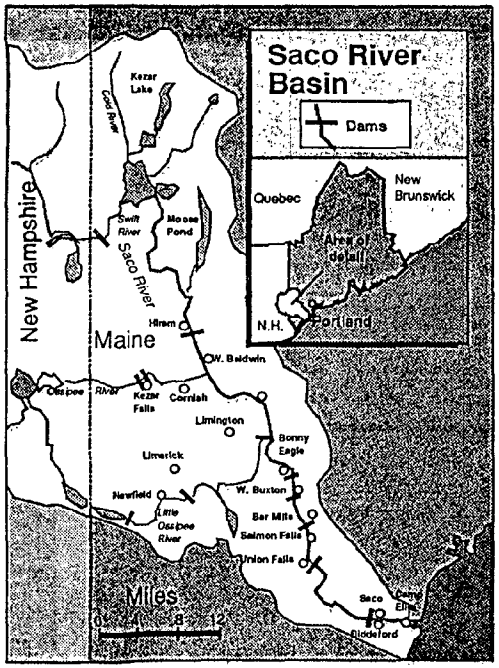
Since the 1800s the water quality of the river slowly, but surely, deteriorated.

The deterioration came before the paper mills treated for pulp waste and indoor plumbing was introduced to Maine residents.

It wasn't too many years ago that legislators had to close State House windows because the stench from the Kennebec was so bad.

The Kennebec once supported the principal shad industry in Maine and that fishery continued to flourish for many years after the shad had become all but extinct in other rivers of the state.

In addition to shad, which far outranked the other fisheries on the river, salmon, sturgeon, alwives and smelts were also fished commercially. The eventual disappearance of shad below Augusta is believed to have been caused by industrial pollution.



Press Herald map

Salmon to find easier passage up Saco River

PPH 10/4/88

By NEIL HARTSTEIN
York County Bureau

BIDDEFORD — For local fishermen and conservationists, the planned upgrading of fish passageways at dams on the Saco River is long overdue.

It's been more than 200 years since dams built in the river began to reduce the number of Atlantic salmon able to make their way upstream to spawn. That number was reduced further when more dams were built and when passageways designed to help salmon travel did not work well.

But new passageways, to be built over the course of 20 years and maintained by the owner of the dams, Central Maine Power Co., are about to make spawning easier and are expected to revive the river's salmon population.

Between 25 and 50 salmon are caught each year in state fish traps or by fishermen. Once CMP completes the project, it is hoped that 2,000 adult salmon will swim annually up the Saco.

All told, CMP will install or improve fish passageways at six dams in the 120-mile-long river, which originates in a lake in Fryeburg, Oxford County, and flows through York County. Work on the dams, located near the ocean in Biddeford-Saco to about 20 miles inland, will cost about $100 million.

"Catching an Atlantic salmon with a rod and reel is the thrill of a lifetime," said John Cadwallader, president of the Saco River Salmon Club. "It's the king of freshwater game fish."

But Cadwallader said his club's 100 participating members see a more important purpose in reviving Saco salmon.

"The same reason we like to see the bald eagle survive in the sky and moose belong to the forest, we feel the same way about salmon," he said. "It's symbolic of Maine."

The Bangor-based Atlantic Sea Run Salmon Commission has been charged by the Legislature with helping restore salmon to rivers where they were present before dam construction. The commission works in conjunction with utilities and federal agencies, among them the Federal Energy Regulatory Agency.

See SALMON
Back page this section

FERA requires anyone seeking a license to operate a hydroelectric power dam to provide fish passageways. When CMP sought renewal of such a license, it became involved in its project to upgrade passageways.

In the works since 1984, the Saco River program is the oldest of three such projects involving CMP, said Norman Dube, fisheries biologist with the salmon commission. The company is involved with similar work on dams along the Androscoggin and Kennebec rivers.

CMP expects initial construction on the Saco project to begin in late 1989.

All for the sake of the spawning salmon. Dube said that young salmon, born in fresh water, make their first trip downstream once physiologically ready to live in salt water. They gain weight at sea and, in two to four years, return as adult fish to their spawning grounds.

Unlike Pacific salmon, Dube said, Atlantic salmon do not die after spawning once but can live to spawn two or three times.

When the dams don't get in the way or cause other problems, that is. Besides hindering upstream passage, they also create ponds that destroy the fish's natural fast-water habitats, said Lewis Flagg, director of the Maine Department of Marine Resource's Anadromous Fish Division.

There are tributaries in upstream sections of the Saco still suitable for spawning, Flagg said. "The question is how to get the fish back to these suitable procreation areas," he said.

The first Saco River project to be undertaken involves the four Cataract dams bridging two islands between Biddeford and Saco. Construction of fish passageways at these dams is expected to be completed by fall of 1991 and to cost about $5.2 million.

Plans call for CMP to install an elevator or fish-lift at the 44-foot-high Cataract dam in the east channel off Factory Island. The east-channel dam now provides no means for fish passage upstream, even though it has the greatest water flow.

The salmon are forced to swim to the west side of the island, only to confront a 15-foot-high dam and inadequate fish ladder.

In addition to the planned east-channel elevator and a new west-channel fish ladder, the company must install fish ladders at the two smaller dams upstream bridging Spring Island.

Also, CMP will spend $250,000 to temporarily modify the fish ladder at Skelton dam, six miles upriver from the Cataracts, so salmon can be trapped there and trucked even farther upstream.

After Cataract, CMP is supposed to replace the Skelton dam fish ladder by the year 2005 and to work its way upstream, culminating with the Bonny Eagle dam in 2010.

The development of the Saco River as a thriving fishing site should bring people to the Biddeford-Saco area and should boost the local economy, Dube said.

"We're looking at several hundred salmon in the river on a consistent basis by the mid-1990s," said the salmon club's Cadwallader.

Meanwhile, the dams and hydro plants on the Saco make the trip downriver no less hazardous for salmon.

Gordon Russell, a biologist with the U.S. Fish and Wildlife Service, said CMP has until 1990 to come up with a plan for permanent downstream passageways.

McKernan objects

Condo loophole closed

Maine Times 9/22/88

Four months ago, legislators and Governor John McKernan put aside their differences on local control and passed a statewide growth management law that forced municipalities to do comprehensive planning.

Part of that planning, it was assumed, would include the regulation of condominiums, until the state Supreme Judicial Court in May ruled that Maine's subdivision law applied only to land, not buildings.

But when the Legislature's Energy and Natural Resources Committee met last week to close the loophole and restore condominiums to the subdivision review law, they found that the growth management coalition had fractured along familiar lines: those supporting mandatory land-use planning and those opposed.

On one side were House Speaker John Martin (D-Eagle Lake), the Natural Resources Council of Maine, and the Maine Audubon Society, who contended that many small towns were left defenseless against condo developers in the wake of the Supreme Court ruling. They cited towns such as Sanford, where 10 projects with a total of 240 units will come under less stringent local review, and Brooksville, where a developer cited the court ruling when he informed town officials he would proceed with an 18-unit condo project without planning board approval.

The governor's office and the Maine Municipal Association (MMA), joined by developers, saw the problem in a different light. Harry Wood of the MMA said towns, not the state, should be deciding whether they want to regulate condominiums. "We have no sense that it is a huge crisis," said Wood. "We would like our home rule authority left alone."

That left members of the committee, which had worked with the MMA on the mandatory growth management plan, a little nonplussed. "Municipalities have an obligation to review the environmental impacts of a 20- or 50-lot subdivision. Why not a 20- or 50-unit condominium?" asked House Chairman Michael Michaud (D-East Millinocket).

Alan MacEwan, counsel to Governor McKernan, had an answer: Give towns the option to review condominiums until the new Legislature can study the issue further when it convenes in January.

"It's been four months since the decision," shot back Representative Reed Coles (D-South Harpswell). "You must not have thought very much about it."

MacEwan and Wood argued that towns faced with large condominium projects could quickly call a town meeting and pass new regulations, a tactic dismissed as impractical by the committee. In the end, the panel voted to regulate condominiums in the same way as land subdivisions, while allowing towns to pass their own laws if they are tougher than the state standards. The proposal passed the full House and Senate unanimously.

Land for Future Fund prepares to shell out

By STEVE CARTWRIGHT
Staff Writer

KJ 9/14/88

AUGUSTA — The Land for Maine's Future Fund is open for business.

Some 200 application workbooks were mailed out this month, but as of Tuesday, no formal purchase proposals had been turned in, officials said.

Since it was formed by legislative act earlier this year, the board has received informal offers which would involve spending several hundred million dollars — far more than the $35 million available for recreational public lands.

"We've been just overwhelmed with suggestions," said Ed Meadows, director of the State Bureau of Public Lands and part of a land acquisition fund working group. The board has held well-attended public hearings statewide, and "right now we're open for business," he said.

"There is already broad recognition that the $35 million is going to be a drop in the bucket," said Kent Wommack, associate director for the Maine chapter of The Nature Conservancy, a private land preservation group.

"I'm just glad the faucet is turned on," he said.

But he pointed out the state has come a long way from the days of Gov. Percival Baxter, who, when he failed to convince the Legislature to purchase Mount Katahdin and surrounding land, bought it himself for the people of Maine.

He paid about $20,000 for Baxter State Park, a property you probably couldn't buy for $35 million today.

"It's just in time. The real-estate boom has caused land prices to double, triple and go even higher," said Wommack, who lobbied hard for the state acquisition fund, *slashed by the Legislature from the* initial proposal of $50 million.

"We'll hopefully start negotiating right away," said Lissa Widoff, senior board planner. But she added, "We're not in a panic mode. We can't operate that way.

"Some of the money is going to have to go for high-value coastal property, but we're not going to be able to buy as much of that kind of land," she said.

Inquiries to the board — part of the State Planning Office — have been "a real hodge-podge," she said, involving mountains, lakes, streams, woodland, open land, beaches and other waterfront.

The board has worked out an elaborate scoring system, and will rate formal applications in October and possibly November. "Certainly deals could be worked out by the end of the year," Widoff said.

A second round of applications will be considered early next year, she said.

Wommack, whose organization has helped preserve 50,000 acres in Maine, said the challenge will be to "get as much bang for the buck" as possible. "To date it's working very well. I think the board's doing an outstanding job," he said, calling the board's evaluation process very objective.

"We'd like to see this as a continuing program," Widoff said. "We can't do the whole job — the whole job will never be done," she said.

> **"There is already broad recognition that the $35 million is going to be a drop in the bucket. I'm just glad the faucet is turned on."**
>
> **Kent Wommack, associate director Maine chapter, Nature Conservancy**

Two Hancock County parcels purchased

AUGUSTA — The state Bureau of Public Lands this month completed purchase of two waterfront parcels in Hancock County.

The deal is separate from purchases contemplated by the Land for Maine's Future Board, charged with deciding how to spend $35 million in land acquisition funds.

Ed Meadows, agency director, said in a prepared statement that the Black Mountain-Tunk Lake and Donnell Pond properties are suitable for recreation, wildlife conservation and carefully managed timber harvesting.

His staff will study the land for future public access roads, trails and campsites, he said.

The transaction was authorized by the Legislature last spring, and involved swapping some acreage as well as outright purchases. Authorities negotiated with Prentiss & Carlisle, a major landholder in Maine, for the Donnell Pond property; and with Diamond Occidental for the Black Mountain-Tunk Lake area.

The 1,468 acres on Donnell Pond included swapping some woodlands near Howland. The latter parcel will remain accessible for public recreation, Meadows said.

The Tunk Lake purchase of 5,300 acres includes Black and Caribou Mountains, and involved trading off interest in Penobscot County's Township 3ND.

A third acquisition, expected to be completed by December, will put the so-called Partridge Island parcel in the public domain. The Tunk Lake island is owned by the family of Robert Bryan, former partner in the "Bert & I" team with humorist Marshall Dodge.

The Bureau of Public Lands — part of the Department of Conservation — administers 450,000 acres for recreation, forest and wildlife uses. Its jurisdiction includes the submerged bottoms of freshwater lakes as well as three miles beyond the low-tide mark along the coast.

o **Kennebec River Now Meets Safe Standards; Fish Passageways on the Saco River to be Upgraded**

accomplishment?

The DEP released test results in October showing that the Kennebec River is within State limits for safe fishing and swimming along its entire length, probably for the first time in a century. Also announced were plans for upgrading of fish passageways on the Saco River, the first of which, between Biddeford and Saco, is expected to be completed by fall of 1991. (See clipping below.)

o **The Land for Maine's Future Board and the Commission on Maine's Future Make Progress**

Status of efforts? Is DEP involved?

The Land for Maine's Future Board mailed out some 200 workbooks to individuals and groups wishing to make proposals for State land acquisition under the $35 million Land for Maine's Future bond issue; 51 proposals were received. Seeking to take a longer look, the Commission on Maine's Future held a series of public hearings and meetings in a major public participation effort. (See clippings below).

o **Continuing Coastal Issues**

Some continuing issues of concern to Maine's Coastal Program are described in clippings reproduced below. They include growth management, effects of the escalating costs

Mainers get chance to air concerns on TV

By PATRICIA McCARTHY
Staff Writer

PPH 9/27/88

A group trying to help shape Maine's future is attempting to get as many Mainers as possible involved in the process.

The 40-member Commission on Maine's Future, charged by the Legislature with creating a vision for the state and recommending strategies for heading into the 21st century, is sponsoring public opinion polls, public hearings, meetings with organizations, public service announcements and advertisements.

Anderson

It has sent home fliers with employees of major industries and, most recently, is planning to co-sponsor a live television show aimed at giving Mainers a chance to learn, ask questions and comment about important issues facing the state.

"Our first priority is to ensure public participation," said Annette Ross Anderson, who chairs the commission. "Otherwise, it's 40 people sitting around the table creating our own vision."

The 90-minute program, produced by WCBB-TV in Lewiston, will air at 9 p.m. Wednesday on all public broadcasting channels.

It will feature live discussions by four panels of experts and taped documentaries on subjects ranging from energy and poverty to AIDS and Gov. John R. McKernan's views on economic development.

Viewers will be able to call in to ask questions or make comments, which will be submitted to host Angus King to put before the panelists. And viewers can participate in a statewide poll by answering the following yes-or-no questions:

- Has the quality of life gotten better in Maine since 1970?
- Are you willing to pay more to further protect our environment?
- Should we pay higher taxes to improve Maine's schools?
- Should the state actively promote tourism in Maine?
- Should families assume more responsibility for caring for their aged?

"Most of us would like to create a better place to live for ourselves and our children, but it's not often we get that opportunity," said program producer Bill Maroldo. "And this is one of those times."

Panel discussion topics and members are:

- Environment. Dean Marriott, commissioner of the state Department of Environmental Protection; Everett R. Carson, executive director of the Natural Resources Council of Maine; and James Grippe, chairman of the Maine Chamber of Commerce and Industry's Environment Committee.
- Education. Eve Bither, commissioner of the state Department of Educational and Cultural Services; Robert L. Woodbury, chancellor of the University of Maine; and Elizabeth Ruthie, plant manager at Digital Equipment.
- Growth. Nate Bowditch, director of Maine's Department of Economic and Community Development; Richard Barringer, former Department of Conservation commissioner; and Mary Nelson, Maine Municipal Association president.
- Legislative/citizens panel (will discuss implementation of commission's report and what steps people can take to bring about changes). Senate President Charles P. Pray, D-Penobscot; state Sen. Pamela L. Cahill, R-Woolwich; and Mary Donovan, a representative of the Maine People's Alliance.

Viewer participation is the key to the program's success, Anderson said, adding she hopes viewers will take a break from the Olympics to watch it.

"You can tune in off and on if you want," she said. "But if you're really interested in Maine's future, you should join in. The experts will help frame the issues, but it is Maine people who will set the priorities."

The WCBB station number is 783-5188.

former SPO, Director

A road map for Maine's future

Guest Column

BDN 9/5/88

By Annette Ross Anderson

An avocado industry in Maine? Impossible? Unlikely? Maybe not! Scientists tell us that the world's average temperature could rise from 5 to 9 degrees Fahrenheit over the next 60 years as a result of global warming or the so-called "greenhouse effect." Temperature increases on that order could mean rising sea levels, disappearing coastlines, and massive shifts in native crops.

While Maine may or may not become the sunbelt of the 21st century, understanding potential changes of this magnitude in Maine's future and planning strategies today to cope with such change are vital. With this in mind, the Commission on Maine's Future is in the process of identifying some of the major forces shaping Maine in the next 20 years to help Maine people think and act with foresight.

Unfortunately, the "greenhouse effect" is a clear example of what occurs when we don't act with foresight. Scientists have been predicting the impacts of global warming for at least two decades but only recently have public policy makers awakened to the possible changes ahead. That recognition, however, may be too little too late to stop significant shifts of climate and temperatures across the planet. But decisions made today may at least provide more time for coping with the effects of global warming in the next century.

While no one can effectively predict the future, ignoring "important clues" could lead us down the road to a future destination not of our choosing. Designing a workable road map for Maine's future, however, requires a thoughtful and collective sense of where Maine people want to go — a "vision" that reflects our values, priorities, and expectations.

During the next two months, the commission will be pursuing that vision as it travels around Maine and hosts "town meetings of the future" in every major region of the state. And, on Sept. 28, Maine people will have a unique opportunity to help shape their future from their own living rooms as part of a first of its kind "live broadcast of the future" aired on the state's public broadcasting channels. The 90-minute program, produced by WCBB-TV in cooperation with the commission, will provide viewers with an opportunity to talk directly with state leaders about their vision and to vote on key questions about their future. The program is particularly exciting because it will give viewers a technological glimpse into the future to a day when Maine citizens will be able to routinely communicate with state and local leaders — through televideo and telecommunications — as well as cast votes on important issues without traveling to a town meeting or legislative hearing.

Annette Ross Anderson

This communication innovation and other technological advances will profoundly affect every aspect of life in our state. Understanding how these and other trends will affect Maine can help us better choose our future rather than simply inherit it. We invite and urge all Maine people to join the "visioning" process and to tune in to "Maine in the 21st Century" on Sept. 28. Cast your vote now on the critical issues affecting our state's future.

Annette Ross Anderson is chairman of The Commission on Maine's Future.

of waterfront land, sewage system violations, pollution of marine waters, solid waste disposal (especially on coastal islands), high ozone levels along the coast, and future use of coastal rail lines and rights of way. See also: "Troubled Maine Gulf reaches a crossroad" and the article on congestion on Mt. Desert Island and in Acadia National Park (exhibits E-8 and E-9).

Coastal growth management: Who needs it, and why?

Guest Column

BDN 7/22/88

By Michael S. Hamilton

Growth. For most of us, the word has generally favorable connotations, and we have learned to associate it with economic prosperity. In general, we tend to perceive a growing economy as good, and a stagnant economy as bad. Almost intuitively we grasp the meaning of "increase" implied in the word growth, assuming more is better. Perhaps we are eternally hoping for the winning lottery ticket or the free lunch.

But we live in a world where there are precious few winning lottery tickets and no free lunch. And so it is with growth. As population increases, demands for public services increase, as does the need for tax revenues.

Public concern for the costs of growth has reached an all-time high. A recent poll conducted by the Capitol News Service found that citizens in every Maine county ranked growth as one of the most important issues of the day.

Individual freedom and social order:

Rapid population growth and the accompanying demand for new building permits raise a fundamental question concerning whether the future shape and composition of a community will be determined by profit-motivated decisions of numerous individual developers, or by some vision or plan established by the community.

We have, in the United States, a powerful cultural bias in favor of economic development. We also have attitudes toward private property which may inhibit us from restraining the initiative of land developers. Unfortunately, developers do not always build where and what a community needs and wants, or in an environmentally acceptable manner.

The concept of land use planning which underlies growth management is not new. Many cities grew up as planned communities, including New York City after 1811, Philadelphia, and Chicago. The practice of dividing a community into districts or zones for various types of land use was upheld by the U.S. Supreme Court in 1926. Much of the stimulus for creation of zoning ordinances and enabling legislation in the late 1300s and early 1900s came from civic groups of residential property owners who were apparently concerned about protecting their investments.

More recent concerns for coastal land management attempt to balance the special character of natural resources along the coast against a preference of people for living near water. More than half the population of the United States lives in the strip of coast that borders much of the nation, and nearly two-thirds live within an hour's drive of the coast.

The Maine Coastal Program:

The Maine Legislatsure established a coastal program in 1975 by making a list of previously enacted land use laws which were applicable to coastal reas, and submitting it for federal approval and funding. At that time, Maine was one of six states recognized by the President's Council on Environmental Quality as having enacted "broad legislative authority over land use in the coastal zone."

Before April of this year, when new legislation consolidated some previous statutes, the Maine Coastal Program consisted of 13 statutes administered by 136 local governments and three state agencies. Where other coastal states enacted a single, comprehensive coastal zone management act with a prominent (in some cases pre-eminent) state role, Maine opted to preserve a decentralized approach to coastal zone management.

In such a decentralized, fragmented approach, important management issues may fall through the cracks. Two years ago I supervised a project at USM conducted by three graduate students in the Public Policy and Management Program (Betsy Bass, Jeanne Bruno-Joyce, and Terry Crawford), who identified difficulties encountered during administration of the Maine Coastal Program.

Their findings can be organized into five categories: enactment of local zoning ordinances; enforcement problems; inadequate funding and professional staff; interagency coordination; and cumulative impact of development.

Enactment of local zoning ordinances:

Many organized towns have not enacted zoning ordinances, and so can exercise no direct control over development proposals. Of 474 organized towns, the state estimates about 150 have comprehensive plans adopted in the past five years, but only 122 have adopted a zoning ordinance.

Nearly 40 percent of Maine's coastal communities had no building code in 1985; 51 towns east of Sagadahoc County did not require building permits prior to construction.

Furthermore, because the state Land Use Regulation Commission is authorized only to review proposals for land *outside* the boundaries of organized townships, it is unable to review projects *within* the boundaries of organized townships which have no zoning ordinance.

In coastal communities like Lincolnville (near Rockland), only the state Department of Environmental Protection could review development proposals (under the Site Location of Development Act) and then *only* if they were for more than 20 acres. Because no state review was required for development proposals for less than 20 acres, these communities were the home of many 19-acre subdivision projects.

Enforcement problems:

Several studies of land use enforcement in Maine communities that do have zoning ordinances have found that about 30 percent experience difficulties enforcing their ordinances, and a considerable amount of unpermitted construction occurs each year. Incomplete records (as in Old Orchard Beach from 1980-85) and recurring instances of unpermitted construction going unprosecuted (as in Ogunquit and Arundel) are commonplace.

Inadequate funding and professional staff:

State and local funding was widely perceived as inadequate to provide for detailed staff evaluations of applications for permits or to pursue enforcement proceedings. Many coastal towns had no professional planning staff and only part-time, volunteer planning boards, if any.

Emergency coordination:

There were few statutory requirements for coordination between agencies or levels of government examining the same development proposal. Occasionally this resulted in a fiasco, as when a developer in Freeport received permits from separate agencies in 1985 allowing him to drill a drinking water well and construct a sewerage leach field in the same location.

Officials who implement one statute in the Maine Coastal Program have little familiarity with the rest of the program. One agency may deny permits for a project another agency will approve, sending confusing signals to developers and local residents. Smaller town governments which lack technical planning expertise found it difficult to obtain assistance. In many cases, they couldn't figure out whom to ask for help.

Cumulative impacts of development:

Only one statute, the Coastal Wetlands Act, required that cumulative effects of several developments be evaluated prior to issuance of permits. But information on projects smaller than 20 acres permitted by local governments is not routinely reported to, or compiled by any state agency.

From 1970-85, the town of York granted permits for 5½ times the total acreage permitted by the DEP in that community. DEP evaluated cumulative effects of the few large projects it examined without complete knowledge of effects of the larger total acreage in smaller projects it did not examine.

Recent growth management legislation:

In April of this year the Maine Legislature approved major new growth management legislation, LD 2317, titled "An Act To Promote Orderly Economic Growth and Natural Resource Conservation." It also amended and consolidated several statutes in the Maine Coastal Program.

Perhaps most significant is the requirement that all Maine municipalities prepare a local growth management program, including a land use ordinance, a comprehensive plan of the community, and an implementation program with a specific timetable, *and* that this program must be consistent with 10 state goals specified in the act.

The 10 goals encourage orderly growth and development of public facilities, services, affordable housing, and marine industries, while conserving natural resources.

State funds totaling $3.5 million were provided for grants to local communities and regional planning councils to cover 75 percent of the cost of establishing the required programs, to improve enforcement efforts, to set up a new Office of Comprehensive Land Use Planning in the Maine Department of Economic and Community Development, and for state technical assistance to towns.

Use of impact fees paid by developers to offset the costs of local permit reviews and construction of public facilities is authorized by this legislation, endorsing the notion that growth should pay its own way.

With this legislation, the state has attempted to overcome the reluctance of some local officials to impose restraints on the freedom of individuals to do whatever they please with their land. The Legislature has tried to do this without centralizing control over land use decisions in state offices. It left a considerable amount of discretion to local officials during implementation of their growth management programs.

Will it work? I'm optimistic. A substantial amendment of state enabling legislation for local land use planning and regulation, this legislation is sorely needed by residents of Maine coastal communities and some inland municipalities. It will not solve all our problems, but it is an important step in the right direction.

Michael S. Hamilton, a professor of political science at the University of Southern Maine, recently gave a public lecture on "Coastal Growth Management: Who Needs It? Why?" This column is an excerpt from that talk. A member of the governing board of the American Society for Public Administration, Hamilton teaches courses in environmental politics, pollution control policies, and energy policy analysis.

Resort town cabins give way to condos

PPH

By TED COHEN 10/7/88
York County Bureau

OLD ORCHARD BEACH — The days when this beach resort town had hundreds of small, inexpensive clapboard cabins for rent by tourists is ending, board by board, stick by stick.

This week, yet another group of cabins — also known as cottages — fell to the wrecking ball. They will make way for modern, expensive townhouses or condominiums.

Most of the cabins were rented by the week by vacationing families looking for inexpensive summer accommodations.

"Too many people came here who couldn't afford anything but a cabin," recalled 91-year-old Clarence Roberts, who operated Roberts Acres cabins on Milliken Mills Road from 1945 until last year, when he sold to a developer who plans to build condos.

"You could get a cabin for $50 a week, and a condo costs $200 a night," Roberts said of the stark contrast between a no-frills, low-income vacation and one with all the trimmings.

Lumber was cheap when he began building his cabins 44 years ago.

But for Roberts and other cabin owners, the possibility of selling to developers and making in one fell swoop more than they made in 50 years — and getting a place to live in the bargain — is proving too attractive a proposition.

"I wasn't making any money," Roberts said of his nine cabins. "I wasn't even making my taxes. So I got rid of them and sold."

Ted Cohen photo

Rainbow cabins on East Grand Avenue will be salvaged for scrap after the wrecking ball does its stuff.

Town Manager Jerome G. Plante, 53, who has been in Old Orchard Beach since he was 8, calls it "sweat equity. People who worked in these cabins for 60 years now can sell them and have a place to live."

He said the cabins represent "a lifestyle that's coming to an end. I'm neither happy nor sad about it. It's just a fact of life. It's just a natural evolution of a lifestyle.

"Before the era of motels you had the old hotels and, with the coming of the automobile, cabins were big," he said. "They're now generally passe."

This week a half-mile row of cabins along East Grand Avenue, including the Rainbow and Seabreeze cabins, began being razed. They will make way for more than $10 million worth of new townhouse construction.

Piles of scrap lumber are all that is left of a row of 150 small cabins. Delta Bay breaks ground Oct. 25 for townhouses by the sea.

"Our long-term plan is to have a full-service resort," said developer Thomas Laudani.

Thursday, Scarborough junkman Rich Merrill picked his way through the demolished cabins looking to salvage whatever was left before new construction begins.

"I remember delivering ice here many years ago," he said.

Just up the road from what were the Rainbow cabins is the condo project Sunspray. The first to be built in town, it was constructed in 1984 on land once occupied by cabins known as Rita's Rest by the Sea.

'You could get a cabin for $50 a week, and a condo costs $200 a night.'
— Clarence Roberts

"It's high time to put something new in town," said Rita Tirrell, who owned and operated the 15 cabins that bore her name and sold out to Sunspray's developers. "I think it looks nice."

She now lives in a Sunspray condo that she bought at a reduced rate when she came to terms with the developers who bought her cabins, and leveled them to build the high-rise.

Tirrell bought her cabins in 1968 and sold them in 1984. They were built in 1943 by a previous owner.

There are holdouts to the condo craze, including Olga Dayton, whose family has owned Dayton By the Sea cabins on East Grand Avenue for 38 years.

"The thing I'm wondering is where are they going to find people to buy all these things?" she said of the new townhouses and condominiums.

Town Manager Plante is bullish about the new construction, for many reasons, not the least of which is tax revenue.

The $15,000 in yearly taxes that were paid by the half-mile of cabin owners may jump to $250,000 with the new construction on that site, Plante said.

It's really the modernizing of the town, he said: "Old Orchard Beach just isn't for eight weeks any more."

Rockport woman fights for her home

PPH 11/7/88

By SANDRA HAIMILA
Coastal Bureau

ROCKPORT — Una Ames says she'll go out on the mud flats to dig clams, if that's what it takes to pay the taxes on the Rockport property she has owned for 45 years.

"I can walk miles and miles," says Ames, 81. "There's not a thing wrong with me." She has put her name in for work at two or three places.

Last year, Ames' shorefront property on Sea Street was assessed at $69,100. But the Connecticut firm which revalued all properties in Rockport this past summer says that Ames' property is worth five times that amount.

What makes the property so valuable, according to Cole Layer and Trumble Co., is the tiny, harborfront lot on which the gray shingled cottage stands.

Although less than one-fifth of an acre, the land is valued at $301,700. The modest year-round home, which Ames, her husband and their son built in 1954, is valued at an additional $40,700.

Last year, Ames' taxes were $1,485. This year, the widow who lives on a fixed income must pay $2,739. The amount was originally $3,338, but Ames and her family were able to show the appraisal firm that its original assessment of $417,300 was too high.

Una Ames says she'll dig clams if she must to pay the raised taxes on her revalued Rockport home.

Revaluation of the house on Rockport Harbor that Una Ames built with her husband has doubled the property tax for the 81-year-old woman.

Staff photos by Sandra Haimila

Ames is not the only Rockport resident whose assessment soared as a result of the revaluation, in which the town's total worth more than tripled from $100 million to $329.5 million. Over 350 upset residents signed a petition asking selectmen to reconsider the whole $115,000 revaluation process.

A spokesman for the group, Albert Bird, said property owners believe many of the values are unrealistic because they were set "at the very height of the (real estate) market."

The whole character of Rockport is imperiled, Bird said, when working class people such as Una Ames are taxed beyond their modest means and forced to sell to millionaires from other states.

Selectmen have asked the disgruntled property owners to work individually through established channels of appeal, rather than discredit the entire revaluation. For example, Ames and others can ask the board for a tax abatement, which can be granted on the basis of inadequate income.

Despite the fancy price tag placed on her property in the revaluation, Ames lives frugally. She is well-known in the community for decades of involvement with the Girl Scouts and grange, and her frugal lifestyle was illustrated by her trip last week to the state grange convention in Augusta. For several days, Ames camped in the Augusta Civic Center parking lot, using her 15-year-old white Volkswagen van as shelter.

Having packed all the food she would need, she spent just $1.50 and gas money during her stay in Augusta.

Ames' property commands a spectacular view of Rockport Harbor. As she knits mittens beside her wood stove with its whistling tea kettle, Ames can see ocean in three directions. To her right are Indian Island and more distant islands of Penobscot Bay. Straight across the harbor is Beauchamp Point, with its undeveloped rocky, woody ledges. To the left is the inner harbor of Rockport village, still sprinkled in the fall with expensive yachts.

The irony is that when Ames and her husband Leonard bought the small shorefront lot, they would have preferred a farm in West Rockport. It was just too good a deal to pass up. They had been leasing the lot since 1927 when the owner offered to sell it to them in 1943. For $1,000, they could have the land, a powerboat, two rowboats and some storage sheds. The tax bill on the lot was $25.

The Ames family lived on School Street until they built the shorefront house in 1954. Other than the foundation and stone chimney, they did all the work themselves.

As she looks around her home now, Ames says, "Everything is letting go." The boiler is broken. The bathroom needs a new floor. A retaining wall by the driveway is giving way. Just two years ago, Ames helped rebuild her wharf.

The reason that Ames does not want to sell her home despite its high taxes has nothing to do with its view or shore frontage. It has everything to do with memories of a close-knit family and of her husband, who died there three years ago at age 84.

"It's my home," she explains. "The memories here can never be replaced anywhere else. Even though my husband isn't here in body, he's here in spirit. The house was built on love, and the love is still here."

Ames is not alone in her feelings of closeness to the home itself. Her children, grandchildren and great-grandchildren are drawn strongly to it, she says.

"It's a feeling. It's a closeness we have. It's home. They can see Papa sitting in the chair holding his big black cat. Even the cat still goes to the rowboat looking for him."

Ames and her husband were married for 61 years. The daughter of a boat builder in Pulpit Harbor on North Haven, Ames was 4 years old when her then-10-year-old, future husband remarked to a friend that he was going to marry the boatbuilder's daughter some day.

Twelve years later, Leonard Ames' prediction came true. After they married and moved to the mainland, he got a job as a millwright at the former Knox Woolen Mill in Camden, where he stayed until his retirement in 1969.

When Leonard Ames died peacefully in their living room three years ago, his wife and a grandchild were singing hymns at his bedside.

"Wherever your heart is, that's where you want to be," Una Ames says of her shorefront home.

Lobsterman's dilemma: Can't stay put and can't buy

PPH 9/7/88

By SUSAN B. LEONARD
York County Bureau

CAPE PORPOISE — The woods, fields and shoreline that Dave Anderson explored by bicycle and boat as a boy are covered with expensive houses now.

The parking spaces by Cape Porpoise Pier, from which Anderson leaves to fish for lobster most days, are taken by tourists instead of working fishermen.

Anderson never minded the tourists. Most of them were nice people.

But now, like the palatial waterfront homes, the tourists are a daily reminder to the 24-year-old lobsterman that he can't afford to live in the place he grew up.

"I make good money, but I have to put so much back into my business," he says. "My father didn't start me off with a new boat and traps. I started from scratch."

Anderson and his wife, Jeri, rent a 20-year-old mobile home on a lot in Cape Porpoise for $300 a month. A year ago, they began looking for a home for themselves and their two young children, and found two acres in Arundel where a builder planned to put a small, plain ranch house for $100,000.

Anderson recalls thinking to himself: "This is outrageous. A hundred thousand dollars and you don't even get what you want."

Still, it looked like the couple's best option. So they applied for a loan through the Farmers Home Administration.

The agency approved the Andersons' loan. But just before the deal was to close, a letter came from the FmHA saying there wasn't enough money in the program to finance their loan.

To make matters worse, the Andersons know they soon will have to move. The mobile home is falling apart, and when it goes or the owner decides to remove it, the family will have to leave.

If they move far inland, Anderson dreads the thought of a long commute to the pier every morning before 4 a.m.

"I can't afford to move all the way up back," he says.

Anderson has a large pickup truck that he uses to plow roads and driveways in the winter, but it would be too expensive to use for commuting.

"I'd need to have an economy truck and rent a shop for my traps and tools," he says.

Even if they did find an affordable place nearer the coast, most of the homes aren't zoned for lobster-trap storage.

The couple is depressed and discouraged by the high cost of land and houses.

Anderson has thought about leaving the work he loves for a conventional job with benefits. "But people aren't big on hiring fishermen," says the high school dropout.

Reflecting on his situation, he can't believe the changes in his hometown in the past few years.

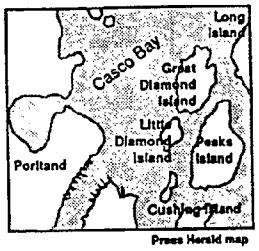
"I've lived here all my life," he says. "Anywhere I had to go, I could get there on a bike. Just a few years ago, this used to be a quaint town."

Brent Macey photo

Dave Anderson maneuvers his lobster boat at Cape Porpoise.

EPA tightens rules for island condos

PPH 10/21/88



Press Herald map

Diamond Cove held to 'zero' pollution

By TUX TURKEL
Staff Writer

Wastewater from the controversial Diamond Cove condominiums on Great Diamond Island may have to meet one of the toughest pollution-control standards in the country, under a proposal from the Environmental Protection Agency.

The proposal was made this month in an internal memo between the EPA [illegible] Department of Environmen[illegible] dramatic because the DEP [illegible] state license allowing the [illegible] 40,000 gallons a day of lesser[illegible]

This discharge could con[illegible] trations of fecal coliform, ba[illegible] waste. But the new EPA p[illegible] tewater must be absolutely [illegible] bacteria. The DEP now sup[illegible] standards, said Deputy Commissioner Elizabeth Armstrong.

Winning a wastewater discharge permit from the EPA is the largest obstacle standing in the way of the development. The developers have said they are prepared to meet the stricter standard.

Environmental groups [illegible] treatment [illegible]

[illegible] tewater license to the developer, Dictar Associates of Falmouth, it represented the lowest pollution levels ever required by the state.

The unprecedented limit [illegible] proposal [illegible] PA's new agency's ater Act. rbor are of coli- charges r stand- A "zero would n. ion is David ment

EPA proposes tough standard for island condominiums

By TUX TURKEL
Guy Gannett Service

KJ 10/21/88

PORTLAND — Wastewater from the controversial Diamond Cove condominiums on Great Diamond Island may have to meet one of the toughest pollution-control standards in the country, under a proposal from the Environmental Protection Agency.

The proposal was made this month in an internal memo between the EPA and Maine's Department of Environmental Protection. It is dramatic because the DEP already has issued a state license allowing the project to discharge 40,000 gallons a day of lesser-treated sewage.

This discharge could contain small concentrations of fecal coliform, bacteria from human waste. But the new EPA proposal says wastewater must be absolutely free of coliform bacteria. The DEP now supports the tougher standards, said Deputy Commissioner Elizabeth Armstrong.

Winning a wastewater discharge permit from the EPA is the largest obstacle standing in the way of the development. The developers have said they are prepared to meet the stricter standard.

Environmental groups say that if the sewage-treatment technology appears reliable, they would drop their opposition to the project's first phase, 134 units in renovated Fort McKinley. They also see the proposal as a significant step toward tightening other discharge standards and improving water quality on the Maine coast.

Interest groups and the public may get a chance to comment on the technology. The EPA is considering holding a hearing on the plan later this fall in Portland.

In 1986, when the state first issued a wastewater license to the developer, Dictar Associates of Falmouth, it represented the lowest pollution levels ever required by the state.

The unprecedented limit in the EPA's new proposal was prompted by the federal agency's interpretation of the federal Clean Water Act.

Many mudflats around Portland Harbor are closed to shellfish harvesting because of coliform pollution. This law forbids new discharges in areas that already violate clean water standards, if they would add to the problem. A "zero coliform" requirement, as it is called, would allow development without more pollution.

"The whole issue of marine pollution is receiving a lot more attention," said David Fierra, director of the EPA's water management division in Boston. "I'm not saying we're setting a precedent here, that we're going to require extra levels of treatment everywhere. But here, there was so much public interest, we felt we had to certainly follow the letter of the law."

Beyond that, Maine passed a law last year to ban new, private wastewater discharge systems and phase out existing ones that pollute redeemable clam flats.

Just before the law took effect, Dictar filed an application with the DEP to build 70 new single-family homes in a second phase. The state's environmental board has delayed any decision on this phase, and the controversy over the timing had some impact on EPA's position.

"It's nice to say that something meets the letter of the law," Fierra says, "but what about the spirit of the law? People feel that should be considered, too."

To meet the proposed standard, sewage would receive heavy filtration and chlorination, followed by removal of the chlorine disinfectant. Fierra says he is not aware of the EPA requiring such advanced treatment for any other new plant, although he said it has been used elsewhere.

Dictar partner David Bateman said the proposed requirements would cost more, but that developers are prepared to comply.

"We have submitted documents to the EPA showing how we can do it," Bateman said.

Environmental groups say they will hire engineers to review the design. Their major concern is that it work reliably for decades. If they are convinced it will, they won't oppose the first-phase renovations of the fort.

"This is a significant improvement in Dictar's proposal," said Philip Conkling of the Island Institute. "It appears it will not further degrade the bay's waters."

Both Conkling and Karin Tilberg of the Maine Audubon Society said similar standards should be extended to municipal treatment plants, which discharge millions of gallons of sewage and have a major impact on water quality.

"The EPA is sending a dramatic signal to Casco Bay that the waters are in trouble and new measures are needed," Conkling said.

The DEP's Armstrong agrees. She says the EPA proposal represents an evolution in the growing awareness of what is needed to improve water quality.

"This happens to be the flagship case," she said, "but it has charted a new course for us."

MT 10/28/88

Casco Bay

As dirty as Boston?

Casco Bay is on a downward environmental spiral, a new report concludes, and unless steps are taken to correct its pollution problems the bay could deteriorate to the level of much dirtier harbors to the south.

"The situation in Casco Bay is not as different from the situation in Salem and Boston and Providence as one might think," states the report, which was published jointly by the Boston-based Conservation Law Foundation (CLF) and the Island Institute, a research and advocacy organization with offices in Rockland.

The report points to substantial accumulations of pollutants in Casco Bay's bottom sediments and marine life, particularly in the Portland area. It says 15 percent of the bay's clam flats are already closed because of pollution; bans on swimming are expanding because of health threats; and PCBs, heavy metals, and oil residues are showing up in mussels and winter flounder.

The Casco Bay report is part of a three-year-old CLF project that previously focused on Boston, New Bedford, Fall River, Salem, and Providence. "We had sort of ignored Maine on the assumption that things were OK up there," CLF director Douglas Foy told *Maine Times*. CLF looked at Casco Bay at the urging of the Island Institute, whose director, Philip Conkling, serves on the foundation's board of directors. The Island Institute became concerned about the condition of Casco Bay through its opposition to new wastewater discharges from a condominium development on Great Diamond Island near Portland.

The report is only "a scratch of the surface," commented Island Institute research director Richard Podolsky, "but what it shows is alarming." Podolsky pointed out that some of the studies cited in the new report are more than 10 years old, and that little is known about recent trends. "Have things gotten worse? Better? We'd like to see another look at the bay," he said.

The risks of doing nothing about Casco Bay's problems are substantial, according to the report: the region's marine life is "rich in terms of diversity, density, and biomass," says Peter Larsen of the Bigelow Laboratory in Boothbay Harbor, one of several scientists whose work is included in the report. The number of organisms per square meter on the bay bottom, for example, is more than twice as high as it is in several other estuaries on the East Coast, Sweden, and South Africa.

In environmental terms, the stresses on Casco Bay are considerable. Nearly 30 million gallons of treated sewage and 22 million gallons of industrial wastewater flow into it each day; 67 tons of toxic metals and 1,500 tons of petroleum-related hydrocarbons end up in the bay every year. Topping off this brew is an unknown quantity of runoff from streets, parking lots, fields and other sources containing oil, pesticides, and other pollutants.

A similar CLF report on Boston Harbor led to lawsuits designed to force agencies and industries responsible for discharges there to start cleaning up, Foy said. Asked if litigation is in store for Maine as well, he said, "We wanted to put a scientifically-valid analysis on the table first." Suing to put major dischargers on timetables "is one option," he said. "It wouldn't surprise me at all if we had some fairly aggressive litigation underway in Maine in the next few months."

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Maquoit shellfish still under state ban

PPH P. 31 10/15/88

By JILL HIGGINS
Bath-Brunswick Bureau

BRUNSWICK — The shellfishing ban at Maquoit Bay will continue indefinitely, until studies determine what killed massive amounts of clams and quahogs several weeks ago.

Shellfish Warden Alan Houston said experts are still taking samples of the dead shellfish, and that samplings will continue through November.

Meanwhile, Houston said, the Middle Bay conservation area, which was closed to shellfishing in January, will be reopened.

About 400,000 softshell clams were transplanted in the conservation area when it was closed, he said. Among the clams was an adult crop, he said, although most of them were only 1-3 millimeters in length.

He said clam diggers will be able to harvest the adult crop at that area, as well as to the east side of Mere Point, Meadows River, and into West Bath, Harpswell and Phippsburg.

"Fortunately, we have an agreement among the four areas," said Houston, "so that people can go elsewhere."

He said marine officials will continue to take an inventory of the softshell clams, razor clams and mussels killed in Maquoit Bay.

But the spring inventory will be the most telling, he said, noting concern about the surviving clams making it through the winter.

"Spring will be the most interesting," he said. "Many of the adult clams that weren't killed are showing signs of real stress now."

He said experts are worried about whether those clams will be able to burrow into the flats to survive colder temperatures.

Dr. Patrick Holligan, acting director of the Bigelow Laboratory for Ocean Sciences in Boothbay Harbor, which studied water samples from Maquoit Bay, said plankton appears to have been a major factor in the shellfish killings.

He said the plankton is similar to that which has caused problems in other areas, including Europe and Japan. But he said his laboratory has not done tests to make any specific conclusions about the bay.

"We have simply made suggestions that that (plankton) could have caused it," he said.

Holligan said the plankton "has been around for a number of years. People in the Bay of Fundy area have seen it since about 1980, but it hasn't been a problem there."

Asked if there is anything shellfish officials can do to prevent the problem from recurring, Holligan said, "not really. It's something that develops offshore."

He added that the unusually hot summer weather, which heated the water to abnormally high temperatures, may have had more to do with it.

Houston said the shellfishing ban will probably continue for varying lengths of time at various sites in the bay and that no areas will be opened until the entire bay has been evaluated.

Sewage systems in violation

York inspector finds ordinance ignored

PPH 10/17/88

By TUX TURKEL
Staff Writer

Staff photo by Jack Milton

Paul Nowell shows the end of a sewage pipe where effluent is discharged well above the low water mark.

YORK — Every private sewage system running into coastal waters here violates the town's overboard discharge ordinance, a recent survey has found, and state officials say the conditions probably are typical of other communities.

The survey found each pipe discharges above the low tide line, in some cases onto upland vegetation. It found systems that were not maintained in accordance with state law, some with expired state licenses, and one with no license at all.

The survey also looked at failing and illegal septic systems. Among the worst cases, a septic system was discharging directly into the York River, and an ocean outfall from two septic systems was located 30 feet from the supply line of a salt water swimming pool.

The findings are noteworthy because of a controversial state law that will shut down overboard discharge systems by 1992 if they pollute areas considered redeemable for shellfish harvesting. Efforts to amend the law are expected when the Legislature convenes this winter.

York is one of only about 10 Maine towns with a local overboard discharge ordinance. Faced with clam flats closed by sewage and a real estate boom that was converting seasonal cottages to year-round use, the town enacted a moratorium on new permits three years ago.

To see how existing systems were performing, the town hired Paul Nowell, a retired contractor with septic installation experience, to visit each of the 33 sites and check for compliance. Nowell did his work in August and September, and filed a report with the town early this month.

York's ordinance requires all discharge pipes to be located below the water at low tide, so effluent can be diluted and mixed. Nowell couldn't find any meeting the rule, and found some falling far short. One of his entries reads: "Discharge pipe ends high on bank of creek — effluent runs down bank through bushes to flats and then to creek with very little water at low tide."

Overboard systems use chlorine as a disinfectant. But Nowell found some owners had ignored the task. One system had part of its chlorinator missing. Another hadn't been opened for about two years.

York's ordinance also requires owners to file a quarterly lab test report with the town that shows the system is working correctly. Only two owners had done so since 1983.

The town is partly to blame, says Selectman Ronald Nowell, son of the surveyor, since no one enforces the ordinance. Selectmen will meet with the code enforcement officer later this month, the younger Nowell says, to consider how to keep tabs on violators.

"We have a real good ordinance," he says. "We're just remiss in not using it."

The survey also found systems with expired state licenses, one dating from 1984.

At the Department of Environmental Protection, which licenses Maine's 3,000 overboard discharge systems, water quality specialist Louis Fontaine says York is probably typical of other areas.

"It sounds like what I would expect to have found if we did the survey," Fontaine says.

The DEP sets performance standards for oxygen levels and the amount of solids and bacteria contained in the effluent. State law says the systems must be maintained in good working condition to meet those standards.

Failure to chlorinate the system is the biggest violation the DEP finds, Fontaine says. About half of all sand filter systems, the most common technology, don't work right because they aren't properly chlorinated, according to DEP inspections.

Fontaine says that between 10-30 percent of overboard systems do a poor job of removing solids, but he emphasizes that properly maintained systems generally work well.

The DEP considers it a "policy" for discharge pipes to be underwater at low tide, Fontaine adds, but it is not required by law.

The agency also tries to keep up with expired licenses by sending renewal applications, but the new law and staff limitations have created a backlog, Fontaine says.

Overboard discharge will be an issue next year in the Legislature. Some coastal homeowners and lawmakers are pushing to amend the law so that many existing systems could remain. But Brad Steri, a marine biologist with the Department of Marine Resources, says the only way polluted clam flats in places such as York can reopen is to remove discharge pipes.

"Our experience throughout the state is (that) a lot of these systems aren't maintained very well and aren't predictably clean," Steri says. "We can't afford to take the risk on public health."

Residents consider action on discharge law

PPH 11/2/88

By ANNA LYON
Lincoln County Bureau

EDGECOMB — Coastal homeowners upset with a new overboard discharge law that they believe discriminates against private household systems gathered at the town hall here Tuesday night to consider action.

Suggestions included a class action lawsuit against state departments administering the new law, petitions and taking the case before the "60 Minutes" television program.

Three former Edgecomb planning board members who arranged the meeting propose that a committee be formed to look into options for the homeowners.

More than 80 people from as far as Harpswell attended the meeting. By the meeting's conclusion, the consensus was that the three organizers would develop a committee including representatives of neighboring towns that would study any further action.

"The current statute is grossly unfair," said meeting organizer Fred Steadman.

Although he does not personally have an overboard discharge system, Steadman said the new law, by telling homeowners with such systems to remove them by 1992 while allowing commercial and municipal systems, puts an unfair burden on one segment of the population.

The law does not address environmental concerns, said Steadman. Combined, the 3,000 licensed household systems with probably four residents for each would generate as much waste as a single municipal system for a small town of 12,000. Meanwhile, commercial and municipal systems are allowed to expand, said Steadman.

While stressing that he would love to see the environment cleaned up, Steadman said the law was passed solely for the benefit of the shellfish industry under pressure from the federal government to comply with interstate commerce laws. Unfortunately, the people who pay for this are the shorefront property owners with overboard discharge systems, he said.

The intention of the law is good, but it was not well thought out, said Steadman. The law is not being applied uniformly and would set a dangerous precedent if allowed to stand.

Barbara Darling, who also does not have an overboard discharge system, proposed the new committee talk with an attorney about the possibility of suing the state on constitutional grounds. "They can't discriminate," she said. "They're allowing pollution under the guise of disallowing it."

Roy Farmer of Wiscasset suggested people instead give the Legislature another chance to consider the new law before taking legal action. The bill may have passed through quickly the first time, but with public pressure on local legislators it would not slide by again, he said.

"I think we ought to give our legislative process a chance. So far we haven't," said Farmer, who guessed homeowners who already have overboard discharge systems stand an equal chance of being able to keep them once the next legislative session acts.

Island trash

MAINE TIMES 9/16/88

Wanted: solutions

In some respects, islands are facing a worse trash crisis than the much publicized one on the mainland. With limited dump space, small year-round populations, and the prospect of tighter federal rules against ocean dumping, islands must scramble for solutions.

Vinalhaven, for example, is faced with the problem of getting 400 junked cars off the island. Monhegan, which used to dump in the ocean, now must find a new way to deal with a trash flow that reached 45,000 pounds during the month of August.

"The question is where will EPA [the U.S. Environmental Protection Agency] make its next move," says Will Brinton, a consultant working on a composting project for Monhegan. An EPA order to stop dumping at sea precipitated something of a crisis on that island earlier this year, and residents hope a combination of composting, recycling, landfilling on the mainland, and cutting back on trash at its sources will keep their solid waste problem under control.

Composting, Brinton says, can work particularly well for Monhegan because of the large amount of food waste produced by the island's seven inns. When islanders weighed their trash this summer, they learned that more than 80 percent of the tonnage consisted of paper, cardboard, and garbage. "Any community with lots of restaurants" ought to benefit from composting, Brinton says. Lack of competition may help too: the recent closing of the Seapro fish waste processing plant in Rockland eliminated another low-cost source of fertilizer. Composting experiments must be "controlled and technologically responsible," Brinton warns, noting that flies and odors can be a problem.

Brinton was one of several members of a panel discussing solid waste during last weekend's annual Island Conference at the Hurricane Island Outward Bound School off Rockland

manager Victoria Dyer, who also spoke at the conference. The junked cars are only one of the problems the town faces. Like any other town that operates a landfill, Vinalhaven has to deal with rats, fires, dump picking, proliferating plastics, low real estate valuations near the dump, and unannounced visits by inspectors from the state Department of Environmental Protection.

Dump problems — and solutions — aren't limited to Maine islands, of course. Faced with a huge seasonal population fluctuation, the towns on Martha's Vineyard off the coast of Massachusetts formed a refuse district in 1983. Today the district recycles one-third of its trash and sends half of the total to a waste-to-energy plant on the mainland. Inert material is landfilled on the island. The district offsets some of its costs, according to manager Paul Hannigan, by charging disposal fees: $1 per tire, $20 per washing machine. In an effort to keep transportation costs down, Martha's Vineyard has negotiated with mainland truckers to haul trash ashore in trucks that might otherwise go home empty. "The whole subject boils down to materials, processing, and transportation," Hannigan said.

"Every island is completely different," observed Brinton, suggesting that what works for Monhegan or Vinalhaven may not work on Martha's Vineyard, Nantucket, or other large islands. "One problem [with solid waste generally] is that everybody's going for the big approaches such as incinerators and regional landfills — but it's the little communities that are being hit hard."

Augusta must help

At a meeting this week in Bangor, representatives of the four-county Penobscot Valley Refuse Disposal District told 20 regional legislators the blunt, disturbing truth about the disposal of trash and construction debris:

- The cumulative impact of state regulations has made it almost impossible for Maine's towns and cities to responsibly dispose of their municipal waste.
- The state is headed for a trash crisis in which communities will be overwhelmed by their own solid waste.

BDN 8/27/88

private operators.

At the state's urging, communities such as those in the PVRDD have turned to waste-to-energy incineration. It is a sensible, partial solution to the municipal waste problem. However, even this option is being blocked, by politics. Nobody wants the ash dumps in their community.

The glib and simplistic argument against one particular ash dump proposal, Township 30 in Washington County, is that people should deal with their own garbage. Unfortunately, this won't work, and the best example of all is Washington County itself, where many communities aren't taking care of their trash at all.

Everyone shares the waste problem, from its creation to its disposal. The solutions are either incredibly expensive, as is the case with incineration, or, like recycling, they demand extensive cooperation among communities.

It is impractical, perhaps even impossible, for anyone to go it alone. The antidote for the not-in-my-backyard syndrome is leadership.

Maine's communities know this. They are not making an unreasonable request. They are appealing to the center of government in Maine, to Augusta, for help. They are receiving no reply.

Unless the state acts aggressively on this issue, a number of things could happen. Communities may be forced to circumvent the regulations. Development (builders will have no place to dump debris) will grind to a halt. Unsanitary, unhealthful conditions will develop. Responsible opposition to landfill proposals will be crushed in a political stampede when the crisis hits and the state responds to it out of desperation.

Maine must consider two immediate steps to avert a crisis:

- Augusta must actively help communities find an environmentally acceptable, politically palatable method of waste disposal.

These are the bare, unembellished facts. The towns' concerns are reinforced by a strong statement from the Maine Chamber of Commerce and Industry, which in a report issued Wednesday identified a "severe crisis" impending in the disposal of solid waste. The Chamber correctly calls for action by the governor and Legislature to make the Augusta bureaucracy an active partner in solving the waste problem.

At the Bangor meeting, two officials put the matter succinctly.

Maine's communities need help, said Donald Meaghar, staff coordinator for the disposal district. "I don't know how many times we have to say it to get action."

"We need the state to step in and help with the problem," said David Cole, city manager of Old Town, an articulate spokesman for the region's communities on the solid-waste issue.

It can't get any clearer than that.

What has brought the state to this crisis?

Maine made a responsible decision to close its open, burning dumps.

Landfills have been the primary alternative to open dumps, but the landfill boom is over. Many of them are reaching capacity. There is a moritorium on the development of new commercial landfills and the requirement for perpetual indemnification against leakage will discourage prospective

- In the short-term, beef up the DEP staff and expedite the process of examining prospective landfill sites. If Township 30, or any other location, is unsuitable because of documentable, scientific reasons, let's scrap it and start a cooperative search for an acceptable site. If, however, that site works, the state should go for it.
- In the long term, Maine needs a comprehensive solid waste plan. The state currently is conducting two studies of recycling. That's a good start. But Maine needs to look at the entire picture, including the need for geographically sited state-run disposal and recycling centers, dumps and incinerators.

Gov. John McKernan has demonstrated his ability to build consensus on important issues through study commissions.

This issue begs for such a study.

BG 8.23.88 POLLUTION PROBLEM AT ACADIA

Park is troubled by unhealthy ozone

By Dianne Dumanoski
Globe Staff

MOUNT DESERT ISLAND, MAINE – In a summer plagued by drought, polluted beaches and bad air, Acadia National Park, far down east in Maine, seems a pristine spot, an ideal place to escape from the country's environmental ills. But in mid-June, for the first time anywhere in the national park system, a health warning went up at the Acadia National Park visitor center.

Because of extremely high levels of unhealthy ozone, park visitors were advised to avoid strenuous exercise such as bicycling, hiking and jogging – popular activities on park roads that wind along one of the most magnificent stretches of coastline in the country.

However remote Acadia might seem, it suffers from some of the highest ozone levels in the Northeast.

"People have the perception that they are leaving that all behind when they come here," said Robert M. Breen of the National Park Service, who oversees monitoring for ozone and other air pollution at Acadia. "But you're not. It comes with you."

In July, Herbert S. Cables Jr., the regional director of the National Park Service, sent a letter to Gov. John R. McKernan stating concern that high ozone levels such as those recorded during the three-day pollution episode in June were damaging sensitive park resources and posing a health threat to park visitors.

"When people come to Acadia, they expect that they are in a rural area that is pristine," said Christine Shaver of the park service's air-quality division in Denver, which keeps track of pollution levels in various parks.

In fact, according to Ron Lawler Heavner of the Denver air-quality office, "Acadia ranks up there with California" in the severity of its air pollution problem. The only other site in the national park system that has such high ozone concentrations, he said, is the Santa Monica National Recreation Area, which is in the Los Angeles Basin "on the hill on the other side of the Hollywood sign."

"People always think of California as having the worst air," Heavner said. Acadia, however, had the meteorological misfortune of "being downwind of the whole Northeast." When the weather pattern dominated by southwest winds moves air up the East Coast, he explained, all of the pollution collected along the way "dumps on Acadia."

In his letter to McKernan, the regional park service director said the park was having its worst year ever for ozone pollution. The letter recognized that ozone was a regional problem and asked McKernan to exert leadership to bring about more "stringent and pervasive control of the precursor pollutants in Maine and in all other locations contributing to the ozone levels in Acadia National Park." Because it is a national park, Acadia's air quality is supposed to get special protection under the federal Clean Air Act.

Ozone is toxic to plants

Ozone, Cables noted in his letter, is toxic to plants and has effects even at levels below the federal human health standard of 0.12 parts per million. Moreover, white pines in the park have shown the type of damage that is associated with high ozone levels.

"With this year's record high levels," Cables wrote, "we are all the more concerned about white pine and other air pollution sensitive park resources."

The air pollution is also a hazard to park visitors, according to Cables' letter. "With respect to health, for example, ozone has been shown to significantly impair lung capacity and function at levels near the national standard. Visitors to national parks often engage in hiking and other strenuous activities which could be dangerous at the ozone levels experienced at Acadia during the middle of June."

In this record-breaking summer, monitoring stations outside of Bar Harbor and on Isle au Haut, just south of Mount Desert, have recorded their highest readings ever. The number of "unhealthy" days, when ozone levels have exceeded the federal Environmental Protection Agency standard of 0.12 parts per million, is double the previous record. The EPA is now reconsidering this standard in the light of recent medical research that suggests it is not sufficient to protect even healthy adults.

Record level for Maine

On June 15, ozone concentrations at Isle au Haut soared to 0.2 parts per million, the highest level recorded in Maine since measurements began in 1979 and one of the highest levels recorded this summer in the Northeast. The following day, the level at the monitoring station in the park outside of Bar Harbor hit 0.179 parts per million, which "is higher than anything we've seen before" at that site, according to Norma Gordon, the senior meteorologist for Maine's Bureau of Air Quality.

The previous record of three unhealthy days was set at the Bar Harbor site in 1983. Although the ozone season is by no means over, that site has already had six unhealthy days.

Although Maine generates some of its own air pollution, there is strong evidence that the lion's share of the ozone plaguing Acadia and other parts of Maine originates outside the state, according to Michael Bradley, the executive director of Northeast States for Coordinated Air Use Management, an association of air pollution agencies from the six New England states, New York and New Jersey. His best estimate is that about 85 percent of the ozone is from outside sources.

Bradley said there had been weather masses that swung out to sea and circumvented Portland on their way up the coast. "But we still have violations at Acadia. That tells you Portland is not having a significant influence."

Worst late at night

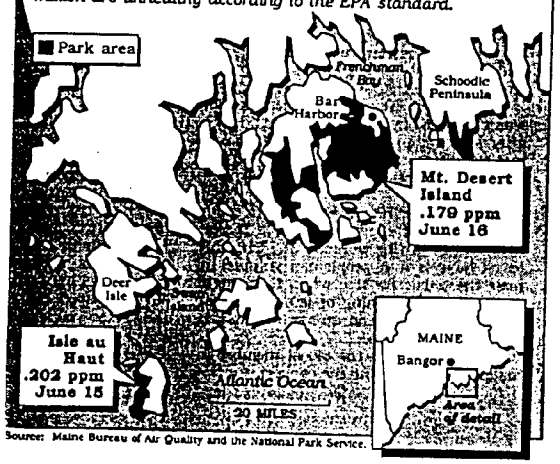
The time of day when the high ozone readings appear also supports the case for long-range transport, he added. High readings often show up in the middle of the night. The formation of ozone requires not only hydrocarbons and nitrogen oxides – pollutants from automobiles, gas stations, dry cleaners and power plants – but sunlight. The ozone created during the sunniest part of the day over Portland would arrive at Acadia a few hours later, Bradley explained. If the ozone is arriving at 3 a.m., he said, that is a sure sign that it originated at a considerable distance – often in southern Connecticut, Hartford or Boston.

Bradley noted that the states in the regional air group are moving on their own to reduce the volatility of gasoline, since fumes escaping at gas pumps and when cars are driven contribute to the formation of ozone.

But that is only one of the things that need to be done to combat deteriorating air quality, he said, adding that the states can't do it alone. "Without a strong federal role ensuring that the problem is approached at least a regional basis, we are going to continue to have unhealthy air for people and for terrestrial ecosystems."

Ozone smog in Acadia National Park

In mid-June, monitoring stations at Isle au Haut and Mt. Desert set all time records for ozone levels. Levels above .12 parts per million are unhealthy according to the EPA standard.



Source: Maine Bureau of Air Quality and the National Park Service.

Ozone a clear threat to Maine's air quality

Sizzling summer ideal for production, transport of invisible pollutant

By Nancy Remsen BDN
Senior Writer 8/27/88

Ozone, helpful as a layer seven miles up in the atmosphere, is harmful when it drifts along the earth's surface on summer afternoons and evenings.

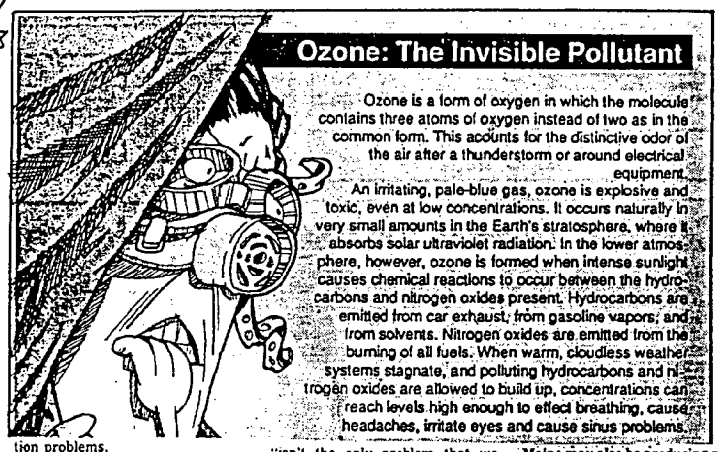
This invisible pollutant has been skulking around Maine a lot this summer. In fact, records of monitoring by the Department of Environmental Protection through Aug. 7 showed that ozone had been present more times and at higher levels than ever before.

The highest level of ozone measured in the state was at a monitoring site at Isle au Haut in Penobscot Bay. The reading, 0.2 parts per million, is on a par with ozone levels measured in cities like Chicago and Atlantic City.

The Maine monitoring site registering the most days with unsafe levels of ozone has been Cape Elizabeth. As of the first week of August, ozone levels exceeding the federal standard of .12 parts per million were recorded for a total of 34 hours scattered over 10 days. That's the amount of time that high ozone levels are recorded at places like Providence and Philadelphia.

Until this summer, with its incessant heat and hazy sun, many people in Maine may not have realized that air pollution could be a problem here. "I think people have been lulled into thinking Maine doesn't have an air pollution problem," said Edward F. Miller, executive director of the American Lung Association of Maine.

But records from the monitoring sites of the DEP, University of Maine and National Park Service suggest that at least some sections of the state do have serious ozone pollution problems.



Scientists agree that Maine's ozone problem is not all of its own making. The ingredients that produced some of the state's ozone may have been emitted in Boston or New York. Those ingredients, which include emissions from cars and industrial stacks, were transformed into ozone as hot winds blew them north to the Maine coast. That is the theory that explains the high ozone readings at all the state's coastal monitoring sites — Isle au Haut, Port Clyde, Bar Harbor, Cape Elizabeth and Kennebunkport.

But high levels of ozone also have been measured this summer at the inland monitoring sites in Gardiner, Lisbon and Dedham. Imported ozone "isn't the only problem that we have," said Miller. Environmental regulators agree.

Ozone is a gas made up of three oxygen atoms. Unlike its two-atom cousin that is vital to human life, ozone is highly toxic.

According to the lung association, the acute effects of ozone exposure may include "inflammation and swelling of the bronchial tubes, increased susceptibility to infection, increased asthma attacks and destruction of red blood cells in people with certain genetic deficiencies."

Even normal, healthy individuals can experience breathing difficulties when exposed to ozone, say officials at the lung association.

Sen. George Mitchell, in testimony earlier this summer in support of clean air legislation, referred to some data presented at a recent symposium on ozone and health that suggested "our children may be at risk even on days when the EPA standards (for ozone) are not exceeded."

In addition to affecting breathing, ozone can cause headaches, irritate eyes and cause sinus problems.

The lung association advises people to avoid strenuous activity during periods of high ozone. For those with respiratory or heart disease, the lung association suggests staying indoors with the windows shut, using fans or air conditioning to keep cool.

Ozone is formed when intense sunlight causes chemical reactions in the hydrocarbons and nitrogen oxides in the air. Hydrocarbons are emitted from car exhaust, gasoline vapors and solvents. Nitrogen oxides are emitted from the burning of all fuels.

Ozone reaches high concentrations when warm, cloudless weather systems stagnate, allowing polluting hydrocarbons and nitrogen oxides to build up. The rays of the sun cause a series of chemical reactions, with ozone one of the byproducts.

"The meteorological conditions that we've had this summer have been particularly conducive to the production and transport of ozone," said Norma Gordon, a meteorologist with DEP's Bureau of Air Quality Control.

Because ozone is invisible, it is elusive. Although associated with smog, the gas frequently slips away from its hazy spawning ground to clear areas downwind. As scientists and air pollution regulators have gotten more adept at identifying conditions under which ozone is formed, they also have gotten better at figuring out where it goes.

In Maine, the DEP selected its monitoring sites in an effort to identify ozone that was transported to the state from the south and to identify gas produced by emissions in the Greater Portland area. Limited resources have prevented the DEP from more extensive monitoring, air bureau officials said.

The state's current monitoring sites are geared toward answering questions that the federal Environmental Protection Agency is expected to pose within the coming year about where Maine's ozone problems originate. State officials will have to respond with data explaining the origins of Maine's ozone and with strategies to get ozone levels down below the federal limit of .12 parts per million, Gordon said.

State officials anticipate they will be called on by the federal government to explain ozone problems in the Lewiston-Auburn area and in York, Cumberland, Kennebec, Sagadahoc, Lincoln, Knox and Hancock counties, Gordon said. Then the state will have to develop plans to eliminate the problems. But the deadlines for reduction plans may be years away, said Gordon.

Maine and six other Northeastern states are taking action to reduce ozone levels without waiting to be told to do so by the federal government. After signing a pact in late 1987, air regulators in the Northeast, with the exception of New Hampshire, have pursued the enactment of rules to change the kind of gasoline that is sold during the summer months. Three states, including Maine, have already approved rules.

By requiring a different blend of gasoline for the summer months, one that doesn't evaporate as easily, state officials predict fewer hydrocarbons will be released. In Maine, the estimated reduction of hydrocarbons released into the air is 3,750 tons, said Ron Severence of the Bureau of Air Quality Control. As much as 60,000 tons may be kept out of the air throughout the Northeast, he said. Fewer hydrocarbons mean less ozone.

That isn't all Maine is doing to control ozone production. The Board of Environmental Protection, which voted unanimously Aug. 10 to require that all gasoline sold in the state in future summers be less prone to evaporate, also approved measures to reduce evaporation from gasoline storage terminals, tank trucks and storage tanks at service stations.

Severence said the health hazards associated with ozone are reason enough to enact all these requirements. But there are economic benefits that offset some of the costs, he added. Vapor that is captured is a product that can be sold, he said.

Petroleum suppliers and retailers, however, have been concerned that the statewide approach to ozone taken by DEP would force large expenditures in areas of the state where ozone has yet to be shown to be a problem. Two years of monitoring in Presque Isle, for example, failed to detect ozone levels that exceeded the federal limit, air regulators said.

Severence said, however, that the widespread ozone problem this summer may have reached Aroostook County. There no longer is a monitoring site in northern Maine, however, so he couldn't confirm ozone problems there. Even if there weren't levels exceeding the federal standard, Severence pointed out that the state considers ozone unhealthy at .08 parts per million, a level lower than the federal standard.

Air bureau officials will be watching anxiously next summer to see if the regional change in the summer gasoline blend has any impact on ozone levels in Maine. But unless the weather is a repeat of this summer's heat and sunshine, it will be difficult to compare, Severence said.

"It takes about three years of monitoring to determine if you are making any progress," Severence said. By then the other evaporation control requirements just enacted in Maine may also be producing reductions in hydrocarbons. Modifications at service stations could prevent 2,814 tons of hydrocarbons from polluting the air, he said.

No one expects these measures will solve the ozone problem throughout the Northeast, Severence admitted.

In Maine, if ozone levels continue to exceed the federal limit, a new strategy would have to be considered. Severence said the next step he would propose would be mandatory annual testing of tailpipe emissions from all vehicles. Such testing already takes place in New Jersey, New York, Connecticut and parts of New Hampshire.

It would be controversial, Severence said.

Hydrocarbon Emissions

The Board of Environmental Protection passed rules on August 10 which aim to limit gasoline evaporation at storage terminals, out of tank trucks and at service stations. Less evaporation means fewer hydrocarbons. Fewer hydrocarbons means less ozone.

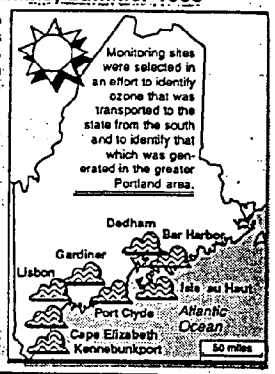
The predicted reductions in hydrocarbon emissions (in tons of hydrocarbons):

by changing the gasoline recipe	by requiring no splash bottom filling of tanks at service stations	by requiring annual leak test on tank trucks	by requiring floating roof and vapor return systems*
3,750 tons	2,814 tons	250 tons	753 tons

*most already have these

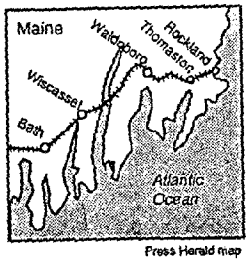
Ozone in Maine, Summer 1988

Scientists agree that Maine's ozone problem is not all of its own making. The ingredients that made some of the state's ozone may have been emitted from cars and stacks in Boston or New York, with hot winds blowing them north to the Maine coast. This theory explains the high ozone readings at the states coastal monitoring sites.



monitoring site	highest level measured in parts per million	number of days violating federal standard of .12 parts per million
Cape Elizabeth	.18	10
Isle au Haut	.20	6
Kennebunkport	.15	8
Port Clyde	.19	6
Bar Harbor	.18	6
Gardiner	.16	3
Lisbon	.14	1
Dedham	.13	1

State looks to use commuters to revive rail line



Press Herald map

PPH 10/19/88

By CHRISTINE KUKKA
Staff Writer

In many parts of the Northeast, commuting to work by train is common practice. If the state Department of Transportation is successful, commuter rail service may come to Maine.

The DOT has been unable to find anyone to operate the 82-mile railroad line between Brunswick and Rockland, abandoned by Maine Central Railroad in 1986. Now the state transportation agency is thinking it could be promoted to potential operators as a commuter line to transport some of the 10,000 people who work for the Bath Iron Works shipyard.

The prospect of a commuter line, along with potential freight customers, has caught the attention of railroad magnate John P. Ascher, a Maine native and president of the Great Western Railway Co. of Loveland, Colo.

Ascher, 60, comes from a seafaring family that can trace its roots in Maine back to the 1700s. Ascher, prone to seasickness, focused his business acumen on railroads rather than ships.

He currently operates 116 miles of track in Colorado, Oregon and California, manufactures train parts, and would like to add the Rockland line to his portfolio, if the conditions are right.

DOT officials also hope a tourist train, similar to one that operates successfully in Cape Cod, Mass., could be duplicated on the Brunswick-Rockland line.

The line runs through beautiful salt marshes and across rivers, and could evolve into a major tourist attraction, officials have suggested.

"In my experience, a tourist line is a neat sideshow, but you really need some freight to maintain it," Ascher said. "And the Rockland line has a lot of bridges with some railroad in between, and bridges are costly to maintain. And you have a two-month tourist season there."

Ascher prefers to focus on the Rockland line's freight and commuter potential and the possibility that one day oil prices will rise and make steel rails the cheapest method of transportation.

Ascher depends on diversification for survival in the rail business. He has used rail rights of way to install gas and oil pipelines.

"Remember, anything that is stuck in the ground and you don't have to maintain goes to pay costs," he said. "And I have some side shows in Maine that look promising."

Ascher refuses to say what his potential "side shows" are.

With or without Ascher, DOT officials think a commuter line connecting BIW to a state-owned parking lot in Woolwich or Brunswick may be the key to getting the line back in service.

Bath City Manager Peter A. Garland is ready and willing to convert the city's former railroad station, which is next to BIW and currently houses a dental clinic, to a commuter station.

Michael J. Murray, director of DOT's rail transportation division, said the state is "working diligently on a rail commuter system that would convey people outside Bath and perhaps free up the Carlton Bridge, as well as move people eastward to the Wiscasset area.

"We realize any operator of that line will have to diversify his revenue base," Murray said. "There is a question whether freight by itself would support the service, but a commuter line could be a real plus in attracting a short line operator."

The largest freight customers on the line are Dragon Products Co. in Thomaston and Central Maine Power's Mason Station and Maine Yankee Atomic Power Co., both in Wiscasset. All three firms have railroad spurs leading to their plants.

Dragon Products, which manufactures cement, was Maine Central Railroad's largest freight customer before the railroad abandoned the line in 1986. It now relies on ships or trucks for transport.

"If the price was competitive, we might use rail service for incoming commodities," said Dragon Products plant manager Mark A. Walton. "We'd love to have the option, but it has to be economically feasible."

Maine Yankee officials also want the option of rail service to transport massive reactor equipment, and they are willing to contribute to modernization of the railway.

STATUS OF 1987-88 GRANT TASKS (CZ063 Award)

Completion of most of the grant tasks under this award was reported previously. Progress on the remainder during August/ September/October is reported below.

Task 1 -- Improving Program Core Law Enforcement & Technical Assistance

A. DEP - Core Law Administration & Enforcement

The DEP's Quarterly Report for August through October, 1988 is reproduced as Exhibit E-1 provided under separate cover. See also the clippings on the next page reporting on changes at DEP and Exhibit E-2, Shoreland Zoning News. The 1987-88 Memorandum of Understanding between the SPO and the DEP was amended to run through October, 1988.

B. TNC - Improving State Regulation of Areas of State Significance

The Maine Historic Preservation Commission completed the addition of historical areas to the coastal endangered and rare features maps previously completed by The Nature Conservancy. Final printed maps will be distributed to federal, State and regional planning agencies. Computerization of the Register of Critical Areas by The Nature Conservancy is 90 percent complete and will be finished by the end of December.

Task 2 -- Local Program

A. Coastal Planning Grants

Final products were received by the DECD for grant projects in Cape Elizabeth, Mount Desert, York, Saco, Gouldsboro and Jonesport, as summarized in the DECD report on the next page. An extension to the end of November was approved for the Hallowell/Chelsea Regional Code Enforcement Project. Stockton Springs was awarded an additional $4,000 to prepare a more detailed land use plan for Sandy Point Beach, to be completed during December. Completion of Cumberland, Monhegan, Stockton Springs and Stonington was reported previously.

Publication titles include: Cape Elizabeth, Maine, Harbor Advisory Committee Final Report, Sept. 1, 1988; Comprehensive Harbor and Waterfront Strategy and Action Plan, Town of Mount Desert, Northeast Harbor, Maine, Sept. 21, 1988; Report with Respect to Public Access Rights to the Shore in the Vicinity of Harris Island

DEP enforcement up nearly 50 percent

Department collects more than $ 1 million from violators

Maine EnvironNews Sept/Oct 1988

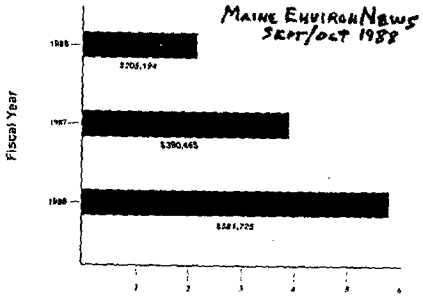
As a result of increased emphasis on enforcement, money credited to the General Fund of the state from Maine Department of Environmental Protection fines increased by nearly 50 percent in fiscal year 1988 over 1987.

According to Department figures, the DEP's enforcement action will be credited with raising $581, 725 to the General Fund. That is 49 percent increase from the $390, 465 raised in fiscal year 1987and a 180 percent jump over FY 86.

"This tells people that the DEP doesn't just protect the environment through permits and licenses. We protect through enforcement and deterrence," Elizabeth Armstrong, Deputy Commissioner of the DEP, said.

Armstrong said she attributes much of the increase to centralization of the DEP's enforcement program.

"This upward trend indicates the benefits of managing the enforcement program from a departmental basis instead of from a bureau or divisional basis. This coordination has enabled us to gain consistency in our enforcement action," she said. "Raising our enforcement program to a departmental level also demonstrates an upgrading of its importance."



Penalties credited to the General Fund for violations of environmental laws
(in hundreds of thousands of dollars)

According to the DEP, the trend toward more enforcement will continue. In fact, in the first two months of fiscal year '89, fines and actions to recover costs of various cleanups has totaled more than $400,000. Also pending is a large suit against International Paper Co. in Jay for many different viloations. Armstrong said this investigation which she called "the largest and most comprehensive investigation ever undertaken by the Maine DEP" displays the Department's attitude about enforcing environmental laws.

Armstrong said full-scale investigations like the one conducted this spring at IP will continue. In fact, she said the Department would be conducting another such inspection of a Maine industry sometime this fall.

"This (the IP investigation) is just the first chapter in a long book of comprehensive investigations. This is just a sign of our commitment to enforcement," Armstrong said.

Not all of the DEP's fines go into the General Fund. There are several dedicated revenue funds that are fed by enforcement actions. The most important of these is the Maine Hazardous Waste Fund. Fines that are collected as a result of violations of the Maine Hazardous Waste Rules are deposited into this fund. This money is used to aid the Department's programs that deal with hazardous waste. This fund raised nearly $200,000 last year.

Money that entered the General Fund along with various dedicated revenue funds and cost recovery actions for cleanup totaled more than $1.1 million in fiscal year 1988. This is believed to be the first time the DEP has ever topped the million dollar mark from enforcement actions.

Armstrong explained the DEP has four ways to pursue penalties against violators of environmental laws. The first and most often used is through a consent agreement. This is simply an agreement between the alleged violator and the Department that the violation is corrected and a financial penalty is paid. Two other ways the Department can enforce its rules requires more formal legal assistance from the Attorney General's office. If the enforcement action is referred to the AG's office it may take the violator to court either to have a consent decree approved by a judge or to litigate the case in Superior Court. The final way to pursue enforcement is through a relatively new law that allows the Department's staff to prosecute cases in District Court.

Report from DEP

"The Times They Are A Changing?"

-Deb Richard, Director, Land & Bureau, DEP

Established in 1951 as the Water Improvement Commission, re-organized in 1967 as the Environmental Improvement Commission with added responsibilities for air pollution studies and control, and, in 1972 designated as the Board of Environmental Protection, the Department of Environmental Protection and its predecessors have served as the state agency responsible for the protection of Maine's environment "for all time". Each re-organization has been marked by an expansion in jurisdiction for the agency. The position of the State, with its environmental concerns, has helped maintain Maine's reputation as a desirable place in which to live.

Yet in 1988, the Maine Department of Environmental Protection stirs strong feelings, significantly negative, among most businesspeople, environmentalists, and land use planners. Businesspeople are frustrated with long reviews, inconsistent responses to inquiries, and the lack of clear regulations. Environmentalists share frustration at the lack of proactive environmental protection and planning; and land use planners are, well, just frustrated by an enforcement agency who, by its charges, engages in significant land use planning without access to all the necessary tools required to do the job well. The above criticisms overlap among the entities and this by no means proports to be the definative list.

But there are frustrations on the DEP side as well, (as many municipal planners will know). This list includes items such as incomplete applications, or applications with missing plans; numerous 30 minute-plus phone calls asking when a permit will be issued because "hundreds of thousands of dollars" and a "hundred jobs" are being lost; or two-hour meetings with the technical staff of one of the state's largest developers and several DEP staff to read through the application submission requirements to confirm that, yes, if it says its required, it is required.

The point here is that neither side is absolutely right or absolutely wrong. One problem may be the readiness to use the word "sides". Partnerships and active listening are the management jargon of the 80's. I know the images the words conjure: flip charts and phrases like "I think what I hear you saying is...". Yet, while the words may be over used, the results are getting us somewhere.

M.A.P. Newsletter

In 1988, Peat, Marwick, Mitchel and Company concluded a management study of the DEP with a list of recommended organizational changes. For the last nine months, the department has been tracking, on a monthly basis, the implementation of those recommendations. The establishment of the Office of the Commissioner to do, among several things; heightened enforcement and streamlining of multi-bureau permitting; the institution within each bureau of a policy, procedure and planning unit to develop and maintain regulations; define more efficient processing of applications; establish a permit-by-rule system to remove a defined set of projects from the application process; and the creation of the Bureau of Solid Waste Management are a few, nearly in place, recommendations. The list is much more specific for each bureau.

The next step is to begin direct communication with members of the regulatory community, other state agencies, local representatives and environmental agencies. The DEP would welcome reaction to the Peat Marwick study. Rather than staying "at home" to "assess" and "strategize", we have begun inviting ourselves into others' offices to discuss issues. We have a lot to learn from one another. And the protection of Maine's environment has everything to gain from our partnerships.

In the coming weeks, watch for the announcement of three meetings hosted by the Maine Development Foundation, the Maine Chamber of Commerce and Industry, The Natural Resources Council of Maine, the Maine Municipal Association, and the DEP. The meetings are tentatively scheduled for November 14, 16, and 21, in Presque Isle, Bangor, and Portland. (See Announcements in this Newsletter for more information.) Please plan to attend and participate.

Finally, I hesitate to say it, but, the 60's had Dylan and environmental activism; the 90's may bring back environmental concern. While it won't be the same without Dylan, the-times-they-are-a-changing.

Island sewage

Now the price tag

The old days of straight piping raw sewage into the ocean are disappearing. True to its word, the Department of Environmental Protection (DEP) is cracking down on violators of the law prohibiting sewage pipes. The Cranberry Isles are the first targets, and Vinalhaven Island is next.

After a visit by the DEP's enforcement staff, Cranberry Isles property owners with sewage pipes to the sea were given 60 days to replace them with non-polluting disposal systems. DEP's David Maxwell says a ballpark figure for each new system will be around $10,000, but cost is not an issue for a number of the summer people involved.

Legislation was enacted in 1987 prohibiting new overboard discharge systems, and the DEP warned coastal residents they would be knocking on their doors to check to see if they were complying with the law. Over 25 percent of the state's shellfish habitat is polluted by, domestic sewage and closed to the harvesting of mussels and clams. In fact, straight pipes have been banned since 1973 by the federal Water Pollution Control Act. The DEP, however, only started enforcing the prohibition this summer on islands.

Maxwell says the DEP was slow to act because it was swamped with development applications, and the agency was short-staffed, underfunded, and had other priorities. The Cranberry Isles drew the DEP's attention, he says, because of a "violator who was giving us some problem there. When we went out to check on [his system], we only then realized the magnitude of the [straight piping] problem."

Of the five Cranberry Isles, Islesford has the most pipes. Senator Tom Perkins, (R-Blue Hill), says 14 people are affected and have been ordered to replace their pipes within 60 days or pay a daily fine running as high as $10,000. "The comforting thing about this is . . . all these people are concerned about the environment," says Perkins, who attended a recent meeting with affected parties on the island. "We're working on [solutions]."

Perkins says that residents worry that installing more leach fields could damage the island's underground water supply, and he has asked DEP commissioner Dean Marriott to explore that issue before islanders invest in expensive septic systems.

On Great Cranberry Island, five residents, most of them year-round, have straight pipes. More summer cottages are located in the interior of that island than Islesford, and most of the shorefront houses are sited farther back from the beach. On Sutton Island, with only summer residents, only one straight pipe was found. Most of the 20 seasonal cottages have a septic tank/leach bed or an alternative non-polluting system. No pipes were found on Bear or Baker's Islands, the two other Cranberry Isles.

The DEP staff has visited only a small portion of Vinalhaven, says Maxwell. "We haven't documented as many problems" as on the Cranberry Isles. The DEP is preparing letters to Vinalhaven violators, and he expects "fussing and fuming" over the prices they will have to pay for new disposal equipment.

Maxwell says more islands will be checked next summer. Further work won't be attempted now because "the number of summer people dwindles down after Labor Day."

MT 8/26/88

BEP adopts regulations to reduce ozone

August 10th the state Board of Environmental Protection approved five new regulations that will reduce the production of ground-level ozone.

Each of the five new regulations deal with cutting down on the vapors released from gasoline. The most important of these regulations allows that only low-volatility gasoline enter the state from May 1st through September 15 when meteorological conditions are most conducive to the production of ozone. According to the rule, any gasoline entering the state during these months must have a vapor pressure of no more than 9 (pounds per square inch). Normally gasoline has a vapor pressure of between 11 and 12. Vapor pressure is a measure of how easily a liquid evaporates. The higher the vapor pressure, the more easily it evaporates. This regulation along with others will reduce these hydrocarbon emissions that produce ground level ozone pollution.

"The adoption of these regulations is a significant step toward the reduction of hydrocarbon emissions throughout Maine. Ultimately, the real beneficiaries will be the people in Maine who suffer every summer from the effects of high ozone levels," Dennis Keschl, Director of the DEP's Bureau of Air Quality Control, said.

The state is in the middle of one its worst years for ozone since new measurement techniques were introduced in 1979. According to Norma Gordon of the DEP's Air Bureau, there have been 125 hours of violations of the the federal ozone standard at the various monitoring sites throughout the state this summer. This summer's readings include the highest ever recorded in Maine—.20 parts per million (ppm) at Isle au Haut. That is two-and-a-half times the state ozone standard. The federal standard is .12 ppm. Maine has a stricter standard that allows no more than .08 ppm.

Much of Maine's ozone can be attributed to the transport of ozone pollution from large urban centers like Boston and New York, but violations that have occurred at inland monitoring sites in Gardiner, Lisbon and Dedham suggest that Mainers are making a significant contribution to the problem.

MAINE ENVIRON NEWS
SEPT./OCT 1988

COASTAL PLANNING GRANTS

Cape Elizabeth - A Harbor Advisory Committee Report was prepared, with assistance from a consulting planner and an engineer. The Advisory Committee was asked by the Town Council to examine a number of key harbor and shorefront issues and propose recommendations for resolving existing problems. As part of the project, an assessment of commercial fishing and recreational boating facility needs was conducted and options for developing additional boat launching capabilities were evaluated. The final report contains: specific recommendations regarding the development of a new or expanded boat launching facility; a proposed harbor ordinance to improve management of boating activity in the Town's harbors; and proposed amendments to the Town's Land Use Ordinances, including changes to increase protection of natural resource areas. In addition, an interim proposal completed by the Committee last March, included recommendations to improve management of a congested boat launching/beach area within the community. The recommendations, including a new permitting and user fee system, were successfully implemented during the 1988 summer season.

Mount Desert - Under this project, a local Harbor Committee, assisted by consulting engineers and planners, developed a plan to address the most critical issues facing the community's three harbors - Northeast Harbor, Otter Creek, and Seal Harbor. As part of this project, a survey of harbor users was conducted during the summer months. In addition, issues, policies and goals were identified for each harbor area. The final plan contains recommendations for: a revised two season mooring plan, improving enforcement of harbor regulations, expanding the fee schedule, improving parking, and expanding existing pier and floating dock facilities.

York - Under this project, the Town contracted with an engineering/planning firm and a law firm to clarify existing municipal ownership and public access rights in two sections of the Town - Harris Island Road area and Fisherman's Walk. For Fisherman's Walk, deed research was conducted and survey maps were prepared; a summary report was prepared identifying the location and nature of public access rights. For the Harris Island Road area, public access rights from the Road to the York River were documented, analyzed, and summarized in a report to the Town.

Saco - waiting for final report

Gouldsboro - waiting for final report

Jonesport - In 1986, the Town completed a Waterfront Planning Project (funded by the Coastal Program), which resulted in the identification of 16 public access locations. Under this project, grant funds were used to select 6 priority sites for further research and planning activities. For each of these 6 sites, deed and record research was conducted to clarify existing ownership and easement status, and the sites were surveyed and monumented. Options and recommended actions for improving each access location, including cost estimates, were also prepared.

Road (York, Maine), John C. Bannon, Oct. 4, 1988; "Re: Fisherman's Walk" (York, Maine) Bannon and Murray, Nov. 1, 1988; Record Research & Reports, Fisherman's Walk (York, Maine), Civil Consultants, Sept. 1988; Public Access Action Plan, Coastal Access Planning Project, Jonesport, Maine, Almer Huntley Jr. & Assoc., Oct. 28, 1988.

B. Waterfront Action Grants

Completion of all 1987-88 WAGS was reported in the previous Progress Report, with the exception of Southwest Harbor, Manset Dock Boat Pollution Abatement Facility. The remaining work, construction connecting the pumping station to the Town sewer, will be completed before the end of the year.

Task 4 -- Local & State Program Administration

A. Technical Assistance & Local Grant Administration

The technical assistance publication Maine Planning & Land Use Laws, 1988 was received from the printer for distribution to all regional councils, local planning boards and boards of appeal.

Task 5 -- Technical Assistance to Agencies & the Public

B. DECD - Achieving Municipal Compliance with State Coastal Policies

copy pls

The draft handbook by Land & Water Associates and Maine Tomorrow was revised and completed camera-ready for publication under the title Coastal Management Techniques: A Handbook for Local Officials. It will be available by early December and distributed to the regional councils and the 146 coastal communities. The Handbook will be featured in workshops on local implementation of the Coastal Policies.

C. IF&W - Management & Regulation of Wildlife

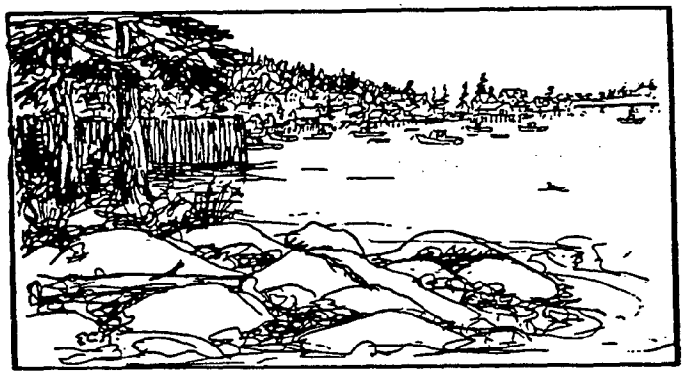
All significant habitat field maps are expected to be complete and ready for final mapping on mylars by mid-December; the project report will be prepared concurrently with the final mapping.

Amendment #1 - Heritage Coastal Areas

Nothing new to report this period.

VINALHAVEN
MAINE

Parks And Reservations
AND HOW TO GET THERE

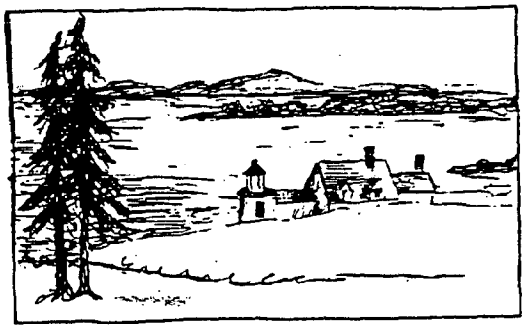


Vinalhaven is situated in Penobscot Bay, and is the largest of the group known as the Fox Islands. With a year around population of 1211, it is one of the largest island communities and the third largest island on the Maine coast. The island is about seven miles long and five miles wide, but so cut into by the ocean that no point is more than a mile from salt water. Transportation over 13 miles of bay from Rockland to Carver's Harbor is available through the Maine State Ferry Service, which has the capability of transporting passengers, autos and trucks on a one hour and 18-minute trip.

7. GEARY'S BEACH. This beautiful area joins the Arey Neck Woods and includes ½ mile of shore front. The trails meander across the beach and around the point of land with views of Isle Au Haut, Brimstone and Matinicus. The trails and stone wall were built by the Hurricane Island Outward Bound School students — spending many hours with Park Commission members clearing this beach of long buried tree stumps. A picnic table is ready for use — please no camping or fires unless below the high water mark.

This land was purchased by the town in 1988 with the help of a matching grant — ("This project was financially aided through a grant to the Maine Coastal Program with funds obtained by the National Oceanic and Atmospheric Administration, appropriated for Section 306A of the Coastal Zone Management Act of 1972, as amended.")

The combined efforts of town funds, Maine Coastal Program, and CDBG, made possible the purchase of this 24-acre parcel.



Should be attached

1988-89 GRANT TASKS (CZ083 Award)

Task 1 -- Improving Program Core Law Enforcement & Implementation

A. DEP - Core Law Administration & Enforcement

A new Memorandum of Understanding between the SPO and the DEP was negotiated and signed, covering the period from November 1, 1988 through July 31, 1989. (See also report for Task 1A for 1987-88.)

B. DEP - Improving Marine Water Quality Through Better Shoreline Management

A Memorandum of Understanding between the DEP and the SPO for this task was negotiated and signed. A new Marine Biologist was hired, whose work to date includes a watershed by watershed compilation of pesticides used in Maine and their ranking based on half-life, leachability, affinity to soil particles and biological toxicity, and a similar compilation of contaminants related to discharge licenses. Heavy metal analyses of sediment and blue mussel tissues were begun. A draft report was prepared on "Boothbay Harbor Metals Distribution." The marine non-point source component of Maine's Non-Point Source Program was defined, and a paper on coastal contamination in Maine was presented at the University of New Hampshire during Coast Week.

C. DOC - Improving Technical Reviews of Core Law Applications

A Memorandum of Understanding between the Maine Geological Survey in the Department of Conservation for this task was negotiated and signed. The MGS Quarterly Report for August through October is reproduced as Exhibit E-3 in the Appendix to this report.

Task 2 -- Strengthening Technical Assistance to Towns

A Memorandum of Understanding between the Department of Economic and Community Development and the SPO for this task was negotiated and signed during the reporting period.

A. Local Program Planning & Waterfront Grants

1. Local Planning Grants

Contracts for the local planning grant projects described in Maine's federal funding application for 1988-89

were sent to the Towns by the end of October. These are:

Bath - Comprehensive Downtown Waterfront & Shoreland Plan ($10,000 grant)
Brunswick - Managing Development Impacts on Middle & Maquoit Bays ($10,000 grant)
Machiasport - Comprehensive Shoreland Action Plan ($8,500 grant)
Monhegan - Developing Appropriate LURC Zoning Standards for Coastal Islands ($7,000 grant)
Portland - Berthing Management Plan for the Portland-South Portland Harbor ($20,000 grant)
Rockport - Public Access Planning at Glen Cove ($2,000 grant)
Swans Island - Waterfront Action Plan ($3,750 grant)
Vinalhaven - Protecting Shoreland Resources & Public Access ($4,000 grant)

The Town of Friendship declined its award for public access planning for Friendship Harbor.

2. Waterfront Action Grants

The status of the eight WAGS described in Maine's federal funding application for 1988-89 is as follows:

Monhegan - Monhegan Island Wharf Renovation. DECD is awaiting evidence of Title for the Monhegan Island Wharf for forwarding for OCRM approval.

Old Orchard Beach - East Grande Beach Sand Dune Restoration. A contract will be executed as soon as OCRM approval of title for the property is received.

Pembroke - Reversing Falls Park Development. The contract was signed and work is underway.

Portland - Maine State Pier Promenade Walkway. The City is reviewing a draft contract.

Saco - Riverfront Park. The City is awaiting completion of FERC review of the project and receipt of a long-term lease from the Central Maine Power Company.

Scarborough - Town Landing Parking Lot Expansion & Park. The contract was signed and work is underway.

South Berwick - Salmon Falls Boat Launch/Park. The Town is awaiting a DEP permit for boat launch construction.

South Portland - Greenbelt Walkway Construction. DECD is awaiting City Council approval of the contract.

B. Local Assistance to Municipalities

The DECD Local Technical Assistance Log is reproduced below. See also the clipping regarding the State's role in local comprehensive planning.

C. Regional Council Coastal Coordinators

Quarterly logs of assistance provided by regional coastal coordinators are reproduced as Exhibit E-4 in this report in fulfillment of the Significant Improvement Benchmark for this task.

Task 3 -- Increasing Public Shoreline Access Opportunities

A. Shoreline Right-of-Way Discovery Program

The purpose of this project is to help communities discover and reclaim unused and/or forgotten public properties that could provide access to the coast. Letters soliciting interest were sent to selected communities and ten were chosen for participation from those responding. A project steering committee with SPO, DECD and regional planning agency representation was assembled to finalize project design and help select a contractor for the right-of-way investigations. A request for proposals was sent out for the contractor, who is to be selected in early November. Was it sent?

B. Acquiring Shoreline Access Sites

Work during the reporting period focused on finding access sites for possible acquisition and assisting parties interested in submitting public access proposals to the Land for Maine's Future Board for funding out of the State's $35 million bond issue. Coastal Program funding decisions will attempt to maximize access opportunities, considering matching fund needs for LMFB proposals.

Task 4 -- Promoting Working Waterfronts

A. Maine Marine Alliance - Implementation

The Maine Marine Alliance adopted bi-laws and an annual work plan in August. The work plan focuses on improving marine water quality, increasing shoreline access opportunities for marine interests, and working to promote water-dependent uses. The Alliance

Local Technical Assistance
(Fran Rudoff, Lee Doggett, Josie Quintrell)

Aug. 9 - Met with the Bath Waterfront Committee to discuss design and distribution of a public survey concerning the use and management of the Bath waterfront.

Aug. 16 - Met with Chairman of Bath Waterfront Committee to discuss the City's coastal planning grant project.

Aug. 16 - Met with local officals from Sagadahoc County and the County Commissioners to continue discussions on the formation of a Regional Council to serve the southern mid-coast area.

Sept. 14 - Met with local officals in Stockton Springs to discuss the Sandy Point Beach Planning Grant Project and the Land for Maine's Future Program.

Sept. 14 - Met with local officials in Rockport to discuss the Glen Cove Public Access Planning Grant Project.

Sept. 28 - Met with local officials and a representative from the Maine Dept. of Conservation (Boating Facilities Program) in Friendship to discuss the proposed Planning Grant Project on improving commercial and recreational access to coastal waters.

Sept. 28 - Met with local officials in Bristol to deliver the Public Access Sign for the Round Pond WAG project and discuss harbor management and planning concerns.

Oct. 3 - Met with local officials and Land Trust members on Vinalhaven to discuss their Coastal Planning Grant Project on public access.

LOCAL

Municipal officials told state's role in writing their comprehensive plans

By DEBORAH JANES
Staff Writer

AUGUSTA — Maine communities are faced with a difficult task when they sit down to create the comprehensive plans now required by state law.

That's the word from representatives of the state Office of Comprehensive Planning who spoke at the Maine Municipal Association Convention Wednesday.

"The Legislature set some very broad goals and it's no easy task to implement them," said Josie Quintrell, senior planner with the comprehensive planning office, which is a division of the Department of Economic and Community Development.

Quintrell and Kay Rand, a deputy commissioner with the comprehensive planning office, outlined to 40 municipal officials the comprehensive plan writing process and the state's involvement in it.

The comprehensive plan is a blueprint for a town's future, outlining its present condition and what key issues need to be addressed.

The 113th Legislature passed a massive growth management bill that provides state funds to help towns and cities write their comprehensive plans.

"There will be some frustration at times while implementing this. But I think it is the opportunity to strengthen local government," Rand said.

The comprehensive planning office will disburse $1 million to the 50 communities it determines are currently under the most growth pressure, according to Rand.

The state agency will choose within the next two weeks those 50 towns and cities based on population growth beyond 10 percent of the total in the past seven years.

It also is looking at the seasonal population of the community, the commercial and industrial growth and the quality of an existing comprehensive plan, if it has one.

Those communities then will have two years in which to complete their comprehensive plan.

"We've spent a lot of time in our office seeing how much it takes to create a comprehensive plan," Rand said.

The state plans to cover 75 percent of the cost of drafting the document and the local municipality will provide the remaining 25 percent.

If the town submits its entire growth management package - including the comprehensive plan and land-use planning ordinance to the state for review, Rand explained, it is eligible to receive funds for technical assistance, training the code enforcement officer and covering court costs in the event the town is sued for its growth management regulations.

Kennebec Journal / DAVE BENTZ

Kay Rand, deputy commissioner of the state Office of Comprehensive Planning, speaks to various Maine municipal officials during a workshop at the Maine Municipal Association, which began Wednesday at the Augusta Civic Center.

The state will not get intimately involved in writing the comprehensive plan, but rather leave that to local officials, according to Quintrell.

"We get asked a lot whether we will be developing a minimum ordinance — like fill in your town's name on the line," Quintrell said.

As part of the convention workshop, Frank O'Hara, of Market Decisions Inc., a planning agency out of South Portland, clued municipal officials in on the affordable housing issue.

The municipality's role in providing affordable housing stumps most officials, O'Hara said.

"The local housing plan is a paradox: No issue gets more attention, but there is no issue that is more opposed in practice," he said.

Many residents view lower income housing in their town as an invitation to more problems, according to O'Hara.

Many people believe taxes will increase, schools will suffer overcrowded conditions, the environment will be further burdened and undesirable people will move into the community, he said.

"The basic problem is the 'not in my backyard syndrome,' he said. "It's an attitude issue different than comprehensive planning and zoning. It's much more emotional."

O'Hara believes homeowners actually may find their property values will increase.

He suggested a community dip into local, state and federal coffers to support their housing projects.

"The successful projects take a little from here and there," he said.

raised $5,000 and, with grant support from the Coastal Program and the new England Marine Trades Association, will hire an Executive Director. The position was advertised in October and twenty-seven applicants submitted letters and resumes. The Alliance expects to have a director hired by the first of the year.

B. Addressing the Impact of Aquaculture on the Marine Environment

A request for proposals for a study of the environmental impacts of aquaculture was drafted. The project will be managed by the Dept. of Marine Resources under an SPO/DMR memorandum of understanding.

C. Strengthening Port and Harbor Management

Nothing to report this period.

Task 5 -- Program Oversight & Implementation

A. Public Education

Coastweek in Maine, held from October 1-9, 1988, was the primary focus of public education initiatives during the reporting period. More than 75 events were featured (up from 25 in 1987), sponsored by more than 60 local groups. In addition, 75 shore cleanups were held during the week (up from 25 in 1987).

The Coastal Communications Coordinator served as the primary statewide coordinator for both Coastweek and the annual cleanup, organizing the involvement of local groups and publicizing the week, with assistance provided by two advertising agencies and a statewide paper. A total of 14,000 Coastweek posters, brochures, and flyers were distributed throughout Maine's coastal counties, and more than 25 papers carried articles, event listings, and photo essays on Coastweek (see "Coastweek Media Coverage," clippings and other illustrations below, and Exhibit E-5).

Numerous businesses donated services and materials to the Coastweek effort, saving the Coastal Program several thousand dollars in design, production and printing costs. The Coordinator arranged for a Coastweek newspaper supplement (circulation: 135,000) funded by advertising from marine-related businesses (see Exhibit E-6). The Coordinator also worked with an advertising agency to produce and distribute public service advertisements on marine debris (reproduced below).

Marine Alliance Receives Grant

The recently organized Maine Marine Alliance (MMA) has been awarded a $15,000 grant by the Maine State Planning Office to augment initial contributions from its sponsoring organizations. The grant and other organization funds will be used to hire an executive director.

The MMA is composed of organizations interested in working together to protect and promote marine interests and Maine's marine economy. Charter members include the Maine Marine Trades Association, Maine Sardine Council, Maine Lobsterman's Association, Island Institute, Maine Aquaculture Association, Maine Import-Export Lobster Dealers Association, Portland Pilots, Maine Harbormasters Association, and Portland Propeller Club.

Ellsworth American
10/20/88

"About a year ago, various organizations with interests in the waters and waterfronts of Maine's harbors began to realize what we had in common," said Arthur Brendze, president of Maine Marine Trades Association. "Alone, most of us were too small to be effective in Augusta; yet we would keep seeing one another at committee hearings and other meetings. We also began to realize that we share many concerns with non-commercial groups, too—water quality, preservation of the integrity of working waterfronts, and so on. It was clear to us that it was time to get together."

Ed Blackmore of the Maine Lobsterman's Association added, "It seemed that we who are earning our livings along the shore ought to get together to preserve working waterfronts and that we combine forces with some environmental-type groups, also. It will give us more clout to be seen working side by side."

Information about the MMA is available by writing the orgainization at P.O. Box 189, South Freeport.

LIBRARIES WHERE GULF OF MAINE TRAVELLING DISPLAY WAS EXHIBITED
(May - October 1988)

Library	Time Period
South Portland Public Library	2 weeks
Porter Memorial Library, Machias	2 weeks
Maine Maritime Academy Library, Castine	2 weeks
Southwest Harbor Public Library	2 weeks
Chebeague Island Library	2 weeks
Wiscasset Public Library	2 weeks
Governor Baxter School, Falmouth	1 1/2 weeks
Lithgow Public Library, Augusta	1 1/2 weeks
Vinalhaven Public Library	2 weeks
Edith Belle Libby Library, Old Orchard Beach	2 weeks
M. E. Jackson Memorial Library, Tenants Harbor	1 1/2 weeks
Somesville Library, Mt. Desert Island	1 1/2 weeks
Skidompha Library, Damariscotta	2 weeks
York Public Library	1 1/2 weeks
William Fogg Library, Eliot	1 1/2 weeks
Orono Public Library	2 weeks
McArthur Public Library, Biddeford	4 weeks
Belfast Free Library	2 weeks
Thomaston Public Library	2 weeks
Mayhew Library, Addison	1 1/2 weeks
Portland Public Library	4 weeks
Unity College Library	2 weeks

GULF OF MAINE TRAVELLING DISPLAY APPEARANCES
(over a 7-month period)

Date	Event/Location	Attendance
March	Tufts Environmental Conference (Medford, MA)	1,200 people
May	Education Day at West Quoddy Biological Research Center (Lubec)	60 schoolchildren 30 adults
May	Maine Maritime Museum Historical Symposium (Bath)	not known
May	Stone Environmental School Educator's Conference (Ocean Park)	40 teachers
May	Facing Conflict Conferenc (Augusta)	400 professionals
June	Maine Association of Planners meeting	not known
July	Bigelow Laboratory Clambake (W. Boothbay Harbor)	200 marine researchers/families
July	Coastal States Organization meeting (Portland)	50 people
September	Common Ground Fair (Windsor)	40,000 people
October	Maine Municipal Association annual meeting (Augusta)	300 city officials/ planners
October	Gulf of Maine Marine Educators Association annual conference	75 teachers/ school admin.
October	Maine Audubon Society Sea Fair (Bath)	1,200 people

* * * * * * * * * * * * *

Special Displays

Date	Site of Display	Subject of Display	Time Period
June	L.L. Bean	marine debris	1 month
July	Portland Public Library	marine debris	1 month
August-December	Kittery Information Center	marine debris	4 months
October	Common Ground Fair	marine debris	3 days

Marine Debris Slideshow

Date	Site of Slideshow	Audience
May 1988	Lyseth School - grades 4/5	40 students
May 1988	Acadia National Park, Jr. Ranger Day	200 students
October 1988	Whitefield School	80 students

Coastweek Media Coverage

Articles and Calendar Listings:

Portland Press Herald	9/28/88	article/events listing
Maine Sunday Telegram	6/26/88	notice to event sponsors
	9/25/88	supplement with events list
	10/2/88	article/multiple photos
Evening Express	9/28/88	article/events listing
York County Coast Star	9/14/88	Kittery cleanup posters
	9/21/88	events listing
	9/28/88	article/events listing
	10/5/88	article/multiple photos
The Times Record (Brunswick)	9/23/88	article
	9/24/88	article and photo
	9/26/88	photo essay
Ellsworth American	mid Sept.	cleanup plans
	9/22/88	article
Maine Boats & Harbors	Autumn 88	article and editorial
The Maine Coast Reporter	9/15/88	article/events listing
Journal Tribune (Biddeford)	9.26.88	article/events listing
	9/28/88	article/events listing
	9/30/88	article with logo
	10/3/88	article with photo
Republican Journal (Belfast)	9/29/88	editorial (Arthur Layton)
Rockland Courier Gazette	9/24/88	event listings
	9/29/88	event listings
American Journal(Westbrook)	10/5/88	article/photo
Portsmouth Herald	9/13/88	Kittery posters/cleanup
Foster's Daily Democrat	9/17/88	Kittery posters/cleanup
York Weekly	9/28/88	article/photo
Quoddy Tides	10/14/88	article/photo
Morning Sentinel	10/11/88	article
Habitat	8/88	article
Lincoln County News	early Oct.	article
NEEN News		notice of Coastweek
Me. Dev. Fdn.newsletter		notice of Coastweek
The Shopping Notes		notice of Cleanup
Casco Bay Weekly	9/30/88	events listing/graphics
Maine Times	9/30/88	events listing/graphics
Shaws ad circular	10/3/88	
New York Times	10/9/88	article

Public Service Advertisements in the Press:

Casco Bay Weekly	9/30/88
Habitat magazine	10/88

Public Affairs Program Interviews on Radio:

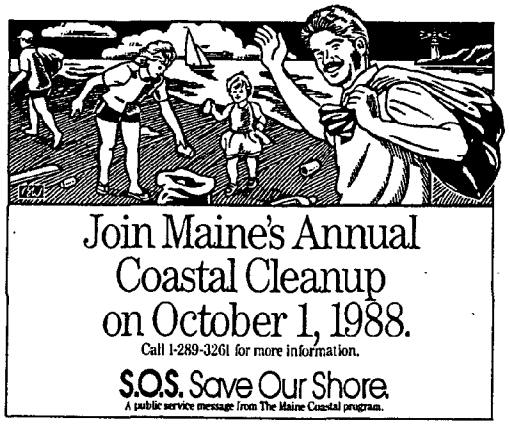
WMGX	Portland	
WIDE	Biddeford	9/19/88
WWMJ		9/27/88
92 Moose	Augusta	9/27/88
WBLM	Lewiston	9/28/88
CBC Radio	Halifax, N.S.	
WXGO	Lewiston	

Other Radio Coverage:

WERU	Blue Hill	Program by Cherie Mason
MPBN	Bangor	Program by Dorcas Miller
MPBN	Bangor	segment on Me.Things Cons.

Television Coverage:

WJME (Ch. 13/CBS)	Portland	9/30; 10/1;10/2



Leeside

Clean-up and Celebrate

The fifth annual celebration of Coastweek will be held in Maine during the week of October 1-9. Part of a national event, Coastweek is designed to highlight the scenic beauty and rich heritage of our coasts. It offers a chance for people of all ages to learn more about Maine's regional, cultural, historic, environmental and economic links to the sea.

During Coastweek '88, over 50 events will be held up and down the Maine coast. Highlights of the week include the Annual Coastal Cleanup and Sea Fair, which will be held October 2 at the Percy Small Shipyard of the Maine Maritime Museum in Bath.

During last year's cleanup, nearly 800 volunteers collected over 7,000 pounds of debris from 80 miles of coastline. This year even more volunteers are expected to help the cause. Local cleanups are scheduled (most for the morning of October 1) from Eliot to Eastport. The Maine Recreational Boaters Association is coordinating a cleanup effort of uninhabited coastal islands.

Sea Fair, a family festival put on by the Maine Audubon Society, features maritime exhibits, craft demonstrations, seafood booths, boat rides on the Kennebec, children's activities and performances.

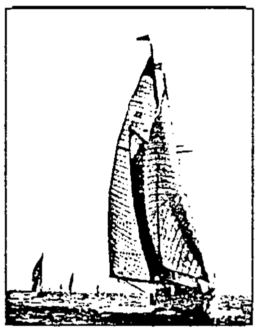
For a calendar of other locally sponsored Coastweek events, contact the Maine Coastal Program, State House Station 38, Augusta, ME 04333, (207) 289-3261.

Land For All

On the coastal conservation front, Maine Coast Heritage Trust (MCHT) recently purchased three miles of wild Washington County shoreline, including the dramatic headland known as Boot Head. Located between Cutler and Quoddy, in the town of Lubec, the acquisition w... help preserve a key portion of th... Quoddy region, which is noted for it... biological diversity and productivity.

"The purchase of Boot Head is extremely important since it represents our best and perhaps only chance to preserve a large remnant of Maine's shoreland wilderness," said MCHT president James J. Espy. "Standing at Boot Head today one sees the very same landscape that Samuel de Champlain did when he sailed the Maine coast in 1604."

Bought for $2 million, the purchase represents ...



The third annual Eggemoggin Reach-Wooden Boat Regatta was held August 6, 1988 off Brooklin. Over 100 boats were entered. See our next issue ...

...aine, Evening Express, Wednesday, September 28, 1988

Greater Portland

Coastweek cleanup events set

By DENNIS HOEY

Six-pack yok... ucts are choking and mammals, ... nator of Maine's ... Plastic tra... because society ... plastic, Schauff... dispose of the... by not throwin... Participant...

waste from 80 miles of Maine's shoreline. Half to two-thirds of it was plastic, he added. Worldwide, an estimated one million sea ... marine mammals die each ... and starva...

• Back Cove — 9 a.m. Contact Schauffler at 871-9341 or Annie Kiel at 761-1013.
• East End Beach — 9 a.m. to noon. Contact Joe Cowie, 775-3050.
• Mackworth Island, Falmouth. Contact ... Silvers, 781-2330.
... harbor — 8 a.m. Con...

of Simington Cove and Willard Beach will be followed by a cleanup and picnic.
• Scarborough Beach/Prouts Neck — noon on Monday. Contact Harwood E. Ryan, 781-2639.
• Casco Bay Islands — cleanup details still to be arranged. Contact Jean Dyer 846-4188.
... in cleaning up uninha... ... the

Freeport jumping the gun on Coastweek 88

By Ellen Mahoney Sawyer

Coastweek 88 kicks off tomorrow at 10 a.m. with a ...

sored by the Maine Coastal Program. This is the fourth annual shore cleanup day. More than 40 cleanups ... are scheduled. ... irman of the Mast ... ary Stewardship ... hat volunteers are ... Freeport Harbor ... anup. The group ... Mast ... travel ... others ... ater to ... picnic or ...

Island will follow. The stewardship committee has limited canoes and encourages anyone with a canoe to participate.

Jones will bring a pickup truck to take trash away from the site. Volunteers will be asked to dispose of some of the trash at home...

All trash collected will be recorded on data cards, which will be used in state and national efforts to assess the extent of marine debris and to reduce it.

The removal of debris along the coast reduces the chance that wildlife will become entangled in plastic ...

Picnic's over, it's time to clean up

Local volunteers sought for Coastweek 88

By JONATHAN GOULD
Staff Writer

Put down your rocks, beachcombers, and pick up some trash, because the state's beaches are becoming polluted with more trash every year.

Volunteers are being encouraged to participate in local beach cleanup efforts this Saturday as part of a five-year-old, statewide pollution control program called Coastweek 88.

York County cleanups are being organized along beaches in Old Orchard Beach, Saco, Kennebunkport, Kennebunk, Wells, York, Kittery and Eliot.

Pollution experts blame increased tourism, population growth and increased use of plastics for the jump in trash piling up along the state's beaches.

Last year, 800 volunteers combed ... state's coastline and found ... mile. In 1986, ...

Conservation Commission. Call John Adres or Peter Morell at 282-3457.

■ Kennebunkport — Vaughn's Island at 9 a.m. Organized by York County Cooperative Extension Office. Also nature games and a tide-pool walk for families. Call Leanna Preston at 324-2814 or Anne Steele at 967-4376.

■ Kennebunkport — Cape Porpoise at 9 a.m. Organized by Kennebunkport Conservation Trust. Call Tom Bradbury at 967-5673 or 967-3939.

■ Kennebunk — Colony, Kennebunk, Par... other beaches at 9 a.m. Organi... Conservation Com... 985-4340

'Coastweek 88' next month aimed at statewide cleanup

KJ 9/26/88

AUGUSTA — A fourth annual volunteer coastal cleanup effort is planned Oct. 1-9, state officials have announced.

Called Coastweek '88 and officially recognized by Gov. John R. McKernan, the event is aimed both at picking up trash — from Kittery to Eastport — and to increasing public awareness of marine ecology and the dangers of pollution.

The garbage-collecting project isn't meant to be all work, its sponsors said. A variety of sightseeing tours, boat rides and other activities are planned.

In Augusta, the Maine State Museum will present daily programs on sailmaking and lobstering throughout the week. For information call Jon Bailey at 289-2301.

Popham Beach, Reid State Park, Colonial Pemaquid and Camden Hills State Park w... be open to the public at no charge duri... Coastweek.

Some 50 private and public gro... are participating in Coastw... ... are urging volunteers to ... cleanup, and more info... from Maine Coastal Pro...

Beach cleanup for Coastweek targets plastic

PPH 9/27/88

By CHRISTINE KUKKA
Staff Writer

Reid State Park manager Dalton Kirk recently found a five-gallon container filled with oil washed up on the Georgetown beach.

At Crescent Beach State Park in Cape Elizabeth, park manager Ralph Wilkinson regularly finds plastic yokes from six-packs — litter to humans but lethal to marine animals.

On Popham Beach in Phippsburg, bathers complain about "dummy mines" that wash ashore after Brunswick Naval Air Station planes fly practice missions nearby.

On Saturday, ...

On Sunday, the Maine Audubon Society will hold its annual Sea Fair celebration at the Maine Maritime Museum in Bath. The day-long festival includes performances, demonstrations, maritime crafts, boat rides and children's activities.

The Sportsman's Alliance of Maine is sponsoring a talk on the Gulf of Maine by Barry Gibson, editor of the "Saltwater Sportsman Magazine," at 7 p.m. Monday at the Holiday Inn in Augusta.

Other organizations, including historical societies, museums, aquariums and state agencies are sponsoring recreational and sporting events to celebrate Maine's links to the sea.

For more information on events in any area, call Coastweek coordinator Flis Schauffler at 289-3261.

State park managers and environmentalists alike say clean-ups are crucial to protecting marine life.

Last year, Richard Podolsky, research director of the Island Institute, studied the trash that washed ashore at Cross Island, an uninhabited 1,300-acre island outside Bucks Harbor.

Podolsky and a team of volunteers found 700 pounds of fish nets, foam and plastic milk, anti-freeze, oil and bleach bottles on the island that has both rocky and sandy beaches.

Some of the plastic products, which averaged 40 pounds per mile of shore, dated back 10 years.

"The volume was surprising," Podolsky remarked. "I didn't think ... much waste washing ...

there is no scheduled cleanup in your community and you would like to organize one call, Flis Schauffler, Coastweek coordinator at the Maine Coastal Program, 289-3261.

Brunswick area cleanups on Oct. 1:

— Freeport, Wolfe's Neck Woods State Park, 9 a.m. Contact John Cooke, 865-4465.

— Uninhabited Coastal Islands, sponsored by the Maine Recreational Boaters Association. For boaters interested in cleaning up shores. Contact: Dick Anderson, 775-1671.

— Bath/Wiscasset, Chewonki Neck, Montsweag Bay, Sea Wall Beach, Morse Mountain Sanctuary, 9 a.m. Sponsored by Chewonki Foundation and Merrymeeting Audubon Society. Contact: Don Hudson, 882-7327.

— Brunswick area, sponsored by the Brunswick Conservation Commission, Bowdoin College Environmental Studies Department and the Brunswick Topsham Land Trust. Meet at Grand City parking lot, 9 a.m. Nature Walk at Coleman Farm to follow, with Bowdoin Professor Nat Wheelwright. Contact Macky Bennet, 725-2318.

— Popham Beach State Park, 9:15 a.m. Contact Ben Kreiton, 389-1335.

— Reid State Park, meet Griffiths Head end of park, 9 a.m. Contact Dalton Kirk 371-2303.

Beachcombers gear up for annual garbage duty

Reporter takes to a canoe

It doesn't sound like much fun: rising early, trudging across slurping mudflats, scaling jagged ledge, rummaging for bushels and heaps of old garbage to haul away. But those who've tried it say ... it—and call it a "celebration."

... Coastweek celebration in Maine begins ... through Oct. 9. And ... at the ...

Freeport begins Coastweek

By Ellen Mahoney Sawyer

FREEPORT — A group of trash ...tors, 15 of us to be exact, ...d our way down the shores of ...raseeket River Saturday. A ... garbage collectors never had ... good. The pay was zero. But the ...rking conditions were superb and the degree of job satisfaction was high.

We were cleaning up the Harraseeket as part of Coastweek 88, a ...

groups of three.

Near the intersection of Flying Point and Upper Mast Landing Roads we put the boats in the water. There, the Mill Stream comes out of the woods, runs over a rock dam, and becomes a shallow pool that is the start of the Harraseeket River.

Armed with life preservers, paddles, and green plastic garbage bags we began our trip.

Our mission was to find every last bit of trash and to record it ...

ago given over to the mud, were braver than the rest.

The most frequently found item was the rubber glove. We found 42 of them. Maybe they're used by clammers.

We ended up filling about seven garbage bags with an assortment of trash including 41 glass beverage bottles, 24 bever... and metal ...

Group Plans Beach Cleanup

ST. GEORGE — The St. George Dragonflies will take part in the "Coastweek" Shorelands Clean-up project this Saturday beginning at 10 a.m.

The group will meet at Mosquito Head Beach and any young person wishing to participate may attend if accompanied by an adult.

This project is sponsored by the Mid-Coast Audubon, Knox-Lincoln County Extension Service and the state planning office.

Beach Clean-up Set On Rockland Shore

On the morning of Saturday, Oct. 1, volunteers will help clean up Rockland Harbor as part of a national effort to reduce marine debris.

The Rockland clean-up is one of nearly 50 shore clean-ups planned along Maine's coast in early October.

Volunteers are asked to pick up debris, record what they find on data cards, and make sure that the ... come. Plastic bags, pencils, and data cards will be provided. For more information, call 596-0187.

Coastweek '88 To Be Held Oct. 1-9

Governor John R. McKernan Jr. has designated Oct. 1 through 9 "Coastweek '88." More than 75 recreational and educational events have been scheduled for the week, part of a national celebration to highlight the importance of coasts.

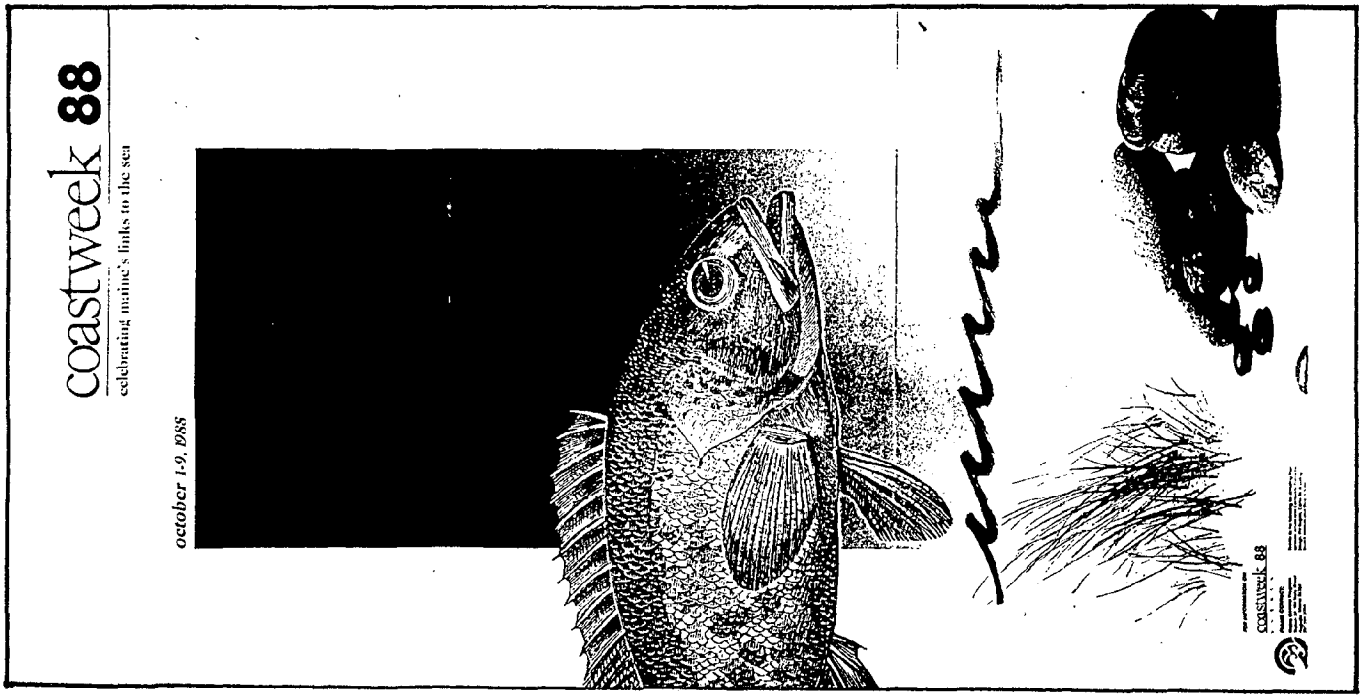
"Coastweek '88 gives all Maine citizens an opportunity to appreciate the unparalleled beauty of our coast and to learn how we must care for these valuable resources, as the ...

Society and held at the Maine Maritime Museum in Bath, this day-long family festival includes performances, demonstrations, maritime crafts, boat rides, and children's activities.

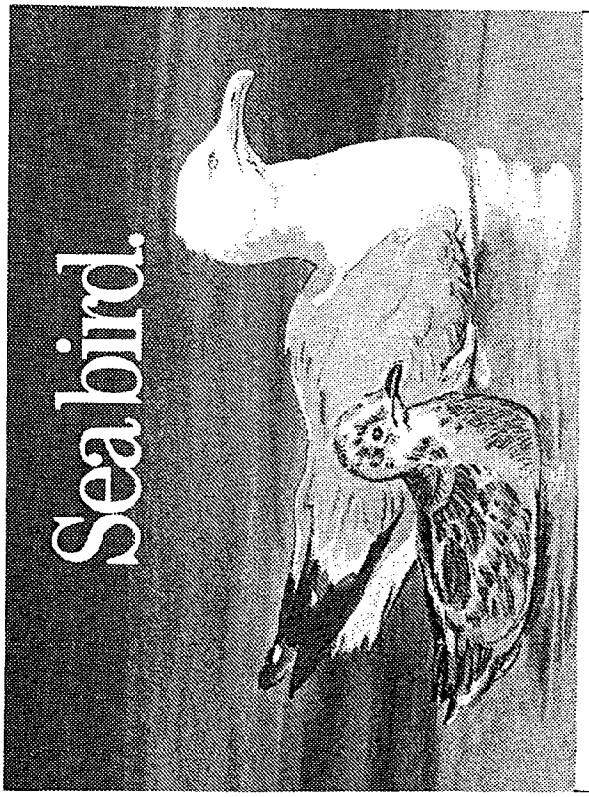
More than 50 other groups are sponsoring Coastweek events, ranging from field trips, lectures, and slideshows to conferences, children's programs, and open houses. A calendar of events for Coastweek can be obtained from: Coastal Program Coordinator, Maine Coastal Program, State House Station 38, Augusta, ME 04333 (289-3261).

Bumper sticker (3 x 11, blue)

Poster (11½ x 22½, 5-color)



11 x 17 posters - also published in Habitat, Journal of Maine Audubon Society, etc.



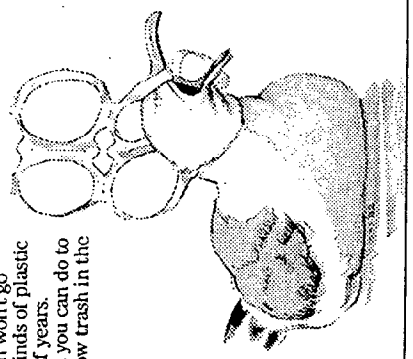
Sea bird.

See bird die.

To wildlife, the handy plastic 6-pack yoke that holds your soda is a death trap. And it's not just 6-pack yokes. An estimated 1 million sea birds and 100,000 marine mammals died worldwide last year when they became entangled in plastic trash of all kinds.

Plastic trash won't go away. Certain kinds of plastic last hundreds of years.

Here's what you can do to help: Don't throw trash in the water. Pick up any plastic you find along the shore and dispose of it properly. Don't discard fishing line in the water or on the shore. Consider buying goods with less packaging. If you must buy cans in 6-pack yokes, cut up the yokes before you discard them. And spread the word.

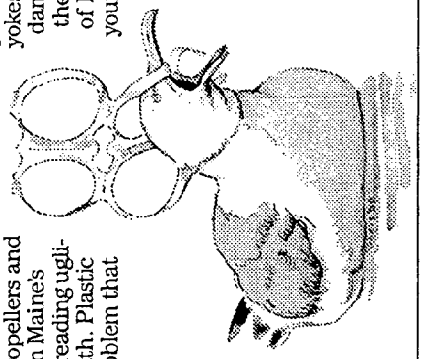


S.O.S.
Save Our Shore
A public service message from The Maine Coastal Program.

TRY PUTTING THESE ON BEFORE YOU GO SWIMMING.

Now you know what happens to a sea bird trapped in a plastic 6-pack yoke. And it's not just 6-pack yokes. Worldwide, an estimated one million sea birds —and 100,000 marine mammals —die by drowning, strangulation and starvation every year when they become entangled in plastic trash of all sorts. The debris fouls boat propellers and washes up on Maine's shoreline, spreading ugliness and death. Plastic trash is a problem that won't go away. Certain kinds of plastic last hundreds of years.

Here's what you can do about the problem: Don't throw trash in the water. Pick up any plastic along the shore and dispose of it properly. Consider buying goods with less packaging. If you must buy cans in 6-pack yokes, cut up the yokes so they do less damage. And spread the word. The future of Maine's shore is in your hands.



S.O.S.
Save Our Shore
A public service message from The Maine Coastal Program.

Join Maine's Annual Coastal Cleanup on October 1, 1988. Call 1-289-3261 for more information.

BON 10/26/88

Gulf problems to be analyzed

PORTLAND — Closed beaches, clamming banned on hundreds of acres of Maine's mudflats due to bacteria pollution, decimated red-fish and herring populations in the Gulf of Maine — these are some of the early warning signals of problems in the gulf, researchers say. Experts will address these issues and the human uses of the gulf at a one-day conference on "The Value of the Gulf of Maine" on Friday, Oct. 28, at the Holiday Inn by-the-Bay in downtown Portland.

Sponsored by the Association for Research on the Gulf of Maine, the program will examine the economic, social, and cultural value of the gulf to the state and its citizens. Research scientists and officials from the University of Maine, the Maine State Planning Office, Bigelow Laboratory for Ocean Sciences, the Island Institute, and the Maine Geological Survey will discuss fisheries, waste disposal, shoreside development and amenity value, mineral resources and energy development, and marine industries.

For registration information about the 1988 ARGO-Maine Conference, contact Bigelow Laboratory for Ocean Sciences in Boothbay Harbor at (207) 633-2173.

ARGO-Maine (Association for Research on the Gulf of Maine) is a consortium of five member institutions, including Bigelow Laboratory for Ocean Sciences, Maine Department of Marine Resources, Maine Geological Survey, Maine Maritime Academy, and the University of Maine.

THE VALUE OF THE GULF OF MAINE

ARGO-Maine

University of Maine
Center for Marine Studies
14 Coburn Hall
Orono, ME 04469

Non-Profit Org.
U.S. Postage
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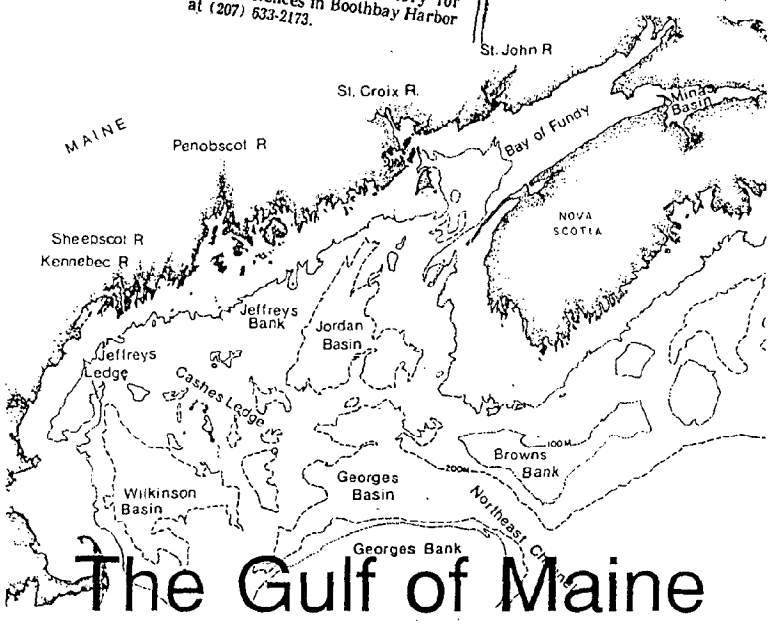
Orono, Maine
Permit No. 8



The Gulf of Maine

THE VALUE OF THE GULF OF MAINE

A ONE-DAY CONFERENCE
IN PORTLAND, MAINE
HOLIDAY INN BY-THE-BAY
OCTOBER 28, 1988

What happens in the offshore waters of the Gulf of Maine is of major value to the people of Maine. But this value depends on how persons use or enjoy the Gulf. How can we rank these different valuations? The economic, social, and cultural value of the Gulf to the state and its citizens will be the focus of this one-day conference on October 28 in downtown Portland.

This program will address the human uses of the Gulf in five areas: fisheries, waste disposal, shoreside development and amenity value, mineral resources and energy development, and marine industries.

Invited experts in these various areas will present their assessment of the Gulf. The results of these assessments will play a role in future prioritization of research by ARGO-Maine.

There will be opportunity for further input into these valuations by the audience. Fishermen, coastal residents, government officials, researchers, business persons, and others interested in the Gulf of Maine are invited to participate in the full morning of presentations, luncheon, an afternoon panel discussion, and a final session covering the day's proceedings.

Schedule of Events

8:15 a.m.	**Coffee & Registration**
8:45	**Welcome & Introduction:** DAVID TOWNSEND, Executive Director, ARGO-Maine; Research Scientist, Bigelow Laboratory for Ocean Sciences **Opening Remarks:** ARTHUR JOHNSON, Chairman, ARGO-Maine
9:00	**Living Marine Resources:** JAMES A. WILSON, Department of Economics, University of Maine
9:30	**Waste Disposal:** CHARLES S. COLGAN, State Economist, Maine State Planning Office
10:00	**Shoreside Development & Amenity Value:** PHILIP CONKLING, Director of the Island Institute
10:30	**Break**
11:00	**Mineral Resources & Energy Development:** WALTER ANDERSON, Director, Maine Geological Survey
11:30	**Marine Industries:** STEPHEN ADAMS, Senior Economist, Maine State Planning Office
12:00 p.m.	**Luncheon** (lunch is included in your pre-paid registration fee and is subsidized by ARGO-Maine)
1:00	**Keynote Address:** SENATOR GEORGE MITCHELL
1:45	**Panel Discussion: Synthesis & Implications for the Future:** DAVID TOWNSEND, Chair, with panel of morning speakers
3:30	**Concluding Remarks:** KENNETH CURTIS, President, Maine Maritime Academy and former Governor of Maine
4:00	**Conference Adjourns**

Registration Form

The Value of the Gulf of Maine
October 28, 1988
Holiday Inn by-the-Bay, 88 Spring Street, Portland, Maine

NAME: _____
(as you wish it to appear on name tag)

TITLE: _____

ADDRESS: _____

CITY _____ STATE _____ ZIP _____

TELEPHONE: _____

My registration fee of $10, which includes luncheon, is enclosed. Registration at the door, which does not include the lunch, is $5. Make checks payable to **Bigelow Laboratory for Ocean Sciences** and send to ARGO-Maine Conference, Bigelow Laboratory for Ocean Sciences, West Boothbay Harbor, ME 04575. For information or directions, telephone (207) 633-2173.

9/88 3M Prepared by the Sea Grant Communications Office, University of Maine, Orono 04469.

MACC
P.O. Box 831
Yarmouth, ME. 04096

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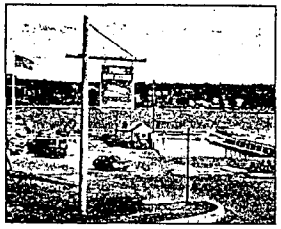
Maine Coast Heritage Trust &
Maine Association of
Conservation Commissions
Present: The "Our Town"
Conference-1988
October 22, 1988
Chocolate Church, Bath

Sponsored By:

Maine Coast Heritage Trust

Maine Association of Conservation Commissions

Maine Coastal Program
State Planning Office



The "Our Town" Conference - 1988

October 22, 1988 Chocolate Church, Bath

The "Our Town" Conference - 1988

Come join us at the "Our Town" Conference. You will hear a seasoned attorney and firebrand orator tell you why a land use law might not be a land use law until a judge says so.

You will hear a landscape architect suggest that if the Pilgrims had come over with a zoning ordinance Plymouth Colony would have looked like Newark, New Jersey.

You will also hear a Downeast appraiser with thirty years' experience and involvement in some of the state's most important land conservation projects describe how the state will spend your money on Land For Maine's Future.

You'll hear all this and much more Saturday, October 22nd in Bath at the "Our Town" Conference. This year, Maine Coast Heritage Trust, Maine's local land trusts and the Maine Association of Conservation Commissions join forces for the first time. Together we will spend the day exploring, from both the public and private perspectives, the frontiers of land conservation in the State of Maine.

Photo by Bradley W. Hewes

The "Our Town" Conference - 1988 will be celebrated at The Center for the Arts in the historic Chocolate Church in Bath. The morning will be devoted to hearing from the experts. In the afternoon, the experts will join us in eight workshops ranging from conservation easement negotiation to developing ordinances that preserve Maine's rural character.

Bring your war stories and sense of humor to share with us and to add the spice we need for a top-notch conference. For much of the year, land trusts, conservation commissions and the professionals advising them work in relative isolation across the state. Now is the time to draw together to support each other and to honor those who have done some remarkable things. There will be time to make new acquaintances and renew old friendships over lunch.

Look over the program and send in your registration today to insure your spot at this important educational event.

Partial support for this conference is provided by the Maine Community Lands Program of Maine Coast Heritage Trust funded by the Jessie B. Cox Charitable Trust.

Program

8:30 Registration

9:00 Welcome and Opening Remarks.
Tom Wood - Maine Coast Heritage Trust.
Bill Seretta - Maine Association of Conservation Commissions.

9:20 Preservation, Ordinances and the Courts.
Orlando Delogu, Esq. - Professor of Law, University of Maine School of Law.

10:15 Ordinances, Development and Rural Character.
Terry DeWan - Terrence DeWan & Associates.

11:00 Growth Management - Maine's Way.
Representatives of: Office of Comprehensive Planning - Department of Economic and Community Development

11:30 Land For Maine's Future.
Bob Suminsby - Knowles Real Estate.

12:00 Maine Coast Heritage Trust
THE LAND HERITAGE AWARD
Presented by James J. Espy Jr., President

Maine Association of Conservation Commissions
THE TAD DOW CONSERVATION AWARD
Presented by Jack Dirkman, President

12:15 Catered lunch provided and interest group discussions.

1:15 Georges River Land Trust slide presentation.
Tino O'Brien - Georges River Land Trust.

2:00 Workshops -

1) How to Conduct Conservation Easement Negotiations - Jay Espy

2) Stewardship and Easement Monitoring - Sue Van Hook

3) Fund Raising - Tom Wood

4) How to Conduct a Natural Resources Inventory - Jim Conners

5) How to Use a Natural Resources Inventory - Holly Dominie

6) Establishing Recycling Programs in Your Own Town - George MacDonald

7) Leadership Skills for Volunteer Boards - Doug Babkirk and Deborah Burwell

8) Ordinances, Development and Rural Character - Terry DeWan

3:45 Plenary Session for Maine Land Trusts
&
Annual Meeting of MACC
(Held Concurrently)

4:15 Closing Remarks.

About The Speakers

Orlando Delogu, Esq. -
Professor of Law, University of Maine School of Law. Professor Delogu has 25 years experience in land use and environmental law in the State of Maine. He writes and lectures extensively on Maine legal issues both on and off campus.

Terrence DeWan -
Landscape Architect, Terrence DeWan & Associates. Mr. DeWan has been a landscape architect serving Maine communities since 1973. His practice, with offices in Yarmouth, includes all phases of service from single family dwellings, to full commercial service, to community plans, to visual impact assessments, and consulting work with towns and commissions.

Robert Suminsby -
Partner, Knowles Real Estate. Mr. Suminsby comes from a family "with no members born west of the Penobscot since 1800" and has more than 30 years of statewide experience in real estate and appraising. He has extensive experience in appraisals of natural areas and conservation easements and is a member of the Land For Maine's Future Board.

Workshop Leaders

Doug Babkirk - Extension Agent, Cumberland County

Deborah Burwell - Executive Director, Institute for Community Leadership and Development

Jim Conners - Director, Forest for the Future Program

Terry DeWan - Landscape Architect, Terrence DeWan & Associates

Holly Dominie, M.L.A. - Land Use & Visual Resource Consultant

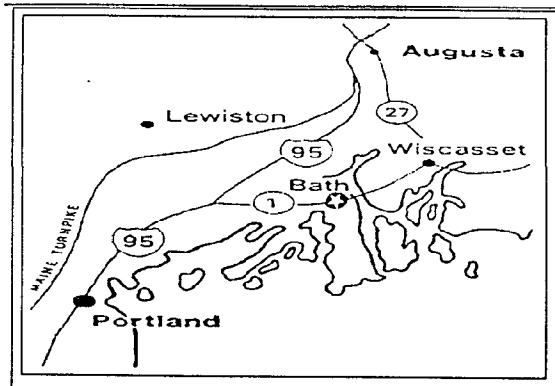
Jay Espy - President, Maine Coast Heritage Trust

George MacDonald - Director of Waste Recycling & Reduction, Dept. of Economic and Community Development

Sue Van Hook - Field Representative, Maine Coast HeritageTrust

Tom Wood - Community Lands Coordinator, Maine Coast Heritage Trust

General Information



LOCATION: The Center for The Arts - at the Chocolate Church in Bath, Maine.

DIRECTIONS: From all points follow Route 1 into Bath. If traveling west across the bridge exit from Route 1 to Bath downtown/Front Street, by pass Front Street and proceed on to Washington Street. The Chocolate Church is located at 804 Washington Street and is visible from Route 1. If traveling east take the Bath Business District exit and turn left on to Washington Street.

Special Note: A parking map will be returned with each registration confirmation - to avoid problems, park in the designated areas shown on that map.

FEE: Land Trust members from Maine Group Member Trusts and MACC
Members - $22.50
All Others - $25.00

WHO SHOULD ATTEND: Land trust members, conservation and planning board members and anyone with an interest in land conservation and quality of life issues.

INFORMATION: Write or call Tom Wood, Community Lands Coordinator at Maine Coast Heritage Trust, 167 Park Row, Brunswick, Maine 04011 (207) 729-7366.

MAINE COAST HERITAGE TRUST

Maine Coast Heritage Trust is a non-profit corporation established in 1970 to conserve the wild and scenic qualities of the islands and coastline of Maine. By negotiating and accepting gifts of conservation easements and land, Maine Coast Heritage Trust has protected over 27,000 acres of ecologically valuable coastal land, including 130 entire islands. Maine Coast Heritage Trust is privately administered and supported entirely by gifts from individuals, corporations, and foundations.

MAINE ASSOCIATION OF CONSERVATION COMMISSIONS

The Maine Association of Conservation Commissions is a private, nonprofit organization formed in 1969 to strengthen and serve municipal conservation commissions and conservation - minded organizations and individuals. There are over 150 conservation commissions in Maine. The primary responsibility of conservation commissions is to identify and conserve the natural resources within the community. Commissions strive to provide elements of foresight, leadership, organization and education on ecological and environmental matters and issues. They foster and support the development of a conservation ethic and represent the environmental conscience of a municipality and its citizens.

MAINE COASTAL PROGRAM

The Maine Coastal Program, State Planning Office, was established in 1978 to support the cooperative management of coastal resources by all levels of government and the public. The Program goal is to insure that a balance exists between the conservation and development of coastal resources. The Program places a high priority on addressing local management needs such as comprehensive planning, port development and natural area protection.

REGISTRATION FORM

REGISTRATION FEES:
Land Trust Maine Group Members*
and MACC members.....$22.50
Non-Members.....$25.00

PLEASE MAKE PAYMENT
AND RETURN TO:
MAINE COAST HERITAGE TRUST
167 PARK ROW
BRUNSWICK, MAINE 04011

One name per registration form please. Photocopy this form as needed for additional registrants.
*Check with your trust to see if it is a Maine Group member.

Name_____

Title_____

Organization_____

Address_____

_____

Telephone_____ Member of Trust or Commission Y__ N__

Name of Trust or Commission_____

Response to the Coastal Program's annual Coastweek shore cleanup campaign was enthusiastic. More than 1300 volunteers turned out (up from 700 in 1987) to clean 15,200 pounds of debris from 114 miles of shoreline. Local groups active in the 1988 cleanup included conservation commissions, land trusts, school classes, scout troops, Audubon Society chapters, and neighborhood organizations.

The Coordinator continued to circulate travelling displays on the Gulf of Maine among Maine libraries, and to set up special exhibits on marine debris. The list below documents circulation of the displays over the last six months.

The Coordinator also took a lead role in writing, editing, and producing a 24-page publication, Maine Coastal Program: The First Decade and Beyond. This report documents Coastal Program achievements and goals, for distribution to legislators, town officials, and nonprofit organizations throughout Maine. The report was first released at a reception and awards ceremony at the Blaine House celebrating the Tenth Anniversary of the Coastal Program (Nov. 10, 1988), which the Coordinator helped organize.

B. OCS Oversight

OCS planning for the North Atlantic has been on hold until the new Administration takes office. A lease sale scheduled for February, 1989, was postponed indefinitely last spring after the draft EIS was published. Coastal Program staff continue to monitor OCS activities in other parts of the country, participate on the OCS Policy Committee and review Interior's Environmental Studies Program.

OTHER FEDERALLY REQUIRED REPORTS

1. Monitoring & Enforcement Activities

See 1988-89 Grant Tasks 1.A and 1.C.

2. Wetland/Estuary Report

See clipping below.

3. Fisheries Management Activities

See clippings and reports on 1988-89 Tasks 1B, 4A and 4B.

4. Hazard Management Activities

Nothing new to report this period.

5. Urban Waterfront & Commercial Harbor Projects

See clippings below regarding the Bangor Water Works Facility (subject of a 1986-87 Coastal Planning Grant), Sears Island Cargo Port, and the rallying of support for the financially ailing Fish Exchange on the Portland Fish Pier.

6. Coastal Access Activities

The shore access identification sign reproduced below for municipal sites acquired and/or developed with Coastal Program Waterfront Action Grants was published together with a Design Manual: Maine's Shore Access Symbol (see Exhibit E-7). DECD local planning assistance staff visited the grant towns listed below to deliver signs, posters and manuals, and to photograph each site for future use in publications and at public access workshops. Also see the clipping below regarding the Moody Beach access case, and 1988-89 Grant Task 3 for other coastal access activities.

7. Permit Procedure Simplification

See article by Deb Richard, DEP Land Bureau Director, reproduced at 1987-88 Task 1A.

8. Activities to Protect or Restore Historic, Cultural or Aesthetic Resources, or Redevelop Deteriorating Waterfronts & Ports

Nothing new to report this period.

Surry Wetlands Association Affiliates with Blue Hill Heritage Trust

Group Begins Struggle to Protect Marsh and Wetlands in Surry

By John R. Wiggins

Thirty conservation-minded residents of Surry gathered at the town office on Monday evening to launch an effort to protect the marsh at the head of Morgan's Bay and other fragile areas and wildlife habitats.

The start-up committee seated at the speakers' table included Rob and Sue Shetterly, Norman Mrozicki, and Hugh Curran. Guest speaker was Cherie Mason of Deer Isle.

Mrozicki said that when he came to Surry in 1972 no one was concerned with the protection of wetlands and wildlife habitat. "It was not an issue. There were 270 houses, almost all of them on the main road. Housing developments and condominiums were not even thought of. Environment was not an issue."

Now, he said, the population has risen by 50 percent, and there are 470 houses with 20 more expected each year. "People are moving away from the main road and into the woods and the shorelands and marginal sites."

He said that the trouble with subdivision ordinances and other such laws is that if they are made general enough to cover every situation, they are too vague to apply to specific situations. "More effective protection will come when people living in this area develop an appreciation for the unique and delicate nature of this environment."

He said that a great majority of the 150 people who responded to the questionnaire the Town sent out prior to developing a new comprehensive plan said they want open marshes, bogs, shore and forest areas maintained if not expanded. They want scenic and natural areas and wildlife areas protected from development by a margin of about 14 to 120.

"People value their very special environment and feel these things are threatened, which is why people are forming organizations like the Surry Wetlands Association."

Cherie Mason, who has a radio program called "Environmental Notebook" on station WERU, called herself an old warrior in saving things. "The best thing I can do is give you a sense of encouragement and hope. Groups like this are springing up all over our nation. There are groups saving trees, rivers, and species. It works. Their success story is overwhelming, but no battle is ever won. You must always continue the fight!"

As an example, she cited the Rachel Carson National Wildlife Refuge between Kittery and Portland.

"It was a hopeless situation. There were nine divisions containing portions of saltwater marsh. I was appalled when I saw it. Condos were built right up to the marshes, and there were prospects of further development. The manager, who was about to be transferred, was very depressed. He said it was supposed to contain 4,000 acres, but it had only 1,800."

Mason said that there is something called the federal Land and Water Conservation Fund, deriving mostly from offshore oil leases, that is supposed to finance the purchase of public lands. The manager of the Carson Refuge told her he could use $50,000 to purchase two acres providing parking space.

"I told him we could ask Congress for a million dollars. He invited me to lunch."

They did ask Congress for a million, and they had no trouble making their case. By 1988 the Carson Refuge had 4,000 acres, and every year Congress has given it a little more money.

"Hang in there," said Mason. "Everyone stay in the fight, and you will succeed."

She mentioned Margery Stoneham Douglas, a Miami reporter who, at age 78, decided to save the Everglades. "She did it. Today at 98 she is still at it. Everybody does make a difference."

Mason urged everyone to get hold of the Sept. 9 issue of *Maine Times* which carries an article called "Getting Involved." She said it tells you all that you have to know and do to take effective action.

She advised them to get their group's name into Coast Week, which for three years has sponsored a coastal cleanup listing every organization's effort on behalf of that endeavor.

"Use the media! Take an editor to lunch!" she advised, to sympathetic applause from the press. "Get stories in the papers. Keep your name in the news. Use radio stations for public service announcements. Stay in the spotlight, so what you are doing has stature and support and permanence, and the public doesn't think you are a fly-by-night organization."

Susan Shetterly announced that a cleanup day on the marsh would be held Saturday, Oct. 1. People will gather at 9:00 a.m. by the bridge on the crossroad between the Morgan Bay road and the Newberry Neck road. The bridge crosses the marsh.

"Bring a thermos of coffee or whatever you drink," she said. "And bring binoculars and a big bag. Ironically, we will have to pick up plastic on the shore in big plastic bags."

She said they will start at the marsh and go around the head of the bay.

Mason, commenting on the problems caused by plastic, said that two loons were found dead this summer because of plastic off six-packs.

Susan Shetterly said that leatherback turtles are dying because they eat silver mylar balloons thinking they are jellyfish.

Mark Baldwin said he has twice seen a sick seal with plastic around her neck on Seal Rock. "She is in a bad way. I can't find anyone who will do anything about her. I called the coastal warden, the College of the Atlantic..."

Lorado Carter mentioned that Leland Carter and the late Frank Carter owned a triangle near the marsh that has no right-of-way. He wondered if the group might wish to investigate acquiring title to that piece, as a step toward preserving the marsh.

Rob Shetterly said they haven't decided how to best protect the marsh, whether by titles or easements or whatever.

"We were asked to be a part of the Blue Hill Heritage Trust," Shetterly announced. "By doing that, we get tax-exempt status and the ability to acquire land and the use of their lawyer. We won't make some mistakes, and we won't have to decide some questions."

He invited membership in the BHHT, residents designating that their money be for the use of the Surry Wetlands Association.

He said one builder in Ellsworth complained that there is so much construction going on that he wished he could clone himself, so he could handle more of it. "We all see it," said Shetterly. "There is more development you don't see. We need to identify areas in need of protection."

Mrozicki reported that Rob Shetterly is on the new Surry Conservation Commission. "The selectmen decided the environment is of such public concern that they established a committee to deal with that issue." Shetterly said that at first the selectmen asked the Planning Board to be a conservation commission, but there was a conflict, so they established a separate commission. It has held two meetings. "I assume we will be working with the Planning Board and the selectmen to make sure that development is ecologically sound."

Susan Shetterly said that the BHHT, in addition to providing tax exempt status and a lawyer, oversees easements to ensure that they are honored after titles change hands. "We are very lucky. They put us five giant steps ahead."

She said that mapping takes a year. "Please help us tonight if you know of a place that needs protection."

She said some state money is available. "We will put a proposal together this winter and submit it at their second deadline. The rewards are marvelous: money and protection by the State."

Mason said they need governmental sponsorship by some agency.

Susan Shetterly: "We have it. Tom Wood of Maine Coast Heritage Trust is writing a letter for our files on the unique value of the marsh. Al Hutchinson, the head of the Endangered and Non-game Project of the Department of Inland Fisheries and Wildlife, will walk the whole thing. His group has done a study up to Penobscot Bay, and they hope for money to start a study on this side of it. It will be a valuable document for the comprehensive planning committee. The Town decides what areas shouldn't be developed."

She said others want to walk the marsh, as well, including Hank Tyler of the Critical Areas Program. "Slowly we are getting our people in place."

Moira Creaser suggested electing officers and collecting some dues to pay for paperwork and mailing.

"None of us want to be chiefs," confessed Mrozicki.

The organizers said they would like to continue as a steering committee, along with anyone who wished to join them, until a more formal organization is established in time.

Jean Nickerson of BHHT said there are different memberships. The $25 family membership, she said, is cheaper than two individual $15 memberships. "We are so happy that you are interested in joining us. It is a wonderful project."

Susan Shetterly mentioned that this coast is uniquely important to some marine species. It is the northern breeding limit of the horseshoe crab, for instance, and its young are susceptible to pollution.

Stanley Lane of the Surry Planning Board stated that the marsh is already under resource zone protection, so there is really no threat of building or development on it.

Rob Shettlerly said the watershed behind it isn't protected.

Someone said that the area around the marsh, the interface between salt and fresh water, is the critical edge where wildlife concentrate, and it is important to wildlife.

Rob Shetterly: "There must be 400 to 500 acres with streams draining that area. Development would have an effect on the marsh."

Mrozicki said houses have been built up and down the coast on land not suited for septic waste and leachfields. "I don't know how they get permission. . . . People with considerable resources can do pretty much what they want. I am being realistic. I was a carpenter for 14 years. I have seen it happen. There are fuzzy edges to all the laws. Specifications can be adjusted. Boards of appeal have ways of softening them with variances. It happens."

It was said that the Surry Shellfish Committee is now deciding whether to have commercial clamming in Surry Bay. "Now clammers from Searsport are getting recreational licenses and taking one peck at a time. Surry resident clammers are asking the Town to open up to commercial clamming. Hopefully the price of a commercial license will be prohibitive."

Woman in audience: "We are the next stop. Development is coming up the coast. It is in Belfast now. They'll jump over Bucksport because it's a mill town. They'll hit us next. Why is there talk of Filene's becoming part of the new shopping center in Ellsworth? They know something. Everyone in New Jersey wants to move to Ellsworth."

Stanley Lane: "I don't know if the Planning Board has ever granted a variance. The Planning Board is here to help. Its objectives are the same as yours. We have enforced our ordinance since 1972, longer than most towns. We don't let people walk all over us. We have not been granting variances to let everybody build wherever they want to."

Hugh Curran: "Our marsh has been listed as one of the 100 most pristine marshes in Maine. It changes our outlook when we realize how important it is to others, too."

After the meeting, Jean Nickerson said: "Surry is one of the six towns in the Blue Hill Heritage Trust. We think it's great that one of the towns is taking the lead in a project. We would be happy if every one of the other five towns had a project like this one. We are delighted."

Downeast ME flats to be seeded

ME hatchery perseveres; clam crop survives

COMMERCIAL FISHERIES NEWS - 11/88

BEALS ISLAND, ME - The story of the Beals Island Regional Shellfish Hatchery that unfolded this year was a puzzling mystery. But, with plenty of perseverance and dedication, the mystery was solved and the story has a happy ending.

Despite losing four batches of newly-spawned softshell clams that amounted to millions and millions of larvae, hatchery personnel never gave up. Ultimately, the source of the problem was discovered, corrected, and 2.2 million baby clams will leave the hatchery this fall to be planted in coastal flats within 10 different communities.

The two-year-old hatchery, which sits on the end of a pier here in a renovated building donated by Richard Carver, successfully spawned and reared 8.2 million seed clams during 1987. The seed were divided between the six communities that took part in the project.

This year, 10 towns kicked in $1,000 each to participate: Cutler, Whiting, Machiasport, Jonesboro, Roque Bluffs, Jonesport, Beals, Addison , Steuben, and the Mt. Desert Island-Wide Shellfish Council.

The 1988 spawning season got off to a good start. Clams had been "conditioned" at the University of Maine's Darling Marine Center in Walpole from early February to the first of May under the watchful eye of aquaculture specialist Sam Chapman.

Chapman raised the water temperature within the clam tanks by 1° Celsius each week to induce the clams to spawn early - in May rather than June.

According to Brian Beal, who instigated the hatchery project back in 1986, the first batch of clams was spawned May 6 at Beals Island, resulting in 60-80 million larvae.

But three weeks later, just as the larvae were getting ready to set, all but 1% of them died.

In frustration and anticipation, hatchery personnel repeated the process three more times. Meanwhile, food levels for the larvae were increased by adding more algae to the tanks, larvae handling procedures were changed, the aeration system was altered, and still, the larvae died.

Despite all the problems, the Beals Island hatchery has a total of 2.5 million seed clams to distribute to its 10 participating Maine communities, and a lot was learned about raising shellfish.

With the help of Chapman, it was discovered in mid-July that a pathogenic bacteria of the genus *Vibrio* had infested the hatchery. It was everywhere: on the floor, in the filters, in the larvae, and even in the algae. The algae proved to be the most dangerous source, in fact.

"In reality, what was happening was that every time we were feeding the larvae, we were killing them," recalled Brian Beal.

By the time the hatchery was thoroughly scoured with clorox and sterile techniques were incorporated to culture the algae, it was early August and the natural clam spawning season was over.

But Beal, who is also an environmental resource coordinator at the University of Maine in Machias, felt strongly that the new, clean system needed to be tested before next season. Consequently, shellfish specialist Dana Wallace of Brunswick supplied the hatchery with 50-60 quahogs, which were spawned successfully. The hatchery now has 5-6 million juvenile quahogs.

Meanwhile, as a result of the softshell clam tragedy, Bill Mook of Mook Sea Farm Inc., who has a shellfish hatchery on the Damariscotta River, donated one million seed clams of about one millimeter in length to the Beals Island hatchery.

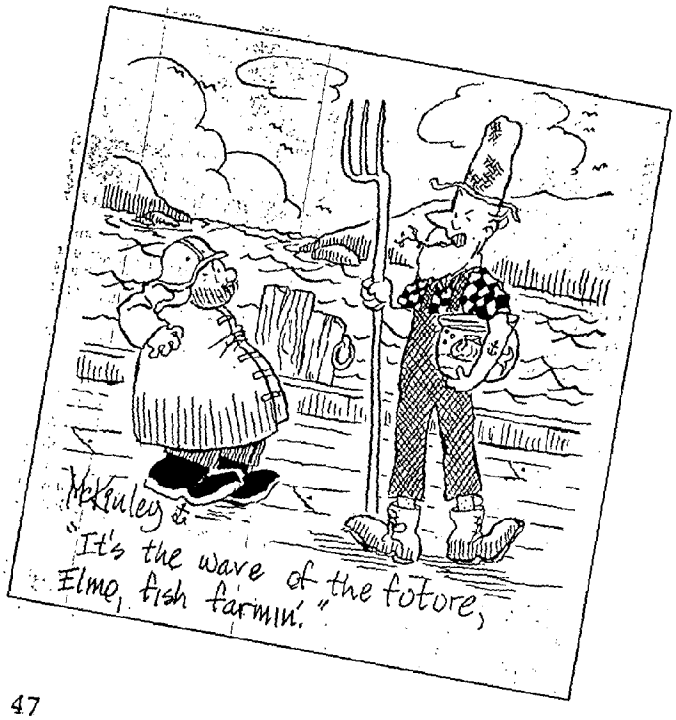
Despite the plight of the first four spawnings, 1.5 million clams managed to survive. Therefore, the Beals Island hatchery has a total of 2.5 million seed clams, which included those from Mook, to offer to its 10 participating communities this spring. That results in 250,000 clams for each town, to be planted in November, when they will be at a size of approximately 1/2" in length.

Despite the *Vibrio* outbreak, Beal admits, "We learned a lot about raising shellfish." And now, he adds, everything is ready for next year.

Hatchery personnel plan to condition clams at the Darling Marine Center again this winter and will start the 1989 spawning cycle in April.

In addition to overcoming its disease problem, the hatchery completed construction of a 50'x20' greenhouse this July. The greenhouse, which will be used primarily to culture algae, was built with the help of a $39,000 grant from the Maine Science and Technology Board.

Janice M. Plante



It's green and spiny and getting attention in the Gulf of Maine and Japanese markets

Sea-urchin roe becoming international delicacy

By Susan P. Morrissey
Midcoast Bureau

BDN 9/8/88

WALPOLE — It's green and spiny on the outside, and its insides taste — ah — marine. Covered with sharp spines and found from the shallows to the depths of the Gulf of Maine, it is as common as stony beaches along the coast. In just two seasons, it has become the state's fastest-growing contribution to the international seafood market.

In Japan, where most of them are consumed, the roe of the spiny green sea urchin is selling for $50 per pound. Last year, Maine harvesters and processors sent most of the 6 million pounds of urchins dragged up and picked off the bottom of the Gulf to Japanese markets. This year, the harvest is expected to top 20 million pounds.

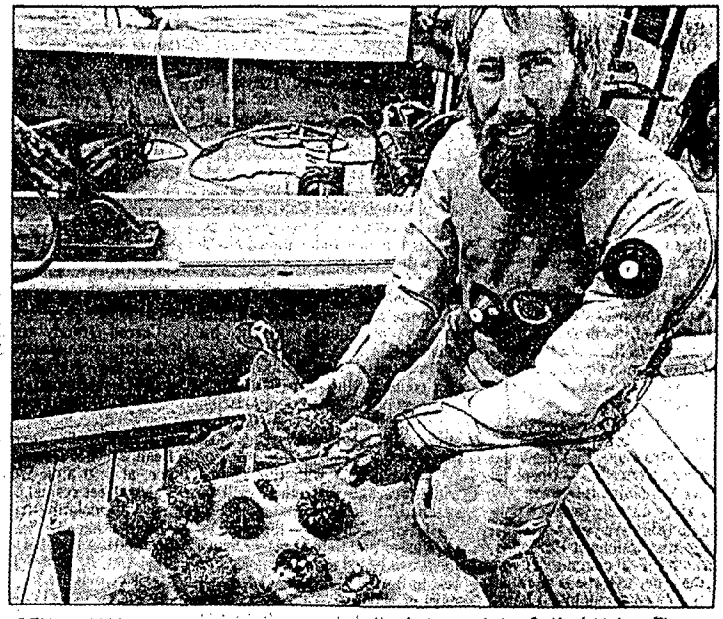
To give the state's urchin business the boost they think it deserves, the Department of Marine Resources, the University of Maine's Cooperative Extension Service and the Darling Center for Marine Research at Walpole have collaborated to produce a piece of equipment adaptable for use on fishing vessels large and small. The latest in seafood harvesting equipment is low-tech, simple to operate and cheap. It is a vacuum cleaner for sea urchins.

"It was built with the small harvester in mind," said co-designer Ben Baxter of the Cooperative Extension Service.

Since fishermen began harvesting the state's wild population of urchins in earnest two years ago, all of the spiny green delicacies brought to table here and abroad were dragged up in nets, hand-picked on the bottom by divers or landed incidentally in lobster traps. Dragging is damaging to the sea bottom, hand-picking is laboriously slow, and trap pickups are at best incidental. The vacuum cleaner, designed by agricultural engineering students at the University of Maine, seems the solution to a picky problem.

"The vacuum has little impact on the sea bed," Baxter said.

The green sea urchin is harvested from October to March, a slack season for many fishermen but the peak of the reproductive cycle for the sea urchin. By January, the spiny echinoderms are crammed with roe. They are harvested, processed, and shipped either in-shell or in roe packs to the sushi-loving Japanese and to a growing American gourmet market.



BEN BAXTER of the University of Maine Cooperative Extension Service displays spiny green sea urchins vacuumed from the bottom of the Gulf of Maine. The roe is a delicacy enjoyed by Japanese diners. (NEWS Photo by Susan P. Morrissey)

"You can eat them smoked, raw, or in pate," said Bruce Chamberlain of the DMR.

Frogman Chamberlain was dressed in a wet suit Wednesday, doing duty on the bottom with the vacuum cleaner. As sea urchins accumulated on board the Green Sea Urchin Project vessel at the Darling Center wharf on the Damariscotta River, Baxter broke them open and distributed the yellow and pink roe to anyone intrepid enough to try it.

"Different," said some.

"Yuck," said others.

"Not bad," seemed to be the consensus.

If sea-urchin roe is an acquired taste, Chamberlain and Baxter and the state agencies that are backing their research seem anxious to cultivate it.

Studies are under way now to determine how best to "bulk up" the urchins with roe, thus increasing their marketability.

Next spring, the DMR will begin assessing the impact on the wild sea urchin population of its new primary predator — "humans," said Chamberlain.

ME aquaculture regs out for industry review

COMMERCIAL FISHERIES NEWS 11/88

ELLSWORTH, ME - There's still a ways to go in the process, but it looks like before the snow flies, this state could finally have new, definitive regulations governing the acquisition and maintenance of aquaculture leases.

At a Sept. 28 meeting of the Maine Aquaculture Association (MAA), finfish and shellfish growers got their first look at proposed regulations. Industry members have been expecting the regs since the spring of 1987.

The aquaculture leasing regulations were drafted by the Maine Department of Marine Resources (DMR). However, many of the provisions are mandated by law, resulting from the state Legislature's revision of aquaculture leasing statutes two springs ago.

This time around, no fees are listed in the 46-page packet of proposed regulations, even though the Legislature required that the DMR establish a new schedule for both application fees and lease fees.

According to DMR's Ken Honey, the department was concerned that so much emphasis would have been placed on fees that the remainder of the regulations wouldn't receive adequate comment during the public hearing process. The DMR will go back through the process again to establish a fee structure.

At press time, it was expected that members of the MAA would be making some recommendations to the department before the aquaculture proposals went out to public hearing. Thus Honey did not anticipate that a public hearing would be held until late November or early December.

Basically, the proposed regulations outline very specific procedures and criteria in the following categories:

- Aquaculture lease application forms;
- Multiple ownership of leases;
- Procedures for notifying the public and involved parties of lease applications;
- The series of steps that must be followed for someone to be an intervenor of a proposed lease;
- Language stating that the lease application file will be open to the public;
- Guidelines for site reviews to be conducted by the DMR;
- Criteria for the department's lease hearing procedures;
- The documentation of evidence relevant to the site;
- The presentation of testimony at a hearing;
- The hearing officer's report;
- The commissioner's decision-making process;
- Procedures for issuance of a lease;
- Criteria for dealing with competing aquaculture lease applications;
- Annual lease review procedures and causes for revocation of a lease;
- Lease transfer procedures;
- Minimum lease maintenance standards; and
- Marking procedures for lease sites.

Drafting these regulations has been a lengthy, complicated, and frustrating process for both the industry and DMR. Meanwhile, it has left many aquaculturists in limbo for over a year now.

No new lease applications have been processed since the Legislature's revised statutes went into effect in September of 1987 (although the law was passed in the spring, it takes 90 days for a non-emergency law to go into effect after enactment).

And now, even if the proposed regulations become effective this fall or winter, no new lease hearings can be scheduled before May. That's because the Legislature's law requires the DMR to conduct an environmental site review between May and September of any proposed lease before scheduling a public hearing.

Janice M. Plante

Against coastal threats

Aquaculture, traditional fishing are allies

COMMERCIAL FISHERIES NEWS 11/88

Maine's largest salmon aquaculture company, Ocean Products, Inc. (OPI), opened a new $3 million hatchery at Gardner Lake, ME in July. OPI invited former Maine Commissioner of Marine Resources Spencer Apollonio to give the keynote address at the hatchery dedication. The following remarks are excerpted from Apollonio's speech.

— Editor

GUEST COLUMN

Ocean Products, Inc. has invited us to share today in something new and exciting and good for Eastern Maine. We are invited to share in the beginning of a significant change in our uses of the area's marine resources.

Someone recently observed that man's uses of the fisheries of the world progress through a common pattern: first exploitation as a primary source of protein - commercial harvesting; then, for recreational fishing; and, finally, for non-consumptive - even aesthetic - purposes.

This observation is not as unreal as it may first appear. There are examples illustrating the pattern.

For example, the commercial harvest of Atlantic salmon ceased long ago in the United States, and is rapidly disappearing in Canada. Many salmon fishermen are largely non-consumers, frequently releasing their catches in the interests of conservation for the future. The Atlantic Salmon Federation has called for a multitude of conservation efforts to perserve this magnificent species, including catch-and-release, and the encouragement of salmon aquaculture.

The world changes, technologies change, and opportunities change. Social objectives for the uses of the world's resources change. We, in Maine, are proud of our traditions and of our history. But our imagination can be circumscribed by our traditions; the splendor of our history may blind us to new imperatives and new opportunities.

It seems at times that we spend our efforts on preserving the past and, perhaps, have little energy or inclination to plan for the future. With its rich and fascinating past, with its strong and attractive traditions, this coast of Maine of ours is particularly vulnerable to that risk.

One of the new realities is the world's insatiable demand for fish - a demand the world's oceans cannot meet.

There are 20 million recreational fishermen in the country. No stocks of fish are untouched.

If these demands are to be met - as they should be - we cannot expect that traditional ocean harvests can do the job. Ocean resources are already hard-pressed. The technology and the opportunity to supplement the sea's natural production offer a way around very apparent limitations and growing stress and discord in the seas.

This facility is the first substantial indication that the coast of Maine takes this new challenge and new opportunity seriously. It is a commitment to the future of Maine, rather than the past. It is testimony to the unique resources of Eastern Maine. It makes eminent good sense for Eastern Maine.

The reality, of course, is that it has not come easily. It has come with substantial controversy, based largely on misunderstanding and, perhaps, even a preference for the *status quo*. But *status quo* is no blueprint for the future. Salmon farming, properly developed and properly accommodated, clearly can be a substantial part of Eastern Maine's future.

The coast of Maine is changing rapidly - perhaps more rapidly than we can handle. Traditional activities - particularly fisheries - are being displaced. We do run substantial risk, in fact, of losing them in the face of shore development.

The only sure protection, under our societal values, that fishing has to maintain its place in the harbors of our coast is economic strength. The fact is that Maine coast fishing is not as economically strong as its potential competitors.

The shorefront developers and the yacht marinas represent economic potential that is substantially greater than the fishing industry. And they are all in competition for a few sites on the coast. Which will win and which will lose seems clear and inevitable; it may be just a matter of time.

The traditional fishing industry needs some commercial kin - some allies - if it is to retain its place on the coast. Commercial aquaculture is the only visible ally on the horizon.

Traditional fisheries have it backward when they perceive aquaculture as a threat. Legally - under Maine law - it cannot be a threat. Applications for leases must be denied if they would displace traditional fisheries. And so they have been. But this does not mean that the displacement of the string of traps necessitates the denial of an application, particularly when lobster traps on the coast of Maine are far in excess of the numbers needed to harvest the annual lobster production.

Maine needs now a realistic re-appraisal of the potential benefits of aquaculture if Maine is to retain the benefits of its commercial fishing industry. The legislature, the fishing industry, and coastal residents need to understand that the world changes.

If we value commercial sea harvesting on our coast - as we should - we should understand that there must be room for both traditional and new technologies. Only by combining these strengths, by adapting to the future to insure competitive economic strength, will we preserve a fishing industry for the future.

Legal means by themselves - zoning restrictions, for example - will not be sufficient. There is something static in preservation by law. Only changing, evolving, innovative, adaptive activities persevere in a competitive world.

We see that here. We see investment, technology, innovation, and response to world demand and world markets. We see benign utilizations of the natural advantages of Eastern Maine the strongest possible, logical base for an economy. We see these factors integrating Washington County with world investment and world markets.

Spencer Apollonio

No way to stem shellfish threat

Researchers, scientists stymied by lack of funds

PPH 10/6/88

By TUX TURKEL
Staff Writer

State and private research agencies have given up trying to find out why one of Maine's most productive clam harvesting areas was decimated last week by a rare plankton bloom, even though they say it could happen again and threaten the shellfish and aquaculture industries.

Researchers say they don't have the staff or money to pursue the question.

But scientists say Brunswick's Maquoit Bay may be the latest warning sign of potential environmental problems in the Gulf of Maine, a warning to which the state seems unable to respond.

"That's the financial reality," says Brian Marcotte, marine science director for the Maine Department of Marine Resources. "We just don't have the money to answer interesting and potentially important questions. It's frustrating."

Until last week, 100 commercial clam diggers harvested shellfish valued at $1.5 million a year from the muddy shores between Freeport and Brunswick. Mussel draggers also worked the bay. Now, an estimated 40 percent of the clams have died and the area is closed to harvesting. No one is sure when it will reopen.

Scientists blame a runaway bloom of a microscopic plant that has caused similar problems in Europe's North Sea and in Japan, but they don't know for sure. In other countries, the bloom has been linked to excess nutrients running into the sea from sewage, farm fertilizers and other man-made sources. The plankton bloom occurs annually in late summer, set off by the right combination of nutrients, weather, currents and temperatures.

But in Maine, those conditions remain a mystery. Among the unanswered questions:

How do Maquoit and adjacent Middle Bay flow and change?

Why didn't the bloom occur in Middle Bay?

How much and what kinds of nutrients run into the bays?

Which plankton species exist in the water?

What conditions will trigger the bloom again?

Maquoit Bay is about 5 miles long by 1 mile wide. It is shallow, averaging about 15 feet deep. It is at the top of Casco Bay, a location that leads some marine scientists to speculate that nutrients from as far away as Portland Harbor

See MAQUOIT BAY
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Staff photo by David MacDonald

State marine biologist Richard Langton checks a "grab" sample from the bottom of Maquoit Bay for signs of life.

Maquoit Bay

FROM PAGE ONE

could move on surface water via southwest winds in summer and settle to the bottom of Maquoit Bay.

The floor of Maquoit Bay appears to be very rich in organic material and devoid of oxygen, a bad condition. On a trip Monday into the bay, state marine scientist Richard Langton took five "grab" samples of bay sediments. Each one turned up a pile of black, oozy mud, coated with an olive-green scum. It smelled like rotten eggs, the result of hydrogen sulfide gas from bacteria.

Sorting through one pile with his hand, Langton found a dead snail and crumbled fragments of clam shells. There were no signs of life.

"Normally, in a good situation, you're going to see worms and other animals in there," he says. "What you've got here is a bay that supports a good clam population. But it's not surprising that if conditions change a little bit, you're going to get a big die-off."

Langton also took oxygen samples from the water. The levels were elevated, a good indicator. But water temperatures were high in the shallow bay this summer, due to unusually hot weather. Warm water holds less oxygen. Researchers speculate that warm water could have promoted the conditions that caused the plankton to multiply rapidly and deplete oxygen to the point where marine life dies.

Langton's department also monitors for sewage bacteria in the bay. But except for runoff from Bunganuc Brook and some small streams, records show no consistent input of fecal material in Maquoit. The department doesn't monitor for other nutrient sources.

Marcotte says his agency's first priority is to test for plankton-related toxins that can accumulate in shellfish and kill humans, such as the so-called red tide and domoic acid organisms. It would cost about $100,000 just to study and monitor Maquoit Bay for this new plankton, Marcotte estimates. And he says it's money the department doesn't have.

Plankton needs nutrients and sunlight to grow. The genus that engulfed Maquoit Bay is called Gymnodinium nagasakiense. It kills marine life either by consuming large amounts of oxygen and smothering bottom dwellers, or by coating gill surfaces and interfering with respiration. It has been found previously in the Gulf of Maine, but never in large enough concentrations to cause trouble.

At the Bigelow Laboratory for Ocean Sciences in Boothbay Harbor, where the new plankton was identified, acting director Patrick Holligan says the state needs to take more than one sample to confirm if the organism actually caused the shellfish kill. But he says his lab, although it is a national center for plankton cultures, doesn't have time or staff to do more with Maquoit.

Maine's Department of Environmental Protection recently started a marine monitoring program. John Sowles, director of the two-person program, says the issue of nutrient input and oxygen depletion is "a sleeper" that will affect Maine as coastal development grows. But Sowles is committed to finishing a study of toxins in Casco Bay and can't look at plankton.

Researchers say the plankton has probably been present on the Maine coast for some time, and it may have been responsible for other fish kills. But it was the destruction of a major commercial shellfish area that finally focused attention on the threat to other bays and other industries.

Anne Johnson, a marine researcher at the State Planning Office, says she spoke last week with people who manage aquaculture pens in the Damariscotta area.

"They said if it had happened in the Damariscotta River, it would have been a disaster," Johnson says.

Underlining the need for further study, she says: "We need some flexibility in the system so we can respond to these situations. This is something with a direct economic impact beyond what we saw."

It was destruction in the salmon-raising business that made plankton study a priority in Denmark's North Sea. In Denmark, researchers have found a clear link between nutrient run-off from the land and an annual bloom of a similar plankton in late summer.

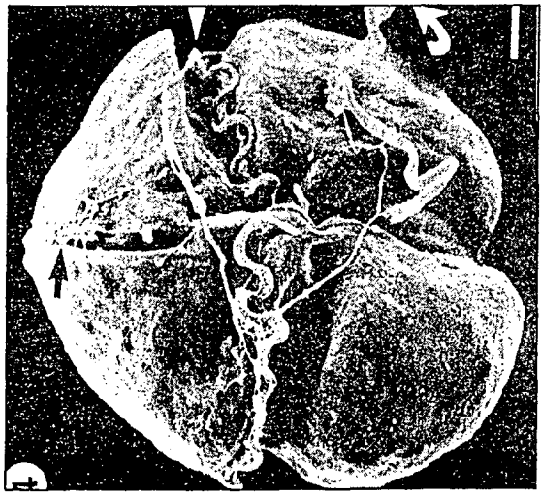
There is no question that the total amount of algae you have is a function of the total amount of nutrients available," says Katherine Richardson, director of the marine ecology department for the Danish fisheries institute in Copenhagen.

But nutrients can concentrate from natural events, she says, such as the upwelling of rich bottom water to the surface.

"The thing to do is to find out where the nutrients are coming from and find out if its possible to reduce them," she says.

At the Bigelow lab, researcher Leon Cammen echoes a common agreement among Maine scientists: Maquoit Bay represents another in a series of small events that indicate danger to the ecology of the Gulf of Maine.

"It's not going to wipe out the shellfish industry tomorrow," Cammen says. "Politically, that's hard to deal with. You really need a big thing to create pressure. There's always a question of when have things gotten so bad we've got to do something about it."



An electron microscope photo shows the rare plankton believed to have decimated clam areas in Maquoit Bay.

Group argues Sears Island ban

PPH 9/9/88

BANGOR (AP) — An environmental group on Thursday sought a preliminary injunction preventing construction of the $24-million Sears Island cargo terminal until a lawsuit in the case can be settled.

U.S. District Judge Conrad K. Cyr heard arguments for 2½ hours from attorneys representing the Maine Group of the Sierra Club and the federal and state governments, but declined to issue an immediate ruling. A court official said it could be a couple of weeks before a decision is handed down.

The Sierra Club, which filed a lawsuit May 19 to halt the project, believes already industrialized Mack Point, which is located near Sears Island on Penobscot Bay, is the only viable site for the cargo terminal.

Mack Point "would have less impact on the aquatic environment," Edward Lawson, an attorney for the Sierra Club, told Cyr.

Lawson also reiterated the group's stance that the U.S. Army Corps of Engineers, which has issued dredging permits, did not consider the environmental impact of the project.

Daniel Goodman, who represents the Federal High[illegible] sent the Federal Highway Administration, asked the judge to "balance the environmental impacts against the need for the project" and to "balance minimal environmental impacts against the need for making his decision."

Goodman said the Sears Island project is small area along the coast of Maine that should be developed to meet the needs of the state into the 21st century."

Prior to Thursday's hearing, Cyr ordered that no construction could begin on the cargo terminal until he decides whether to issue the injunction.

Dredging is scheduled to begin Oct. 1, and any delays could cost the state $82,000 per month, according to briefs filed by attorneys for the state.

The Sierra Club's lawsuit, which Cyr also is scheduled to hear, seeks to prevent construction of the cargo terminal on the grounds that it will harm the environment and that the need for the project has not fully evaluated.

Cargo port future debated in court

By Jeanne Curran
Of the NEWS Staff

BDN 9/9/88

A federal judge in U.S. District Court in Bangor heard arguments Thursday for and against a preliminary injunction [illegible] construction [illegible] include the U.S. Coast Guard after it approved a permit for a causeway, making way for construction to begin.

Judge won't block Sears Island terminal

PPH 10/1/88

BANGOR (AP) — A federal judge Friday denied an environmental group's request for a preliminary injunction aimed at blocking construction of the $24 million Sears Island cargo terminal.

U.S. District Judge Conrad K. Cyr ruled that the Maine Group of the Sierra Club had not shown that construction would cause "significant irreparable injury to them or to the environment."

Further delays also would harm the Army Corps of Engineers, the Maine Department of Transportation and the other defendants, said Cyr, who ruled, "the public interest is better served" by permitting the project to proceed.

Sierra Club spokeswoman Sarah Conly called the ruling "a mistake."

"What the court has done is allow the state to begin construction on Sears Island without knowing if they'll be allowed to finish it," she said.

She was alluding to the fact that Cyr has yet to rule on the Sierra Club's lawsuit, filed last May against the government, which also seeks to halt the project.

State Transportation Commissioner Dana Connors said the ruling "allows us to move forward, and we are doing just that. We have notified the contractors this afternoon and authorized them to proceed."

He said that dredging would begin in about a week and that the causeway linking Sears Island to the mainland should be finished by the end of the year.

The Sierra Club can appeal Friday's ruling or ask Cyr to expedite his decision on the lawsuit.

The club charged that the Army Corps of Engineers had violated the Clean Water Act and the National Environmental Policy Act by not evaluating the need for the project.

The suit also alleges that the corps failed to consider the effect of altering the wetlands and neglected to look at alternative locations before issuing a dredging permit to the DOT.

It was the second suit filed by the group. The first one delayed the project four years, and the deputy commissioner of transportation, Russell Spinney, estimated Friday that delays had cost about $3 million in contractors' fees since 1985.

The Sierra Club contends that nearby Mack Point, which already is industrialized, is the only viable site for the project. But supporters of the Sears Island site say Mack Point could not be expanded to meet projected demand after the year 2,000.

State treasurer ready to issue final bonds for Sears Island cargo port

By John Hale
State House Bureau

BDN 10/19/88

AUGUSTA — State Treasurer Samuel Shapiro plans to issue the last $2 million worth of bonds for the Sears Island cargo port Tuesday, Oct. 25, so that the bond authorization, approved almost five years ago, does not lapse.

This $2 million bond issue will complete the issuance of $17.5 million worth of bonds authorized in 1981 and 1983 for the long-delayed cargo terminal.

On Nov. 8, 1983, Maine voters in referendum approved an $11.8 million bond issue package for airport and port improvements, of which $4.5 million was earmarked "to complete development of the Sears Island terminal."

Of those, $2.5 million worth of bonds for Sears Island already have been issued.

Maine law states that if bonds that have been authorized have not been issued after five years, the bond authorization becomes void. Then approval must be sought a second time, from two-thirds of the Legislature and a majority of state voters, if the bonds are to be issued again.

In his effort to beat the sunset-law deadline, Shapiro said he would offer the Sears Island bonds in competitive bidding among four Maine banks and an investment banking firm.

The Sears Island cargo port is a project that was begun under the administration of former Gov. Joseph E. Brennan, but was stalled for several years because of lawsuits filed by the Sierra Club, which protested the project because of environmental concerns.

On Sept. 30, Judge Conrad Cyr denied a temporary restraining order sought by the Sierra Club in federal district court in Bangor, clearing the way for construction to begin. A full hearing on the the Sierra Club's complaint remains to be scheduled.

Since Cyr's ruling, work has resumed on construction of a causeway to Sears Island and dredging around the island. Bridge Construction Co. is working on the causeway, while Great Lakes Dredging Co. is doing the dredging.

The total cost of the Sears Island port has been estimated between $24 million and $28 million.

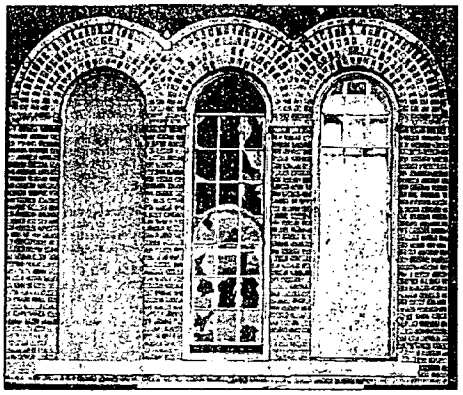
Russell Spinney, deputy commissioner of the Maine Department of Transportation, said Tuesday that federal funds that had been counted on earlier would have to be sought again because of the legal delays. He said the total cost of the project could not be determined yet.

In 1981, Maine voters approved a $10 million bond issue for Sears Island.

In the same year, voters approved a $3 million bond issue to pay for a grain terminal that was seen as critical to the state's beleaguered poultry-processing industry.

But when three of the state's four poultry plants closed in rapid succession, the grain terminal was viewed as coming too late, so Brennan declared that the $3 million bond issue could be put toward the cost of Sears Island.

Spinney said if there were no more legal delays, construction on the cargo terminal would continue through the winter months, with dredging to be finished by January 1989.



Water Works of Bangor

NEWS Photos by Tom Hindman

Rotten timbers and worn brickwork along the Penobscot River continue decaying while the city searches for someone with the right combination of money and ingenuity to renovate the Bangor Waterworks.

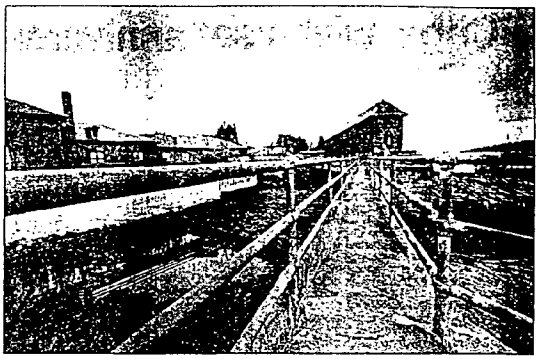
Until 1959, the complex was used to pump water from the river into the municipal water system. The complex continued to generate electricity that powered Bangor's streetlights and public buildings until the mid-1970s.

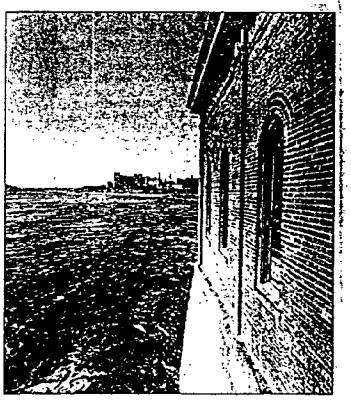
The unused warren of buildings — housing idled, rusting machinery — is now the focus of developers and dreamers. Over the last few years they have proposed varied plans.

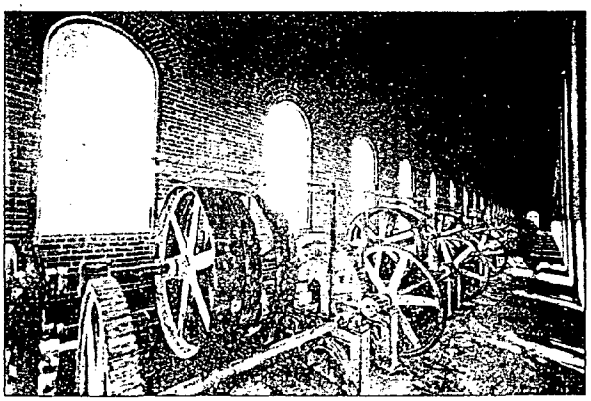
Among the first proposals was a hotel and restaurant. Still in the bowels of the municipal bureaucracy are plans to convert the site overlooking the Bangor Salmon Pool into an aquarium. The most recent proposals include a marina and restaurant complex, and a commercial and cultural complex that would house an artists-in-residence program.

In addition, the Maine Supreme Judicial Court is hearing an appeal of a case brought against Swift River Co., which has an option on the property, by groups opposed to the company's plan to rebuild the dam and generate power.

The company needs only the dam and one building. While the court considers the case, the city plans to seek proposals from people interested in renovating the Waterworks and working with the University of Maine Art Museum







UM eyes Bangor waterworks site

Shore property considered for artists-in-residence program

By Ned Porter BDN
Of the NEWS Staff 10/25/88

A proposal for expanding the University of Maine Museum of Art's facility and program by developing the old Bangor Waterworks on State Street was unveiled at the Bangor City Council meeting Monday night by a representative of the proposed development.

Under the plan that Ivan Rasmussen presented, the university would ask the city for tentative developer status, to put the property on hold while it sought "to ex solve the complexities — in essence to prepar well-reasoned proposal.

In some of the buildin to contain power gener ment, and, before that, funneling water from the River into the city's syst um director Charles A. S proposes to house the new residence program, which brings artists from across the country to the region for exhibitions, lectures, and presentations.

The proposal also states, "Further, the configuration of the buildings on the site is conducive to using the artists-in-residence program as an anchor for a multi-use development that would blend both comercial and non-profit concerns."

Rasmussen, who manages four properties in downtown Bangor for Charles Fi

maneuvering, the council referred the proposal to its Community Development Committee.

During the short debate on the matter, Councilor Richard Stone said that he hoped that the city would solicit more proposals from developers interested in renovating the prime parcel of the waterfront property.

After the meeting, councilors commented that it would be a sham see the

Subject of a 1986-87
Coastal Planning Grant

Waterworks complex again subject to bids

By Ned Porter BDN
Of the NEWS Staff 10/88

Developers will get another stab at the old waterworks complex as the Community Development Committee of the Bangor City Council recommended Thursday that the city solicit plans from interested parties.

The action came in the wake of a request from the director of the University Maine Museum of Art, who asked for tentative developer status.

"I'd like to be able to devote, with some sense of security, the time and energy required," to ensure that this is a solid proposal, Charles A. Shepard III, told members of the committee Thursday afternoon.

However, the committee voted to recommend to the full council that the city advertise for bids from developers interested in the property on the banks of the Penobscot River upstream from Eastern Maine Medical Center.

The Council will vote on the matter at its next meeting, and the proposals would be due 90 days later. It would make sense if Shepard cooperated with one of the developers, John Lord, city engineer said.

The university probably would not be interested in being the prime developer, Shepard said, but it would cooperate.

The rough proposal that Shepard presented called for a mix of 55 percent commercial space and 45 percent cultural space. While the commercial space would be taxable, as proposed by Shepard, the cultural area would not be.

Included in the cultural area would be galleries, space for the artists-in-residence, and site-specific sculptures.

Shepard said he envisioned the artists program attracting nationally recognized visual artists. The program and galleries would provide a draw that no developer would be able to duplicate, he said.

The site has been attracting interest from develoeprs for many years. A dozen years ago there was a proposal to build a hotel and restaurant complex on the property. That fell through and somebody else was given tentative developer status, Lord said.

When the energy crunch hit, Swift River was granted an option, which the company still retains. Although the company is currently engaged in a legal entanglement with its proposal to build a hydro-electric dam at the site, Lord said that Swift River does not mind the development of the site.

To generate power at the site, the company would need only one of the buildings, he said.

BDN 10/88

EDITORIAL

Save the Portland Fish Exchange - we need its fair market

The Portland Fish Exchange must stay open, uninterrupted. And it must be saved as a marketplace.

The immediate crisis is money. But the long-term crisis goes far beyond that. The Exchange must get the support, the financing and the structure to allow it to adapt and change to survive, now and in the future.

The people who make up Vessel Services Inc. have once again provided leadership backed up by their own money - this time by giving the money to allow the Exchange two weeks grace. Two weeks is short indeed to solve these basic organizational problems and there will be no solution unless federal, state, city, and industry people participate fully.

Focusing on fixing the Exchange's money problems alone has the uncomfortable ring of a bail-out and it is high time to put that thinking behind us. Fear of those words has paralyzed both the board of directors and the Portland City Council too long.

It's time to dig out the hard facts; confront the problems caused by having the city council so deeply involved in running the Exchange, and face the fact that the Exchange can't get off the ground with its current financial and operating constraints. If the Exchange emerges from this crisis, it will be a different organization.

In these discussions, consider these points:

• The Exchange is not a private business. It is a marketplace. And as such, its value extends not only statewide but throughout the East Coast and beyond. Because of this, its problems are not just the board of directors' responsibility, or the Portland City Council's. The state and federal governments must play a role as well. They provided most of the investment in establishing the Exchange and they should not have stood aside and let the situation get to this stage.

In the original feasibility study for the pier, done in 1978, the auction was seen as a catalyst for investment on the pier. By consolidating fish supplies in an open market, it would create an opportunity for buyers who were not already established on the waterfront, stimulating business all around.

That has worked. The pier is making the city money, notwithstanding the Exchange's loss. The Exchange is infrastructure. Like a toll road or an airport, user fees should be charged but the facility should not be expected to turn a profit month-by-month in its first years.

• Through no fault of its own, the Exchange opened when fish stocks and landings were headed down. All businesses on the waterfront are hurting. Private landlords on other wharves are extending credit to private dealers, behind in their payments. This is part of the fish business.

• The dealer proposal to close the Exchange and use the building should be discarded. Dealers traditionally oppose public unloading facilities, let alone open marketplaces that allow all dealers, large and small, equal access to the product. This debate goes on up and down the coast and should not be allowed to jeopardize the Exchange. Support for creating an open market was the cornerstone of the Exchange concept.

Without public facilities, dealers compete for boats by offering more than price. First, they provide access to unloading facilities - something a fisherman must have. Second, dealers provide the only access to services such as fuel and ice, also essential. Competition among dealers for boats involves a complex mix including the cull the dealer offers, the fairness of the weight he gives, the promptness of payment to the fishermen, and whether the dealer offers credit to the fishermen. All of these things mask the direct comparison of the price the dealer actually pays.

Once a public unloading facility such as the Exchange exists, with equal access to fuel and ice, standardized weights and culls, same-day payment to fishermen and standardized terms for dealer payment, and prices that are public information, the dealer is competing for product on one dimension: price.

If the dealers moved into the auction building, they would have new, subsidized space and could go back to the old way of doing business. Price would once again be obscured. Competition among dealers would once again be limited to those who had facilities on the waterfront. Clearly this is not in the interests of the industry as a whole.

• Has the Exchange accomplished anything? Yes, and it can be measured by the scramble in the market yesterday to find alternative ways to buy and sell, and by the buzz of support on the radios yesterday from fishermen.

At press time it is unclear what the future holds for the Exchange. What is clear is that the interests of the fishing industry and the city, state, and federal governments with investments in the pier all lie in finding a solution to the Exchange's current problems.

And it is also clear that a quick financial fix isn't a solution. The Exchange must be given the long-term financing and the operating flexibility that will allow it to adapt and survive.

A fair, open marketplace should not be a dream. It should be basic to our free enterprise economy. Those in Portland who have struggled with two hands tied behind their back to make this dream come true need the support and resources of the state and federal people to do the hard work, face the hard facts, open their minds to any and all necessary changes and together, make this marketplace a reality.

Robin Alden

Editorial

BDH 10/10/88

Fish auction action

Examine the problems which nearly led the Portland Fish Exchange to close down this week. You'll quickly focus on the role of government in the day-to-day operation of an enterprise that belongs in private hands.

That realization is now sinking in as city, state and fishing industry officials team up to plan a survival strategy for the fish exchange.

A key element in any successful plan, many now believe, will be the Portland City Council loosening its grip on the fish exchange, an institution state Marine Resources Commissioner William Brennan describes as "a very important part of the infrastructure" of the fishing industry in Maine.

A public/private $100,000 financing plan will now keep the exchange alive through Dec. 31. But what then?

The fishing industry has taken the lead in trying to keep the exchange alive. But until now, many decisions from setting the rent at lots on the fish pier and marketing the development, to determining the fish species to be sold at the exchange, have been made by city government. It was governmental refusal to allow the exchange access to a much-needed line of credit which nearly led to the business closing down for good this week, shocking the parties into action. Plans are now being drawn up to present the City Council with a final restructuring plan on Oct. 17.

State officials are urging that the following elements be considered (and the Portland board seems willing to listen):

- Restructure the fish exchange as a non-profit or private operation.
- Restructure financing, possibly with assistance from the Finance Authority of Maine.
- Set as a policy the reinvestment of revenue from other enterprises at the city fish pier — of which the fish auction is supposedly the centerpiece — into the pier.
- Remove control of the fish exchange from the City Council, giving administrators of the business the flexibility to make business decisions outside the political arena.
- Subordinate the city's capital position to private lenders, giving the private sector an incentive to invest.
- Forge ahead with a city/state effort to market unused lots on the multi-million-dollar pier (eliminating the state's major criticism of the project to date).
- Establish a working group to bring the best possible "request for proposal" to restructure the fish exchange before the council Oct. 17.

Maine fishermen as far up the coast as Bar Harbor give clear testimony to the convenience and importance of a having a fish auction available in Maine. Not only does the auction save the fishing fleets expensive shipping of its product to Massachusetts for sale, but the culling and weighing of the catch at the auction allows fishermen to deal with one buyer, and be paid for their catch the same day it is landed.

There are other problems for Maine fishermen, of course, such as a declining availability of so-called groundfish species that have been traditional fare at the fish exchange. Hence the need to be able to expand the types of seafood sold.

Clearly, relaxing political control of such operating decisions as the species to be permitted sold at the auction would give private operators the ability to switch products in response to market conditions — something the exchange cannot effectively achieve under its current structure.

If there is a private operator out there who would be willing to make a go of running the exchange, surely his or her list of requirements would include precisely the restriction-free environment outlined by officials who gathered at a meeting this week to save the auction.

Encouragingly, the discussions now being conducted are exactly what is needed to protect and advance a major investment by the state and the city, to focus attention on improving the entire pier, and to guard the interests of Maine fishermen who would have to "go back to the old way" of selling their catches if the auction fails.

Properly handled, the fish exchange crisis could well emerge as a greatly beneficial chapter in the history of a troubled industry.

Portland Fish Exchange battered by empty nets, financial storms

By CHRISTINE KUKKA
Staff Writer

PPH 9/16/88

The Portland Fish Pier was born a decade ago when fish and federal grants were plentiful and the future seemed full of promise.

Today, the pier's Fish Exchange is broke. Its [illegible] auction was unprepared for the empty nets [illegible] swamping Maine's [illegible] stopped coming to the auction because it cannot supply all their needs.

• The loss of big buyers is driving away fishermen, creating a downward spiral of demand and supply.

On Monday night, the Portland City Council will consider a bailout plan for the Fish Exchange. But behind the debate is the c[illegible]tion of how a multimillion-dollar project that so[illegible] a natural winner ended up a loser.

In 1977, fish were a[illegible] was [illegible]ng. The pier's r[illegible]

Finances sink Fish Exchange

PPH 10/4/88

Last sale set for today

By EDWARD D. MURPHY
Staff Writer

The Portland Fish Exchange, which opened 30 months ago amid hopes that it would rejuvenate the region's sagging fishing industry, is closing its doors Wednesday.

Fish Exchange President Samuel G. Davidson shocked nine grim Portland city councilors with the announcement Monday afternoon, attributing the decision to continued deterioration of the operation's already poor financial condition.

"Under the current structure, the current methods, the future of the Exchange isn't viable at this time," Davidson told the council. He said the last auction will be held this afternoon.

"It's been difficult all along, and we finally came to the decision that it would be better to close down," he said, speaking about the [illegible]

and the debt eventually proved too heavy.

The Exchange contacted the city early last week and asked permission to draw more from its line of credit with Casco Northern Bank — a loan that the city guaranteed — but the administration denied the request, said Waterfront Director Thomas F. Valleau.

"We didn't see any light at the end of the tunnel, and it looked like the net effect of it (borrowing more) would be to postpone the inevitable," Valleau said.

Toward the end of the week, the Exchange told the city it might have to shut down. "It wasn't a threat, it was a financial fact," Valleau said.

But he said Davidson's announcement was the first official word of the closing. "Even with all the foreknowledge I had of it, I was still a little stunned [illegible]

Exchange shutdown stuns fish handlers

By FRANK SLEEPER
Staff Writer

Local fishermen and fish processors expressed shock and surprise Monday at the decision to close the Portland Fish Exchange.

"I'm too stunned [illegible]

Portland fish auction

Send in the condos?

MT 10/14/88

As Daffy Duck once said after blowing himself up just to one-up Bugs Bunny, it's a great trick — but it only works once.

Portland Fish Exchange [illegible] Davidson knew that shock and ou[illegible] the reaction to his surprise anno[illegible] days ago that the quasi-municipal fish auction would close its doors. Indeed, the morning paper referred to "grim city councilors" who would have to live with the knowledge that fishing boat[illegible] their wares Boston now first display failed. "When t[illegible]

no working [illegible]

Economists think Fish Exchange needs freedom

10/6/88

By CHRISTINE KUKKA
Staff Writer

If economists James Wilson, Karen B. Lazareth and Michael D. Moser controlled the Portland Fish Exchange, they would give it a financial shot in the arm and set it free from City Hall.

Wilson is a professor who specializes in marine fisheries economics at the University of Maine. Lazareth is natural resources director at the Finance Authority of Maine, and Moser is director of industry services at the Department of Marine Resources.

The three say the Exchange's fish auction is vital to Maine's fishing industry and must have autonomy or private ownership to survive.

Democracy, they point out, is no way to run a business.

In the new [illegible]

Analysis

'The whole waterfront development issue is very controversial, and this city's commitment to a working waterfront is in question.'

— Michael D. Moser
Department of Marine Resources

'I think it's important to look at the Exchange as part of the entire Portland Pier plan. I would hate to see the whole thing fall apart just because of a short-term problem in one piece of the Fish Pier.'

— Karen B. Lazareth
Finance Authority of Maine

'... if you let the Exchange go, you might see the entire industry leave Maine. It's a fairly mobile industry, and it may just pick up and leave for markets in Massachusetts.'

— James Wilson
University of Maine

KENNEBEC JOURNAL — MAINE

Fish exchange nets money to stay afloat

By CHRISTINE KUKKA
Guy Gannett Service

KJ 10/5/88

The fishing industry dug into its pocket Tuesday and offered $30,000 to keep the beleaguered Portland Fish Exchange [illegible] for two more weeks while a [illegible]

auction.

"We just didn't think these questions would be resolved until we stood up and said we're closing," Davidson told reporters Tuesday while an auctioneer rattled off prices for monkfish and cod.

"As long as the city was sitting at the table with a checkbook, no one was going [illegible] forward and come up with [illegible] make the exchange [illegible]

return.

Vessel Services, which sells ice and fuel to fishing boats at the Portland Fish Pier, offered the money on the following conditions:

✓The exchange must remain open.

✓City, state and federal officials must agree to cooperate in charting a new future for the exchange.

✓The money be returned to Vessel Services and to the other businesses that [illegible] money Tuesday if the auction [illegible]

that would bolster it during hard times.

The income of the exchange depends on the volume of fish sold at its auction. Fish catches are far below previous years, and the volume and fishermen have dropped out of the exchange after it [illegible] its rates to bolster its sagging [illegible] cost the [illegible]

Fish auction rescue

Industry buys two weeks

PPH 10/5/88

By CHRISTINE KUKKA
Staff Writer

The fishing industry dug into its pocket Tuesday and offered $30,000 to keep the beleaguered Port and Fish Exchange operating for two more weeks while a permanent solution is sought.

The directors of the quasi-public Portland Fish Exchange voted unanimously to accept the offer after fishermen, wholesalers and processors urged them to keep the auction open.

On Monday, Exchange President Samuel G. Davidson had unexpectedly announced the Exchange would close today. The City Council had recently been working on a short-term reorganization plan for the auction, which has been losing about $8,000 a week.

Fish Exchange operators said the closing announcement was made in hopes that it would spur government and industry officials to cooperate on redesigning the Exchange, which unloads boats and sells the fish at an open-display auction.

"We just didn't think these questions would be resolved until we stood up and said we're closing," Davidson told reporters Tuesday while an auctioneer rattled off prices for monkfish and cod.

"The announcement may shake everyone into action," said Portland City Manager Robert B. Ganley. "But the announcement of the closing was not manufactured. If the Exchange is to continue, it needs a different structure, and the current proposal before the City Council wasn't an adequate, long-term solution."

"As long as the city was sitting at the table with a checkbook, no one was going to come forward and come up with something different to make the Exchange work," said Thomas Valleau, Portland transportation director.

Fish industry officials, led by attorney Edward Bradley Jr. of Vessel Services Co., came forward Tuesday with an offer to finance the

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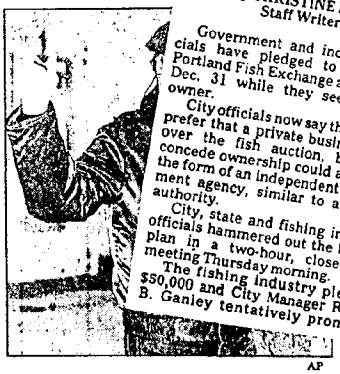

AP

Paul Dewey auctions fish at what was to be the Exchange's last auction Monday.

Fish auction kept alive until Dec. 31

City seeks private owner for Exchange

10/7/88

By CHRISTINE KUKKA
Staff Writer

Government and industry officials have pledged to keep the Portland Fish Exchange afloat until Dec. 31 while they seek a new owner.

City officials now say they would prefer that a private business take over the fish auction, but they concede ownership could also take the form of an independent government agency, similar to a transit authority.

City, state and fishing industry officials hammered out the bailout plan in a two-hour, closed-door meeting Thursday morning.

The fishing industry pledged $50,000 and City Manager Robert B. Ganley tentatively promised $50,000 to subsidize the fish auction through the end of the year. The auction has been losing about $8,000 a week.

Officials devised the bailout after Fish Exchange board members announced this week it would close because of financial problems.

After the announcement, members of the fishing industry who depend on the auction to unload boats and market fish offered temporary financial support.

With the industry going to bat for the Exchange, city officials say they are willing to consider a drastic reorganization plan for it.

Next Wednesday, Ganley will

See FISH EXCHANGE
Back page this section

Sample Poster
(12 x 24, blue)

send copy, pls

WATERFRONT ACTION GRANT PROJECTS

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****

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4. Augusta	Riverfront Greenway Footpath Pictures taken
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7. Rockport	Goose River Park/ Parking Area
8. Rockport	Floats and Ramps at Rockport Marine Park
9. Bangor	Penobscot River Park Expansion Pictures taken
10. Bucksport	Town Dock Rehabilitation and Waterfront Redevelopment-Pictures taken
11. Castine	Acadia Wharf Reconstruction
12. Southwest Harbor	Manset Boat Launch Ramp Pictures taken
13. Bar Harbor	Harbor Park Development Pictures taken

Justice Caroline Glassman listens to both sides of the case presented to the Supreme Court Wednesday.

Michael T. Healey states the case for public access.

Staff photos by John Ewing

Sidney St. Felix Thaxter argues for the property owners.

Justices to referee tug of war on beach

PPH 9/22/88

By DONNA HALVORSEN
Staff Writer

Justices of the Maine Supreme Court asked probing questions about public access to Moody Beach, but no one was predicting Wednesday the outcome of a case that carries implications for Maine's entire shoreline.

"Regardless of the outcome of the case, history is being made," Attorney General James E. Tierney said on the steps of the Cumberland County Courthouse. "The court is wrestling with an issue that goes back even before our state was formed."

Tierney was a spectator in a packed courtroom as attorneys for the state, the town of Wells and 31 beachfront property owners did verbal battle over a one-mile stretch of sandy ocean beach.

Sidney St. Felix Thaxter, attorney for the property owners, argued that the beach is privately owned and may be used by the public only for those purposes spelled out in the 1648 Colonial Ordinance: "fishing, fowling and navigation." That was essentially the decision reached by Justice William S. Brodrick following a month-long trial last year.

YORK COUNTY COAST STAR, WEDNESDAY, SEPT 28 / 88

Court hears appeals in Moody Beach case

By Laurie Ledgard
Of the Star staff

PORTLAND — It was a "well-nformed" state Supreme Judicial Court that fired questions from the ench to lawyers Wednesday dur-ng final arguments in the appeal of the Moody Beach public access ights case.

Many of the 50 remaining laintiffs in the 1984 *Bell v. Wells* ase filled the seats in the Cum-erland County superior courtroom n order to hear lawyers for the tate and the town of Wells argue heir appeal of last ourt decision each is privat ublic is only ishing, fowlin

Maine Atto ierney also hat with S Wentworth of w words to eneral Paul e appeal o ast year We ill passed by iding $30,0 ppeal.

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The basic arguments in the appeal are that the Colonial Ordinance did not grant the right to prevent the public from using the intertidal zone for recreation, that Maine's common law has evolved to allow that recreation, that the public has established a custom of using Moody Beach and that the 1986 Intertidal Lands Act does not "take" the plaintiff's property.

There were numerous questions from Justice Caroline Glassman, who asked all the attorneys for their opinions on how the High Court should judge the case, whether they should apply common law or state statute.

"Are we just talking about Moody Beach, or are we talking about 3,000 miles of beach in the state of Maine?" Glassman asked.

"Well, yes and no," Stern said. "The public trust doctrine applies to the entire coast of Maine. But times have changed and different uses have arisen."

the proceedings went very well.

"We have never had any objections to people walking on the beach," he said. "What we object to is people crawling up around our steps . . . and crowding us out."

Plaintiff attorney Thaxter said he thought a decision could be forthcoming in as little at 2½ months. "I don't think the legal issues [involved] are any more complex. There's just more voluminous materials," he said.

When asked about a higher appeal if he lost this round of the case, Thaxter said it was possible. "I don't

KENNEBEC JOURNAL

MAINE

Court reviews Moody Beach case

By EVA PARZIALE
Associated Press Writer

KJ 9/22/88

PORTLAND — A dispute over who has the right to use a mile-long beach in southern Maine will be decided by the state's highest court, which was asked Wednesday to review a lower court's ruling restricting public access to the private beach in accordance with 17-century Puritan law.

A decision by the Maine Supreme Judicial Court upholding the Superior Court ruling could have much broader implications, however, extending restrictions beyond Moody Beach in Wells to other private beaches in the state.

State and town officials across Maine hope that will not happen, noting that the state — a popular vacation destination — has only 35 miles of sandy beach along its 3,500-mile rocky coast.

"If we lose it's a sad day for the people of Maine — the governor, the Legislature, the tourism industry. All of us are trying to keep 'no trespassing' signs from being pounded up on the beaches of Maine," said state Attorney General James Tierney, whose office joined the town of Wells in appealing the Superior Court ruling.

"I'd hate to have word go out across this country that the coast is closed off to the people," Tierney added.

At issue is Superior Court Justice William S. Brodrick's September 1987 ruling limiting the public's right to use the sand between the high and low tide marks on Moody Beach to fishing, bird hunting and boating based on a 1648 colonial ordinance.

A group of 31 homeowners — about one-quarter of the people who own frontage along Moody Beach — brought suit in 1984 to stop sunbathers who were noisy and left trash behind. Their property titles extend across the dry sand portion of the beach and into the intertidal zone.

"This is the United States of America and the owner of land has certain rights on the land that he owns. . . . We can't just give it away," Warren Jones, a participant in the lawsuit, said as the case came before the supreme court.

In oral arguments before the court Wednesday, attorneys for the state and town of Wells said the lower court decision should be overturned because custom has been set by people who have been allowed to use the intertidal zone for years. That custom, they said, is a precedent that should not be easily dismissed.

But Sidney St. F. Thaxter, an attorney for the residents, told the seven-member court that the public did not begin to regularly use the beach until the 1970s, and that cannot be considered "custom."

In questioning Thaxter, Justice Daniel E. Wathen said it appeared there was "a pretty effective argument that they've (the public) been walking and strolling on this beach forever."

"Now the extent of the right that that creates may not include sunbathing and slathering their body with oil," he added. "But it includes walking along and recreating themselves by enjoying the seashore."

Thaxter also asked the court to strike down as unconstitutional the Intertidal Lands Act, which was enacted by the Legislature in 1985 to reaffirm the public's right to use the intertidal zone. Attorneys for the state and town said the statute should be upheld.

How the court will rule will not be known for some time — the average length of deliberations on cases is two months — but the homeowners and their attorneys are confident the court will uphold the Superior Court ruling.

"I think it's fairly clear cut," said Jones, who has owned his beachfront house for 20 years. "We all feel his (Brodrick's) decision last year was proper and right concerning ownership and we feel the court will do the right thing and uphold the judge's decision."

If the high court does uphold the lower court, it could increase "the prospect of litigation, beach by beach, around the state" or even extend "up and down the coast" restrictions outlined in Brodrick's decision, said Chief Deputy Attorney General James Kilbreth.

"The effect of this court's decision . . . will have an effect on the entire coast of Maine," Assistant State Attorney Paul Stern told the court. "There's no doubt about that."

If the state and town lose their case, they could take the property by eminent domain, paying homeowners the fair market value for the land.

A decision is expected to take several months.

9. New Memoranda of Understanding

Refer to individual work task reports.

10. Report on the Federal Consistency Review Process & Coordination Activities

Federal consistency coordination during the reporting period involved numerous phone calls, meetings and letters on a variety of matters recorded in a daily log of activities. Significant items and dates from the log are given in the Federal Consistency Log below. See also the clipping below regarding Wells Harbor dredging, a difficult consistency issue being handled by the DEP, and the DEP Quarterly Report, Exhibit E-1.

11. Public Awareness Activities

See 1988-89 Task 5A.

12. New Publications Report

Refer to individual work task reports.

13. Changes to Coastal Zone Boundaries & Management Authority

Work was begun during the reporting period on a new Routine Program Implementation package covering changes in core law authorities for the two-year period from 1986 through the spring, 1988 legislative session. Changes are numerous, so preliminary OCRM review and comment on draft components of the package are expected to be requested this fall and early winter. We would like to submit the formal RPI package by February, 1989 for OCRM approval.

14. Changes in Strengthening the Management of Coastal Resources

See clippings below regarding DEP's new Bureau of Solid Waste and solid waste rules revisions, and reports and clippings regarding DEP and DECD (1987-88 task 1A and 1988-89 task 2B).

15. Major Coastal Issues & State Role

See "Issues and Accomplishments" sections of this report and Exhibits E-8, "Troubled Maine Gulf Reaches a Crossroad," and E-9, "Needed: A bold plan to save Acadia."

16. Sub-awards to Minority or Female-owned Businesses (information not available)

17. SPO Organization Chart (reproduced on next page)

FEDERAL CONSISTENCY LOG
August through October, 1988

Date Received	Project
9/1/88	Maine Maritime Academy, early coordination re Corps permit for dredging & pier modification -- consistency will be presumed upon issuance of State & local permits, letter of 9/7/88.
9/15/88	Kennebec River dredging at Bath Iron Works, Corps permit -- consistency will be presumed upon issuance of State & local permits, letter of 9/19/88.
9/23/88	Construction Marine & Equipment Co., ICC licensing -- consistency review not required, letter of 9/26/88.
9/27/88	Fort Fairfield, Aroostook River flood protection (dike) -- outside Coastal Zone, consistency review not required.
10/11/88	Maine Historic Preservation Commission, restoration of light houses -- consistency will be presumed upon issuance of State & local permits, letter of 10/13/88.
10/11/88	New England Fishery Management Council, Amendment #2 to Fisheries Management Plan -- not a listed activity, deferred to Dept. of Marine Resources, letter of 10/13/88.
10/26/88	PZTOPZ manufacturing building in Cherryfield, CDBG, Eastern Maine Development Corp. -- consistency will be presumed upon issuance of State & local permits, letter of 10/27/88.
10/31/88	U.S. Coast Guard, three duplex housing units in Southwest Harbor -- found consistent, letter of 11/8/88.

Running aground in Wells Harbor

MAINE TIMES 10/7/88

George Bush did it, so maybe it's time to dredge

BY DONALD M. KREIS
Photography by Scott Perry

NATURE GAVE the salt marshes and rich estuarine waters at the mouth of the Webhannet River the black-bellied plover, the black-spotted stickleback, the Hudsonian godwit, the mummichog, and the bright green spartina alterniflora that waves gently in the breeze from nearby Wells Beach.

But "nature did not intend to have deep water in that area," in the words of one expert, a fact well known to local fishermen, pleasure boaters, developers, environmentalists, dredging experts, selectmen, bureaucrats, and a summer resident from a few miles up the coast named George Herbert Walker Bush.

The problem is that the maps and charts say "Wells Harbor." But the eyes see a sand bar, especially at low tide, when it is possible to hold a volleyball game in the midst of all the moorings. The residents of Wells, their selectmen, the town manager, the local harbor advisory committee, and the prospective developers of a nearby marina want the Army Corps of Engineers to bring in the dredges and turn their sandbar into a harbor again. The guardians of the Rachel Carson National Wildlife Refuge, which envelops the harbor on three sides, think that would be an environmental disaster. And in the struggle that has ensued, the name George Bush keeps coming up.

But even George Bush is no match for time and tide. As the federal agency charged with such responsibilities, the Army Corps of Engineers has already dredged Wells Harbor, first showing up in 1961. "What was interesting," said University of Maine coastal geologist Kenneth Fink last year, "was the fellow they hired to do the dr
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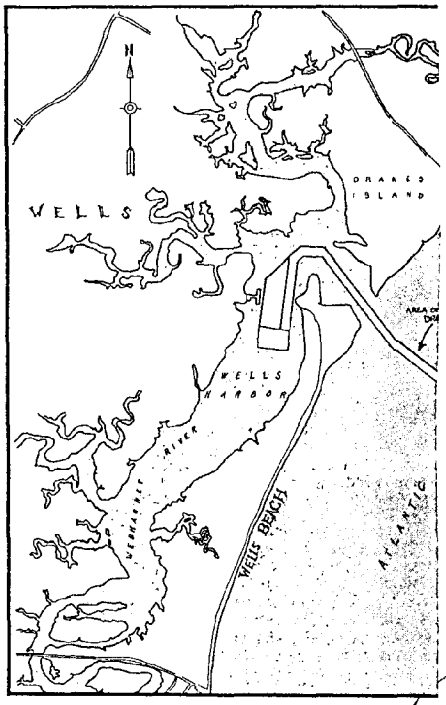


year, reports Carl Boutillier, the chief official in char of such projects at the Army Corps' regional office Waltham, Mass. But such harbors provide access active commercial ports. Wells is overwhelmingly

Wells Harbor dredging war may be facing final battle

KJ 10/10/88

By BRENT MACEY
Gay Gannett Service

WELLS — Fourteen years of wrangling over the re-dredging of Wells Harbor could end next week when state officials decide whether to approve the controversial project.

William Laflamme, project analyst for the state Department of Environmental Protection, said he is near a decision on whether the dredging will affect surrounding wetlands. If he decides it will, the project can't proceed.

"It's a pretty controversial situation down there," Laflamme said last week, adding, "I really haven't made up my mind."

Besides affecting the future of the harbor, critics say the outcome could set a precedent for the state and nation if approved.

"In so many words, if they (the U.S. Army Corps of Engineers) are allowed to do this work on the edge of a national wildlife refuge . . . then there is no harbor, no barrier beach area in the state or nation, that is safe," said William Silliker Jr., a Saco resident and president of Friends of Rachel Carson National Wildlife Refuge. The refuge borders the harbor.

The harbor first was mechanically dredged in 1964, and last was partially dredged in 1974. Since then, silt slowly has filled much of the harbor, and at low tide most of it is unnavigable.

Town officials have dramatized the problem by holding an annual volleyball game at low tide on the exposed harbor's bottom. And in a much-publicized incident, Vice President George Bush's boat ran aground there in 1986.

Over the years since the last movement.

At that time, Trafton was battling concerns of beachfront property owners who feared the project would cause their property to erode. Ironically, those property owners now favor the dredging work, largely because the Corps would pump the dredged sand onto their beaches.

The sand study never reached any specific conclusions, Trafton said.

Trafton and Jack Lyons, chairman of the Wells Harbor Advisory Committee, argue that the harbor should be treated no differently than any other harbor along the Maine Coast. They say other harbors are dredged periodically without dispute.

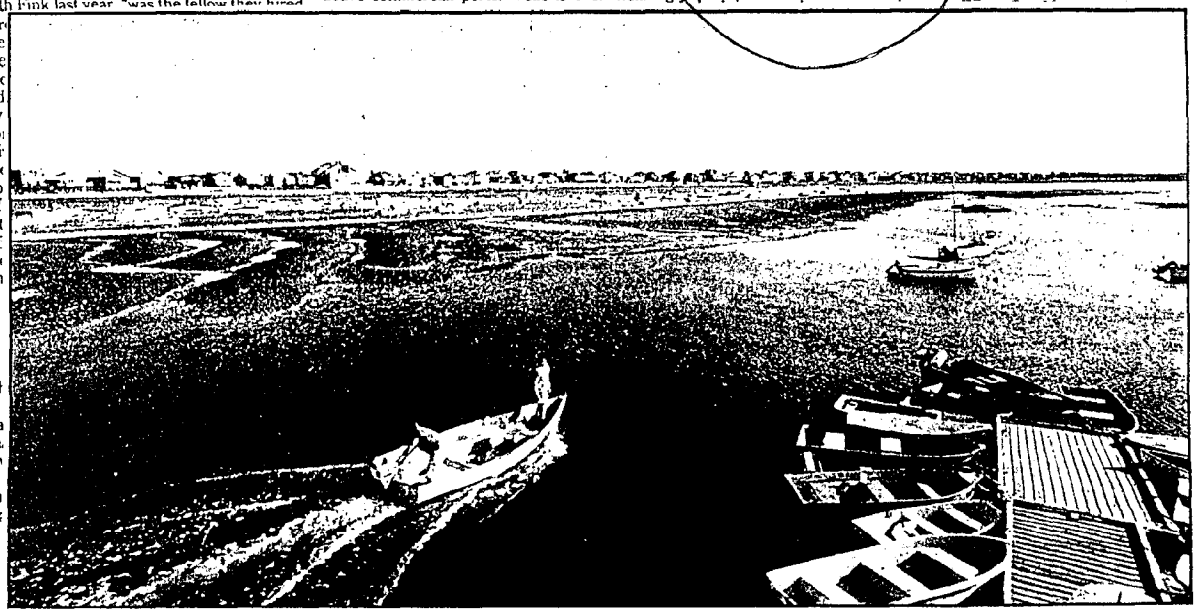
Wells Harbor has been dredged periodically since it was recognized by Congress as a working harbor in the 1870s. Despite this, Lyons said that no major environmental damage has occurred.

He thinks project opponents tend to be "newcomers" to Wells who don't understand the history of the harbor's use as a working harbor.

That history, however, is disputed, especially regarding the Corps' attempt to conduct the first mechanical dredging of the harbor in the early 1960s.

"As you know, the dredging of Wells Harbor entrance channel and mooring basin has been plagued with misfortune from the start," E.J. Ribbs, an acting division engineer for the Corps, wrote to town officials in March 1965.

Ribbs blamed the problem on "new, untried" dredging equipment used by dredging contractors Alton Prock and Sons of Rockland. Further complications were caused when Prock was killed in an airplane crash and his estate tried to continue the project.



Low tide at Wells Harbor reveals the sand bar with which George Bush had a close encounter in his cigarette boat.

New DEP bureau labors in undone environment

By GARY J. REMAL
Staff Writer

KJ 9/13/88

GARDINER — Staff members were still working out of boxes while workmen labored to complete their Water Street offices, but the state's new Bureau of Solid Waste Management moved to Gardiner Monday.

Bureau Director Paula Clark said the new bureau has been in place since July 1, but her employees have been scattered throughout the state Department of Environmental Protection. They moved together as a unit in Gardiner Monday.

A majority of the staff of the new bureau comes from the state Bureau of Land Quality Control which Clark directed until she took over the Bureau of Solid Waste Management.

"The people who have been working in (the bureau's three divisions) really have been dispersed throughout the whole department," Clark said in her sparsely furnished new offices Monday. "We're really bringing them all together for the first time."

Much of the bureau's furniture and files were moved to its new office at the Village Square Office Park Friday, but staff members arrived Monday to find their phones and heating system incomplete.

"It's supposed to be all finished by this week," Clark said.

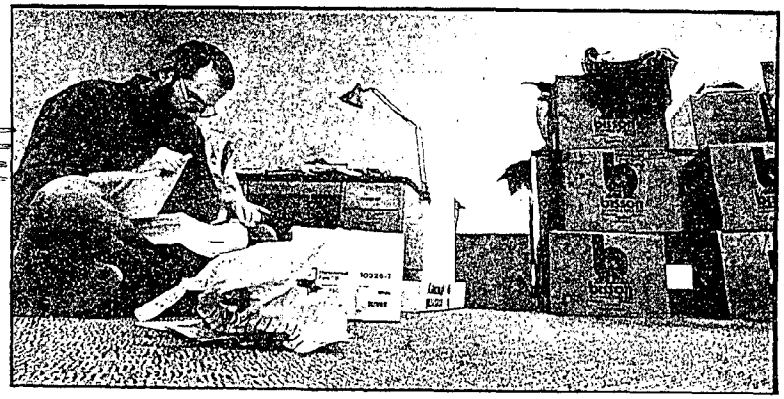
She said the bureau originally was scheduled to move about two weeks ago.

Offices at the department's headquarters on the Augusta Mental Health Institute campus were so cramped that the bureau's new employees couldn't report until its new offices were opened in Gardiner.

The new hires, she said, would bring the bureau's staff to about 30 over the next two weeks, and she expects that number to rise to between 40 and 45 over the next six months.

The new bureau is expected ultimately to return to the department's Ray Building in Augusta. Clark said she expects to stay in Gardiner at least a year and perhaps longer.

"It's a little up in the air right now. Originally it was seen as a temporary move and ideally all the bureaus should be under one roof. But it's anybody's guess at this point what's going to happen," Clark said Monday.



Kennebec Journal/JOE PHELAN

Tom Sholl, a DEP geologist, takes the only seat available while sorting through his papers at the new office of the Bureau of Solid Waste Management on Water Street in Gardiner Monday.

She said the bureau's new offices do provide some room for future growth.

She also said the bureau will see the installation of a new central computer system soon in its new offices.

"That will help us a lot," Clark said.

The Bureau of Solid Waste Management is organized into three divisions, Clark explained, the Division of Technical Services, the Division of Licensing and Enforcement, and the Division of Municipal and Operations Services. Each employs about one-third of the bureau's total staff.

Clark said the bureau is responsible for licensing and enforcing compliance with state regulations at public and private landfills, solid waste transfer stations and incinerators. Her staff is also conducting a statewide study of Maine's future solid waste disposal needs.

In addition, the bureau licenses and regulates disposal of ash and sludge generated by waste treatment facilities, as well as administering the state's asbestos removal program.

Solid waste rules being revised

An update of the Departments's solid waste regulations should be ready for public hearings by October, according to the Solid Waste Management Bureau's Mark Hyland.

Hyland, Director of the Bureau's Division of Technical Services, said the regulations which were originally instituted in 1975 and updated in 1983, will include two completely new chapters. The first will deal with recycling and utilization of waste. This includes requirements for facilities that recycle or process recycled goods. The second new chapter deals with the category designated "special waste." Hyland said "special waste" was recently defined by the Maine State Legislature and the DEP's proposed changes include guidelines for sampling, testing and disposal of this waste.

Also included, according to Hyland, are specifications and requirements for secure landfills and regulations on transportation of solid wastes.

"The current regulations are not very specific. These new rules give much more specificity for designing and building landfills and other solid waste facilities," Hyland said.

Changes in the Department's solid waste regulations were required by the Legislature in June of 1987. Since that time the Department hired a consultant who has worked closely with the DEP staff to come up with a draft of the rules. This draft was then presented at five workshops throughout the state. According to Hyland, all the workshops (held in Presque Isle, Machias, Bangor, Augusta, and Portland) were well-attended and many useful suggestions were offered. The Solid Waste Bureau is currently working on a draft to include many of the concerns of the people who attended the workshops. This draft will be presented to the Board of Environmental Protection which, in turn, will set public hearing dates.

"These regulations affect a wide cross-section of people—municipal government, industry, business and all taxpayers. Next to schools, solid waste is often a town's largest expenditure," Hyland said.

If the new draft is approved by the Board, it would then have to be reviewed by the Legislature's Energy and Natural Resources committee, he said. ME ENVIRONMENT - DEP 9/16 '88

Many municipal landfills like this one are closing because they are causing environmental problems or they are filled to capacity. New solid waste regulations will deal specifically with guidelines for building new secure landfills.

LOCAL/MAINE

Problem: Finding a place to dump hazardous waste

By PATRICIA McCARTHY
Guy Gannett Service

KJ 9/10/88

SOUTH PORTLAND — Until some sort of collection program is established, Mainers have no safe place to dispose of potentially hazardous wastes such as gasoline, paint thinner and bug spray they may have around the house.

Such materials usually are poured down drains or put out with the trash, and that is dangerous, said David E. Boulter, director of the state Department of Environmental Protection's Division of Licensing and Enforcement.

"We don't have a method in the state that makes it convenient and easy to dispose of household hazardous wastes," he said.

Clean Harbors of Maine Inc. of South Portland is offering South Portland residents a chance to clean out their cabinets, basements and garages and dispose of the hazardous wastes safely.

The company, which hauls hazardous wastes from businesses to approved sites across the country, is sponsoring Maine's first-ever Household Waste Collection Day.

"The intent is to encourage residents to properly dispose of hazardous materials," said company spokesman Guy P. Lambert. "People are just starting to become aware of the problems it can cause. There's no big push for it at this point, but we hope this is the beginning."

Most people don't realize how many substances around their homes — paints, chlorine bleaches, cleaning solvents, for example — are deemed hazardous and are stringently regulated when used in greater quantities by companies, Lambert said. These substances aren't regulated at all when generated from households.

But countless households dumping small quantities of such materials at local landfills or into sewer systems can have dire long-term effects, he said.

"Even small amounts can lead to detrimental results," Lambert said. "One ounce of spot remover is enough to contaminate one million gallons of water beyond acceptable drinking water standards. It's not your one-pint container of nail polish remover (which contains acetone) that leads to groundwater problems. It's the thousands of one-pint containers that get disposed of improperly."

Lambert's parent company, Clean Harbors Companies of Braintree, Mass., hosts annual collection programs in Braintree and Natick, Mass., two other cities where the company has facilities.

"We think it is a valuable service," he said. "And we hope that the people of South Portland take advantage of this."

Some states sponsor periodic household waste collection programs, passing on the cost to each community, he said.

Maine probably will have something along those lines "in the not-too-distant future," said Stanley L. Johnson, a chemist in DEP's Bureau of Oil and Hazardous Materials.

Meanwhile, he gets a couple of calls a week from Mainers who want to know how to dispose of certain materials.

"More often than not it's paint or paint thinner or unwanted pesticides," Johnson said. "It depends on what the thing is. But usually, the best thing to do is use it for its intended purpose. And don't buy it unless you'll use it up."

For example, he said, mix paint thinner into paints. Often, people want to know what to do with gasoline taken out of a lawnmower that has been mixed with oil.

"My best suggestion is to find someone who has a car with a big old engine or a tractor — those things are relatively insensitive to fuel quality," Johnson said. "Or you might be able to get a gasoline station to use it."

Otherwise, he suggests storing the substances in a safe place until the state develops a collection program.

The DEP is, by direction of the state Legislature, studying the problem to determine just how much household waste is generated, as well as possible solutions to the disposal problem, Boulter said. A report is due back to legislators in April.

The DEP also is being asked to look into setting up a pilot program to check the feasibility of establishing a collection program for the waste, Boulter said.

"I think the state ought to be thinking about setting up some type of regional facilities for collection of these types of materials," he said. "But it's a concern in the long run."

At this point, the DEP is more concerned with making sure larger producers of hazardous waste dispose of it properly, Boulter said.

November 1988

STATE PLANNING OFFICE ORGANIZATION CHART

SPO Director[1] Silkman

Administrative Secretary[2]

Economic Policy Div.

State Economist[4]

Senior Economist[7]
Senior Planner[8]
Senior Planner[9]
Senior Planner[10]
Senior Planner[11]
Systems Analyst[12]
Clerk/Steno[13]

Natural Resource Policy Div.

Director[5]

Coastal Program
Program Director[14]
Senior Planner (OCS/Special Projects)[15]
Planner II (Admin./Special Projects/ Consistency)[16]
Planner II (Heritage Coastal Prog.)[17]
Planner II (Access Initiative)[18]
Planner II (Coastal Communications)[19]
Clerk/Steno III[20]
Clerk/Steno III[21]

Critical Areas Program
Program Director[22]
Research Assistant[23]
Temp. Clerk[24]
Intern[25]

Wetlands Project
SCORP/DOC Project Pos.[26]

Groundwater Program
State Groundwater Coord.[27]

Hydropower Program
State Hydropower Coord.[28]

Land for Maine's Future Board
Senior Planner[29]

Nuclear Safety Advisor
Staff Specialist[30]

Special Projects
Policy Development Specialist[31]

Management Information Div.

Director[3]

Financial Manager[6]
Business Manager I[32]
Acc't. Clerk II[33]
Clerk Typist III[34]
Clerk Typist II[35]

Commission on Maine's Future
Planner II[36]
Administrative Assistant[37]

Economic Policy Staff
[7]Steve Adams
[8]Galen Rose
[9]Richard Sherwood
[10]Harold Payson
[11]Joyce Benson
[12]Bob Mayer
[13]Judy Brown

Coastal Program Staff
[14]David Keeley
[15]Katrina VanDusen
[16]R. G. Blakesley
[17]Richard Kelly
[18]Mark Dawson
[19]Flis Schauffler
[20]Aline LaChance
[21]Lorraine Lessard

Other Nat. Res. Staff
[22]Hank Tyler
[23]Trish DeHond
[24]Betty Cummings
[25]Linda Gregory
[26]Vacant
[27]Paul Dutram
[28]Betsy Elder
[29]Lissa Widoff
[30]Uldis Vanags
[39]Anne Johnson

[1]Richard H. Silkman
[2]Nancy Valley
[3]Denise Lord
[4]Charles Colgan
[5]James Bernard

[6]Sam Jones
[32]John Ault
[33]Sally Gagnon
[34]Ethelyn Christenson
[35]Priscilla Redman
[36]Joseph McGonigle
[37]Betty Cummings

Department of Environmental Protection
Bureau of Land Quality Control, Station 17, Augusta, ME

SHORELAND ZONING NEWS

Volume 2 Number 3 Andrea M. Lapointe, Editor 289-2111
September/October 1988

STATE LAW AMENDED

Foreword

by Richard Baker, Shoreland Zoning Coordinator

The next several months will bring numerous changes to the State's shoreland zoning requirements, both from a statutory and regulatory perspective. As many of you are already aware, this Department's shoreland zoning unit has been working on revisions to the State of Maine Guidelines for Municipal Shoreland Zoning Ordinances since last fall. We expect to have the draft revisions ready for public hearings in late October or early November, and hopefully adoption by the Board of Environmental Protection by the end of this year.

If we are successful in adopting the revised guidelines by the year's end, the timing will fit well with the statutory changes to the program that go into effect January 1, 1989. Those amendments are discussed in detail below.

Briefly, the new statute requires municipalities to extend shoreland zoning requirements to coastal and freshwater wetlands and amends slightly the definition of a "pond." That statute also limits expansions of structures which do not meet the setback requirement and eliminates the allowance for cleared openings to the water. And among other changes the law requires variance requests to be submitted to the Department before action is taken by a municipality on a variance request.

You may be wondering how the Department of Environmental Protection plans to implement the amendments. The amendments call for the Board of Environmental Protection to establish a schedule by which municipalities are to come into compliance with the guideline ordinance adopted by the Board. It is not clear at this point whether the Board will require all municipalities to meet the new guidelines at the same time or whether the Board will stagger time periods in which municipalities must comply with the new guideline ordinance. The board may in fact establish a staggered schedule but impose certain more important standards such as timber harvesting and clearing standards on all municipalities effective as of January 1, 1989. The same approach may be taken regarding freshwater wetlands as the Board may see fit to impose Resource Protection districts around those wetlands while municipalities in conjunction with this office are determining appropriate zoning requirements for each regulated wetland.

More information will be presented to you in following editions of this newsletter or by letter. Regardless of the path the Board of Environmental Protection chooses to take, municipalities will be encouraged to adopt local ordinances which meet or exceed the State's new shoreland zoning guidelines as soon as possible following the Board's formal adoption of those guidelines.

Recent amendments to the Mandatory Shoreland Zoning Act will prohibit, starting next year, the substantial expansion of a structure that does not meet the minimum, water-setback requirement specified within the state model ordinance. A substantial expansion of a building is an expansion which increases either the volume or floor area by 30 percent or more. However, this provision does not apply to structures which require direct access to the water as an operational necessity, such as piers, docks and retaining walls.

The statute is silent about whether a property owner could apply for several less than substantial expansions over a period of years. The new model ordinance to be completed by the end of this year, however, will clarify that beginning January 1, 1989 a series of expansions that do not meet the water setback cannot total more than 30 percent. Towns will have to adopt similar language in their local ordinances.

Another change to the state shoreland zoning law prohibits clearings within 75 feet of a shoreline, except for approved construction. The result of the change is to allow only thinning and pruning within 75 feet of the water, so long as a well-distributed stand of vegetation is retained. Thinning and pruning will apply to the smaller shrubs and plants as well as trees.

The clearing amendment also prohibits all cutting, even thinning, within 75 feet of the water in those resource protection districts that abut great ponds, except to remove safety hazards. The resource

Continued on next page

EXHIBIT E-2

State Law Amended

protection district generally is one of three districts that subdivides the shoreland zone. The other two are commercial and residential. Areas zoned resource protection include wetlands, 100-year floodplains, unstable soils and other significant habitat areas.

Note, however, that the prohibition only applies to resource protection districts next to great ponds. Such areas next to rivers, wetlands and tidal areas are not affected by the new prohibition against all cutting.

The statute does not define safety hazards. Again, the new model ordinance will have to address this by delineating specific criteria such as "a diseased tree subject to windfall and located in proximity to a residential dwelling unit."

Another change to the State law pertains to timber harvesting. The change makes it clear that timber harvesting pertains to trees 4 inches or more in diameter. It also prohibits timber harvesting within 75 feet of the water in those areas zoned resource protection next to ponds, except to remove safety hazards. Before, timber harvesting was prohibited without exception in the entire 250 foot zone, if located within a resource protection area and next to a pond.

All towns will have to adopt these new provisions for timber harvesting and clearing within their own ordinances.

The amendments also include a new definition for normal high-water line, which replaces the old definitions for normal high water mark of coastal waters and inland waters, contained within the state model ordinance. The normal high-water line will be "that line which is apparent from visible markings, changes in the character of soils due to prolonged action of the water or changes in vegetation, and which distinguishes between predominantly aquatic and predominantly terrestrial land."

For coastal waters, the new definition no longer refers to medium tide levels, but places greater emphasis on the debris line. The location of the normal high-water line is that point where the effect of water is visible due to prolonged, saturated conditions. It is best located during normal or low conditions, rather than during an unusual storm, since during an unusual storm the water may be high, but it may not be there long enough to leave an effect. This is not the normal high-water line.

The new statutory definition for normal high-water line will hopefully clear up some of the confusion about where to start measuring for the setback distance.

The definition for structure was also changed to the following, "anything built for the support, shelter or enclosures of persons, animals, goods or property of any kind, together with anything constructed or erected with a fixed location on or in the ground, exclusive of fences."

This new definition with support from the new model ordinance will clarify that picnic tables, lawn chairs, and similar items which can be removed relatively easily by one or two persons are not structures and do not need to meet the setback requirement. However, a patio or deck designed to be removed in sections, is still a structure and does need to meet the setback requirement.

Another provision in the state shoreland zoning law requires local shoreland zoning ordinances to be at least as stringent as the state model ordinance. In those situations where a local ordinance deviates from the state model, the town must document the special local conditions which necessitate the deviation and submit them, together with the proposed deviation, to the Board of Environmental Protection for review and approval.

In light of this change, the State Shoreland Zoning Unit in the Department of Environmental Protection will need to develop criteria for approving or denying deviations from the minimum standard conditions. The criteria will be developed from the legislative purposes within the Mandatory Shoreland Zoning Act.

Under the new law, local shoreland zoning amendments and new ordinances will not become effective until approved by the Board of Environmental Protection. For approval, the Board will consider the legislative purposes of the Mandatory Shoreland Zoning Act, the state model ordinance and any special local conditions which, in the judgement of the board,

Continued on back page

QUESTIONS & ANSWERS

For a building permit in the shoreland zone, what criteria do planning boards use in making their decision? What types of information will the planning board accept from an applicant to support these decision criteria?

The answer is similar for most planning boards, since many boards refer to similar criteria in deciding whether to deny or grant a planning board permit. These criteria are generally known as the a to j criteria and are listed as follows within a shoreland zoning ordinance:

a. Will not result in unsafe or unhealthful conditions;

b. Will not result in erosion or sedimentation;

c. Will not result in water pollution;

d. Will not result in damage to spawning grounds, fish, aquatic life, bird and other wildlife habitat;

e. Will conserve shoreland vegetation;

f. Will conserve visual points of access to waters as viewed from public facilities;

g. Will conserve actual points of public access to waters;

h. Will conserve natural beauty;

i. Will avoid problems associated with flood plain development and use; and

j. Is in conformance with the provisions of Section 11, Land Use Standards.

The planning board uses these criteria in deciding whether to deny or grant a permit for an activity specified within the ordinance as requiring a permit from the planning board. For example, many ordinances require a planning board permit for agriculture in a resource protection district, one of generally three districts that subdivides the shoreland zone. (The type of district for a particular site can be determined from the town's shoreland zoning map.) The planning board then needs to decide whether agriculture should be allowed on the particular site given the criteria.

The burden of proof rests with the applicant. He or she must prove to the plannig board that agriculture in this area will meet all of the criteria.

In regard to the first criteria the applicant may state in writing that his plans will not result in unsafe or unhealthful conditions, because he plans to abide by al of the pesticide and other safety regulations.

Next the applicant may show that no erosion or sedimentation will occur based upon a letter from a soil scientist of the Soil and Water Conservation District, the Soil Conservation Service or some other agency.

The applicant then shows that his farming will not result in water pollution, because he plans to maintain a buffer of natural vegetation in accordance with the recommendations provided by the regional biologist within Maine Fisheries and Wildlife or some other water quality specialist.

Next the applicant shows his project will not cause damage to spawning grounds, fish, aquatic life, bird and other wildlife habitat, because the applicant has letters saying so from the regional fisheries biologist and the wildlife biologist both within Maine Inland Fisheries and Wildlife.

The applicant maintains that he will conserve shoreland vegetation by providing a map and sketch that shows he will limit farming to particular areas away from the buffer strip.

Futhermore, the applicant proves that he will conserve visual points of access to the water because his farming plans include all low profile elements. And he will conserve actual points of public access to waters by granting an easement to the town for an old jeep trail down to the water that has been used by fishermen for many years.

The applicant shows that he will conserve natural beauty as revealed by his artist sketch of the project when it is completed.

And he proves that he will avoid problems associated with floodplain development and use, because all of his activities conform with the town's flood ordinance.

Some of the examples provided above may be well beyond what is necessary. Not all of the criteria may require such an in depth analysis or include evidence in the exact format suggested above. It is up to the planning board to decide what the real issues are and the type of information that they need to base their decision on.

After all of the above criteria are reviewed, the planning board checks to make sure the project conforms with all the applicable land use standards described in the ordinance. For example, does he plan to till within 50 feet of the lake? The answer should be no, because the standards for agriculture do not allow tillage within 50 feet of the water.

At the end of their analysis, which may include public input, the planning board votes on the application, and if the permit is approved, the planning board may wish to attach conditions. The conditions and findings are provided in writing to the applicant.

Shoreland Zoning Process for a New Deck

1 Property owner calls town office about adding a deck to a camp 25 feet from the water.

2 CEO checks non-conforming uses section of shoreland zoning ordinance.

3 CEO confirms that camp is a non-conforming use, as defined. (In this case it does not meet the setback requirement, which in that area is 75 feet.)

4 CEO determines from the non-conforming uses section that expansion is permitted with a Planning Board permit, provided the expansion is not toward the water.

5 Property owner applies to Planning Board for permit and pays all fees.

6 Planning Board determines whether application is complete.

7 Planning Board confirms that proposal meets all of their review criteria.

8 Planning Board confirms that the proposal meets all of the applicable land use standards except those conditions responsible for the use's non-conformity.

9 Planning Board issues a permit with the condition that there will be no expansion towards the water, plus any other conditions.

10 CEO checks site several times during construction to make sure all of the applicable land use standards and any permit conditions are met.

State Law Amended

justify a departure from the requirements of the state model ordinance in a manner which is not inconsistent with the legislative purposes of the Act.

If the board fails to act within 30 days of the board's receipt of the proposed shoreland zoning ordinance or amendment, the ordinance or amendment is automatically approved. Given this stipulation, the town clerk should send their notarized copies of ordinances or amendments by certified mail.

The new amendments to the Act also stipulate that a permit application submitted during the 30 day review period, shall be governed by the new ordinance or amendment assuming that it is approved by the board.

Another change to the statute enables the State to seek penalties from a town for failing to adopt, enforce or administer their shoreland zoning ordinance. For civil actions, a maximum penalty of $10,000 for each day of such violation could be imposed. Hopefully, implementing this section of the new law will be necessary only infrequently.

Town officials, under the new law, also must mail copies of applications for variances from a shoreland zoning ordinance, plus supporting material, to the Commissioner of the Department of Environmental Protection at least 20 days prior to action by the local Board of Appeals. The Commissioner then has an opportunity to comment, if granting the variance would be in conflict with state laws for zoning variances, or if the variance would undermine the legislative purposes in the Act. The commissioner's comments then become part of the record.

Another change to the Shoreland Zoning Act was a change in the definition for pond to make it more consistent with the state definition for great pond. The new definition reads, "any inland body of water which in a natural state has a surface area in excess of 10 acres, and any inland body of water artificially formed or increased which has a surface area in excess of 30 acres, except for the purposes of this article, where the artificially formed or increased inland body of water is completely surrounded by land held by a single owner and except those privately owned inland bodies of water which are held primarily as waterfowl and fish breeding areas or for hunting and fishing."

The first part of the definition is the same as the definition for great pond, but it tags on two exemptions at the end which makes it different.

Several new purposes were added to the Act, which will result in changes to the state model ordinance, The purposes added are listed as follows:

1. to protect buildings and lands from flooding and accelerated erosion;

2. to protect archeological and historic resources;

3. to protect commercial fishing and maritime industries;

4. to protect freshwater and coastal wetlands;

5. to conserve open space; and

6. to anticipate and respond to the impacts of development in shoreland areas.

The major result of adding these new purposes will be to add new land use standards within the model ordinance that addresses flood protection, archeological and historical resources, commercial fishing and maritime industries, freshwater and coastal wetlands, open space and developmental impacts. Towns will have to update their local ordinances to include those standards.

Another change was to increase the area of applicability to the land within 250 feet of freshwater wetlands over 10 acres in size that are not associated with a pond or river. Before, the land area around such isolated wetlands was not regulated by a shoreland zoning ordinance. Now this area is included. Towns will have to update their shoreland zoning maps to include the additional land area. Towns will also have to divide this area into the various districts, which vary in terms of what is permitted and other requirements.

A definition for coastal wetlands was also added. It replaces the definition contained within the model ordinance, and reads as follows:

> "All tidal and subtidal lands; all lands below any identifiable debris line left by tidal action; all lands with vegetation present that is tolerant of salt water and occurs primarily in a salt water or estuarine habitat; and any swamp, marsh, bog, beach, flat or other contiguous low land which is subject to tidal action or normal storm flowage at any time except during periods of maximum storm activity. Coastal wetlands may include portions of coastal sand dunes."

Since this new statutory definition includes portions of sand dunes, it may be broader than the definition contained within local ordinances. Consequently, more of the land area around a coastal wetland may be regulated under shoreland zoning.

A statutory definition for freshwater wetland was also included in the Act. The new definition reads, "Freshwater wetlands means freshwater swamps, marshes, bogs and similar areas which are of 10 or more contiguous acres and characterized predominantly by wetland vegetation. Freshwater wetlands may contain small inclusions of land that do not conform to the criteria of this subsection."

In updating their shoreland zoning maps, towns need to review very carefully the criteria used in designating a certain portion of the shoreland zoned resource protection, residential or commercial. The towns should document, given the criteria, why a particular piece of land was zoned one of these three districts.

One final very important point. All of the changes described above do not become effective until January 1, 1989.

1st QUARTERLY REPORT

August - October 1988

Improving Technical Reviews of Core Law Applications

Submitted to:

Maine Coastal Program

State Planning Office

Stephen M. Dickson

Maine Geological Survey

DEPARTMENT OF CONSERVATION

October 31, 1988

EXHIBIT E-3

Introduction

Activities this quarter consisted of responding to 90 requests for technical assistance related to coastal core laws and marine geology. In addition two days of field investigations and a presentation at a national meeting were conducted. The primary source of requests for technical assistance from state agencies came from the Department of Environmental Protection (63%) and the State Planning Office (20%). Thirty-six projects in coastal wetlands, sand dunes or state submerged lands were reviewed during the quarter. The following sections describe the program activities in more detail.

Core Law Technical Assistance

Technical reviews of projects, federal consistency determinations, and preliminary evaluations of projects with respect to coastal core laws continued in this quarter. Several of the projects required ongoing review. The continued work on the same project is not counted in the tabulation below. As in 1987, a log of activities has been kept and the following is a summary from the log:

(a) project reviews	36	wetlands & sand dunes
(b) state agency requests	40	core law applications
(c) municipal agency advice	2	Town of Brunswick
(d) federal agency actions	3	consistency reviews
(e) public and private sector	9	dunes & shoreland zoning
(f) field investigations	2	days
(g) conferences	1	GIS & Geosciences
(h) workshops	1	State Agency Fair
(i) meetings	3	MMS, Comm. Marine Res.
(j) lecture	1	Bowdoin College

Core Law Technical Assistance (continued)

A breakdown of state agency requests by department is as follows:

Environmental Protection	35
State Planning Office	8
Marine Resources	3
Conservation, Public Lands	3
Emergency Management Agency	1
Economic & Community Development	0

The Marine Geology Division's requests during these three months are illustrated in relation to the Geological Survey as a whole in the Appendix.

Sand Dune Rule Amendments

Ammendments to the Sand Dune Rules were proposed to DEP this quarter and a request was made to the Maine Geological Survey to evaluate their merits. The proposed changes were made by the Town of Old Orchard Beach and intended to increase the back dune areas that could be developed based on the distance from the shoreline. In addition, a section was proposed that would allow an increase in back dune development beyond the 20%/40% restrictions. This proposal would allow an increase in back dune development if the frontal dune were returned to a natural state. Thus the plan is one with an incentive to "undevelop" the frontal dune. Copies of MGS comments are included in the Appendix.

Sand Dune Maps and Coastal Marine Maps

In the period from August through October, 18 sand dune maps were sold. Since July 1987 when they first became available, 288 draft maps have been sold. Also during this period 83 Coastal Marine Geologic Envrionments maps were sold. Work continued slowly during this quarter on the sand dune maps. Field work for the Kennebunkport area was conducted but further field work was slowed by office work, a research cruise, and a week-long conference (described below). When permit applications and reviews using sand dune maps occur, the revised sand dune map database is checked so that decisions are consistent with the final maps.

State Submerged Lands

The Geographic Information System was used to calculate an estimate of the number of square miles that underlie Maine's Territoral Sea. The state submerged lands extend from the coast out to the three mile limit offshore and

to the fisheries conservation line along the Canadian border. The calculation was made on the GIS with the addition of the three mile limit to the existing computer databases. Software programs calculated the area of submerged lands (excluding large islands) to be 2800 square miles. This number has not been confirmed through other methods but is believed to be the most accurate that the MGS is aware of at the present time.

GIS Conference

During this quarter a presentation was made on the sand dune maps and the technical computer methods employed in their making at an international conference. The conference: Integrating Technology an Geoscience Applications was sponsored by the National Academy of Sciences, U.S. Geological Survey, and Association of American State Geologists and held in Denver, Colorado from September 26 through 30, 1988. A thirty minute talk was given in a session on natural hazards and represented the most large scale (detailed) GIS mapping presented. The work was well-recieved and there were no technical critisms of the project. An abstract of the talk is included in the Appendix.

Commission on Marine Research

A field trip with the legislative Commission on Marine Research was held on August 15, 1988. The trip introduced the committee to the 80-foot Research Vessel ARGO-Maine and focused attention on the scientific methods and capabilities of the state for conducting oceanographic research and environmental monitoring along the coast. The educational trip included members of the marine research community as well as congressional representatives and Sea Grant program personnel.

ARGO Maine

The Association for Research on the Gulf of Maine (ARGO Maine) held a conference in Portland, Maine on October 28, 1988. The conference focused on the value of the Gulf of Maine and included a talk by the State Geologist on the energy and mineral resources of the Gulf of Maine. An outline of the conference is included in the Appendix. During this quarter activities were devoted to the organization of and preparation for this conference.

Writing and Editing

Review of an Atlas of Resources of Maine was provided for the University of Maine this fall. In addition, three scientific papers about the Maine coast and its geological history were reveiwed for the MGS Jackson Volume reports, a treatise on Maine geology in honor of the 150th anniversary of the MGS. In addition a press release (included in the Appendix) and short notes for both the Annual Report (Maine State Government) and the Association of American State Geologist's Newsletter summarized the Marine Geology Divisions activities. An interview was held with the Maine Times newspaper on the topic of sea level rise. The August 19, 1988 issue (vol. 20, no. 46) featured a

cover story on sea level rise and recognition of the work at the Maine Geological Survey.

Program Budget

The following table summarizes the reciepts and expenditures of the project for each of the three months in this quarter.

Month	Receipts	Expenditures	Balance
August	$ 0.00	$ 4358.81	($4358.81)
September	$ 0.00	$ 3139.26	($7498.07)
August	$12408.00	$ 4236.61	$ 673.32

Technical Issues

The most pressing technical issues are related to federal consistency review of U.S. Army Corps of Engineers dredging projects in Wells Harbor and the Saco River. Both of these sites have secondary dredging projects that would expand the extent of maintained waterways and environmetal impacts. Correspondence and review of these and other dredging projects continually requires technical advice and comment. During this quarter the state DEP postponed making a decision on Wells Harbor.

A second issue (that was settled) during the quarter was based on the definition of frontal dune under the old sand dune rules. An application for development in a portion of a beach that has been accreeting was allowed under loopholes in the definition of frontal dune. A small accretionary beach ridge on the seaward side of the frontal dune was considered the "frontal dune" by the Board of Environmental Protection despite MGS comments that the small and ephemeral feature was not a true frontal dune. Fortunately the new definition of frontal dune (now in effect) has eliminated the loophole and only a few permits are still pending under the old dune rules.

Finally, the issue of engineering the shoreline with artifical seaweed was considered for the Camp Ellis erosion-prone beach. False advertising had persuaded some that the appropriate solution was to install a seaweed substitute seaward of the beach in order to build an offshore sand bar. In theory the bar would break large storm waves and reduce wave heights along the shore. In practice this product only provides a short-term solution and was not recommended for application in Maine.

EXHIBIT E-4

QUARTERLY LOGS OF ASSISTANCE PROVIDED BY REGIONAL COASTAL COORDINATORS

in compliance with the OCRM's Significant Improvement Benchmark for Task 2.C., Technical Assistance by Regional Planning Agencies

Penobscot Valley Council of Governments
10 Franklin Street Bangor, Maine 04401 (207) 942-6389

COASTAL ZONE MANAGEMENT CONTRACT FY 89
Progress Report
August 1988 to October 1988

SHORELINE ACCESS

As shoreline management and access is a major goal of this year's coastal program, the national celebration of Coastweeks 88 was used as a vehicle to assist the towns in raising public awareness on the problems of and solutions to maintaining and increasing public access. Five of the eleven communities are working on their waterfronts with much work left to do. The others are interested in protecting and increasing access. The five communities invited to speak were Bangor, Brewer, Hampden, Stockton Springs, and Searsport. Searsport was unable to attend. The event was publicized through radio and newspapers. Coverage of the event itself was by three television stations and presented on both the 6pm and 11pm news as well as by newspaper. The Bangor Daily News article is attached, as is the flyer for the event and a copy of the introductory comments emphasizing the regional council, Maine's Coastal Program, the nine coastal policies and how they should be incorporated into comprehensive plans and ordinances, and how the residents can help improve public access.

All towns were enthusiastic about the event and the opportunity to reach so many residents. In addition, the Riverfront Plan Committee of Brewer used the opportunity to tour the other waterfronts to consider ideas for Brewer, and, Brewer and Bangor were able to explain ideas of a joint harbor management project to the public.

* All 11 communities have received copies of their shoreline access inventory conducted by Betsy Bass of the Penobscot Valley Council of Governments summer 1987.

COASTAL POLICIES AND GENERAL ASSISTANCE

The list of technical assistance provided to the eleven coastal communities follow. Examples of the correspondence are attached. A memorandum was mailed to each community describing the coastal policies and offering technical assistance in incorporating these policies into their comprehensive plans.

1. Bangor: Public Access (Coastweeks) and assistance on the joint harbor management project with Brewer. (Potential planning grant application.)

2. Brewer: Public Access (Coastweeks) and assistance on the joint harbor management project with Brewer. (Potential planning grant application.)
Assisted Brewer's Riverfront Plan Committee and wrote proposal for additional work on their waterfront plan.

3. Eddington: Assisted with information for comprehensive plan development and emphasized the incorpation of the coastal policies into their plan.

4. Frankfort: Assisted the planning board chair with resource material for developing their comprehensive plan utilizing past Coastal Program funded projects. Encouraged the incorporation of the coastal policies into their plan.

5. Hampden: Public Access (Coastweeks) and assistance on creating a waterfront activity district within their zoning ordinance. (Potential planning grant application.)

6. Orrington: Informed via Coastweeks' talk and formal memorandum that assistance is available for incorporation of the coastal policies into comprehensive plans.

7. Prospect: Informed via Coastweeks' talk and formal memorandum that assistance is available for incorporation of the coastal policies into comprehensive plans.

8. Searsport: Informed via Coastweeks' talk and formal memorandum that assistance is available for incorporation of the coastal policies into comprehensive plans.

9. Stockton Springs: Public Access (Coastweeks) and informed via formal memorandum that assistance is available for incorporation of the coastal policies into comprehensive plans.

10. Veazie: Informed via Coastweeks' talk and formal memorandum that assistance is available for incorporation of the coastal policies into comprehensive plans. Provided information and assistance on subdivision regulations under C. the General Assistance section.

11. Winterport: Informed via Coastweeks' talk and formal memorandum that assistance is available for incorporation of the coastal policies into comprehensive plans. The comprehensive plan committee has been provided technical assistance under the coastal policy and general assistance sections.

SOUTHERN KENNEBEC
PLANNING & DEVELOPMENT COUNCIL

125 STATE STREET • AUGUSTA, MAINE 04330 • TEL. (207) 622-7146 - 622-3972

1988-89 MAINE COASTAL PROGRAM
TECHNICAL ASSISTANCE UPADATE & SUMMARY
SOUTHERN KENNEBEC PLANNING & DEVELOPMENT COUNCIL
NOVEMBER 22, 1988

AUGUSTA
Providing assistance in coordination of workshop on community character and preserving natural resources for Augusta residents involving well-known guest speaker. This workshop is part of public participation strategy developed for implemention of Augusta's new comprehensive plan. Discussed and formulated strategies for reenergizing and continuing the Augusta Greenway program.

CHELSEA
Met with Town Manager and CEO to develop training for planning board on subdivision review. Drafted memo on changes to state subdivision law and provided additional subdivision review materials. Aided in interpretation on subdivision ordinance for development proposals, as well as review of some aspects of two different subdivision proposals. Working with Town Manager, CEO and neighboring towns to sustain the regional CEO program.

DRESDEN
Provided assistance in drafting of new timber harvesting ordinance and in shoreland zoning permit review. Responded to request for information on land trusts. Reviewed natural resources inventory for subcommittee of the comprehensive plan committee and made needed recommendations.

FARMINGDALE
Completed sub-regional lot size survey in response to request by planning board for use in evaluating existing ordinances. Provided clarification language for definitions in ordinances.

GARDINER
Continuing work on implementation of comprehensive plan provisions relating to subdivision review including City code revisions and drafting of administrative forms.

HALLOWELL
Responded to resident request for parking standard information and to CEO's questions regarding proposed zoning ordinance. Provided technical assistance on clustering issue.

PITTSTON
Working on drafting of new subdivision ordinance with planning board. Responded to requests for technical assistance in reviewing several shoreland zoning, subdivision, and site plan review applications.

RANDOLPH
Met with developers in applying for permits in shoreland zone/floodplain to go over requirements of ordiances. Provided information on moratioria and clarification language for revision of definitions in ordinances.

HCPC

COASTAL COORDINATOR
CATALOGUE OF TECHNICAL ASSISTANCE
8/88 to 11/88

GENERAL:

Subdivision Workshop - attended by coastal towns

Participation in MDI Tomorrow - RE: coastal resource management (on-going)

Participation in MDI League of Towns (on-going)

Newsletters - articles covering changes to subdivision law, shoreland zoning law, waterfront action grants, flood plain management and other coastal issues (on-going)

Review work programs established for towns during 87/88 Coastal Coordinators efforts, update as needed, and develop work programs for towns not completed last year (on-going)

Currently putting together Workshop on Comprehensive Planning for the Protection of Coastal Resources scheduled for December 12, 1988

Attend Coastal Coordinators training sessions each months

CRANBERRY ISLES:

Attend regular Planning Board meetings to assist them in the proper review procedures for Shoreland Zoning applications

Met with Board of Appeals members to explain variance procedures

Revised Shoreland Zoning Application Forms to provide Planning Board with more complete information

Proposed building permit and site plan review procedures (still under review by Selectmen)

Working with Planning Board to completely overhaul Shoreland Zoning Ordinance to create more refined districts, eliminate contradictory language and spell-out permitted uses

GOULDSBORO:

Met with Planning Board to provide guidance with review procedures for Shoreland Zoning applications

GOULDSBORO: (CONTINUED)

Provided information on current and proposed Shoreland Zoning Model Ordinance - explained changes to take effect 1/1/89 - currently reviewing existing town ordinance

Defined Code Enforcement Officers responsibilities in Shoreland Zone

Provided potential changes to the Subdivision Ordinance which would include standards and clearer Administrative Procedures

SULLIVAN:

Met with Planning Board in question and answer session (Selectmen also present) on Shoreland Zoning, Subdivision Review, Comprehensive Planning, Solid Waste, Recycling, Flood Plain Management, Public Access and the possibility of identifying publicly-owned land for a Waterfront Action Grant planning grant/public access - followed up with written material

Requested DECD to meet with Planning Board and Selectmen - RE: Waterfront Action Grant

ELLSWORTH:

Currently working with Planning Board on a complete overhaul of Shoreland Zoning Ordinance and Shoreland Map. Present Ordinance is inadequate and contradictory. Map is inaccurate. Provide on-going case by case interpretation of the Shoreland Ordinance to the Planning Board which meets twice per month - attend all Planning Board meetings.

Re-drafting flood plain maps onto City Base Map along with Shoreland Zones.

SEDGWICK:

Provide on-going interpretation of State Shoreland requirements as opposed to the Town's ordinance which has not been updated since 1983.

Working with Planning Board to revise Shoreland Ordinance to include all changes thru January 1989.

Provide information to P.B.A. on procedures for variance review in Shoreland.

STONINGTON:

Currently working with Stonington on overhaul of Shoreland Zoning Ordinance in order to create more discreet zones, protect public and prescriptive access, define environmentally sensitive areas, and address the issues of conflicting use and demand for water access.

STONINGTON: (CONTINUED)	Held public workshop to review Towns efforts to date in the harbor area and suggest future focus of activity in terms of ordinances etc.
SWANS ISLAND:	Working with citizen committee on developing a strategy to manage conflicting demands on water-dependent uses - most notably, traditional water access, commercial fishing needs, recreational boater use and tourism. In addition to collecting data and identifying specific issues, the working groups are mapping all water dependent uses and are reviewing the Shoreland and Harbor Ordinances for updating at the next town meeting in March, 1989.
SOUTHWEST HARBOR:	Working with Town Manager and part-time planner to update the Shoreland Ordinance and eliminate current conflicts with the Land Use Regulations Ordinance.
BROOKSVILLE:	Provide on-going case by case interpretation of the Shoreland Ordinance.
BLUE HILL:	Provide on-going case by case interpretation of the Shoreland Ordinance. Currently reviewing Shoreland Ordinance for compliance with State requirements thru January 1989.

THE SUNRISE COUNTY

WASHINGTON COUNTY
REGIONAL PLANNING COMMISSION

63 MAIN STREET MACHIAS, MAINE 04654 TEL. (207) 255-8686

November 14, 1988

Marvin Rosenblum
DECD
State House Station #59
Augusta, Maine
04333

Dear Marvin:

As you requested this morning I am enclosing the TA Assistance Log sheets (August 19th thru November 10th 1988) covering the bulk of my TA to coastal towns in Washington County. I do not include numerable telephone calls (incoming or outgoing) which represent non-detail matters such as progress discussions relative to items already mentioned. I've tried to keep up with the Beals TA with the planning board there, however, since Beals represents a true resurrection of sorts. Your set of letters and newspaper articles will be submitted when TA report is handed in in February 1989 as our contract states.

Cordially,

Glenn

Glenn Avery
Coastal Coordinator

cc file

TECHNICAL ASSISTANCE LOG

° Date: Aug. 19, 1988 Town: Milbridge

xx Called Person: George West

____ Meeting

____ In House Meeting Total time used providing this TA: 1 hour

Subject: Milbridge realator requested information on State Land Use Laws.

TA Provided: Letter written outlining landuse laws relevant to Milbridge local ordinances, etc.

Follow-up: August 23rd: 2nd request for information on dates of effectiveness

° Date: Aug. 22, 1988 Town: Beals

XX Called Person: Terry Feeney

____ Meeting

____ In House Meeting Total time used providing this TA: 2 hours

Subject: Request to assist planning board in subdivision reviews.

TA Provided: Produced sample subdivision regulations in multiple copies; Building Permit Ord. draft with explanantion why such is important to subdiv-reviews, tax assess., etc. CEO Handbook excerpts, and guide for reviews.

Follow-up: Will pursue meetings and TA workshops now that Beals has requested TA (Island purchases recently has placed pressure on PB members)

° Date: August 22, 1988 Town: East Machias, Lubec, Pembroke & Roque Bluffs

____ Called Person: Selectmen & PB members

____ Meeting Notice Mailout

____ In House Meeting Total time used providing this TA: 5 hours

Subject: Final mailout of material and cover letter notice to initial "test"

TA Provided: towns which have demonstrated recently the need to be introduced energetically to subdivision regulations adoption.

Follow-up: Notice for Comprehensive Planning TA to follow.

TECHNICAL ASSISTANCE LOG

° Date: Aug. 23-24, 1988 Town: All Towns

____Called Person: Selectmen
____Meeting Notice (draft)
XX In House Meeting Total time used providing this TA: 3 hours

Subject: Comprehensive Plans Assistance notice...

TA Provided: Draft of concise but brief explanation of the Comprehensive Planning and Land Use Regulation Act and how it impacts towns in Washington County.

Follow-up: Staff meetings (in house) before mail out of final notice copy.

° Date: August 24, 1988 Town: -------

XX Called Person: E. Cole, Legal Serv. MMA
____Meeting
____In House Meeting Total time used providing this TA: _____

Subject: Lengthy discussion on follow-up info. on compilation of Maine

TA Provided: statutues for towns in Maine.

Follow-up: _____

° Date: August 25, 1988 Town: Beals & Cherryfield

____Called Person: E. Beal & Cherryfield TM
XX Meeting
____In House Meeting Total time used providing this TA: 4 hours

Subject: Meeting with Beals on subdiv. regs. & meeting TM (Ch.field) on

TA Provided: delivery of Comp. Plans.

Follow-up: Further assistance on request.

TECHNICAL ASSISTANCE LOG

° Date: Aug. 29, 1988 Town: Beals

XX Called Person: Steve Kent
____Meeting
____In House Meeting Total time used providing this TA: ½ hr.

Subject: Islands under Beals authority; subdivision.

TA Provided: Lengthy discussion on abuttor's rights to fair hearing with planning board considering a subdivision; islands off Beals being developed. Information available from Wastewater & Plumbing Control and controls of the town.

Follow-up: Will meet with authorized planning board anytime or with citizen group concerned with growth management in Beals.

° Date: Aug. 29, 1988 Town: Roque Bluffs

____Called Person: Unknown
____Meeting
XX In House Meeting Total time used providing this TA: 1 hour

Subject: Shoreland zoning for R. Bluffs and blueprint making.

TA Provided: Discussed zoning in general and particular for Roque Bluffs with a recent land buyer. Gave list of names for local contacts and basic information needed by planning board for consideration of new structur

Follow-up: None

° Date: August 29, 1988 Town: WCRPC

____Called Person: Debbie Dowling
____Meeting
XX In House Meeting Total time used providing this TA: 1 hour

Subject: COLAs

TA Provided: Discussed the establishment of lake associations.

Follow-up: Future in-house meetings.

TECHNICAL ASSISTANCE LOG

° Date: Aug. 30, 1988 Town: Pembroke

Person: James Brown
Town Selectman

___ Called
___ Meeting
X In House Meeting Total time used providing this TA: 2 hours

Subject: Land Use Laws and purpose of mandated Comprehensive Plans

TA Provided: Discussed various laws and history of legislation including significance of Home Rule; provided copies of new laws (summaries) and reviewed shoreland zoning map for Pembroke.

Follow-up: Will attend first meeting of PB and Selectmen invited to in order to encourage adoption of Subdivision Regulations (sample provided)

° Date: August 30, 1988 Town: Jonesport

Person: Mrs. Gendley

___ Called
___ Meeting
X In House Meeting Total time used providing this TA: 1 hour

Subject: Subdivision approvals prior to 1972 and the implications now.

TA Provided: Abuttor problems concerning lot size smaller than 20,000 sq. ft. applying to town for building permits.

Follow-up: None

° Date: Sept. 1, 1988 Town: Whiting

Person: Bernie Vinzani
Planning Board

X Called
___ Meeting
___ In House Meeting Total time used providing this TA: 1 hour

Subject: Gravel Pit Sites and proper permits.

TA Provided: Discussed process for establishing proper permits to set culverts to access borrow pits and/or establish gravel pit.

Follow-up: Much time must be spent researching permitting process and finding out who owns western side of Indian Lake in Whiting where activity is taking place. (i.e. Waycott/Land Investment)

TECHNICAL ASSISTANCE LOG

° Date: Sept. 1, 1988 Town: Lubec

Person: Charles Lookabaugh
TM

X Called
___ Meeting
___ In House Meeting Total time used providing this TA: 1 hour

Subject: Census and housing data for Trescott

TA Provided: Data needed to complete cause and effect policy development for Lubec dump usage by surrounding populace inclusive of Trescott and unorganized territory.

Follow-up: None.

° Date: Sept. 2, 1988 Town: Whiting

Person: Glenn Greenhaugl
QUODDY TIDES reporter

___ Called
X Meeting
___ In House Meeting Total time used providing this TA: 5 hours

Subject: Site inspection of clearing/roads at Indian Lake

TA Provided: Data compilation for future meeting with Whiting planning board, reps of DEP, and others on improper land use at Indian Lake site owned by Land Investment, Inc., of Bangor (Doug Schmidt)

Follow-up:

° Date: Sept. 8, 1988 Town: Trescott

Person: John Domont

___ Called
X Meeting
___ In House Meeting Total time used providing this TA: 2 hours

Subject: Critical Areas project and Maine Land Purchase

TA Provided: Invited Calvin Preston, Unorganized Territories manager, to review the process for application to Land Purchase committee. Area involves 700 acres in southern Trescott, all shoreland.

Follow-up: Aid in application process.

TECHNICAL ASSISTANCE LOG

° Date: Sept. 9, 1988 Town: Roque Bluffs

____Called Person: Carol Shutt from Cherryfield

X Meeting

____In House Meeting Total time used providing this TA: ½ hour

Subject: Subdivision req. for Duck Cove, Roque Bluffs

TA Provided: Described State Laws around subdivion and land use as well as local sentiment concerning Duck Cove and shoreland zoning. Referred Ms Shutt to 1st Selectman Norman Nelson who was involved in the approval of Duck Cove subdivision in 1969.

Follow-up: None.

° Date: Sept. 9, 1988 Town: Whiting

____Called Person: Bernie Vinzani PB member

X Meeting

____In House Meeting Total time used providing this TA: 3 hours

Subject: 735 acres on westerly side of Indian Lake

TA Provided: Discussed in detail land use laws, DEP site location, and applicable local subdivision regulations regarding activity in the are above described. Earland Waycott (Land Investment, Inc.) a.k.a. Whiting Trust, and the timbering, backfilling of streams, etc. ongoing.

Follow-up: Attend meeting of PB in Whiting Monday night, Sept. 12, 1988

° Date: Sept. 12, 1988 Town: Jonesport

XX Called Person: Paul Iossa PB Chairman

____Meeting

____In House Meeting Total time used providing this TA: ½ hour

Subject: Establishing Harbor Districts

TA Provided: Reviewed components of the Jonesport Water Action Plan relative to protecting maritime activity in the Jonesport harbor areas. Discussed mapping of the area's usage in detail.

Follow-up: Attend meeting night of Sept. 14th 1988

TECHNICAL ASSISTANCE LOG

° Date: Sept. 12, 1988 Town: Whiting

____Called Person: Planning Board

XX Meeting

____In House Meeting Total time used providing this TA: 3 hours

Subject: 735 acres usage westerly side of Indian Lake

TA Provided: General discussion of potential violations of land use by Land Investment, Inc., of Bangor, owners of the property. Map reviews and discussions about various environmental impact; DEP on-site inspection to be requested by town.

Follow-up:

To continue contacts with town and daily review of tax trans. for Whiting in the Reg. of Deeds, Machias. (Earland Waycott/Whiting Trust Ass)

° Date: Sept. 13, 1988 Town: Jonesport

XX Called Person: Charles Alley PB member

____Meeting

____In House Meeting Total time used providing this TA: ½ hour

Subject: Resource Protection

TA Provided: Discussion over increasing RP districts in Jonesport along with proposed changes in harbor district creation.

Follow-up: Meeting to be set soon to go over mapping of proposed changes.

° Date: Sept. 14, 1988 Town: Beals

XX Called Person: Harleigh Alley 1st Selectman

____Meeting

____In House Meeting Total time used providing this TA: ½ hour

Subject: Variances to sub-surface waste systems and subdivision review.

TA Provided: Discussion on the Landis subdivision as proposed; public hearing suggested since so many abuttors have required information.

Follow-up: Await notification on public hearing and attend.

TECHNICAL ASSISTANCE LOG

° Date: Sept 14, 1988 Town: Jonesport

Person: Planning Board

___ Called

X Meeting

___ In House Meeting Total time used providing this TA: 4 hours

Subject: Harbor Districts

TA Provided: Review and discussion on need for maritime and harbor districts and what would be allowed or disallowed in such districts. Review of subdivision regulations relative to harbor area in light of multi-unit proposals.

Follow-up: Attend future meetings on dev. of harbor/maritime map.

° Date: Sept. 15, 16th Town: Washington County

Person: Jerry Molitor

___ Called

X Meeting

___ In House Meeting Total time used providing this TA: 6 hrs. overall

Subject: Drawing up list of county towns' usage of solid waste transports.

TA Provided: Reviewed and researched town reports for the entire county in order to draw up list of expenses for the Western Washington County Solid Waste Management Planning Committee. (Harrington)

Follow-up: Will attend meeting Oct. 6th 1988

° Date: Sept. 20, 1988 Town: Eastport

Person: J. D'Angelo, TM

X Called

___ Meeting

___ In House Meeting Total time used providing this TA: One hour

Subject: Zoning Regulations for PB & Building Permit Ord.

TA Provided: Samples of the above with a letter describing use and process for adoption.

Follow-up: none

TECHNICAL ASSISTANCE LOG

° Date: Sept. 22-24th 1988 Town: ---

Person: ---

___ Called

___ Meeting

___ In House Meeting Total time used providing this TA: ___

Subject: Meeting in Durham, N.H. COASTAL RESOURCES ISSUES FORUM

TA Provided: ___

Follow-up: ___

° Date: Sept. 27, 1988 Town: ----

Person: ----

___ Called

___ Meeting

___ In House Meeting Total time used providing this TA: ___

Subject: Coastal Coordinators Meeting, Augusta

TA Provided: ___

Follow-up: ___

° Date: Sept. 29, 1988 Town: Lubec

Person: Hayward RV Camp

___ Called

X Meeting

___ In House Meeting Total time used providing this TA: 3 hours

Subject: Reviewed plat for RV camp and discussed access and use.

TA Provided: Helped redraw use on RV plat in Lubec and discussed various State laws covering land use and access to the shore.

Follow-up: Will be available to town's PB for review of proposed RV camp.

TECHNICAL ASSISTANCE LOG

- Date: Sept. 29, 1988 Town: Jonesport
  Person: Shirley Pope
  ___ Called
  X Meeting
  ___ In House Meeting Total time used providing this TA: 1 hour
  Subject: Grandfathering subdivision plat and small lot review
  TA Provided: Advice and information to the abuttor, S. Pope.
  Follow-up: none

- Date: Sept. 30, 1988 Town: Cutler
  Person: Sunrise Reality
  XX Called
  ___ Meeting
  ___ In House Meeting Total time used providing this TA: 1 hour
  Subject: Mobile Home restrictions in Cutler
  TA Provided:
  Follow-up: none

- Date: Oct. 4, 1988 Town: Four towns
  Person: PB Chairs or TMs
  ___ Called
  ___ Meeting
  ___ In House Meeting Total time used providing this TA: 4 Hours
  Subject: Letters requesting review of grants updating for WAGs
  TA Provided:
  Follow-up: Follow-up letters in 3 weeks.

TECHNICAL ASSISTANCE LOG

- Date: Oct. 5 , 1988 Town: Eastport
  Person: Jim Doyle
  ___ Called
  XX Meeting
  ___ In House Meeting Total time used providing this TA: 2 hours
  Subject: Harbor Mgt. information
  TA Provided: Sent information including 1986 changes on Harbor Mgt. to Eastport's Harbor Comm. Chairman.
  Follow-up: On request.

- Date: Oct. 5, 1988 Town: Beals
  Person: Nancy Beal
  X Called
  ___ Meeting
  ___ In House Meeting Total time used providing this TA: ½ hour
  Subject: Conducting a Public Hearing on a Subdivision Proposal
  TA Provided: Discussed the process for informing the public concerning a subdivision proposed on Beals Island and the necessity for documenting comments for future decision making by the PB.
  Follow-up: Will attend.

- Date: Oct. 6, 1988 Town: Jonesport
  Person: Mrs. Peabody, Town Clerk
  XX Called
  ___ Meeting
  ___ In House Meeting Total time used providing this TA: 2 hours
  Subject: Harbor Commission: Getting Started
  TA Provided: Discussed and then put together material which described Harbor Comm. responsibilities and types of Ordinances which might be adopted.
  Follow-up: Future meetings attend

TECHNICAL ASSISTANCE LOG

° Date: Oct. 6, 1988 Town: Harrington
Person: Jerry Molitur

___ Called
X Meeting
___ In House Meeting Total time used providing this TA: 3 hours

Subject: Solid Waste Mgt. for Washington County

TA Provided: Attended meeting and provided cross county waste expenses alloted by each town in their town reports; discussed methods for solid waste inventorying, etc.

Follow-up: Future meetings.

° Date: Oct. 13, 1988 Town: Milbridge
Person: Bill Treworgy, TM

X Called
___ Meeting
___ In House Meeting Total time used providing this TA: 2 hours

Subject: Discussion and letter/material on changes/uses in RP zone

TA Provided: Material sent covering existing laws, uses, and the changes for 1988/89 which would reflect on set-backs, clearing, timbering, etc. in the RP zones especially; discussion on the Town's increasing RP zones.

Follow-up: Attend any future meetings of the PB to discuss further.

° Date: Oct. 18, 1988 Town: Milbridge
Person: Bill Treworgy, TM

XX Called/Letter
___ Meeting
___ In House Meeting Total time used providing this TA: 1 hour

Subject: L.D. 2684 An Act to Enhance Land Use Regulation

TA Provided: News article on Milbridge planning board indicated conversion of a former business property into 3 apartments: called TM to discuss and sent letter as well as ACT to give guidance on the review process for such conversions

Follow-up:

TECHNICAL ASSISTANCE LOG

° Date: Oct. 19-20th 1988 Town: BEALS
Person: Terry Feeney, PB Treas.

X Called
X Meeting
___ In House Meeting Total time used providing this TA: 8 hours

Subject: Subdivision Review/ PB By-Laws / Shoreland / Etc. Workshop

TA Provided: Town of Beals planning board requesting TA for restructuring the planning board and giving training and guidance on the existing and soon to be effective laws. Two new members to the PB; meet with PB night of the 20th and then give guidance on call basis.

Follow-up: Continue over the weeks to tailor PB to fit local needs.

° Date: Oct. 24/25th 1988 Town: Perry
Person: Shirl Trott, CEO

X Called
X Meeting
___ In House Meeting Total time used providing this TA: 4 hours

Subject: Discussion and preparation of Town's Land Use materials.

TA Provided: Went over changes in the shoreland zoning laws and discussed numerous cases whereby a decision would be required from the CEO. Made changes to and copies of the forms relative to the Town's ordinaces and land uses...as well as public access.

Follow-up: Be available to work with the PB on a request basis.

° Date: Oct. 25, 1988 Town: All towns
Person:

___ Called
___ Meeting
___ In House Meeting Total time used providing this TA: 3 hours

Subject: Attended Shoreland Zoning Workshop at Univ. of ME. at Machias

TA Provided: conducted by the DEP's Andrea LaPoint.

Follow-up:

TECHNICAL ASSISTANCE LOG

° Date: Oct. 25, 1988 Town: Perry

X Called Person: Nona Loring

X Meeting

___ In House Meeting Total time used providing this TA: 1 hour

Subject: Grey water restrictions at non-conforming use site on lake

TA Provided: Call and then meeting to discuss relative laws surrounding grey water disposal at seasonal cabin; Shoreland Zoning changes discussed.

Follow-up: None

° Date: Oct. 26, 1988 Town: Beals

___ Called Person: Nancy Beal, PB Sec.

X Meeting

___ In House Meeting Total time used providing this TA: 3 hours

Subject: Planning Board By-Laws

TA Provided: Adapted SAMPLE bylaws to Beals need. Worked out details to wording and responsibilities of membership and duties to Town and made work copies for the PB to review for adoption.

Follow-up: Continue on a TA on call basis until PB is confident.

° Date: Oct. 31, 1988 Town: Beals

___ Called Person: Nancy Beal

X Meeting

___ In House Meeting Total time used providing this TA: 1 hour

Subject: CIP information

TA Provided: Provided material and discussion on CIP responsibilities of the planning board to the selectmen.

Follow-up: Continued support.

TECHNICAL ASSISTANCE LOG

° Date: Nov. 1st 1988 Town: Augusta

___ Called Person: ___

X Meeting

___ In House Meeting Total time used providing this TA: ___

Subject: Attended Coastal Coordinators meeting in Augusta (2nd on present

TA Provided: contract)

Follow-up: ___

° Date: Nov. 2-4th 1988 Town: All Towns

___ Called Person: ___

___ Meeting

___ In House Meeting Total time used providing this TA: 16 hours

Subject: Researching, studying Access Maps for coastal towns and the

TA Provided: setting aside of those to be sent out to PB for follow up.

Follow-up: ___

° Date: Nov. 8, 1988 Town: Steuben

___ Called Person: Tom Goettal, USFW

X Meeting

___ In House Meeting Total time used providing this TA: 2 hours

Subject: Flood Plains/ Shoreland Zoning / Public Access

TA Provided: Discussion and copies of appropriate maps for lands owned by US Fish and Wildlife in Steuben area.

Follow-up: None

TECHNICAL ASSISTANCE LOG

° Date: Nov. 8-10, 1988 Town: Beals

Person: Nancy Beal (PB)

___ Called

XX Meeting

___ In House Meeting Total time used providing this TA: 6 hours

Subject: Further TA on Planning Board's Reconstitution

TA Provided: Met various times in furtherance of rewriting bylaws, general responsibilities of the PB, and discussion about need to request Town Meeting for consideration of moratorium while PB drafts ordinances

Follow-up: relative to growth management.

Workshop planned for latter part of November.

° Date: ___ Town: ___

Person: ___

___ Called

___ Meeting

___ In House Meeting Total time used providing this TA: ___

Subject: ___

TA Provided: ___

Follow-up: ___

° Date: ___ Town: ___

Person: ___

___ Called

___ Meeting

___ In House Meeting Total time used providing this TA: ___

Subject: ___

TA Provided: ___

Follow-up: ___

Greater Portland Council of Governments

AUGUST

- With assistance from a summer intern, worked on a mobile workshop for Coast Week — "From the Mountains to the Sea: Possibilities for Regional Coastal Zone Management."
- Assisting Cape Elizabeth on a Wetlands Ordinance — Time was spent both on the ordinance and on a Wetland map for the town. The Town had been using a map of wetlands, but their only copy was becoming faded, and there were also questions as to who did the map and why certain areas were shaded the way they were — also questions as to the accuracy of the map.
- General Grant Administration.

Assisting Portland in improving their Application process. The City needed new forms for their different departments to use in site plan review, subdivision, shoreland zoning, flood plain, and abbreviated site plan. Forms were also needed for applicants — a flow chart of the permitting process, check lists, etc. Basically the city wanted a way in which projects could easily be tracked from start to finish.

SEPTEMBER

- Additional work Done on Coast Week*

Further assistance to Cape Elizabeth on Wetland Ordinance/Wetland Map

Designing forms and check lists for Portland.

- Some ordinance work for Falmouth — assisting them in drafting a streets and Ways ordinance

OCTOBER

- Wrap Up of Coast Week
- Portland Project (Application process)
- Transitioning in a new Coastal Coordinator
- Falmouth ordinance work
- Grant Administration
- Tour of the Portland Waterfront sponsored by the Chamber of Commerce and the Waterfront Development Committee.

November

- General Grant Administration (Developing a work plan, Budget, review of contract).
- Non-point Source Pollution Conference at Bowdoin College
- Researching status of past planning grant activities
- Organizing round-table discussion for Planners of Coastal Communities to discuss the grant and get a feeling for their needs.

Coastweek workshop: "From the Mountains to the Sea: Possibilities for Regional Coastal Zone Management"

Description: A "mobile workshop" in which participant would follow a river corridor to the coast, studying the interrelationships between riverine, estuarine and coastal ecosystems. Topics to be covered included: identification of sensitive features and habitats, non-point source pollution, land use practices for shoreline development, regulatory tools, clam flat and fisheries pollution, public access conflicts and regional planning approaches.

Presenters — Martha Agan, Environmental Coordinator for the Gulf of Maine Aquarium.
- Judith Dorsey — attorney/advocate (lobbyist) in the Advocacy Dept. at the Maine Audubon Society.
- Cindy Krum — former director of Maine Audubon Society's Scarborough Marsh Nature Center & the Mast Landing Nature Day Camp. Founder of Nature Walks Unlimited.
- John Fradley Monroe — Executive Director, Charles River Watershed Assoc.

Co-sponsors — GPCOG
Maine Audubon Society
Gulf of Maine Aquarium

All presenters would be willing to work with us again on a similar project.

John Fradley Monroe
Charles River Watershed Assn (617) 527-2799

Martha Agan 767-1097 (h)
3 Ocean Ave. 846-9050 (w)
Cape Eliz 04107

Judy Dorsey 781-2330 (w)
Maine Audubon Society

Cindy Krum
P.O. Box 17731 CCP
Portland, 04101 774-2441 (h)+(

Other contacts + resources:
Mark Behunniah - SMRPC - they considered co-sponsoring
Bob Goode - Marine Science Prog, SMVTI
suggested by Bob Goode, didn't talk to him → John Boland - Fisheries Div., Fish + Wildlife
Tara Courtney - North Shore Office - CZM - Mass (508/617) 283-0598
Martin Pillsbury - Metro Area Planning Council (617) 451-2770

SOUTHERN MAINE REGIONAL PLANNING COMMISSION
BOX Q, SANFORD, MAINE 04073
TEL. 324-2952

Hours: Monday - Friday, 8 to 4:30

Bob -

This is the material you were supposed to have last week. My apologies.

One meeting which doesn't show up is a meeting with the So. Berwick Town Planner on possible coastal access projects. Mark and I also talked some with Kennebunkport, but that town is being picked up by the special coastal access SPO project.

Madge Baker

Wells

8/8/88 meeting — met with PB - they will read over my latest revisions + if no major changes they will adopt them.

8/31/88 sent — letter to CEO + PB Chair with finalized ~~copy~~ copies of GUIDE

Activities with York

8/3/88	phone	Received call from Eileen = will meet on 8/4 for a review of PB suggestions to our subdivision revisions
8/11/88	meeting	met with PB to discuss revisions. Next one set for 8/25
8/22/88	met.	with Eileen to go over York Regs. + revisions
8/25/88	met	with PB to continue revisions = we finished initial review of all of York's sub regs. Will continue to meet with Eileen to finalize DRAFTS.
8/30/88	met	with Eileen to finalize initial draft.
9/8/88	letter	Sent to Eileen a Draft Finalized version of sub. regs. Will wait to here from her before doing more work on them = waiting for Boards / Planning Departments comments

Coastal Public Access Contract

ACTIVITY LOG

Date	Activity	Explanation
9/8/88:	Talked with Fran Rudoff concerning public access; surveys + legality issues: she said we will discuss at next coastal coordinators meeting. Also discussed VAG + Planning Grants = I wanted lists of towns who applied over last 5 yrs = they are developing one = to be used for tracking grants + possibly for initiating others.	
9/8/88:	Developed brief letter to send out to Chairman of PB, selectmen, Conservation commissions, Town Planners + managers of coastal towns concerning public Access issues.	
→ *	A Coastal Policy Handbook is due out in October * ① good for coordination to use = strategies, etc.	
9/12-9/13	phoning	State folks = looking for grants to help fishing association of York = $ for buying wharf / public access
10/4:	Sent out to conservation commission chairs = a map + exact sites of existing public access sites in each town + initiate possible meetings to get projects underway	
10/6:	met with Kittery Port Authority concerning Harbor Management Plan,	
11/16:	met with Kennebunk Conservation Commission about coastal planning and action grants	

To: Conservation Commission Members
Subj: Verifying Public Access Sites
Date: October 4, 1988
From: Mark Behuniak, Coastal Coordinator

Enclosed you will find a list for the known public access sites in your municipality along with a very generalized map showing the approximate location for each site. At your earliest convenience, I would like to set up a meeting date in order to review these sites, the types and conditions of any facilities on the sites (ie. maintenance of piers, walk paths, etc.) and the possibility of establishing worthwhile projects to enhance the conditions at the site and usage by the general public.

Such projects could include strategies for acquiring lands to expand the site or developing new access points within the community, securing state funds (WAG-Water Front Action/ Planning Grants) in order to help in the maintenance of the facilities at a site or developing additional access capabilities at an already established site, such as a boat launch.

Please call if you have any questions. I look foward to our meeting and working with you.

Respectfully,

Mark Behuniak

Mark Behuniak
Coastal Coordinator

Subject: Coastal Public Access Issues
Date: September 12, 1988
To: Conservation Commissions, Planning Board Chairman, Selectmen, Town Managers and Town Planners

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Southern Maine Regional Planning Commission has been awarded funding to work with communities on coastal access issues. I would be very interested to know your communities needs and what public access issues we could provide information on, strategies for and the type of technical planning assistance that could be provided in order to address your community's goals.

In addition, I am available to help write any type of coastal project grants that your town may be thinking of applying for, in conjuncture with the preparation of developing a comprehensive plan, called for by the growth management legislation. Lastly, I am available to review coastal policies in your comprehensive plan and provide some guidelines on how they might be strenthened, if you are interested.

I will be contacting your communities within the next few weeks to set up a time frame convenient to discuss the possibilities of this planning assistance. If you have any questions, comments or suggestions please do not hesitate to call.

Respectfully,

Mark Behuniak

Mark Behuniak
Coastal Coordinator

EASTERN
MID-COAST
PLANNING COMMISSION
9 Water Street
Rockland, ME 04841
Tel. 594-2299

To: Office of Coastal Zone Management

From: Thomas Ford - Coastal Coordinator, EMCPC

Date: November 23, 1988

Re: Status Report - August 1, 1988 - November 15, 1988

In reviewing my work as a Coastal Coordinator I feel my responsibilities can be divided into two broad categories.

In the first instance I will outline those special projects on which I am working that are of value to all communities. These projects result in benefit to Coastal Towns either directly or indirectly.

In the second instance I will give a status report on the eighteen communities in my jurisdiction which will highlight the projects being worked on in each community.

Sincerely,

Tom Ford

Appleton Belfast Belmont Brooks Camden Cushing Friendship Hope Islesboro Jackson Knox Liberty Lincolnville Matinicus Monroe Montville Morrill North Haven Northport Owls Head Rockland Rockport St George Searsmont South Thomaston Swanville Thomaston Union Vinalhaven Waldo Warren Washington

OPEN TO THE PUBLIC MONDAY THRU THURSDAY 8:30-4:30

Coastal Coordinator Log (AUG. 1 - NOV. 15)

In reviewing my work for the past 3½ months I feel it is most appropriate to look at each of the eighteen communities I represent on an individual basis. I will then outline ancillary projects on which I am working that are of benefit to all towns in this region.

Belfast: My primary focus with Belfast has been to develop a new set of subdivision regulations. Toward that end I have had 4 meetings with the city manager and planning board members to develop this document. It is a document that I have crafted primarily to meet the needs of the small communities in our area. However, each community has a different agenda as to the needs that they want a subdivision ordinance or regulation to address. I have also provided T.A. to Belfast in the area of cluster housing, and manufactured housing issues.

Cushing: I worked on fee schedules and provided information on state mandated changes in the mandatory shoreland zoning ordinance. Members of the Cushing Planning Board have also been active participants in our

subdivision and planning day workshop.

Camden: As one of the wealthier towns in our area, Camden is very progressive in their approach to land use control & has provided technical assistance on both the MT. Battie project and Water Street project. Both developments came under review of the Camden Site Plan Review Ordinance and were locally in the Shoreland zone.

Friendship: This is a community in which I have been very active in a variety of issues in the past 3½ months. Friendship has recently enacted a Waterfront Activities Ordinance as part of their Shoreland zone. This has resulted in approximately a dozen inquiries as to its interpretation. I have also provided T.A. in the actual writing of subdivision application. This involved review of the subdivision proposals and written and oral communication with the Planning Board. I have also drafted a memo outlining planning, administration and C.E.O. functions. Friendship also has a new C.E.O. to which I have provided T.A. on several occasions. Finally my most recent project with Friendship involves the revision of their subdivision regulations.

Isleboro: Like Camden, Isleboro is also a community that is well positioned with their existing ordinances. Of serious concern to Isleboro is the proposed construction of the Ferry Terminal and the possible loss of the docking facilities on the Lincolnville side of the bay.

Lincolnville: Lincolnville is a community with a high rate of growth. I have been working with the planning board on a revision to their subdivision regulations. I have additional technical assistance has been provided on individual projects both in subdivisions and shoreland zoning. I have also been actively involved with the Lincolnville Harbor Committee which will be explained in a separate paragraph.

Northport: My activity in Northport has been quiet during the past three months. I have continued to provide guidance to the Northport Village Corporation on their relationship to the Town of Northport.

North Haven: I am working with the North Haven Planning Board to create a new subdivision ordinance for all the island communities.

Matinicus: With Matinicus I am attempting to encourage them to apply for CDGB grant funding for a municipal building. There is however a traditional reluctance to get involved in any program with too many strings attached.

Owls Head: With Owls Head I have been working on a revision of their general land use ordinance and shoreland zoning. In particular, a section dealing with special exceptions is urgently needed.

Rockland: Rockland is facing major development proposals to their waterfront. I have started to work with the Rockland Planner at a total picture of their whole waterfront.

Rockport: Like Camden, Rockport is well versed in their ordinance work. I have worked with Rockport on their planning grant with the expectation that additional planned coastal access will develop from this proposal.

St. George: I have worked on a revision to their subdivision ordinance and on the commercial fishing district of their shoreland zoning ordinance.

So. Thomaston: This is one of the communities on which I am working with the small town Draft. I am also doing site review and general land use for their community.

Thomaston: My major focus with Thomaston has been to draft a new subdivision regulation.

Vinalhaven: We have just recently started a coastal access study with the town of Vinalhaven.

Warren: Again with Warren the prime thrust of my work has been to draft a new subdivision regulation.

90

General Projects (AUG. 1 - NOV. 15)

Small Town Subdivision Regulations:
This project and its ramifications has been my major focus during the past three and one-half months. I saw a need that existing work in this area did not meet the requirements of small rural coastal communities.
I therefore undertook the task of drafting a new ordinance / regulation and supporting procedural guides that would effectively fill the needs of these small communities.
The project seems to have been quite successful as I am presently working with six communities to revise and update their subdivision regulations and ordinances.
The basic packet is included as an appendice to this report.

Subdivision Workshop:
As an outgrowth of the Small Town Subdivision work our office sponsored a workshop to publicize this work to our small coastal communities. We had over 50 people attend these two workshops. In the long run this education of planning board members cannot help but be beneficial to our coastal communities.

Planning Day:
I a concerted effort with other Planning Commissions in Maine I have worked as our office coordinator in sponsoring a planning day for city and town officials in our area.
We concentrated on the topic of solid waste which presents serious problems to all of us but none more so than the island communities where solid waste disposal is a major environmental problem.

Shoreland Zoning - Commercial Fishing / Maritime Use Dist
I have been actively involved in developing a maritime activities use district in our shoreland zone. One of our small coastal communities (Friendship) has taken a bold step in designating a maritime activities use zone. This type of language will become part of the state model which is due to be published in February of 89.

Flood Insurance:
I am the office coordinator for coastal communities in need of flood insurance assistance. I have attended continuing education programs sponsored by the State and have fielded approximately 7 flood insurance inquiries over the past 3½

months.

Lincolnville Harbor Committee - Ferry Project:
I have spent a lot of time over the past 3½ months acting as a facilitator with Maine D.O.T. and the Lincolnville Harbor Committee. While the entire project is to lengthy to detail in this thumbnail sketch, the proposed reconstruction of the Ferry Terminal with effect access and commercial fishing for that part of the mid Coast region.
It has been my role to see that all users of the Lincolnville Harbor area, commercial fishermen, recreational boaters, tourists, users of Warren Island State Park and Islesboro residents would all share in an equitable use of the Lincolnville facility.

Mailer (4 x 11 folded, 5-color)

EXHIBIT E-5

coastweek 88

e v e n t s

coastweek 88

Maine Coastal Program
Station 38, 184 State Street
Augusta, Maine 04333
207 289-3261

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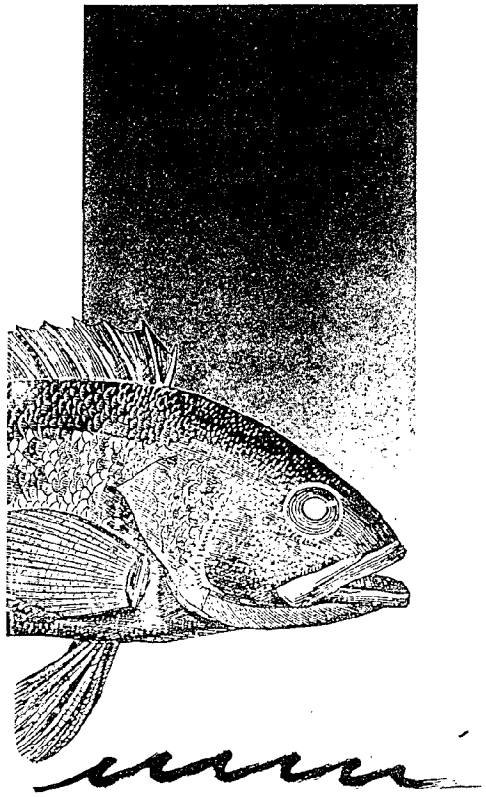


Celebrating Maine's Links to the Sea

Coastweek is a time to appreciate the scenic beauty and rich heritage of our coast with educational and recreational events. The listing of events in this brochure are divided by region: Southern (Kittery to Freeport); Midcoast (Brunswick to Belfast); and Downeast (Searsport to Calais). While the official dates for Coastweek in Maine are October 1-9, coastal events scheduled close to the week have been included in this calendar.

The Maine Coastal Program, which coordinates Coastweek, has made every effort to ensure that the information listed is accurate, but we recommend that you contact event sponsors to confirm details. If there is no mention of a fee on the calendar listing, you can assume there is no charge for the event. Please contact local event sponsors for more information on particular events. If you cannot reach them or would like more general information on the week, please contact the Coastweek Coordinator at the Maine Coastal Program, 289-3261.

southern coast

Throughout Coastweek

Crescent Beach State Park (Cape Elizabeth). Free admission. Guided nature programs for interested groups. Call 799-5871 to arrange.

Ferry Beach State Park (Saco). Free admission. Guided nature programs Monday-Friday for interested groups. Call 283-0067 to arrange.

Fort McClary State Historical Site (Kittery Point). Free admission.

Two Lights State Park (Cape Elizabeth). Free admission. Guided nature programs for groups on October 5. Call 799-5871 to arrange.

Wolfe's Neck Woods State Park (Freeport). Free admission. Guided nature walk, "Secrets of the Shore," on October 2 at 2 pm (call Pat Bailey at 289-3821 for details).

Good Day Market on Brackett Street in Portland is offering a sea vegetable special highlighting seaweeds for soups, entrees, and other dishes.
Contact: Charlotte Henderson, 871-8646.

September 23 and 24 — 8 am - 4:30 pm

Coastal Resources Issue Forum: Making Choices for New England's Future University of New Hampshire's New England Center. Two one-day sessions: the first for town managers/planners, and state agency staff; the second for New Hampshire/Maine conservation commissions, planning boards, town and state officials and concerned citizens. Discussion topics include coastal protection, harbor management, and pollution.
Fee: $15 - 1 day/$25 - 2 days.
Contact: Becky Quinlan, 603/862-1900.

September 24 — 9:30 - noon

Wells National Estuarine Research Reserve. Celebration of National Estuary Day with canoe trips on the tidal river, a river and beach cleanup, and guided tours of the Reserve (at 9 and 10:30 am). Wear sturdy footwear and layered clothing. Bring binoculars, camera, and a field guide. Call for more details.
Contact: Brian or Mary Doyle, 646-4521.

October — Wednesdays

Brick Store Museum in Kennebunkport. Lunchtime film series on "Coastal Connections: Our Seafaring Heritage." Each Wednesday, at 12:10. Bring your own lunch, enjoy a film, and admission to the ongoing exhibits on the '47 fire and "A Little Something to Remember the Trip."
Fee: $1 per person.
Contact: Dick Hogue or Wilma Leinonen at 985-4349.

October — Saturdays & Sundays

Kennebunk River Canoe Picnics. Meet 2 hours before high tide at Dock Square parking lot. Bring your canoe, lunch, ukelele, or whatever!
Contact: Dick Hogue or Wilma Leinonen at 985-4349.

October 1 — 11 am - 2 pm

Wells National Estuarine Research Reserve. Family Day at Wells Reserve with horse-drawn hay rides, children's activities, speakers on shorebirds and geology of the Reserve, guided tours, and special field trips.
Fee: Please call for fees of specific events.
Contact: Brian or Mary Doyle, 646-4521.

9 am - 11:30 am

York County Cooperative Extension Service Office. Family Outing on Vaughns Island with a tidepool walk, nature games, and a beach cleanup.
Contact: Leanna Preston at 324-2814 or Anne Steele at 967-4376.

9 am - 3 pm

Gulf of Maine Marine Education Association Annual Conference/ Workshop, "Tidepool Tactics for the Classroom": tidepool activities and field trips for teachers, high school students, and other interested people. To be held at the SMVTI campus in South Portland.
Contact: Sharon Meeker, at 603/862-3460.

October 1 — 10 am - 11 am

Children's Museum of Maine/Gulf of Maine Aquarium. "Seaweeds and Sea Creatures": a hands-on opportunity for children to learn about life in the intertidal zone. A study of animal adaptation and the creation of seaweed prints will be included in this indoor exploration.
Fee: Free with admission to the Museum ($2/person).
Contact: The Children's Museum, 797-5483.

all morning

Maine's Annual Shore Cleanup, coordinated by the Maine Coastal Program: Cleanups have already been organized in Eliot, Kittery, York, Kennebunkport, Ocean Park, Saco, Scarborough, South Portland, Portland, and on uninhabited coastal islands. You can join one of these, or organize your own.
Contact: Flo Schauffler, 289-3261

Greater Portland Council of Governments. A day-long mobile workshop for planners and town officials. The group will travel along a river, stopping at several sites and exploring planning issues in the context of one watershed. Call for details.
Contact: Shirley Hager, 774-9891.

1-3 pm

Kittery Historical and Naval Museum. Open House with refreshments for all who participate in the Kittery Coastal Cleanup that morning (sponsored by the Kittery Conservation Commission).
Contact: Kimberly Cook, 439-3080.

4 pm

Spring Point Community Television Center. TV special, "The Story of Simington Cove," live on Willard Beach, followed at 4:30 by a beach cleanup and picnic. Rain date: Sunday October 2, same time.
Fee: Picnic will be a potluck. Call for more information.
Contact: Randy Visser, 879-4237.

October 3 — 3:30 pm

Maine Aquarium (Saco). Maine Aquarium "Walk-about": Take a guided tank-by-tank tour of the Maine Aquarium with a member of their Education staff.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

7:30 pm

Yarmouth Historical Society. Nathan Hamilton, Assistant Professor of Archaeology at USM, will present an illustrated lecture on "Prehistoric and Historic Archaeology of Northeast Casco Bay," in the Merrill Memorial Library Meeting Room. The audience is encouraged to bring any archaeological items they may have found in this area.
Contact: Marilyn J. Hinkley, Curator, 846-6259.

October 5 — 1:30 pm

Maine Aquarium (Saco). "You Are What You Eat": Curator Keith Matassa will discuss what the animals at the Maine Aquarium eat in captivity and in the wild, and what it requires to keep Aquarium animals healthy. Watch the feeding of penguins, seals, sharks, octopus, and individual exhibits.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4
Contact: Maine Aquarium, 284-4512.

October 5 & 7 — 12:30 pm

Portland Museum of Art. "The Sea Around Us" gallery talk on Maine's maritime history and art.
Fee: $3.50 adults/$2.50 seniors and students/$1 for children 6-18.

October 7 — 4-5:30 pm

Nature Walks Unlimited. "Tidal Pool Explorations": a guided walk for adults and children. Meet at the Spring Point public parking lot (South Portland).
Contact: Cindy Krum, 774-2441.

3:30 pm

Maine Aquarium (Saco). "Starting and Maintaining a Home Aquarium": get step-by-step guidance for setting up a home aquarium, and ask experts questions about tank maintenance. For adults and children.
Fee: $5 adult/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

October 8 — 10 am to 4 pm

U.S. Coast Guard. A Lighthouse Open House will be held at the Portland Head Light Station, at Fort Williams Park, in Cape Elizabeth. The public is welcome to attend.
Contact: Karen McLean at 767-0303.

October 9 — 2:30 pm

Maine Aquarium (Saco). Seals' Skills: Marine Mammal Training. Get a glimpse of how curator Keith Matassa trains the Aquarium's three harbor seals. The Aquarium is on Route One in Saco.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

October 10 — 10 am to 2 pm

Maine Aquarium (Saco). "Creating Treasures from the Sea." Using shells, sand, and other marine materials, children create their own crafts, with help from an Aquarium educator. For children and their parents.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, at 284-4512.

October 12 — 7:30 pm

Maine Coastal Program and the USM Geosciences Department. Rand Raabe, a Scarborough-based nature photographer will present a slideshow of the coast in four seasons. This free event will be held in the Luther Bonney auditorium at the University of Southern Maine's Portland campus. All are welcome.
Contact: Flis Schauffler at 289-3261 or Rand Raabe at 883-2003.

October 23 — noon

Maine Chapter – Appalachian Mountain Club. A 4-mile Family Hike on Peaks Island through evergreen forests, along the Back Shore and on old roads. Bring comfortable shoes.
Contact: David Hall, 443-9446.

October 28 — all day

Association for Research on the Gulf of Maine (ARGO-Maine). A conference on "The Gulf of Maine: its value to our state" will be held in Portland.
Fee: Contact ARGO-Maine for more information.
Contact: *David Townsend, 633-2838.*

mid·coast

Throughout Coastweek

Camden Hills State Park. Free admission for picnicking.

Colonial Pemaquid State Historical Site. Free admission, and on weekends free entrance to the museum. Guided programs offered for interested groups on October 5. Call 677-2423 to arrange.

Reid State Park. *Free admission. Guided nature programs for interested groups on October* 4. Beach run on October 8. Call 371-2303 for details.

Popham Beach State Park. Free admission.

Maine State Museum. Half-hour gallery programs from October 3 to 7. Presentations held daily on sailmaking (11 am) and lobstering (2 pm).
Contact: Jon Bailey, 289-2301.

Nantucket Lightship will be at the Maine Maritime Museum in Bath. Call for more information and fees.
Contact: Paul Carter, 775-1008.

September 17 — all morning

Mid-Coast Audubon Society. Half-day Sail on the historic Schooner Bowdoin. Meet at Rockland Town Landing at 8:30 am. Wear warm clothes, boat shoes. Carry personal ID (Coast Guard requirement).
Fee: $25 members/ $27 nonmembers. Send check made out to Mid-Coast Audubon Society and your telephone number to P. Cliney, 27 *Jameson Point Road, Rockland, ME 04841.*
Contact: P. Cliney, 596-0187.

September 24 — 8:30 am

Mid-Coast Audubon Society. Cruise up the Damariscotta River. Meet at the Hardy Boat Landing, Route 32, in New Harbor (at Shaw's Restaurant – formerly Small Brothers) at 8:30 am. Wear warm clothing and bring lunch or eat at Shaw's.
Fee: $10, send check made out to Mid-Coast Audubon to P. Cliney, 27 Jameson Point Road, Rockland, ME 04841.
Contact: P. Cliney, 596-0187.

October 1 — 10 am - 1 pm

The Nature Conservancy. "Mud Plants of Merrymeeting Bay." A field trip to explore the brackish mudflats around Merrymeeting Bay that support 10 species of rare plants.
Fee: $5 Nature Conservancy members; $7 non-members.
Contact: Barbara Vickery, PO Box 338, Topsham, ME 04086, 729-5181.

Maine's Annual Shore Cleanup coordinated by the Maine Coastal Program. Local Cleanups have already been organized in Bath/Wiscasset, Boothbay, Brunswick, Cushing, Freeport, Pemaquid, Waldoboro, and on uninhabited coastal islands. You can join one of these or schedule your own. — all morning
Contact: Flis Schauffler, 289-3261.

October 2 — 11 am to 4 pm

Maine Audubon Society SEA FAIR: A Family Celebration held at the Maine Maritime Museum (Percy/Small Shipyard) in Bath. There will be exhibits, demonstrations, boat rides, maritime crafts, and films. Participants include the Coast Guard, Bigelow Laboratory, Maine Aquarium, Sea Grant, Department of Marine Resources, Maine Fishermen's Wives Association, Wells Estuarine Reserve, *Maine Agricultural Experiment Station, and Maine Coastal Program.* Mr/Mrs Fish, Jackson Gillman, Eddie Doughty, and others will perform.
Fee: $4.50 nonmembers/$4.00 members; $2 kids 5-13; kids under 5 free
Contact: Stirling Kendall at the Maine Audubon Society, 781-2330.

Pemaquid Watershed Association. A canoe trip through Biscay Pond and down the Pemaquid River to Bristol Mills. Transportation back to the cars is provided, but bring your own canoes and life jackets. Meet at the beach on the North End of Biscay Pond. Rain date: October 9. — 1 pm
Fee: Donations for PWA's water-testing program would be appreciated.
Contact: Mac Rogers at 529-5393 or 563-1216.

October 2 & 5 — 1:30 pm & 3 pm

Maine State Museum. "Investigating the defense: a slide talk on the recovery and preservation of a ship sunk in 1779 off of Maine.
Contact: Jon Bailey, 289-2301.

October 3 — 7 pm

Sportsman's Alliance of Maine. Presentation by Barry Gibson, Editor of SALTWATER SPORTFISHING, on "The Future of the Resource: what's in store for striped bass, bluefish, and mackerel fisheries in the Gulf of Maine." All are welcome.
Contact: Sportsman's Alliance of Maine, 622-5303.

October 3 - October 7 — 10 am - 3 pm

Pejepscot Historical Society. An Exhibit on "Pejepscot's Little Canadas: Franco-American Communities in the Androscoggin River Region."
Contact: Kathy Hudson, 729-6606.

October 4 & 6 — 2 pm & 7 pm

William A. Farnsworth Library & Art Museum (Rockland). "The Days of Sail – Captured on Film." Several short films will be shown: two are filmed in the 1920s, and a third is modern – all of them document the romantic and mundane aspects of life aboard commercial sailing vessels. Sponsored by W.C. Ladd & Sons, Inc. and the Penobscot Marine Museum.
Contact: Mary McPherson or Carol Holman at 596-6457.

October 5 — 7:30 pm

William A. Farnsworth Library & Art Museum. "Women Who Went to Sea:" a presentation on Maine women who accompanied their sea-faring husbands on ocean-going voyages in the late 1800s. A historical perspective on these women and their role in maritime history will be given by Dr. John Barrick of the History Department at UMO. Mrs. Elizabeth Balano will recount the adventures of her mother-in-law, Dorothea Moulton Balano, author of *The Log of the Skipper's Wife.*
Contact: Mary McPherson or Carol Holman at 596-6457.

L.L. Bean Public Clinic Program. "Lighthouse-hopping by Sea Kayak", a colorful slideshow capturing the beauty and mystique of Maine lighthouses from Isles of Shoals to West Quoddy Head, inshore to offshore, as enjoyed and visited by sea kayak. The talk will include tips on sea kayaking, trip planning, and safety. The presentation will be held at the L.L. Bean Casco St. Conference Center, on Route 1 in Freeport (½ miles south of the L.L. Bean Retail Store). — 7:30 - 9 pm
Contact: Michael Perry, 865-4761, ext. 2090.

October 6 — 9 am - 4 pm

Maine Department of Marine Resources. Open House at marine lab with guided tours, question/answer sessions, movies and videos. Call for times.
Contact: Jean Chenoweth, 633-5572.

October 6 & 7 — 2 pm - 6 pm

Shaws Supermarkets/Maine Department of Marine Resources. Seafood cooking demonstration at the Shaws store in Rockland.
Contact: Bob Beaudoin, 289-2291.

October 8 — 9 am - 1 pm

Pejepscot Historical Society. Field Trip with historical lectures and boat tours to explore Harpswell, Orr's Island, and Bailey Island. Call for information, including fee.
Contact: Kathy Hudson, 729-6606.

Thomaston Center of UMA. Walking Tour of Thomaston Landmarks (adults only, please) with slides and discussion by historian/educator Renn A. Stackpole, President of the Thomaston Historical Society. — 9 am to noon
Fee: $15, Pre-registration required.
Contact: Chris LeGore at 354-6906 or 576-6979.

William A. Farnsworth Library & Art Museum. "Why Know Seafaring Skills for Children." Bruce MacKenzie of the Rockport Apprenticeshop, will demonstrate and teach knot-tying techniques as well as other skills. For children in grades 5 through 8. — 10:30 am to noon
Contact: Mary McPherson or Carol Holman at 596-6457.

U.S. Coast Guard. A Lighthouse Open House will be held at the Kennebec River Light Station on Route 127 in Arrowsic. The public is invited to attend these Coast Guard light stations. — 10 am - 4 pm
Contact: Karen McLean at the USCG office, 767-0303.

October 14 & 15 — evening

Maine Maritime Museum and Island Institute. A joint conference "Fishermen, Farmers, and Developers – A History of Maine's Coastal Landscapes." There will be talks on various industries that have affected the coast and on historic attitudes toward the land. The conference will be held at the Maritime Museum in Bath.
Fee: *$35 for museum members/$45 for nonmembers.*
Contact: Patricia Conn, 442-1316.

October 22 — 8 am - 5 pm

Maine Coast Heritage Trust and the Maine Association of Conservation Commissions. "Our Town Conference 1988:" public/private perspectives on land conservation.
Fee: $25 (members/early registration discounted).
Contact: Tom Wood, 729-7366.

November 5 — 8 am - 4 pm

University of Maine Cooperative Extension Service – Androscoggin/Sagadahoc Counties. "We All Live Downstream: A Conference on Nonpoint Source Pollution," to be held at Bowdoin College in Brunswick. Workshops will focus on defining non-point source pollution, inventorying its sources, dealing with damaged areas, and preventing future problems. Open to interested citizens and local officials.
Fee: $20 (includes lunch and materials).
Contact: Nancy Coverstone, 786-0376.

downeast

Throughout Coastweek

Cobscook Bay State Park (Dennysville). Free admission (for day use).

Fort Knox State Historical Site (Stockton Springs). Free admission. Guided tours on weekends of October 1/2 and 8/9 at 1 pm.
Contact: 469-7719 for details.

Holbrook Island Sanctuary (Brooksville). Free admission. Guided nature programs for interested groups on October 5 (call 326-4012 to arrange).

Lamoine State Park. Free admission (for day use).

Moose Point State Park (Searsport). Free admission.

Roque Bluffs State Park (Roque Bluffs). Free admission. Guided nature programs for interested groups on October 6. Call 255-3475 to arrange.

Oceanarium (Southwest Harbor). Hands-on programs about local marine life. Open Monday through Saturday, 9-5.
Fee: $3.50 adults/$2 kids 4-12.
Contact: David or Audrey Mills, 244-7330.

Acadia National Park
Fees Only for boat cruises.
Contact: Deb Wade or Lois Winter, PO Box 177, Bar Harbor, ME 04609, 288-3338.

University of Maine/Orono Dining Services. Spotlight on Maine Seafood: the dinner menu, Monday through Friday of Coastweek, will feature different Maine Seafood entries. Anyone is welcome.
Fee: $4.50 (for transients).
Contact: Anne S. Johnson, 581-4706.

University of Maine at Machias/Beals Island Regional Shellfish Hatchery. Tour of the Beals Island Hatchery and nursery phase of this regional stock enhancement clam management program that ten coastal communities are participating in. — mornings
Contact: Brian Beal, 255-3313.

October 1 — 10 am - 5 pm

West Quoddy Biological Research Station. Celebration of the Coast Festival with exhibits by local craftsmen, song, salmon cooked by SAU 19 classes, dance, aquaculture displays and other activities. All are welcome. The festival will be held at the research Station in Lubec. The rain date is October 8.
Fee: A donation is requested for a local coastal cleanup/litter survey to be organized on October 1, 1988 and run through September 30, 1989.
Contact: Debbie Olson or Robin Midcliff-Gaumer at 733-2595.

Maine Maritime Academy. "Open House. Interviews and tours of campus for high school students and their parents" at the Maine Maritime Academy campus in Castine.
Contact: Dan Jones, 326-4311, ext. 204/205.

Maine's Annual Shore Cleanup, coordinated by the Maine Coastal Program. Local cleanups have already been organized at Cape Rosier, Eastport Beach, Seal Harbor (underwater!), Searsport, Cape Jellison, and uninhabited coastal islands. You can join these, or organize your own. — all morning
Contact: Flis Schauffler, 289-3261

October 2 — 1 pm - 5 pm

Old Sardine Village Museum (Lubec). "Dollar Day": museum tours and special demonstrations in cooperation with the Lubec Historical Society.
Fee: $1/person.
Contact: Barney Keyes, 733-2822.

October 2 & 5 — 9:30 am - 12:30 pm

Acadia National Park. Islesford Historical Cruise among the Cranberry Isles. Meet at the town pier in Northeast Harbor.
Fee: $8 adults/$5 children 5-12/free for children under 5.
Contact: Acadia staff at 276-5352.

October 3 — 7:30 pm

Southwest Harbor Public Library. "History of Mount Desert Island:" a talk by local historian and boatbuilder Ralph Stanley.
Contact: Lorraine Saunders, 244-7065.

October 4 & 6 — 9 am - 11 am

Acadia National Park. Cruise with a park naturalist among Frenchman Bay islands. Meet at the town pier in Bar Harbor.
Fee: $8 adults/$5 for children/free for children under 5.

October 4 & 7 — 1:30 pm - 3:30 pm

Acadia National Park. Life Between the Tides: a ranger-led walk in the intertidal zone.
Contact: Acadia staff at 288-5262.

October 5 — 2 pm

Mount Desert Island Biological Laboratory. Open House: Visitors will have an opportunity to learn about our marine research facility here in Salsbury Cove. A tour of the laboratory area, a brief lecture, and a video presentation will complete the program. All ages are welcome, but groups of ten or more should call for reservations. Some walking is involved, and part of the tour will be outside so bring appropriate clothing.
Contact: Lucy Hocking, 288-3339.

October 6 — 7 pm

Natural History Museum at College of the Atlantic. Whales-on-Wheels. Assembling a 20-foot Minke Whale Skeleton. All are welcome to attend at the COA Museum, Route 3, in Bar Harbor.
Fee: $1 per person.
Contact: Vicki Nichols, 288-5015.

October 7 — 7:30 pm

Penobscot Marine Museum. Margaret Creighton, of Bates College, will give a lecture on "Life at Sea" at the Douglas and Margaret Carver Memorial Library on the Museum Grounds (Church Street, Searsport).
Fee: $2/person.
Contact: Ann Moffit, 548-2529

October 7 — 8 pm

Penobscot Valley Chapter of the Maine Audubon Society. Sherman Hasbrouck, a faculty member at UMO, will present "A Panorama of the Maine Coast: a slide program of aerial and ground views of the Maine Coast," at the First Congregational Church, 35 Church St., Brewer.
Contact: Bob Milardo, 581-3128 or 234-2532.

October 15 — 9:30 am

Penobscot Valley Chapter of the Maine Audubon Society. Field Trip to Schoodic Point (Acadia National Park) with Marine Biologist Patricia Peterson: concentrating on life in the intertidal zone, and fall migrants frequenting the area. Meet at the Frazer Point Picnic Area. Bring appropriate clothing and binoculars if you have them.
Contact: Bob Milardo, 581-3128 or 234-2532.

Thanks to the following for donating their services: Arnold and Company, Forms by Design, Phil Rogers, Carter Rice, Loring, Short & Harmon and Shop n Save.

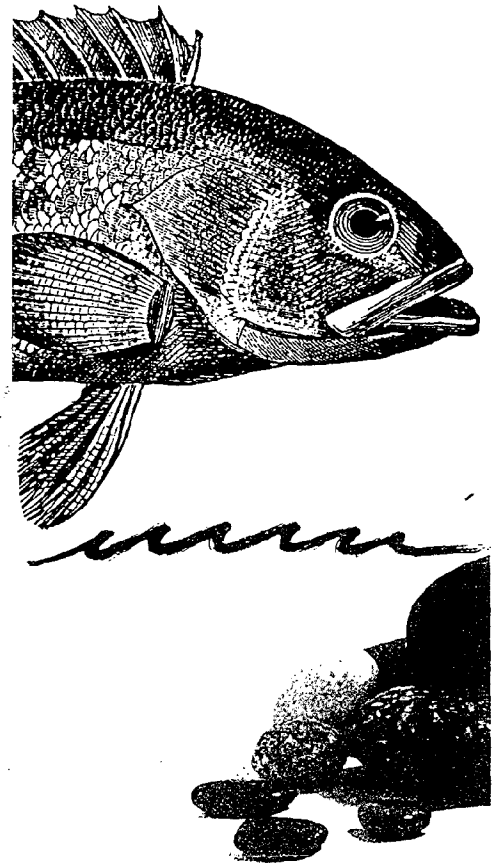
COASTAL CLEANUPS FLYER (4 x 11 folded)

coastweek 88

Maine Coastal Program
Station 38, 184 State Street
Augusta, Maine 04333
207 289-3261

coastweek 88

coastal cleanups



On Saturday, October 1, hundreds of volunteers all along Maine's coast will spend a couple hours picking up trash; inventorying the kind of debris found; and then properly disposing of it. Data from Maine's annual cleanup are used as part of state and national efforts to monitor and reduce marine debris. The cleanup not only helps keep our coast attractive, it reduces the chance that plastic debris will entangle wildlife or get caught in boat propellers. Listed below are some of the cleanups that will be held this October during Coastweek. Additional cleanup organizers and shore-pickers are needed. If you would like to join one of these scheduled cleanups, call the organizers to find out where to meet and what to bring. If you would like to organize a cleanup of your own, please contact Flis Schauffler at the Maine Coastal Program, 289-3261.

southern coast

September 24 — 10 am
Freeport/Harraseeket River. (sponsored by the Mast Landing Sanctuary Stewardship Committee).
Contact: Josh Jones at 781-2330 (w) or Dave Ashermin at 775-3401 (w).

October 1 — 9 am
Cape Neddick/Short Sands/Long Sands Beaches. (sponsored by the York Conservation Commission).
Contact: Ruth Littlefield, 363-5863.

9 am
Crescent Beach State Park. (sponsored by the park).
Contact: Ralph Wilkinson, 799-5871.

9 am - noon
Eastern Prom Beach Cleanup. (sponsored by the Munjoy Hill Neighborhood Organization and the Community Employment Project).
Contact: Joe Cowie, 775-3050.

10 am
Eliot/Piscataqua River Cleanup. (sponsored by Troop 340 of the Boy Scouts of America).
Contact: Greg St. Lawrence, 439-4674.

9 am
Freeport/Wolfe's Neck Woods State Park. (sponsored by the park).
Contact: John Cooke, 865-4465.

9 am
Kennebunkport/Colony, Kennebunk, Parson's and other beaches. (sponsored by the Kennebunk Conservation Commission).
Contact: Dick Hogue, 985-4349.

9 am - 11:30 am
Kennebunkport/Vaughn's Island. (sponsored by the York County Cooperative Extension Office). A family outing on Vaughn's Island with a tidepool walk, nature games, and a beach cleanup.
Contact: Leanna Preston at 324-2804 or Anne Steele at 967-4376 (eves.).

10 am
Kittery Beach. (sponsored by the Kittery Conservation Commission).
Contact: Maria S. Barth, 439-4285.

9 am
Portland/Back Cove.
Contact: Annie Kiel, 761-1813 or Flis Schauffler, 871-9341.

9 am
Saco Beach Cleanup. (sponsored by the Saco Conservation Commission).
Contact: John Andres or Peter Morelli, 282-3487.

10 am - noon
South Portland/Ferry Beach. (sponsored by the Ferry Village Neighborhood Conservation Association).
Contact: Janice Doctor, 799-6947.

4 pm
South Portland/Willard Beach. (sponsored by the Spring Point Community Television Center and the Willard Beach Neighborhood Organization). A live TV special on the history of Simington Cove and Willard Beach followed, at 4:30, by a beach cleanup and picnic. Rain date: Sunday, October 2, same time.
Fee: Call for picnic information.
Contact: Randy Visser, 879-4235.

Uninhabited Coastal Islands. (sponsored by Me. Recreational Boaters Assn.) Boaters interested in cleaning up shores along uninhabited coastal islands can contact the Maine Recreational Boaters Association to find out which islands to go to and to get data cards for reporting the types and amount of debris found.
Contact: Dick Anderson, 775-1671.

October 3 — noon
Scarborough Beach/Prout's Neck. Rain date: October 4.
Contact: Mrs. Harwood E. Ryan, 781-2639.

October 5 — 2 pm - 4 pm
Ocean Park/Saco Bay Cleanup. (sponsored by Stone Environmental School).
Contact: Sherry Christy/Duane Bond, 934-4064.

October 8 — 8 am - 10 am
Kennebunkport/Goose Rocks Beach. (sponsored by Girl Scout Troop #2381).
Contact: Karen Detterman, 967-5444.

Date Undetermined.
Casco Bay Islands. Call for details.
Contact: Jean Dyer, 846-4888.

mid-coast

October 1 — 9 am
Bath/Wiscasset area. Chewonki Neck and Montsweag Bay region (sponsored by Chewonki Foundation and Merrymeeting Audubon Society).
Contact: Don Hudson, 862-5323.

9 am
Brunswick area. (sponsored by the Brunswick Conservation Commission, Bowdoin College Environmental Studies Department and the Brunswick Topsham Land Trust).
Contact: Micky Bennet, 725-2308.

8:30 am
Cushing/Maple Juice Cove. (sponsored by the Midcoast Audubon Society).
Contact: Joanna Wollmerz, 354-8966.

10 am
Pemaquid Region. (sponsored by Midcoast Audubon Society, Knox-Lincoln Cooperative Extension Service and Colonial Pemaquid Historical Site).
Contact: Brian Murray, 677-2423.

9 am
Popham Beach State Park. (sponsored by the park).
Contact: Ben Kreiton, 389-1335.

9 am
Reid State Park. (sponsored by the park).
Contact: Dalton Kirk, 371-2303.

8:30 am
Rockland. (sponsored by the Island Institute).
Contact: Richard Podolsky, 594-9209.

Uninhabited Coastal Islands. (sponsored by Me. Recreational Boaters Assn.) Boaters interested in cleaning up shores along uninhabited coastal islands can contact the Maine Recreational Boaters Association to find out which islands to go to and to get data cards for reporting the types and amount of debris found.
Contact: Dick Anderson, 775-1671.

9 am
West Boothbay Harbor. (sponsored by the Dept. of Marine Resources).
Contact: Jean Chenoweth, 633-5572.

October 8 — 10 am
Waldoboro. (sponsored by the Waldoboro Conservation Commission).
Contact: Kendall Harris, 563-5791.

Date undetermined.
Boothbay Shore area. Sometime during Coastweek, hopefully morning of Saturday, October 1.
Contact: Stephen Kalayanides, Jr. at 617/729-9206 or 207/633-2326.

downeast

October 1
Bangor/Cape Jellison. Call for details.
Contact: Liane Giambalvo, 862-3356.

10 am
Eastport - Moose Island. (sponsored by the Eastport Land Trust).
Contact: Carol Bryan, 853-4587.

9 am
Holbrook Island Sanctuary (Brooksville) (sponsored by the sanctuary).
Contact: Phil Farr, 326-4412.

9 am
Penobscot River. (sponsored by the Hampden Conservation Committee)
Contact: Michael Robbins at 862-3932 or 581-2051.

Searsport. (sponsored by the Penobscot Marine Museum). Call for details.
Contact: Ann Moffitt, 548-2529.

Uninhabited Coastal Islands. (sponsored by Me. Recreational Boaters Assn.) Boaters interested in cleaning up shores along uninhabited coastal islands can contact the Maine Recreational Boaters Association to find out which islands to go to and to get data cards for reporting the types and amount of debris found.
Contact: Dick Anderson, 775-1671.

October 2 — 9 am
Cape Rosier and Nearby Islands.
Contact: Brett Brubaker, 326-4671.

Seal Harbor Underwater Cleanup. (sponsored by the Mount Desert Island Sub Aqua Club). Call for details.
Contact: Norm Hawes, 276-3224.

October 4
Southwest Harbor. (sponsored by the Southwest Harbor Library). Call for details.
Contact: Lorraine Saunders, 244-7065.

Date undetermined.
Eastport Beach. (sponsored by the Eastport Coast Watchers). Call for details.
Contact: Bobbie Lehigh and Mandy Perry, 853-2898.

Glossy handout (8½ x 11)

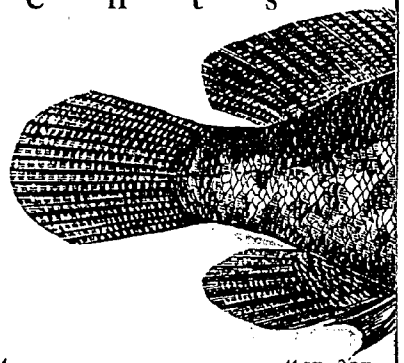
coastweek 88

e v e n t s

Celebrating Maine's Links to the Sea

Coastweek is a time to appreciate the scenic beauty and rich heritage of our coast with educational and recreational events. The listing of events in this brochure are divided by region: Southern (Kittery to Freeport); Mid-coast (Brunswick to Belfast); and Downeast (Searsport to Calais). While the official dates for Coastweek in Maine are October 1-9, coastal events scheduled close to the week have been included in this calendar.

The Maine Coastal Program, which coordinates Coastweek, has made every effort to ensure that the information listed is accurate, but we recommend that you contact event sponsors to confirm details. If there is no mention of a fee on the calendar listing, you can assume there is no charge for the event. Please contact local event sponsors for more information on particular events. If you cannot reach them or would like more general information on the week, please contact the Coastweek Coordinator at the Maine Coastal Program, 289-3261.



southern coast

Throughout Coastweek

Crescent Beach State Park (Cape Elizabeth). Free admission. Guided nature programs for interested groups. Call 799-5871 to arrange.

Ferry Beach State Park (Saco). Free admission. Guided nature programs Monday-Friday for interested groups. Call 283-0067 to arrange.

Fort McClary State Historical Site (Kittery Point). Free admission.

Two Lights State Park (Cape Elizabeth). Free admission. Guided nature programs for groups on October 5. Call 799-5871 to arrange.

Wolfe's Neck Woods State Park (Freeport). Free admission. Guided nature walk, "Secrets of the Shore," on October 2 at 2 pm (call Pat Bailey at 289-3821 for details).

Good Day Market on Brackett Street in Portland is offering a sea vegetable special highlighting seaweeds for soups, entrees, and other dishes.
Contact: Charlotte Henderson, 871-3646.

September 23 and 24 — 8 am - 4:30 pm

Coastal Resources Issue Forum: Making Choices for New England's Future University of New Hampshire's New England Center. Two one-day sessions: the first for town managers/planners, and state agency staff; the second for New Hampshire/Maine conservation commissions, planning boards, town and state officials and concerned citizens. Discussion topics include coastal protection, harbor management, and pollution.
Fee: $15 - 1 day/$25 - 2 days.
Contact: Becky Quinlan, 603/862-1900.

September 24 — 9:30 - noon

Wells National Estuarine Research Reserve. Celebration of National Estuary Day with canoe trips on the tidal river, a river and beach cleanup, and guided tours of the Reserve (at 9 and 10:30 am). Wear sturdy footwear and layered clothing. Bring binoculars, camera, and a field guide. Call for more details.
Contact: Brian or Mary Doyle, 646-4521.

October — Wednesdays

Brick Store Museum in Kennebunkport. Lunchtime film series on "Coastal Connections: Our Seafaring Heritage." Each Wednesday, at 12:10. Bring your own lunch, enjoy a film, and admission to the ongoing exhibits on the '47 fire and "A Little Something to Remember the Trip."
Fee: $1 per person.
Contact: Dick Hogue or Wilma Leinonen at 985-4349.

October — Saturdays & Sundays

Kennebunk River Canoe Picnics. Meet 2 hours before high tide at Dock Square parking lot. Bring your canoe, lunch, ukelele, or whatever!
Contact: Dick Hogue or Wilma Leinonen at 985-4349.

October 1 — 11 am - 2 pm

Wells National Estuarine Research Reserve. Family Day at Wells Reserve with horse-drawn hay rides, children's activities, speakers on shorebirds and geology of the Reserve, guided tours, and special field trips.
Fee: Please call for fees of specific events.
Contact: Brian or Mary Doyle, 646-4521.

9 am - 11:30 am

York County Cooperative Extension Service Office. Family Outing on Vaughns Island with a tidepool walk, nature games, and a beach cleanup.
Contact: Leanna Preston at 324-2814 or Anne Steele at 967-4376.

9 am - 3 pm

Gulf of Maine Marine Education Association Annual Conference/Workshop, "Tidepool Tactics for the Classroom": tidepool activities and field trips for teachers, high school students, and other interested people. To be held at the SMVTI campus in South Portland.
Contact: Sharon Meeker, at 603/862-3460.

10 am - 11 am

Children's Museum of Maine/Gulf of Maine Aquarium. "Seaweeds and Sea Creatures": a hands-on opportunity for children to learn about life in the intertidal zone. A study of animal adaptation and the creation of seaweed prints will be included in this indoor exploration.
Fee: Free with admission to the Museum ($2/person).
Contact: The Children's Museum, 797-5483.

all morning

Maine's Annual Shore Cleanup, coordinated by the Maine Coastal Program: Cleanups have already been organized in Eliot, Kittery, York, Kennebunkport, Ocean Park, Saco, Scarborough, South Portland, Portland, and on uninhabited coastal islands. You can join one of these, or organize your own.
Contact: Flis Schauffler, 289-3261

Greater Portland Council of Governments. A day-long mobile workshop for planners and town officials. The group will travel along a river, stopping at several sites and exploring planning issues in the context of one watershed. Call for details.
Contact: Shirley Hager, 774-9891.

1-3 pm

Kittery Historical and Naval Museum. Open House with refreshments for all who *participate in the Kittery Coastal Cleanup that morning (sponsored by the Kittery Conservation Commission).*
Contact: Kimberly Cook, 439-3080.

4 pm

Spring Point Community Television Center. TV special, "The Story of Simington Cove," live on Willard Beach, followed at 4:30 by a beach cleanup and picnic. Raindate: Sunday October 2, same time.
Fee: Picnic will be a potluck. Call for more information.
Contact: Randy Visser, 879-4237.

October 3 — 3:30 pm

Maine Aquarium (Saco). Maine Aquarium "Walk-about": Take a guided tank-by-tank tour of the Maine Aquarium with a member of their Education staff.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

7:30 pm

Yarmouth Historical Society. Nathan Hamilton, Assistant Professor of Archaeology at USM, will present an illustrated lecture on "Prehistoric and Historic Archaeology of Northeast Casco Bay" in the Merrill Memorial Library Meeting Room. The audience is encouraged to bring any archeological items they may have found in this area.
Contact: Marilyn J. Hinkley, Curator, 846-6259.

October 5 — 1:30 pm

Maine Aquarium (Saco). "You Are What You Eat". Curator Keith Matassa will discuss what the animals at the Maine Aquarium eat in captivity and in the wild, and what it requires to keep Aquarium animals healthy. Watch the feeding of penguins, seals, sharks, octopus, and individual exhibits.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4
Contact: Maine Aquarium, 284-4512.

October 5 & 7 — 12:30 pm

Portland Museum of Art. "The Sea Around Us" gallery talk on Maine's maritime history and art.
Fee: $3.50 adults/$2.50 seniors and students/$1 for children 6-18.

October 7 — 4-5:30 pm

Nature Walks Unlimited. "Tidal Pool Explorations": a guided walk for adults and children. Meet at the Spring Point public parking lot (South Portland).
Contact: Cindy Krum, 774-2441.

3:30 pm

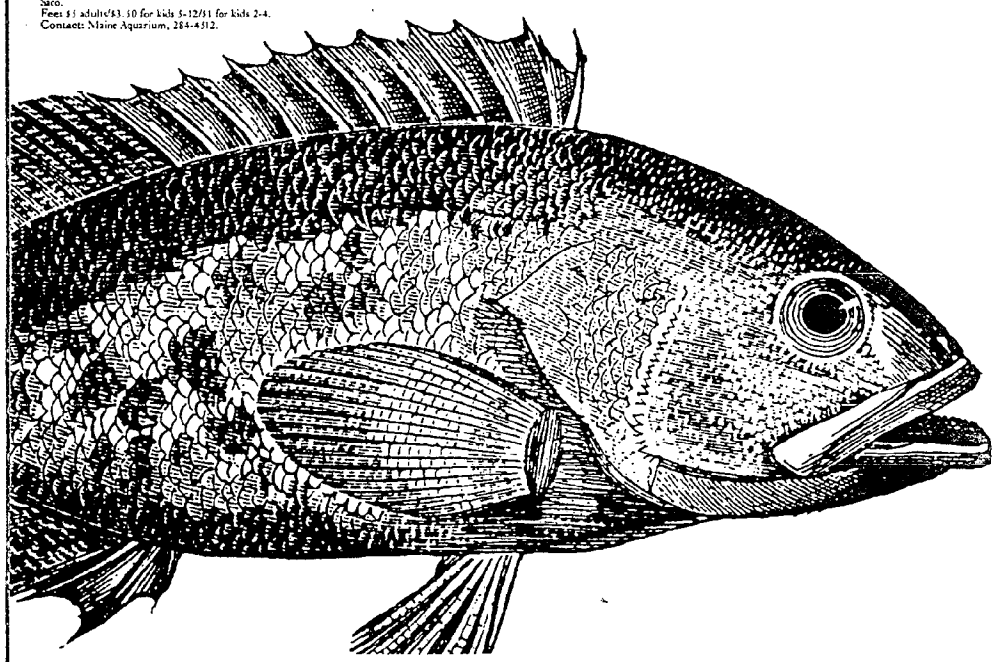
Maine Aquarium (Saco). "Starting and Maintaining a Home Aquarium": get step-by-step guidance for setting up a home aquarium, and ask experts questions about tank maintenance. For adults and children.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

October 8 — 10 am to 4 pm

U.S. Coast Guard. A Lighthouse Open House will be held at the Portland Head Light Station, at Fort Williams Park, in Cape Elizabeth. The public is welcome to attend.
Contact: Karen McLean at 767-0303.

October 9 — 2:30 pm

Maine Aquarium (Saco). Seals' Skills: Marine Mammal Training. Get a glimpse of how curator Keith Matassa trains the Aquarium's three harbor seals. The Aquarium is on Route One in Saco.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.



October 10 — 10 am to 2 pm

Maine Aquarium (Saco). "Creating Treasures from the Sea." Using shells, sand, and other marine materials, children create their own crafts, with help from an Aquarium educator. For children and their parents.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, at 284-4512.

October 12 — 7:30 pm

Maine Coastal Program and the USM Geosciences Department. Rand Raabe, a Scarborough-based nature photographer will present a slideshow of the coast in four seasons. This free event will be held in the Luther Bonney auditorium at the University of Southern Maine's Portland campus. All are welcome.
Contact: Flis Schauffler at 289-3261 or Rand Raabe at 883-3003.

October 23 — noon

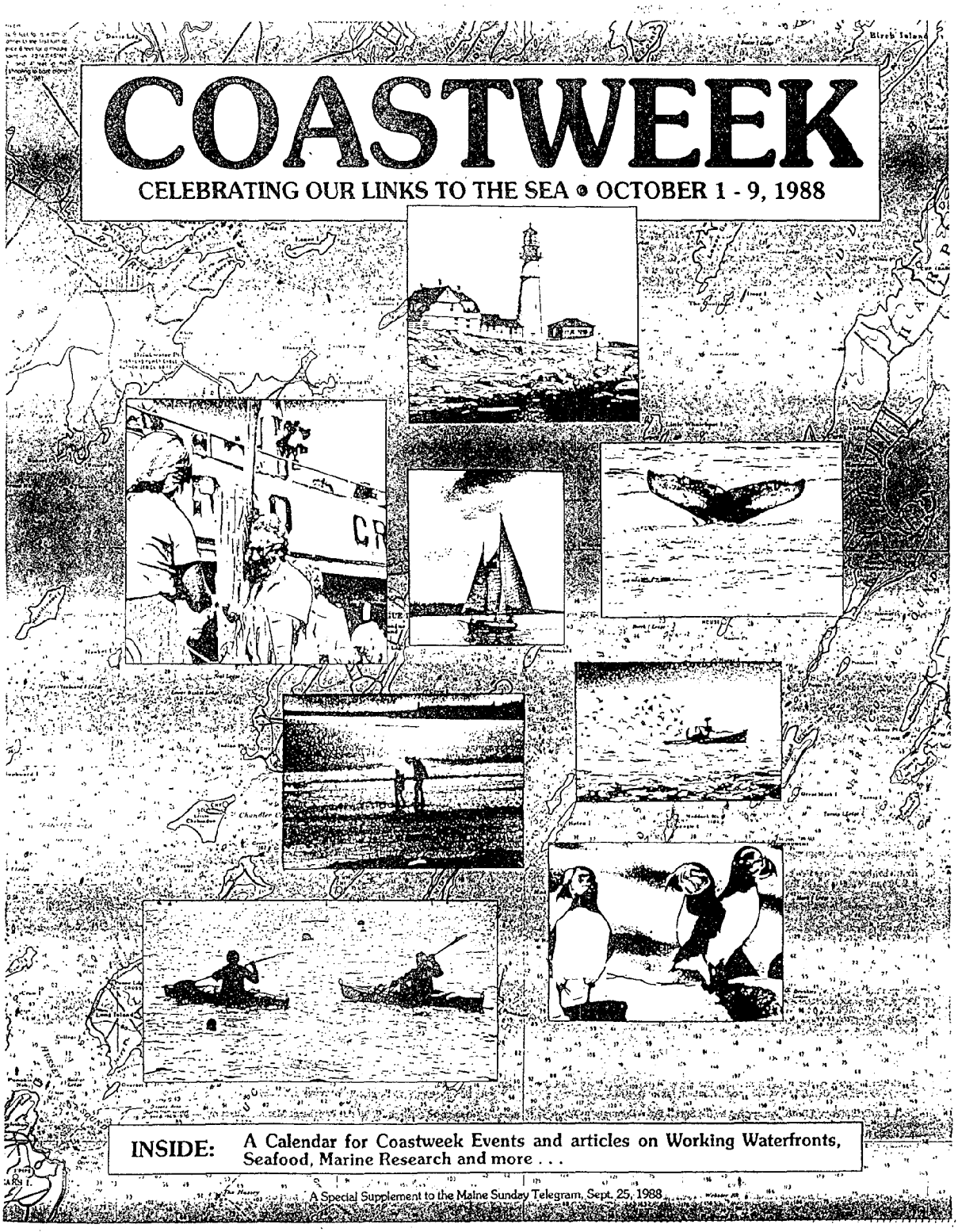
Maine Chapter – Appalachian Mountain Club. A 4-mile Family Hike on Peaks Island through evergreen forests, along the Back Shore and on old roads. Bring comfortable shoes.
Contact: David Hall, 443-9446.

October 28 — all day

Association for Research on the Gulf of Maine (ARGO-Maine). A conference on "The Gulf of Maine: its value to our state" will be held in Portland.
Fee: Contact ARGO-Maine for more information.
Contact: David Townsend, 633-2838.

EXHIBIT E-6

SPECIAL SUPPLEMENT TO THE MAINE SUNDAY TELEGRAM, SEPT. 25, 1988



Coastweek celebrates our links to sea

An invitation to join the celebration

From October 1-9, Maine will hold it fifth annual celebration of Coastweek. Just what, you may ask, is Coastweek? It is a grassroots, national celebration of special events highlighting our cultural, environmental and economic links to the sea. Last year during Coastweek, over 1,000 events were held in 27 coastal states.

This year in Maine, groups from Kittery to Calais will sponsor marine slides shows, films, lectures, concerts and special exhibits. Next weekend Coastweek will open with a coastwide shore cleanup, a marine educator's conference and a day-long family fair with maritime performances and demonstrations. The Coastweek Calendar on page 4 will give you a taste of what the week has to offer. For more detailed information, contact the Maine Coastal Program at 289-3261.

Beyond all the specific events, Coastweek gives us a chance to reflect on how important the sea is to Maine's quality of life. The articles in this supplement discuss some of the activities and places that make our coast special; some of the exciting changes along our shores; and some of the unsettling ones. The pieces were written by professionals from a diverse range of marine-related fields. With the help of Maine Sunday Telegram staff, this supplement was coordinated by the Maine Coastal Program, a division of the State Planning Office that works in marine planning, policy development and public education.

When you're through reading the supplement, tear out the Coastweek calendar and keep it on hand for next week so you'll know what's happening where! If you have questions, call the event organizers directly or contact the Coastal Program Office at the address listed below.

We look forward to celebrating Coastweek with you.

David Keeley
Director
Maine Coastal Program

Flis Schauffler
Communications Coordinator
Maine Coastal Program

Maine Coastal Program

State Planning Office
State House Station 38
Augusta, ME 04333
207/289-3261

Coastal cleanups 1988

On Saturday hundreds of volunteers all along Maine's coast will spend a couple hours picking up trash, inventorying the kinds of debris found and then properly disposing of it. Data from Maine's annual cleanup are used as part of state and national efforts to monitor and reduce marine debris. The cleanup not only helps keep our coast attractive, it reduces the chance that plastic debris will entangle wildlife or get caught in boat propellers. Listed below are some of the cleanups that will be held this October during Coastweek.

Additional cleanup organizers and shore-pickers are needed. If you would like to join one of these scheduled cleanups, call the organizers to find out where to meet and what to bring. If you would like to organize a cleanup of your own, please contact Flis Schauffler at the Maine Coastal Program, 289-3261.

Southern Coastal

Back Cove Cleanup — Saturday, Oct. 1, 9 a.m. Contact: Annie Kiel, 761-1813 or Flis Schauffler, 871-9341.

Cape Neddick/Short Sands, Long Sands Beaches (sponsored by the York Conservation Commission) — Saturday, Oct. 1, 9 a.m. Contact: Ruth Littlefield, 363-5863.

Casco Bay Islands (sponsored by Casco Bay Island Dev. Assn.) — Date to be determined. Contact: Jean Dyer, 846-4188.

Crescent Beach State Park (sponsored by the park) — Saturday, Oct. 1, 9 a.m. Contact: Ralph Wilkinson, 799-8871.

Eastern Prom Beach Cleanup (sponsored by the Munjoy Hill Neighborhood Organization and the Community Employment Project) — Saturday Oct. 1, 9 a.m. to noon. Contact: Joe Cowie, 775-3050.

Eliot/Piscataqua River Cleanup (sponsored by Troop 340 of the Boy Scouts of America) — Saturday, Oct. 1, 10 a.m. Contact: Greg St. Lawrence, 439-4674.

Freeport/Wolfe's Neck Woods State Park (sponsored by the park) — Saturday, Oct. 1, 9 a.m. Contact: John Cooke, 865-4465.

Kennebunkport/Colony, Kennebunk, Parson's and other beaches (sponsored by the Kennebunk Conservation Commission) — Contact: Dick Hogue, 985-4349.

Kennebunkport/Goose Rocks Beach (sponsored by Girl Scout Troop # 238) — Saturday, Oct. 8, 8-10 a.m. contact; Karen Detterman, 967-5444.

Kennebunkport/Vaughn's Island (sponsored by the York County Cooperative Extension Office) — Saturday, Oct. 1, 9-11:30 a.m. A Family outing on Vaughn's Island with a tidepool walk, nature games and a beach cleanup. Contact: Leanna Preston at 324-2814 or Anne Steele at 967-4376. (eves.)

Kittery Beach (sponsored by the Kittery Conservation Commission) — Saturday, Oct. 1, 10 a.m. Contact: Maria S. Barth, 439-4285.

Ocean Park/Saco Bay Cleanup (sponsored by Stone Environmental School) — Wednesday, Oct. 5, 2-4 p.m. Contact: Sherry Christy/Duane Bond, 934-4064.

Saco Beach Cleanup (sponsored by the Saco Conservation Commission) — Saturday, Oct. 1, 9 a.m. Contact: John Andres or Peter Morelli, 282-3487.

Scarborough Beach/Prout's Neck — Monday, Oct. 3, 12 noon. Rain date; Tuesday, Oct. 4. Contact: Mrs. Harwood E. Ryan, 781-2639.

South Portland/Ferry Beach (sponsored by the Ferry Village Neighborhood Conservation Assn.) — Saturday, Oct. 1, 10 a.m. to 12 noon. Contact: Janice Doctor, 799-6947.

South Portland/Willard Beach (sponsored by the Spring Point Community Television Center and the Willard Beach Neighborhood Organization.) — Saturday, Oct. 1, 4 p.m. A live TV special on the history of Simington Cove and Willard Beach followed, at 4:30 p.m., by a beach cleanup and picnic. Rain date: Sunday, Oct. 2, same time. Fee: Call for picnic information. Contact: Randy Visser, 879-4237.

Uninhabited Coastal Islands (sponsored by Maine Recreational Boaters Assn.) — Saturday, Oct. 1. Boaters interested in cleaning up shores along uninhabited coastal islands can contact the Maine Recreational Boaters Assn. to find out which islands to go to and to get data cards for reporting the types and amount of debris found. Contact: Dick Anderson, 775-1671.

Midcoast

Bath/Wiscasset area. Chewonki Neck and Montsweag Bay region (sponsored by Chewonki Foundation and Merrymeeting Audubon Society). — Saturday, Oct. 1, 9 a.m. Contact: Don Hudson, 882-7323.

Boothbay Shore area — Sometime during Coastweek, hopefully morning of Saturday, Oct. 1. Contact: Stephen Kaloyanides Jr. at 617/729-9206 or 633-2326.

Brunswick area (sponsored by the Brunswick Conservation Commission, Bowdoin College Environmental Studies Department and the Brunswick Topsham Land Trust) — Saturday, Oct. 1, 9 a.m. Contact: Macky Bennet, 725-2318.

Cushing/Maple Juice Cove (sponsored by the Midcoast Audubon Society) — Saturday, Oct. 1, 8:30 a.m. Contact: Joanna Willimetz, 354-8966.

Pemaquid Region (sponsored by Mid-coast Audubon Society, Knox-Lincoln Cooperative Extension Service and Colonial Pemaquid Historical Site) — Saturday, Oct. 1, 10 a.m. Contact: Brian Murray, 677-2423.

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Reid State Park (sponsored by the park) — Saturday, Oct. 1, 9 a.m. Contact: Dalton Kirk, 371-2303.

Rockland (sponsored by the Island Institute) — Saturday, Oct. 1, 8:30 a.m. Contact: Richard Podolsky, 594-9209.

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West Boothbay Harbor (sponsored by the Dept. of Marine Resources) — Saturday, Oct. 1, 9 a.m. Contact: Jean Chenoweth, 633-5572.

Downeast

Bangor/Cape Jellison — Saturday, Oct. 1. Call for details. Contact: Liane Giambalvo, 862-3356.

Cape Rosier and Nearby Islands — Sunday, Oct. 2, 9 a.m., Contact: Brett Brubaker, 326-4671.

Eastport Beach (sponsored by the Eastport Coast Watchers) — Call for details. Contact: Bobbie Lehigh and Mandy Penny, 853-2898.

Eastport - Moose Island (sponsored by the Eastport Land Trust) - Saturday, Oct. 1, 10 a.m. Contact: Carol Bryan, 853-4887.

Holbrook Island Sanctuary (Brooksville) (sponsored by the sanctuary) — Saturday, Oct. 1, 9 a.m. Contact: Phil Farr, 326-4012.

Penobscot River (sponsored by the Hampden Conservation Committee) — Saturday, Oct. 1, 9 a.m. Contact: Michael Robbins at 862-3932 or 581-2051.

Seal Harbor Underwater Cleanup (sponsored by the Mount Desert Island Sub Aqua Club) — Sunday, Oct. 2. Contact: Norm Hawes, 276-3224.

Searsport (sponsored by the Penobscot Marine Museum) — Saturday, Oct. 1. Call for details. Contact: Ann Moffitt, 548-2529.

Southwest Harbor (sponsored by the Southwest Harbor Library) — Tuesday, Oct. 4. Call for details. Contact: Lorraine Saunders, 244-7065.

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Stonington students have a dream

By INGRID BENGIS

In the spring of 1987 the town of Stonington was in the midst of drawing up a new comprehensive plan. The Comprehensive Plan Committee wanted to involve the community in its planning process so they decided to launch an art and essay contest for students, with the theme "Stonington's Future: dreams and nightmares." Local businesses donated cash awards to be given to the winner in each age group (elementary school, junior high school and high school).

The competition proved to be a fertile source of discussion in schools and in the larger community. It quickly became evident from the thoughtful essays and serious art submissions that most of the students are keenly attuned to their environment and, at times, almost fierce in their desire to keep it "like it is."

While many students had never traveled far from home, they recognized the value of what they had and were concerned about losing it to pollution, to "outsiders and summer people" with different values and different ways of life, to overfishing and to overdevelopment.

Their essays demonstrated an extremely strong sense of place, and a recognition that their unique way of life might be threatened. Over and over, they expressed the feeling that they didn't want the island (Deer Isle) to become a "tourist trap like Bar Harbor." They wanted to see Stonington remain a fishing town where people care about each other and "No Trespassing" signs aren't posted to prevent people who have lived there for generations from walking in the woods or along the shore.

The children's essays expressed a great attachment to community, as well as a love of the natural world. They wrote about a fear of losing something which, while they did not call it "cultural identity," amounted to exactly that: a profound sense that their existing way of life is unique and has value. The only consistent complaint expressed in the essays was over a lack of recreational facilities for young people.

The winning essays were published in the local newspaper, and the results contributed greatly to the community's planning process. The contest stimulated discussion locally, both in and out of the classroom. Students involved their parents and vice versa. Support for the comprehensive planning process grew.

On August 1, 1988, the new plan was voted on and passed overwhelmingly, along with a moratorium on subdivision and on the conversion of commercial fishing uses to activities not related to commercial fishing.

Ingrid Bengis is chairman of the Stonington Planning Board and was co-chairman of the Comprehensive Plan Committee.

Celebrate Coastweek

Stop by and look through our many books of Marine related interest.

REGULAR HOURS: WED., THUR., FRI. 11-5, SAT. 12-4.
OTHER TIMES BY CHANCE.

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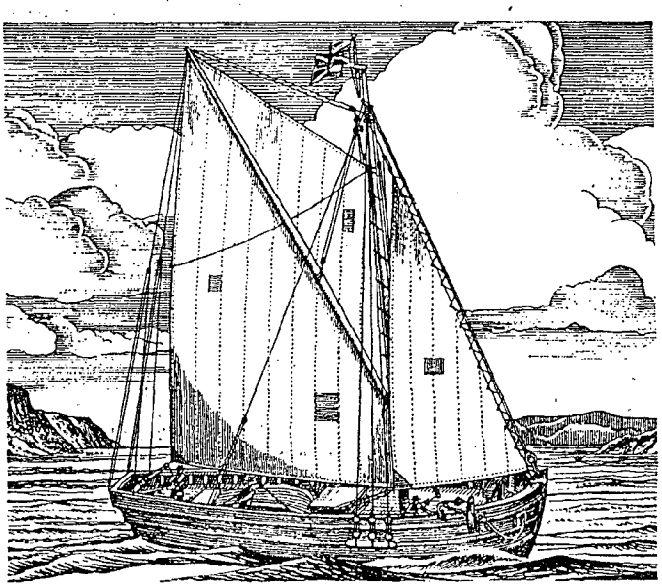

In that year, colonists built their first ocean-going vessel. Christened the *Virginia of Sagadahock*, it sailed from a little shipyard just twelve miles down river from the present site of the Bath Iron Works.

Since its founding in 1884, Bath Iron Works has added many "firsts" to Maine's catalogue of maritime achievements. And through the years, we've made the hallmark "Bath-built" a synonym for shipbuilding excellence.

In the years to come, we will build ships in Bath and repair others in Portland. And each ship will carry a part of Maine's proud maritime heritage to the oceans of the world.

Thanks, Maine, for a great shipbuilding tradition.

Maine launched the U.S. Merchant Marine in 1607.

A history of Bath Iron Works is on exhibit at the Maine Maritime Museum in Bath.

BIW
BATH, MAINE 04530

Coastweek Events

Southern Coast

Throughout Coastweek
Crescent Beach State Park. Free admission. Guided nature programs for schools and other groups on Oct. 3. Call to arrange.
Contact: Ralph Wilkinson, 799-5871.

Throughout Coastweek
Ferry Beach State Park (Saco). Free admission. Guided nature programs for schools and other groups Monday through Friday. Call to arrange.
Contact: Gordeen Noble, 283-0067.

Throughout Coastweek
Fort McClary State Historical Site (Kittery Point). Free admission.
Contact: Tom Collins, 439-2845.

Throughout Coastweek
Good Day Market on Brackett Street in Portland is offering a sea vegetable special highlighting seaweeds.
Contact: Charlotte Henderson. 871-8646

Throughout Coastweek
Two Lights State Park. Free admission. Guided nature programs for schools and other groups on Oct. 5.
Contact: Ralph Wilkinson, 799-5871.

Throughout Coastweek
Wolfe's Neck Woods State Park (Freeport). Free admission. On Oct. 2 at 2 p.m., there will be a guided walk on "Secrets of the Shore."
Contact: Pat Bailey, 289-3821.

Throughout Coastweek
Portland Yacht Services. Open House of boatyard/brokerage in Portland and wooden boatbuilding plant on Ram Island Farm. Monday - Thursday, 8:30 a.m. to 5 p.m.
Contact: Jane Wellehan, 774-1067.

Wednesdays in October
Brick Store Museum in Kennebunkport. Lunchtime film series on "Coastal Connections: Our Seafaring Heritage." Each Wednesday at 12:10 p.m. Bring your lunch.
Fee: $1 per person.
Contact: Dick Hogue or Wilma Leinonen at 985-4349.

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Saturday Oct. 1, 9 - 11:30 a.m.
York County Cooperative Extension Service Office. Family Outing on Vaughns Island with a tidepool walk, nature games, and a beach cleanup.
Contact: Leanna Preston at 324-2814 or Anne Steele at 967-4376.

Saturday Oct. 1, 9 a.m. - 3 p.m.
Gulf of Maine Marine Education Association Annual Conference/Workshop (at SMVTI, South Portland). "Tidepool Tactics for the Classroom" for teachers, high school students and other interested people.
Contact: Sharon Meeker, at 603/862-3460 or write GOMMEA, PO Box 2652, South Portland, ME 04106.

Saturday Oct. 1, 10 - 11 a.m.
Children's Museum of Maine/Gulf of Maine Aquarium. "Seaweeds and Sea Creatures": a hands-on opportunity for children to learn about life in the intertidal zone to be held at the Children's Museum on Stevens Avenue in Portland.
Fee: $2/person.
Contact: The Children's Museum, 797-5483.

Saturday Oct. 1, all morning
Maine's Annual Shore Cleanup, coordinated by the Maine Coastal Program: Cleanups have already been organized in Eliot, Kittery, York, Kennebunkport, Ocean Park, Saco, Scarborough, South Portland, Cape Elizabeth, Portland and on uninhabited coastal islands. You can join one of these, or organize your own. For more details, please contact Flis Schauffler at 289-3261 (or write Maine Coastal Program, State House Station 38, Augusta, ME 04333).

Saturday Oct. 1, all day
Greater Portland Council of Governments. A day-long mobile workshop for planners and town officials to explore planning issues in the context of one watershed. Call for details, including fee.
Contact: Shirley Hager, 774-9891.

Saturday Oct. 1, 11 a.m. - 2 p.m.
Wells National Estuarine Research Reserve. Family Day at Wells Reserve with special events for adults and kids. Bring bag lunch. Call for details.
Contact: Brian or Mary Doyle, 646-4521.

Saturday Oct. 1, 1 - 3 p.m.
Kittery Historical and Naval Museum. Open House with refreshments for all who participate in the Kittery Coastal Cleanup that morning.
Contact: Kimberly Cook, 439-3080.

Saturday Oct. 1, 4 p.m.
Spring Point Community Television Center. TV special, "The Story of Simington Cove," live on Willard Beach, followed at 4:30 p.m. by a beach cleanup and picnic. Rain date:: Sunday, Oct. 2, same time.
Fee: Picnic may be a potluck. Call for more information.
Contact: Randy Visser, 879-4237.

Monday Oct. 3, 3:30 p.m.
Maine Aquarium (Saco). Maine Aquarium "Walk-about." Take a guided tank-by-tank tour with a member of the Aquarium's Education staff.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

Monday Oct. 3, 7:30 p.m.
Yarmouth Historical Society. "Prehistoric and Historic Archaeology of Northeast Casco Bay," an illustrated lecture by Prof. Nathan Hamilton in the Merrill Memorial Library Meeting Room.
Contact: Marilyn J. Hinkley, curator, 846-6259.

Wednesday Oct. 5, 12:30 p.m.
Portland Museum of Art. "The Sea Around Us." A gallery talk on Maine's maritime history and art.
Fee: $3.50 adults/$2.50 seniors and students/$1 kids 6-18.
Contact: Sarah Cecil, 775-6148.

Wednesday Oct. 5, 1:30 p.m.
Maine Aquarium (Saco). "You Are What You Eat" talk by curator Keith Matassa on what captive animals eat. Watch the feeding of exhibit animals.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

Friday Oct. 7, 12:30 p.m.
Portland Museum of Art. "The Sea Around Us" gallery talk. Please see listing for Oct. 5.

Friday Oct. 7, 4 - 5:30 p.m.
Nature Walks Unlimited. "Tidal Pool explorations: a free walk for adults and children. Meet at the Spring Point public parking lot (South Portland).
Contact: Cindy Krum, 774-2441.

Friday Oct. 7, 3:30 p.m.
Maine Aquarium (Saco). "Starting and Maintaining a Home Aquarium": a step-by-step guide to setting up a home aquarium for adults and children.
Fee: $5 adult/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

Saturday Oct. 8, 10 a.m. to 4 p.m.
U.S. Coast Guard. A Lighthouse Open House will be held at the Portland Head Light Station in Cape Elizabeth.
Contact: Karen McLean, 767-0303.

Sunday Oct. 9, 2:30 p.m.
Maine Aquarium (Saco). Seals' Skills: Marine Mammal Training.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

Monday Oct. 10, 10 a.m. to 2 p.m.
Maine Aquarium (Saco). "Creating Treasures from the Sea." Using marine materials, children create their own crafts. For children and their parents.
Fee: $5 adults/$3.50 for kids 5-12/$1 for kids 2-4.
Contact: Maine Aquarium, 284-4512.

Wednesday Oct. 12, 7:30 p.m.
Maine Coastal Program and the USM Geosciences Department. Photographer Rand Raabe will present a slides show of the coast in four seasons, with accompanying soundtrack. To be held in the Luther Bonney auditorium at USM's Portland campus.
Contact: Flis Schauffler at 289-3261 or Rand Raabe at 883-3003.

Sunday Oct. 23, afternoon
Maine Chapter - Appalachian Mountain Club. A 4-mile Family Hike on Peaks Island on Sunday afternoon (call for times). Open to club members and the public.
Fee: $3 round trip ferry fee.
Contact: David Hall, 443-9446.

Friday Oct. 28, all day
Association for Research on the Gulf of Maine (Argo—Maine). A conference on "The Gulf of Maine: its value to our state" will be held in Portland.
Fee: Call for more information.
Contact: David Townsend, 633-2838.

Mid-coast

Throughout Coastweek
Camden Hills State Park
Free admission for picnicking.
Contact: Gordon Bell, 236-3109.

Throughout Coastweek
Colonial Pemaquid State Historical Site. Free admission and on weekends, the museum will be open with free admission. On Wednesday Oct. 5, guided programs will be offered for any *interested groups (call to arrange).*
Contact: Brian Murray, 677-2423.

Throughout Coastweek.
Maine State Museum. The visitor services staff will present half-hour gallery programs from Oct. 3 to 7. A presentation on sailmaking will be held daily at 11 a.m. and the one on lobstering at 2 p.m.
Contact: Jon Bailey, 289-2301.

Throughout Coastweek.
Nantucket Lightship. The lightship will be at the Maine Maritime Museum in Bath.
Fee: Call for information on fee and hours.
Contact: Paul Carter, 775-1008.

Throughout Coastweek
Pejopscot Historical Society. An Exhibit on "Pejopscot's Little Canadas: Franco-American Communities in the Androscoggin River Region." Monday through Friday, 10 a.m. to 3 p.m.
Contact: Kathy Hudson, 729-6606.

Throughout Coastweek
Popham Beach State Park. Free admission.
Contact: Ben Kreiton, 389-1335.

Throughout Coastweek
Reid State Park. Free admission. Guided nature programs for schools and other groups on Oct. 4. There will be a beach run on Oct. 8. Call for details.
Contact: Dalton Kirk, 371-2303.

Sept. 27 and 29, 2 p.m.
University of Maine Darling Marine Center. One-hour tours of lab.
Contact: Carol Jaeger, 563-3143.

Continued on next page

Coastweek events, cont.

Saturday Oct. 1, 10 a.m. - 1 p.m.
The Nature Conservancy. "Mud Plants of Merrymeeting Bay:" a field trip to explore the brackish mudflats around Merrymeeting Bay.
Fee: $5 Nature Conservancy members; $7 non-members.
Contact: Barbara Vickery, 729-5181.

Saturday Oct. 1, all morning
Maine's Annual Shore Cleanup coordinated by the Maine Coastal Program. Local Cleanups have already been organized in Bath/Wiscasset, Boothbay, Brunswick, Cushing, Freeport, Pemaquid, Popham Beach, Reid State Park, Rockland, Waldoboro, West Boothbay Harbor and on uninhabited coastal islands. You can join one of these or schedule your own. For more details on the cleanup, please call Flis Schauffler at 289-3261 (or write Maine Coastal Program, State House Station 38, Augusta, ME 04333).

Sunday Oct. 2, 11 a.m. to 4 p.m.
Maine Audubon Society SEA FAIR: A Family Celebration held at the Maine Maritime Museum (Percy/Small Shipyard) in Bath. There will be exhibits, demonstrations, boat rides, maritime crafts and films. Participants include the Coast Guard, Bigelow Laboratory, Maine Aquarium, Sea Grant, Department of Marine Resources, Maine Fishermen's Wives Association, Nantucket lightship, New England Aquarium, Wells Estuarine Reserve, Maine Agricultural Experiment Station and Maine Coastal Program. Mr./Mrs. Fish, Jackson Gilman, Edie Doughty and others will perform.
Fee: $4.50 for nonmembers/$4 for members of Maine Audubon or the Maine Maritime Museum; $2 for children 5-13; children under 5, free.
Contact: Stirling Kendall at the Maine Audubon Society, 781-2330.

Sunday Oct. 2, 1 p.m.
Pemaquid Watershed Association. A canoe trip through Biscay Pond and down the Pemaquid River to Bristol Mills. Rain date: Oct. 9. Call for more information.
Fee: Donations for PWA's water-testing program would be appreciated.
Contact: Mac Rogers at 529-5395 or 563-1216.

Sunday Oct. 2, 1:30 p.m.
Maine State Museum. "Investigating the Defense: a slide talk on the recovery and preservation from a ship sunk at 1779 in the Stockton Harbor."
Contact: Jon Bailey, 289-2301.

Monday Oct. 3, 7 p.m.
Sportsman's Alliance of Maine. Presentation by Barry Gibson, editor of Saltwater Sportfishing, on "The Future of the Resources: what's in store for striped bass, bluefish, and mackeral fisheries in the Gulf of Maine." To be held at the Holiday Inn on Western Avenue in Augusta.
Contact: Sportsman's Alliance of Maine, 622-5503.

Tuesday, Oct. 4, 7 p.m.
William A. Farnsworth Library & Art Museum. "The Days of Sail — Captured on Film." Several short films will be shown on the romantic and mundane aspects of life aboard commercial sailing vessels. To be held at the Farnsworth Museum at 19 Elm St. in Rockland. Sponsored by W.C. Ladd & Sons, Inc. and the Penobscot Marine Museum.
Contact: Mary McPherson or Carol Holman at 596-6457.

Wednesday Oct. 5, 3 p.m.
Maine State Museum. "Investigating the DEFENSE." Please see listing for Oct. 2.

Wednesday Oct. 5, 7:30 p.m.
William A. Farnswoth Library & Art Museum. "Women Who Went to Sea": a presentation on Maine women who accompanied their sea-faring husbands on ocean-going voyages in the late 1800s with Dr. John Battick and Elizabeth Balano. Sponsored by W.C. Ladd & Sons, Inc. To be held at the Farnsworth Museum at 19 Elm St. in Rockland.
Contact: Mary McPherson or Carol Holman at 596-6457.

Wednesday Oct. 6, 7:30 - 9 p.m.
L.L. Bean Public Clinic Program. "Lighthouse-hopping by Sea Kayak": a colorful slides show capturing the beauty and mystique of Maine lighthouses and a talk on sea kayaking, trip planning and safety. To be held at the L.L. Bean Casco Street Conference Center, on Route 1 in Freeport.
Contact: Michael Perry, 865-4761, ext. 2090

Thursday Oct. 6, 2 p.m.
William A. Farnsworth Library & Art Museum. "The Days of Sail" film showing. Please see the Oct. 4 listing.

Thursday Oct. 6, 9 a.m. - 4 p.m.
Maine Department of Marine Resources. Open House at Marine Laboratory with guided tours of the lab, aquarium and library; question/answer sessions; movies and videos.
Contact: Jean Chenowith, 633-5572.

Thursday Oct. 6 and Friday Oct. 7, 2-6 p.m.
Shaw's Supermarkets/Maine Department of Marine Resources. Seafood cooking demonstration at the Shaw's store in Rockland.
Contact: Bob Beaudoin, 289-2291.

Saturday October 8, 9 a.m. - 1 p.m.
Pejepscot Historical Society - Field Trip with historical lectures and boat tours to explore Harpswell, Orr's Island and Bailey Island.
Fee: Call for information.
Contact: Kathy Hudson, 729-6606.

Saturday Oct. 8, 9 a.m. - noon
Thomaston Center of UMA. Walking Tour of Thomaston Landmarks (adults only, please) with slides and discussion by historian/educator Renny A. Stackpole.
Fee: $15. Pre-registration required.
Contact: Chris LeGore at 354-6906 or 576-6979.

Saturday Oct. 8, 10:30 a.m. to noon
William A. Farnsworth Library & Art Museum. "Why Knot?" Seafaring skills for children in grades 5 to 8. Sponsored by W.C. Ladd & Sons, Inc. and the Rockport Apprenticeshop. To be held at the Farnsworth Museum at 19 Elm St. in Rockland.
Contact: Mary McPherson or Carol Holman at 596-6457.

Saturday Oct. 8, 10 a.m. - 4 p.m.
U.S. Coast Guard. A Lighthouse Open House will be held at the Kennebec River Light Station on Route 127 in Arrowsic.
Contact: Karen McLean at the USCG office, 767-0303.

Saturday Oct. 8 (10 a.m. - 4 p.m.) - Sunday Oct. 9 (11 a.m. - 4 p.m.)
National Audubon Society/Council of Maine Chapters. Maine Wildlife Festival (outdoors) with programs, films and exhibits celebrating Maine's wildlife heritage (including coastal species). Held at Camp Runoia in Belgrade Lakes.
Fee: $3 adults/$1 children/$5 per carload.
Contact: Wendy Howes at 645-3778 or Joe Gray at 563-3578.

Friday Oct. 14, evening, and Saturday Oct. 15
Maine Maritime Museum and Island Institute. A joint conference entitled "Fishermen, Farmers and Developers — A History of Maine's Coastal Landscapes" to be held at the Maritime Museum in Bath.
Fee: $35 for museum members/$45 for nonmembers.
Contact: Patricia Conn, 442-1316.

Saturday Oct. 22, 8 a.m. - 5 p.m.
Maine Coast Heritage Trust and the Maine Association of Conservation Commissions. "Our Town Conference 1988: public/private perspectives on land conservation."
Fee: $25 (member/early registration discounted).
Contact: Tom Wood, 729-7366.

Saturday Nov. 5, 8 a.m. - 4 p.m.
University of Maine Cooperative Extension Service - Androscoggin/Sagadahoc Counties. "We All Live Downstream: A Conference on Nonpoint Source Pollution:" to be held at Bowdoin College in Brunswick. Open to interested citizens and local officials.
Fee: $20 (includes lunch and materials).
Contact: Nancy Coverstone, 786-0376

Downeast

Throughout Coastweek
Cobscook Bay State Park (Dennysville) Free admission for day use.
Contact: Stuart Wagner, 726-4412.

Throughout Coastweek
Fort Knox State Historical Site (Stockton Springs) Free admission. Guided tours on weekends of Oct. 1/2 and 8/9 at 1 p.m.
Contact: Mike Leighton, 469-7719.

Throughout Coastweek
Holbrook Island Sanctuary (Brooksville). Free admission. Guided nature programs on Oct. 5 for schools (call to arrange).
Contact: Phil Farr, 326-4012.

Throughout Coastweek
Lamoine State Park (Lamoine). Free admission for day use.
Contact: Lee Griffen, 667-4778.

Throughout Coastweek
Moose Point State Park (Searsport). Free admission.
Contact: Shirley Clark, 548-2882.

Throughout Coastweek
Oceanarium (Southwest Harbor). Hands-on programs about local marine life, particularly the lobster. The Oceanarium is open 9-5, Monday through Saturday.
fee: $3.50 adults/$2 kids 4-12.
Contact: David or Audrey Mills, 244-7330.

Throughout Coastweek
Quoddy Head State Park (Lubec). Free admission.
Contact: Raymond Thompson, 733-2249.

Throughout Coastweek
Roque Bluffs State Park (Roque Bluffs). Free admission. On Thursday Oct. 6, there will be guided nature programs for schools and other groups (call to arrange).
Contact: Larry Hunter, 255-3475.

Throughout Coastweek
University of Maine/Orono Dining Services. Spotlight on Maine Seafood: the dinner menu, Monday through Friday of Coastweek, will feature Maine seafood entries.
Fee: $4.50 (for transients).
Contact: Anne S. Johnson, 581-4706.

Throughout Coastweek, mornings
University of Maine at Machias/Beals Island Regional Shellfish Hatchery. Tour of the Beals Island Hatchery. Call to arrange.
Contact: Brian Beal, 255-3313.

Saturday Oct. 1, 10 a.m. - 5 p.m.
West Quoddy Biological Research Station (Lubec). Celebration of the Coast Festival with exhibits; song; salmon cooked by SAD 19 classes; dance and aquaculture displays. Rain date: Oct. 8.
Fee: A donation is requested for a local coastal cleanup/litter survey to be organized on Oct. 1, 1988 and run through Sept. 30, 1989.
Contact: Debbie Olson or Robin Moloff-Gautier at 733-8895.

Saturday Oct. 1
Maine Maritime Academy (Castine). "Open House: Interviews and tours of campus for high school students and their parents."
Contact: Dan Jones, 326-4311, ext. 204/205.

Saturday Oct. 1, all morning
Maine's Annual Shore Cleanup, coordinated by the Maine Coastal Program. Local cleanups have already been organized at Cape Rosier, Eastport Beach, Holbrook Island Sanctuary, Seal Harbor (underwater), Searsport, Cape Jellison and uninhabited coastal islands. You can join these, or organize your own. Please contact Flis Schauffler at 289-3261 (or write the Maine Coastal Program, State House Station 38, Augusta, ME 04333).

Sunday Oct. 2, 9:30 a.m. - 12:30 p.m.
Acadia National Park. Islesford Historical Cruise among the Cranberry Isles. Land on Little Cranberry Isle to visit its museum. Meet at the town pier in Northeast Harbor.
Fee: $8 adults/$5 for children 5-12/free for children under 5.
Contact: Acadia staff at 276-5352.

Sunday Oct. 2, 1-5 p.m.
Old Sardine Village Museum (Lubec). "Dollar Day": tours of the museum and special demonstrations in cooperation with the Lubec Historical Society.
Fee: $1/person.
Contact: Barney Reyer, 733-2822.

Monday Oct. 3, 7:30 p.m.
Southwest Harbor Public Library. "History of Mount Desert Island": a talk by local historian and boatbuilder Ralph Stanley.
Contact: Lorraine Saunders, 244-7065.

Continued on next page

Events, cont.

Tuesday Oct. 4, 9 a.m. - 11 a.m.
Acadia National Park. Cruise with a park naturalist among Frenchman Bay Islands. Meet at the town pier in Bar Harbor.
Fee: $8 adults / $5 for children / free for children under 5.
Contact: Lois Winter or Deb Wade, 288-3322.

Tuesday Oct. 4, 1:30 p.m. - 3:30 p.m.
Acadia National Park. Life Between the Tides: a ranger-led walk in the intertidal zone.
Contact: Acadia staff at 288-5262.

Wednesday Oct. 5, 2 p.m.
Mount Desert Island Biological Laboratory. Open House: Visitors will tour the marine research facility here in Salsbury Cove, hear a brief lecture, and see a video presentation. Groups of ten or more should call for reservations.
Contact: Lucy Hocking, 288-5339.

Wednesday Oct. 5, 9:30 a.m. - 12:30 p.m.
Acadia National Park. Isleford Historical Cruise. Please see listing for Oct. 2.

Thursday Oct. 6-9 a.m.
Acadia National Park. Frenchman Bay Cruise. Please see listing for Oct. 4.

Thursday Oct. 6, 7 p.m.
Natural History Museum at College of the Atlantic. Whales-on-Wheels: Assembling a 20-foot Minke Whale Skeleton. All are welcome to attend at the COA Museum; Route 3, in Bar Harbor.
Fee: $1 per person
Contact: Vicki Nichols, 288-5015.

Friday Oct. 7, 3:30 p.m.
Acadia National Park. Life Between the Tides walk. Please see listing for Oct. 4.

Friday Oct. 7, 7:30 p.m.
Penobscot Marine Museum. "Life at Sea" lecture by Margaret Creighton at the Douglas and Margaret Carver Memorial Library on the Museum Grounds (Church Street, Searsport).
Fee: $2 / person.
Contact: Ann Moffitt, 548-2529.

Friday Oct. 7, 8 p.m.
Penobscot Valley Chapter of the Maine Audubon Society. Sherman Hasbrouck will present "A Panorama of the Maine coast: a slide program of aerial and ground views of the Maine Coast." at the First Congregational Church, 35 Church St., Brewer.
Contact: Bob Milardo, 581-3128 or 234-2532.

Saturday Oct. 15, 9:30 a.m.
Penobscot Valley Chapter of the Maine Audubon Society. Field Trip to Schoodic Point (Acadia National Park) concentrating on life in the intertidal zone and fall migrants. Call for details.
Contact: Bob Milardo, 581-3128 or 234-2532

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The protection of our coastal resources is vital to Maine's ability to remain a leader in supplying the world with high quality seafood

Plastic debris a plague to Maine coast

By KATRINA VAN DUSEN
and
FLIS SCHAUFFLER

An economist once quipped that we'd all be rich if we had only followed the sage advice that Mr. Robinson gave Benjamin Braddock (Dustin Hoffman) in the 1967 film, "The Graduate" — plastics.

The plastics industry is doing well because it has created a durable, adaptable product that is put to myriad uses, especially in packaging. The prevalence of plastics, though, is causing an assortment of problems on land and in the ocean: Long-lived plastic products are overloading landfills, littering beaches and endangering marine wildlife.

According to the National Academy of Sciences, nearly 1 million pounds of plastic debris is dumped into the ocean daily.

Where does all this plastic come from? The plastics are discarded along shore and at sea by commercial and recreational boaters, beachgoers, merchant ships, naval vessels and plastic-manufacturing industries.

Historically, merchant and passenger ships and naval vessels have disposed of trash at sea because of inadequate onboard storage space and limited facilities for shoreside disposal. Fishing and recreational boaters also contribute to the problem, both through intentional dumping and through loss of gear.

Plastic debris in the ocean also accumulates from land-based sources, such as plastic-manufacturing operations, sewage treatment plants, ocean dumping of municipal solid waste (a historical pattern with some Maine islands) and littering by people along shore.

The threat posed by this plastic debris is becoming increasingly evident. Marine scientists now consider plastic to be the most widespread human threat to marine species. The National Wildlife Federation estimates that, worldwide, over 1 million birds and 100,000 marine mammals die each year as a result of ingesting plastic, or becoming entangled in it.

Birds can die after consuming various small plastic particles, mistaking them for crustaceans or fish eggs, their normal prey. The indigestible plastic then blocks their intestines, causing ulcers and, ultimately, starvation.

Turtles, such as the endangered Loggerhead, ingest plastic bags — mistaking them for jellyfish, one of their favorite foods.

Marine mammals and fish also become entangled in plastics, such as discarded fishing gear and six-pack connectors (yokes). Unable to move normally, or feed, the entangled animals often die from exhaustion, exposure or starvation.

Marine debris poses a threat to more than wildlife. It is a navigational hazard for both recreational boaters and commercial vessels. Plastic nets, ropes, line and bags can foul props and clog water intakes on ships, disabling vessels and causing engine damage.

There is also growing concern that the aesthetic blight posed by beach litter will hurt states, like Maine, whose economies rely on the scenic appeal of their coasts.

Maine need only look to New Jersey and New York to gauge the extent of this risk. According to a recent "Blue Ribbon Panel Report on New Jersey's Ocean Incidents," 70 percent of visitors to New Jersey's shore described the water as "sometimes or generally not clean."

A similar closing occurred along 25 miles of Long Island beaches this July when several dozen syringes washed ashore. Even after the beaches reopened, the number of visitors hovered around 30,000, down from a normal level of 200,000.

What can be done to lessen the problems posed by plastics in the ocean? Efforts to address the issue range from local cleanup efforts to international agreements.

Every October since 1985, local communities along Maine's coast have participated in a shore cleanup. During this annual event, hundred of volunteers collect thousands of pounds of trash from sandy beaches, salt marshes, rocky shores and islands.

While the Maine Coastal Program (at the State Planning Office) coordinates the cleanup, the event is largely a grassroots effort, organized by enterprising individuals and community groups such as Audubon chapters, conservation commissions, land trusts, and scout troops.

In 1987, nearly 800 volunteers collected approximately 7,000 pounds of debris along 80 miles of the state's shoreline, an average of 88 pounds per mile.

This year's cleanup will be held Saturday morning. More than two dozen local cleanups have been organized from Eliot to Eastport. Anyone who would like more information on this year's cleanup can contact the Maine Coastal Program.

Beyond local cleanup efforts, what can be done to reduce the amount of marine plastics debris? Efforts will need to be undertaken at the state, national and international level.

Maine could enact regulations mandating that certain plastic items be degradable and requiring all nondegradable plastic containers to be returnable.

While a bill to ban six-pack yokes failed in last year's legislature, Maine is one of 11 coastal states that require these connectors to be photodegradable. (Photodegradability means that the connector — if exposed to sunlight and warm temperatures — will break down within seven months. But, of course, not all the discarded yokes remain in full daylight, facing south.)

An encouraging step has been taken by Maine's two leading supermarket chains, Shaw's and Shop 'n Save. They are the first store chains in the country to begin using biodegradable plastic shopping bags, a decision — they say — was due entirely to customer requests for more ecological bags.

Another move needed at the state and national level is construction of adequate dockside disposal facilities that will encourage large merchant, research and fishing vessels, as well as recreational boaters and nearshore fishermen, to bring their trash to shore for disposal.

The fishing industry is also exploring ways to regulate itself to minimize the loss of gear. Possibilities include identification, tracking and bounty systems for lost fishing gear.

At the international level, progress on the ocean dumping issue was made last December. After nine years of discussion, Congress ratified Annex V., a provision of the 1973 International Convention for the Prevention of Pollution from Ships (MARPOL) that prohibits ocean disposal of plastics, limits other garbage disposal, and requires ports to provide facilities for receiving ship's trash. The United States was the last signatory nation needed to enact the provision into law, so — effective Dec. 31, 1988 — it will be illegal for U.S. ships in international waters, and all ships in U.S. territorial waters, to dump plastics overboard.

Even with international efforts to mitigate ocean dumping, the plastics problem in the sea is apt to be a serious one for decades, and probably even centuries, to come.

It is estimated that the average plastic bag lasts 20 years, and the average six-pack yoke lasts 400 years, so plastics would pose a continuing threat to wildlife even if we completely stopped dumping them.

By one estimate, each of us uses almost 200 pounds of plastic annually, roughly 60 pounds of it in packaging. Given that close to one million people live in Maine's coastal counties, it is inevitable that some of these myriad plastics will find their way to sea.

A first step toward reducing marine plastic debris may involve reducing our reliance on that modern miracle, plastic. As we learn more of its hidden costs, we may decide that its benefits to our species do not outweigh the threat that it holds for life in the sea.

Katrina Van Duysen, a senior planner at the State Planning Office, coordinated Maine's Coastal Cleanup in 1986 and 1987.

Flis Schauffler, communications coordinator for the Maine Coastal Program, is coordinating the 1988 Cleanup in Maine.

Adapted from an article that appeared in the August issue of Habitat, Journal of the Maine Audubon Society. Reprinted with permission.

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A sea of marine agencies

Who does what in state government

By FLIS SCHAUFFLER

Augusta may seem like an unlikely hub for marine-related activities, but a lot of coastal work is done by state agencies scattered along the upper Kennebec River. In fact, Augusta is technically considered part of Maine's coastal area, since it borders on "tidal waters." But finding out who handles which

marine issues in Augusta is not always easy.

If you've ever tried go to get some marine or coastal information from a state office, you may have found yourself bounced around to one or more different agencies. This roundabout routine is not meant to frustrate people: It is simply a result of many different agencies working on a diverse collection of coastal issues.

This article briefly outlines the key players on marine issues, and what it is that they do. It won't answer all your questions, but it may give you a better sense of which agency to call next time you're looking for *marine information*.

Most of the state's work on marine issues is done within five primary agencies. The first (and most obvious) is the Department of Marine Resources (DMR), which works primarily on marine fisheries development and resource management, marine science research and enforcement of marine resource laws.

DMR has a division that works with schools on marine education, a division that helps fishermen test and implement new technologies, and a marketing division that helps promote the consumption of seafood. It coordinates frequent public hearings that allow the public to have input in agency decisions.

The second agency active in marine work is the Department of Conservation (DOC). The Bureau of Parks and Recreation at DOC acquires and maintains state parks and supports public boat facilities along our coast.

Another DOC division, the

Bureau of Public Lands, manages the Coastal Island Regestry (which keeps track of publicly owned islands) and determines how Maine's submerged lands will be used.

A third division, the Maine Geological Survey, has marine geologists who are examining shoreline erosion and the possible effects of sea-level rise. The Land Use Regulation Commission, housed at DOC, is responsible for land use in unorganized territories (including 300 islands along the coast).

The Department of Inland Fisheries and Wildlife (IF&W) is another agency that does some marine-related work. As its name indicates, most of IF&W's marine responsibilities are in wildlife management (e.g., the restoration of Atlantic salmon) and in protection of endangered and search species. IF&W wardens enforce the Migratory Bird Act and Maine's boat laws. They also seach for lost and/or drowned persons.

Maine's Department of Environmental Protection (DEP) is the fourth primary agency. It oversees most marine regulations, ranging from shoreland zoning and overboard discharge to oil and hazardous waste control. Its Bureau of Water Quality Control helps monitor the level of toxics and effluents in coastal waters while the Bureau of Land Quality Control oversees enforcement of Maine's Shoreland Zoning Act.

The Department of Economic and Community Development (DECD), formed in 1987, has an Office of Comprehensive Land Use Planning which assists coastal towns with comprehensive planning. This office, in cooperation with the federal goverament and regional planning councils, provides grants to coastal towns for waterfront parks, boat access ramps and fish piers.

Typing all these agencies and diverse projects together is the Maine Coastal Program. The Coastal Program is grounded in 13 environmental laws, which are implemented by the Department of Environmental Protection, the Department of Conservation and coastal towns.

Coastal Program staff, who work at the State Planning Office, help coordinate marine regulation efforts and work on coastal planning and policy development. The Program seeks public involvement and

encourages Maine citizens to learn about coastal issues.

If you would like to learn more about the Maine Coastal Program, or other marine-related state work, contact the Program at: State Planning Office, State House Station 38, Augusta, ME 04333 (289-3261).

Fils Schauffler, communications coordinator for the Maine Coastal Program, is coordinating Coastweek '88 in Maine.

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EXHIBIT E-7

Design Manual:

Maine's Shore Access Symbol

The Maine Coastal Program is administered by the Maine State Planning Office. Local grants, which fund the acquisition and development of coastal access sites are made available through the Department of Economic and Community Development (DECD). Communities interested in learning more about the Coastal Program are encouraged to contact the DECD, State House Station 130, Augusta, Maine 04330 (289-3154).

In 1988, the State Planning Office, in cooperation with the Department of Transportation, the Department of Economic and Community Development, and the Maine Arts Commission, entered into a contract with the Portland School of Art to design a shore access symbol for coastal access signs along Maine's coast. The design was developed by Jan Fairbairn, under the direction of Richard Mehl at the Portland School of Art.

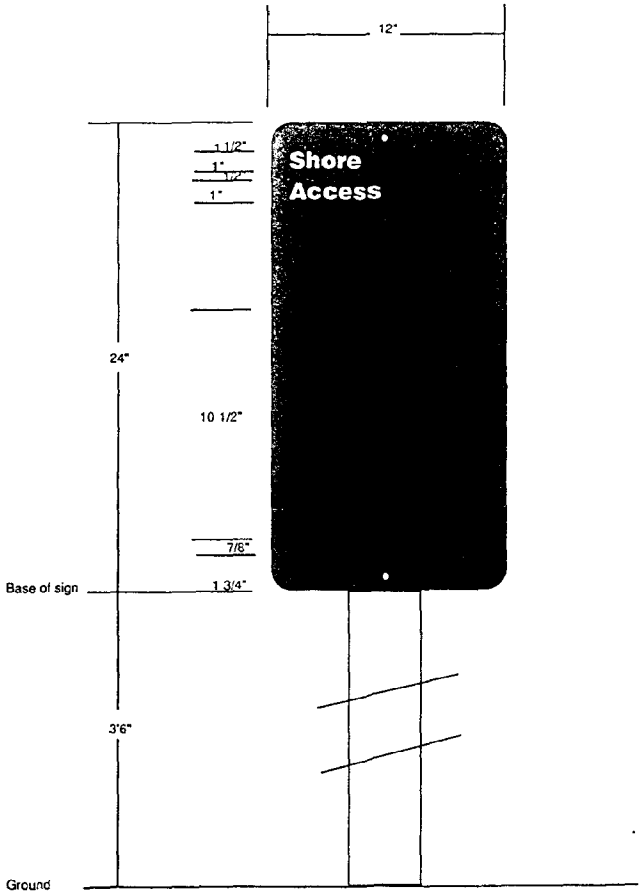
Financial and technical support for the shore access design project and the publication of this manual was provided by the Maine Coastal Program, with funding provided by the Federal Office of Ocean and Coastal Resource Management, under Section 306 of the Coastal Zone Management Act of 1972.

Introduction

The Maine Coastal Program provides matching funds each year to coastal municipalities for acquiring and developing shoreline sites that provide public access. These sites are open to residents and visitors alike and offer a variety of recreational and commercial facilities such as shoreline parks, commercial piers, boat launches, scenic vistas, walkways, and beaches. The Coastal Program requires that a sign be placed at each site and provides these signs at no cost to each municipality.

This design manual describes how municipalities can design a sign, in the event that they want to develop their own.

On-premise Sign



4'-6' deep

Specifications for On-premise Signs

Municipalities that receive funding from the Maine Coastal Program to acquire or improve coastal access sites are required to place a sign on the property. These signs are available from the Department of Economic and Community Development at no charge.

Municipalities that choose to prepare their own signs for shore access sites should abide by the following specifications:

Materials and Fabrication

The sign should be made of a medium density, 0 grade, 3/4 " plywood.

Materials and fabrications methods may be changed to include the following materials:
- steel
- lexan (plexiglass)
- wood
- stone

Alternative fabrication methods include the following:
- adhesive reflective/non-reflective sheathing
- sandblasting
- engraving

Size Requirements

Signs may change size according to specific applications. However, the vertical 2:1 ratio (as shown on the back of this page) must remain consistent.

Installation Instructions

The sign shall be held by a pressure-treated, 4"x4", clear, varnished post or a "u" channeled post.
The base of the sign should be 3'6" off the ground.
Posts should be installed to a depth of 4' to 6 ', depending on frost conditions in the area.
Signs should be fastened to posts with galvanized bolts.

Type/Color/Graphics Instructions

Graphics should be painted or silkscreened.
All typography must be set in Helvetica black and Helvetica medium as shown (see final page).
The color for signs should be Process blue.

Credits

A credit statement shall be included on the sign and should read as follows: Financial assistance for this project was provided by this municipality and the Maine Coastal Program through the Coastal Zone Management Act administered by the United States Department of Commerce.
This site is available to the public.

Reproductions of the Symbol

This page shows how the graphic symbol may appear in different sizes, while the vertical 2:1 ratio is still maintained.

Typography

Helvetica black

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Helvetica medium

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

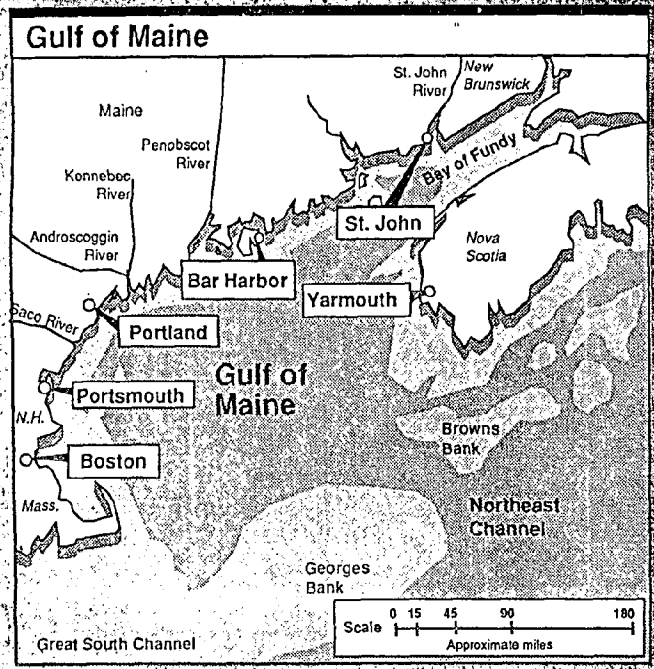
Color

Process blue

EXHIBIT E-8

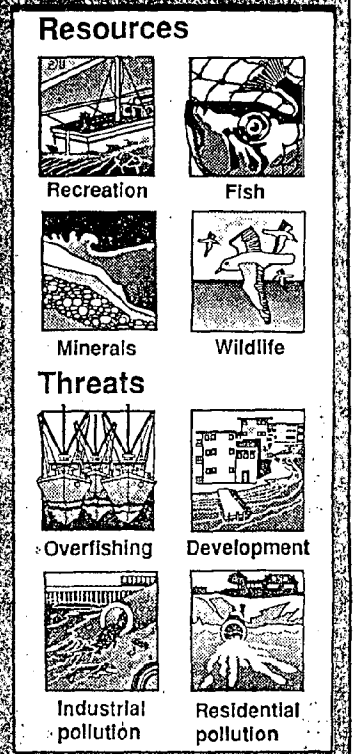
EXCERPTS from A Special Report

Maine Sunday Telegram, August 28, 1988



Source: University of Maine

Telegram map by Patrick Davis



MAINE'S TROUBLED WATERS

A SPECIAL REPORT

Troubled Maine Gulf reaches a crossroad

By Tux Turkel
and Joanne Lannin
Staff Writers

Maine is inseparable from its ocean. For centuries, the cool, clean waters of the Gulf of Maine have nurtured the state's economy and shaped Maine's identity.

But decades of dumping sewage and toxic chemicals into the gulf, and years of overfishing and poor management, now threaten the sea and, ultimately, the animals and people who depend on it.

A six-week investigation by the Telegram has found that the waters of the Gulf of Maine, while a long way from ecological disaster, are troubled by the taint of pollution and the mismanagement of resources.

A review of studies, discussions with dozens of experts and a first-hand look at conditions from Boston to Nova Scotia show that, despite its clean appearance, the Gulf of Maine has been invaded by some of the same kinds of contamination that closed beaches and infected fish in New Jersey, New York and Rhode Island this summer. At the same time, there is mounting evidence that the gulf's valuable fishing resource is at the brink of collapse because of overfishing and poor management.

Among the growing indicators:

- Hundreds of acres of Maine mudflats were closed to clamming this summer due to bacteria pollution, probably caused by inadequate sewage treatment.

TODAY This installment provides an overview of the problems facing the Gulf of Maine; the wildlife it supports and the people who live along its shores.

WEEK 2 We look at management of fisheries and other resources in the Gulf. We'll visit Nova Scotia and explore the issues of overfishing and conflicts between the United States and Canada.

WEEK 3 This installment details the Gulf's contamination and explains the implications of these findings. Also, a look at Boston Harbor, often called the nation's most polluted harbor.

WEEK 4 This final installment takes us to Europe's North Sea and to the New York-New Jersey shore to explore the damage uncontrolled pollution has done to other coasts.

- Portland Harbor, although clean enough for swimming, has an unexplained presence of petroleum compounds and cancer-causing agents.
- Beaches were closed and shellfishing banned in Massachusetts Bay, on the Gulf of Maine's southern rim, after heavy rains caused 400 million gallons of waste-laden storm water to be released into Boston Harbor.
- Massachusetts officials warned children and pregnant mothers not to eat certain seafood from Quincy Bay, citing high levels of cancer-causing substances.
- Many species of commercially valuable fish, such as cod, haddock, redfish, herring and dabs, have been fished out. Redfish and herring populations have been decimated.
- Some Maine fishermen, tired of declining catches and of earning as little as $100 for a six-day trip, have abandoned the gulf and signed on with fishing boats in Alaska.
- The New England seafood industry now relies on Canada and Norway for much of its supply of fresh fish.

These and other events are the early warning signs of problems in the gulf, experts say. But they say they don't know enough about how the gulf works to put the threat in perspective.

See GULF
Please Turn to Page 14A

Gulf

Continued from first page this section

David Townsend, a scientist and spokesman for Gulf of Maine research groups, made that point bluntly last month to a legislative study committee.

"It is embarrassing to admit," Townsend testified, "that so much of what we believe about our living marine resources remains virtually unchanged from the earlier half of the century, and is in fact pure conjecture."

The gulf took millions of years to evolve. But in just the past century, mankind has brought the gulf to the brink of peril, say oceanographers, biologists and fisheries managers. They say mankind has a decade or so to solve the mysteries of the gulf and figure out how to protect its most fragile features, or the sea will succumb to the eastern march of coastal development and other pressures on its resources.

"We're in a dangerous spot," says Charles Yentsch, founding director of the Bigelow Laboratory for Ocean Sciences. "These changes aren't linear, they are exponential. We can't predict the rate of change very accurately."

Gulf is like an enclosed tub

The Gulf of Maine is a semi-enclosed sea measuring 260-by-150 miles. Surrounded by mainland Cape Cod on the south, the Maine-New Hampshire coast on the west and the Nova Scotia coast on the northeast, it is cradled in an underwater embrace by Georges Bank and Browns Bank, sunken ridges that force the Atlantic Ocean through the narrow Northeast Channel.

The gulf is part of the Northeast continental shelf ecosystem, the offshore waters stretching from Canada to North Carolina that share similar geological and biological properties. The gulf is also the cleanest of those waters.

"I would say the Gulf of Maine is in the healthiest condition, in regard to water quality," says Ken Sherman, who studies the relationship between ecology and marine life for the National Marine Fisheries Service in Narragansett, R.I.

The gulf benefits from relatively low population along its shores. It also avoids most seaborne pollution from the south, because Gulf Stream currents generally veer away. But as a shallow, enclosed tub, it accumulates any pollution that streams in from rivers or the mainland. As coastal population and its pressures increase, so does pollution.

Mainers have long fed off of gulf

Population pressures weren't a factor 3,600 years ago when the gulf attracted its first coastal residents.

While the Egyptians were building their pyramids, Red Paint People were living on the Maine coast. These Indians, named for the powdery red ochre they used to line their hillside graves, were Maine's first fishermen. They caught codfish right off the shore and crafted the first fishing vessels for their forays into gulf waters in search of swordfish and whales. Buried mounds of discarded shells piled on beaches throughout New England attest to the Indians' dependence on the sea.

In the days of the earliest European settlers, the Gulf of Maine was still an important source of food and a means of commerce and transportation. In the 1600s, Captain John Smith hunted whales in the bays off the Maine coast. The Isles of Shoals boasted a thriving saltworks used to cure fish for export to Europe.

Around the time of the Revolutionary War, fisheries brought in $50,000 annually to the Maine economy. Although shrimp, crabs and scallops were hardly fished at all, the lobster has been a staple of the Maine fishing industry since the earliest days. Two hundred years ago, lobsters were so plentiful they were used for fish bait.

Ironically, the fishing industry now threatens to destroy itself.

Technological advances have made it possible for a fisherman to catch in one trip what he used to catch in one season. No longer do fog, wind or rain slow the fisherman down. He has radar and sounders to guide him through the peaks and valleys of the ocean floor, to the same prime fishing spot every time.

The technological advances, coupled with an increase in the number of fishermen using them and the lack of clear management policies, have decimated some species of groundfish beyond their ability to replenish themselves.

Already, aquaculture sites along the Maine coast, which produce farm-raised salmon, halibut and mackerel, are beginning to take the place of traditionally-caught fish in the marketplace. The future Gulf of Maine fisherman may well be a farmer instead of a hunter.

"I think we'll be driven in that direction," says Brian Marcotte, a biologist with the Maine Department of Marine Resources. "Maine is at a turning point in its fishing industry and ecology."

Coast: Less work, more pleasure

While the fishing industry struggles to adapt, the Gulf of Maine coast is struggling with its own pressures as it becomes more valuable as an aesthetic resource.

Today, the gulf is being asked to accommodate a social and economic dichotomy. Its shores are being transformed from a workplace to a playground, yet they are crowded with workers who want to play by the water.

Fishermen and their time-worn support services are being shooed off the waterfront from Kittery to Camden. The state's last fish rendering plant, in Rockland, will close this fall.

Meanwhile, the coast has evolved into Maine's leading population and job center. Covering 12 percent of the state, the coast is home to 58 percent of the population and 65 percent of the jobs. Most of the job growth is in the service and retail trades. Land-use patterns reflect a desire to live near the water, not a need born of commerce.

Once a working port, Portland Harbor now accommodates twice as many pleasure boats as commercial vessels. About 600 new marina slips are on the drawing board.

And recreational pressures continue to mount. In the past 10 years, the state of Maine has used about $7 million in federal funds to provide public access to the coast. It will spend millions more in the years ahead.

The danger is in loving the gulf to death. As humans crowd the fragile edge, the byproducts of civilization — sewage, toxic chemicals, airborne deposits — find their way into the sea. Until recently, says scientist Townsend, that didn't seem so threatening.

"The solution to pollution is dilution," he says. "That has guided everyone's thinking about the ocean. But it looks like we're reaching the limit, and when we do, I don't know how we turn it around."

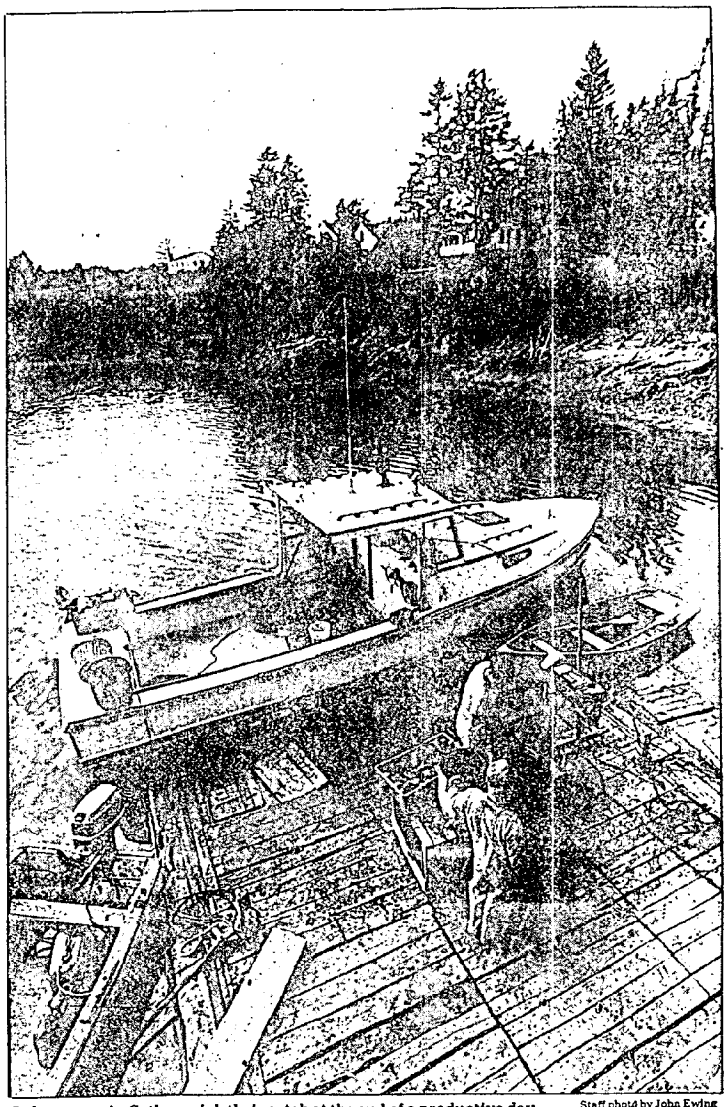
Marine ecologist Ken Sherman and other researchers say Gulf of Maine residents should take note of other similar bodies of water, such as Europe's North Sea and Baltic Sea. Massive doses of nutrients from sewage and fertilizers have created runaway blooms of microscopic plants that choke off oxygen near the shore, killing marine life. Some of these conditions have already been observed off New York and New Jersey, Sherman says, and in the long run these algae explosions may be changing the entire food web.

What do 'warning flags' signal?

The Gulf of Maine is far from ecological catastrophe. But after decades of swallowing sewage and toxic chemicals, after years of overfishing and poor management, warning flags are going up. The challenge now is to figure out what they mean.

- What are the sources of pollution in the gulf?
- What effect is pollution having on marine life?
- What are the precise physics of the gulf?
- How do the fisheries work and how can they be managed?

Maine gleans its identity and economy from its forest and ocean. The Gulf of Maine is, in a sense, Maine's own sea. It has been a cornerstone of the state's past, and will be a critical part in the future. Hard decisions made now, experts say, will dictate whether the gulf endures as a productive source of life, wealth and pleasure in the 21st century.



Lobstermen in Cutler weigh their catch at the end of a productive day of trapping in the Gulf of Maine. Staff photo by John Ewing

Quotes

"I think we have been lulled into a false sense of security because we don't have major industrial discharges into the Gulf of Maine. But we do have evidence of degradation. So where is it coming from?"

— Anne Johnson
Maine State Planning Office

"We have a little more time to learn a few lessons from what has been happening (to the south) and see if this is the way we want to go or not."

— Jim Bernard
natural resources policy director
Maine State Planning Office

'American fishermen have tremendous catchability. Guys today can tow along the bottom very precisely and come back next month and go right over it again. The only ones who could do that years ago were the oldtimers."

— Vaughn C. Anthony
National Marine Fisheries Service
Woods Hole, Mass.

"In the summertime, the money's not there for the effort we put in. I've never seen it so bad. Everyone's in a panic."

— Tom Jordan
Portland fisherman

"We cannot expect that traditional ocean harvests can meet the rising demand for fish. Our ocean resources are already hard pressed. Aquaculture provides the technology and the opportunity to supplement the sea's natural production."

— Spencer Appollonio
former commissioner
Maine Department of Marine Resources

"If consumers won't substitute one species for another, there's a deleterious effect on the resource. If consumers will switch, fishermen will."

— James Wilson
professor of economics
University of Maine

"This whole region, Massachusetts Bay, the Gulf of Maine and Georges Bank, are part of the same system. It is apparent that any of these deep basins are traps for pollutants."

— Paul Boehm
Battelle Research Laboratory
Duxbury, Mass.

"The people who did the basic research can't get funding to continue the project."

— Patrick Holligan
acting director
Bigelow Laboratory for Ocean Sciences

"When you increase the effort beyond the fish's ability to replenish itself, obviously the stocks are going to decline. Years ago they talked about the endless ocean forest. Believe me the fish stocks are finite."

— Ron Schultz
biologist
National Marine Fisheries Service
Woods Hole, Mass.

Quotes

"You put people there, and they want green lawns so they use fertilizers and pesticides. Then they want to go shellfishing, it's a fun thing to do, and they realize the beds are closed."

Rich Delaney, director,
Massachusetts Coastal Zone
Management Program.

"Where you have more condos, marinas (and development), you're going to have some increased pollution load. It's just the nature of the beast."

— Jim Bernard,
natural resources policy director,
Maine State Planning Office

"No one has done the lab work to say how high pollution levels have to be before you kill or lower reproductive levels. It's an open question. And I don't see it being resolved soon."

— Les Watling,
director, Darling Center,
University of Maine

"We're in a dangerous spot. These changes aren't linear, they are exponential. We can't predict the rate of change very accurately."

Charles Yentsch, founding
director, Bigelow Laboratory

"Maine is at a turning point in its fishing industry and ecology."

Brian Marcotte,
biologist, Maine Department
of Marine Resources

"The stocks are in pretty bad shape. Biomass (the total weight of all fish) is at an all-time low."

John Neilson, biologist,
Fisheries and Oceans Dept.,
St. Andrews, New Brunswick

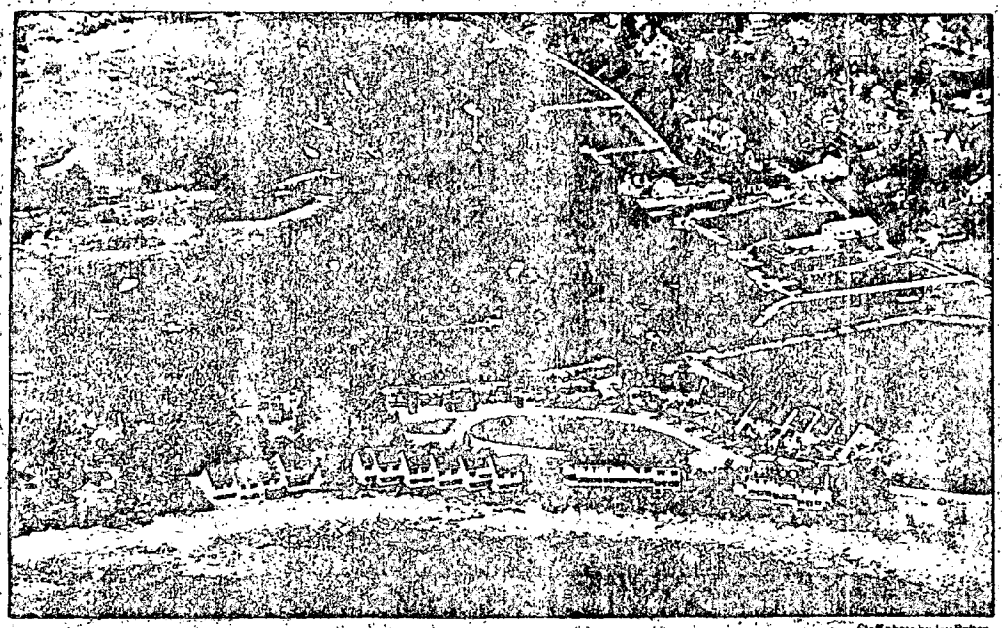
"It looks like a city out there with all the lights and buoys. You don't have room to move. In my opinion it's way overfished. I don't know how long it can take this kind of pressure."

Gary Dedrick,
Nova Scotia fisherman

"I don't see anything in the future happening to improve the situation. I think more fishermen will be going out of business in the next few years."

Vaughn C. Anthony,
National Marine Fisheries Service,
Woods Hole, Mass.

MAINE'S TROUBLED WATERS
A SPECIAL REPORT



Staff photo by Jay Rattray

Maine's offshore waters are relatively clean, but heavy coastal development, like this at York Harbor, must be monitored closely, researchers say.

Pollution muddies Gulf of Maine waters

By Tux Turkel
Staff Writer

BOOTHBAY HARBOR — At the bottom of a freezer at the Bigelow Laboratory for Ocean Sciences lie 10 plexiglass tubes filled with mud from the bottom of Casco and Penobscot bays. For lack of money to analyze it, the mud has been frozen since 1983, waiting for tests that might show whether pollution from cars and power plants is drifting into the Gulf of Maine on the wind and rain.

The Gulf of Maine is relatively clean, scientists agree. It is not ringed with industrial outfalls, as is Europe's North Sea. Unlike Chesapeake Bay, it generally is not loaded with sewage from major cities and farms.

Staff photo by John C. Patriquin

Dr. Peter Larsen, a researcher at the Bigelow Laboratory for Ocean Sciences, studies a core sample.

Yet, contamination is creeping into the Gulf of Maine.

- Increasing levels of polychlorinated biphenyls or PCBs, a now-banned compound used in electrical components, have turned up in Casco Bay.
- Byproducts of burning oil, known as polycyclic aromatic hydrocarbons or PAH, are present in Casco and Penobscot bays.
- High concentrations of toxic lead have been found in Boothbay Harbor crabs.
- Pollution from Boston Harbor, one of the dirtiest harbors in the country, has moved from Massachusetts Bay into other parts of the gulf.

These discoveries may be early warnings of trouble for the gulf, some researchers say.

"I think we have been lulled into a false sense of security because we don't have major industrial discharges into the Gulf of Maine," says Anne Johnson, a former Bigelow Laboratory researcher who now works for the State Planning Office. "But we do have evidence of degradation. So where is it coming from?"

No one knows for sure. So little research has been done that, in most cases, scientists can not say if the contamination poses a long-term threat to fisheries or public health.

One exception was highlighted in July when Maine officials closed hundreds of acres of clam flats due to bacterial pollution. The suspected cause is the thousands of private sewage systems that dump lightly treated waste into the ocean.

These so-called overboard discharge systems were licensed by the state over the past 15 years. While that form of sewage treatment is now banned, existing pipes and the cumulative impact of new development will keep many flats off limits.

Bigelow's acting director, Patrick Holligan, says development along the East Coast makes it inevitable that Maine's coastal resources will degrade further in the years

WEEK 1 The first installment gave an overview of the problems facing the Gulf of Maine, and explained the rich variety of life.

WEEK 2 The series focused on the problems of managing fisheries and other resources in the gulf. Stories explored the issues of overfishing and U.S.- Canadian conflicts.

TODAY This installment details findings of pollution in the gulf and explains the implications of these findings. Also, we take a look at Boston Harbor.

WEEK 4 The final installment takes us to Europe's North Sea and to the New York-New Jersey shore to explore the damage uncontrolled pollution had done to other coasts.

See GULF
Please Turn to Page 12A

ahead.

"The next question is one of prediction," he says. "How fast is it going to happen? What needs to be done to prepare for it?"

The apparent health of Maine's coastal and offshore waters is offset by nagging questions.

In 1980, a federal project was carried out in Casco Bay and Portland Harbor by Peter Larsen, a scientist who studies the ocean floor. The aim was to see if low-level pollution in fisheries habitat indicated larger potential problems.

As part of the project, Larsen took sediment samples and had them analyzed for metals, PCBs and hydrocarbons. In 1981 and 1982, working with Anne Johnson, he followed up with similar samples. The studies revealed high levels of metals in Portland Harbor.

Metals are naturally present in the environment, but can be toxic to fish and humans in large concentrations. Larsen now says the findings are not surprising, considering the urban setting and historic industrial input.

Of greater concern was an apparent rise in the concentration of PCBs.

PCBs are thought to cause cancer and are known to cause reproductive defects. They accumulate in body fat, which is why the federal government advises children and pregnant women not to eat fish with significant concentrations of PCBs.

In Casco Bay, Larsen found no PCBs in 1980, but subsequent samples turned up increasing amounts. Larsen wondered whether the increase represented recent or current discharges of the chemical compound. He still does not know, since he was unable to get money for follow-up studies.

The most surprising finding was the high PAH concentrations. These compounds, associated with incomplete oil burning from cars, factories and power plants were evident in ocean mud and sand.

PAH compounds are considered cancer-causing, but there are dozens of compounds, and some are more toxic than others. Researchers have not determined safe levels for human consumption.

Additional studies by Larsen also drew several preliminary — and controversial — conclusions:

- PAH compounds are settling and concentrating in deep basins of the Gulf of Maine.
- The compounds seem to travel in the air before being deposited in the ocean during storms.
- Particles settling onshore also collect in stormwater runoff, where they are transported by rivers into the ocean.

How pollution builds

In 1983, Larsen and Johnson dropped plastic tubes into the mud below Casco and Penobscot bays to extract three-foot-deep cores of the bottom. Their goal was to develop time samples, a way to learn the rate at which compounds were accumulating.

High concentrations closest to the surface of the ocean would suggest the rate had increased in recent years. If verified, the next step would be to trace the sources of contamination.

Money ran out, however, and it is these samples that sit in the freezer at Bigelow Laboratory.

"Right now," Larsen says, "all we have is a couple of snapshots in the dark."

Larsen and Johnson have been criticized by some colleagues for overdramatizing their findings before more conclusive studies could be done.

"Their stuff was viewed as alarmist in the way it was presented," says Les Watling, director of the University of Maine's Darling Center. "The message we heard is that the Gulf of Maine had all these pollutants throughout it. And while they did measure some pollutants, the values were so low, compared to other places on the East Coast, that we felt this type of tone was unnecessary."

At Bigelow Lab, research scientist David Townsend says he disagrees with the way the experiments were designed and the conclusions drawn by Larsen and Johnson. But he agrees contaminants are present and that their potential impact demands comprehensive study.

"If this thing is going to have such far-reaching implications," he says, "let's do it right."

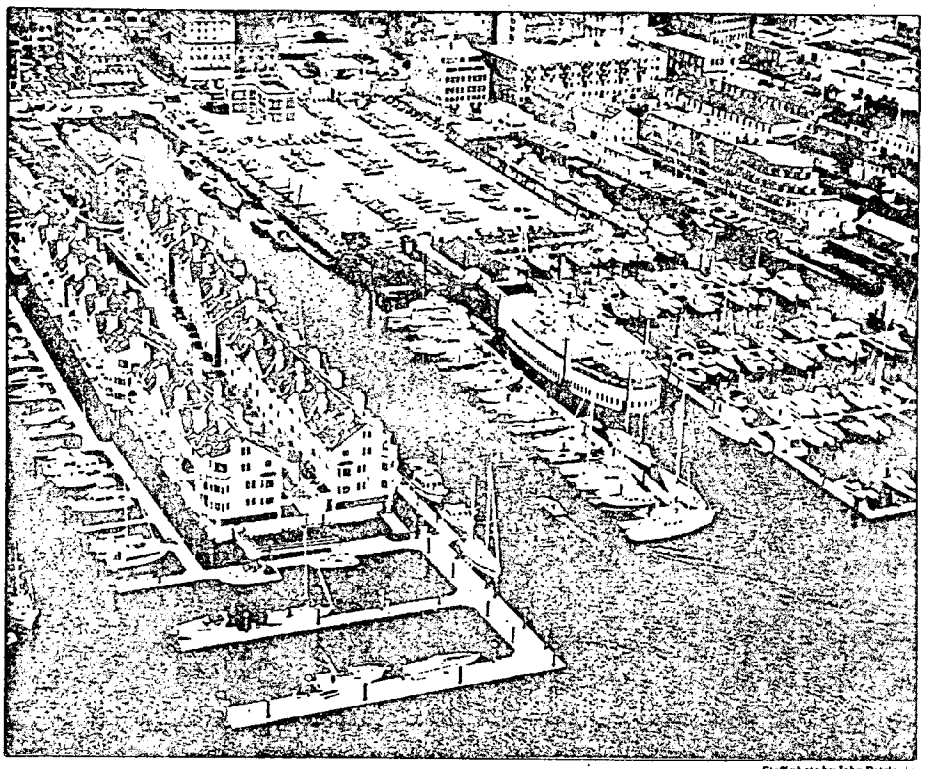
Anne Johnson's response: "We can't wait until we have all the answers before we try to do something. It's an imperfect world. We need to act on imperfect knowledge."

In late July the Maine Department of Environmental Protection took a small step to follow up on the questions posed by Larsen and Johnson. John Sowles, the lone researcher for the state's new Marine Environmental Monitoring Program, collected mussels in Casco Bay and is having them analyzed for trace metals, pesticides, PCBs and PAH compounds.

Sowles is especially interested in metal content, to see if urban runoff from Portland is concentrating in marine life.

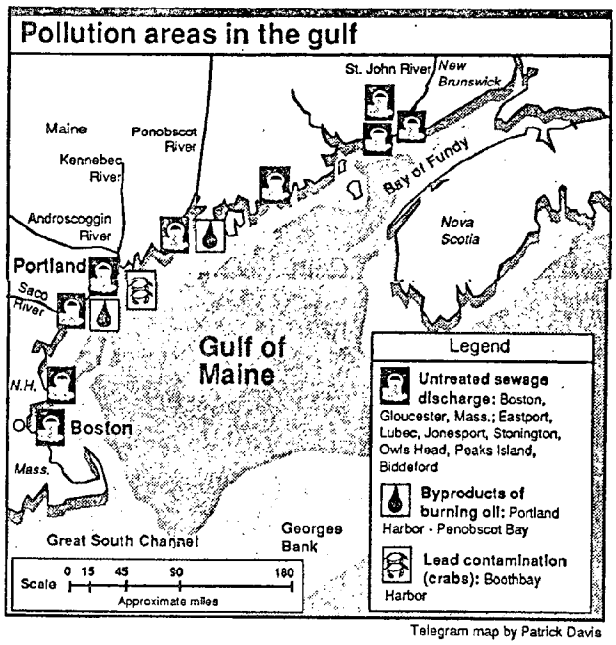
"So what if there are high levels in the sediments?" Sowles asks. "What does it do? What does it mean?"

Those answers will have to wait at least until spring. It will take that long for the state to analyze the samples.



Chandler's Wharf condominiums, left, and DiMillo's Marina, right, are two of the more visible signs of growth on the Portland waterfront.

Staff photo by John Patriquin



Telegram map by Patrick Davis

Unsafe lead in Boothbay

It has been five years since a National Marine Fisheries Service lab in Maryland inadvertently discovered unsafe levels of lead in rock crabs taken from Boothbay Harbor.

Today, state officials still don't know why crabs contain the toxic metal, or whether the discovery has implications for other Maine harbors. And there is little being done to find out.

"Nothing has happened since 1986," says Sowles, an aquatic biologist at the Maine Department of Environmental Protection. "We haven't come any closer to answering the question of where the lead is coming from."

Lead is extremely toxic in low concentrations, attacking the nervous system and bone marrow. Children are especially sensitive to lead poisoning.

Follow-up samples in 1985 and 1986 taken by Sowles and other state researchers confirmed high lead levels in crabs and blue mussels.

On one hand, those findings are not cause for alarm. Lead concentrates in a crab's gills, which people generally don't eat. And sewage has already closed Boothbay Harbor to shellfish harvesting.

"The point is, we don't know the significance of it," says Sowles. "The levels may be there, but so what? Is it affecting the fisheries? Human health? We just don't know, and I think we've got to start looking."

The contamination came to light when Maine officials shipped 30 rock crabs to Maryland in 1983, to help federal researchers who were looking into pollution in New York and Philadelphia.

Reprints available

This four-part series will be collected into a single document and made available to readers in early October. Orders for up to 10 copies will be filled at no cost. Beyond that number there will be a postage charge.

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Crabs are scavengers that eat organisms on the harbor floor. The idea was that the Maine crabs would be free of contaminants and could serve as control specimens. Officials were surprised when one of the crabs contained 21 parts per million of lead, one of the highest levels found at the lab.

Since crabs are not a major commercial resource in Maine, no one followed up on the mystery until 1985, when the state's Public Health Laboratory tested crabs and got similar results. Sowles then found lead in blue mussels he sampled in 1986. He chose mussels because they filter their food through water.

"The metals the mussels are picking up suggest it's a present-day problem, not just metal buried in the sediments," Sowles says.

To find out, Sowles says core samples of harbor sediments must be extracted to date contamination levels.

"If you get a peak in 1940, that might suggest an activity in 1940 is causing the problem," he says. "But if it's just the very top of the core, it's probably a present-day problem. Then I would start looking closely at activities in the watershed of Boothbay Harbor."

Sowles says the DEP air bureau estimates that automobile exhausts will emit about 900 pounds of lead a year in Boothbay Harbor alone. So lead deposited on the ground, in parking lots and roads, eventually gets washed into the harbor by storms.

"This would be true for every harbor in Maine," Sowles says, adding that researchers need to study other harbors.

Clear and unclear threats

The most vexing question posed by low-level contamination in the Gulf of Maine is whether it is reducing the productivity of fisheries or threatening human health. In Massachusetts Bay, the answer is clearer — and more disturbing — than it is on the Maine coast.

Boston Harbor is one of the most polluted bodies of water in the country. It gains that distinction after decades of swallowing poorly treated municipal waste water, sewage sludge discharges and dredge spoils.

billion, 11-year cleanup project, officials say it will be just the first step in making the harbor safe for swimming and marine life.

On a broader scale, pollution is seeping from the harbor into the Gulf of Maine. A 1984 study by Battelle Research Laboratory in Duxbury, Mass., shows that PAH compounds and PCBs, both cancer-causing materials, are moving offshore and settling in deep basins.

"This whole region, Massachusetts Bay, the Gulf of Maine and Georges Bank, are part of the same system," says Paul Boehm, the study's principal investigator. "It is apparent that any of these deep basins are traps for pollutants."

Contamination is moving via sewage-laden water, Boehm says. But it also travels in the air, from particles generated by cars and factories in the Northeast, and by urban runoff following storms.

"When you look at the Gulf of Maine in its entirety, you could have pollution from any or all sources, because it's an accumulator," he says.

Boehm says researchers now need to study the sources that pollute the gulf and try to figure out the rate of contamination. Some of that work is due to begin this fall. The next step would be to see whether low levels of pollution in deep basins are affecting marine life, he says.

"Then you could take some appropriate management actions," he says.

The extent of Boston Harbor's problems were underscored in June, when government officials advised all consumers not to eat lobster livers, and warned pregnant women and children under 12 to avoid lobsters, flounder and softshell clams caught around Boston Harbor. They also said similar problems could be expected in northern parts of Massachusetts Bay.

The warning came after a study found high levels of liver tumors, viruses and other diseases in fish and shellfish from Quincy Bay. Researchers found 83 percent of flounder had liver disease; 23 percent showed liver tumors.

Lobsters were also found to have a high level of PCBs in their livers, the green substance near the tail. Clams had high levels of viruses, and stocks were lower than predicted.

Maine's offshore waters are by comparison much cleaner, with the exception of sewage, which continues to keep many mudflats off limits for shellfish consumption.

But studies by the Department of Marine Resources indicate that small concentrations of other contaminants found in some species do not pose human health concerns, according to marine biologist Brian Marcotte.

A recent study of diseased clams also ruled out metals and pesticides, pegging biological factors as the most likely cause. And no evidence has linked contamination with reduced productivity, Marcotte says.

At the university's Darling Center, Watling says it is premature to assume that small concentrations of PCBs or PAH compounds are hurting anything.

"No one knows if 10 parts per billion of PAH in the bottom sediments is going to make any difference at all," Watling says.

Watling, an oceanographer, is an authority on animals that live on the ocean floor. Their health is critical to commercial fishing, because 65 percent of the groundfish landed in Maine feed on bottom dwellers.

Watling says his observations of various parts of the Gulf of Maine suggest the ocean floor is in excellent shape. He says trawlers dragging their nets across the bottom are doing more damage to the habitat than any contamination he is aware of.

At the same time, Watling says few samples have been taken, but at current funding levels, he doesn't expect them to be.

"No one has done the lab work to say how high pollution levels have to be before you kill or lower reproductive levels," he says. "It's an open question. And I don't see

Staff photo by Jay Reiter

Development on Wells Beach reflects increasing pressure along the edge of the Gulf of Maine.

People moving to the coast dump more pollution on marine life

By Tux Turkel
Staff Writer

Fish take notice: Humans like the Gulf of Maine too, and they are crowding the edge as never before. Get set for more pollution as they send their wastes seaward.

Here is the problem, at least for the gulf.

Maine's coast, which covers 12 percent of the state, is home to 38 percent of the state's 1.2 million people and 65 percent of the jobs. That concentration is expected to continue.

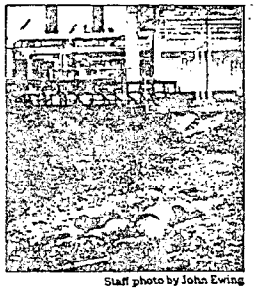
In Massachusetts, 40 percent of the state's 7 million people live in coastal communities and 75 percent live within an hour's drive.

Worse, the shift from a manufacturing economy to retail and trade requires more land per new job. That means more highways, parking lots and buildings lining the gulf.

"Where you have more condos, marinas (and development), you're going to have some increased pollution load," says Jim Bernard, natural resources policy director at the Maine State Planning Office. "It's just the nature of the beast."

But trying to determine the effects of development-spawned pollution and how to control it is an overwhelming task. Except for Boston Harbor, no one can point to one big pipe, one big manufacturing plant.

Instead, storm sewers, parking lots and obsolete treatment systems from Cape Cod to Canada trickle varying amounts of sewage, chemicals and compounds into



Staff photo by John Ewing

Old drainage pipes flow into the Island End River in Boston, whose harbor is one of the nation's dirtiest.

diffuse discharge affects the overall health of the gulf. A regional attempt to monitor the gulf's environmental quality is getting under way.

"We have a little more time to learn a few lessons from what has been happening (to the south) and see if this is the way we want to go or not," says Bernard.

The underlying trends of coastal development are made clear in an article by state economist Charles Colgan in a planning office report called Coastal Choices: Deciding Our Future.

The forest and the coast are the foundations of Maine's economy, Colgan points out, but the coast is now the population and employment center and the fastest growing to trade and service is most evident, Colgan writes. Along the coast in the 1980s, trade and service jobs have grown by more than 23 percent while manufacturing has declined by more than 10 percent.

While pollution from heavy industry may pose a more concentrated threat, scattered, small-scale development taxes coastal resources in different ways. Service and trade growth takes up more land because customers must be brought to the place of business, Colgan writes.

In an interview, Colgan adds that New England's labor shortage may draw new residents to the region in the 1990s. If that happens, increased demand for housing and related development will follow.

More coastal residents mean more sewage and toxic chemicals going into the Gulf of Maine. Even at current population levels, wastewater treatment systems in many communities contribute to pollution in the gulf.

About 90 percent of the state's municipalities have modern sewage treatment, according to Stephen Groves, director of the state's water quality control bureau. But several coastal communities still discharge untreated waste into the ocean. They include Eastport, Lubec, Jonesport, Stonington, Owls Head, Portland's Peaks Island and Biddeford Pool.

A handful of summer communities, such as Squirrel Island off Boothbay, also have no treatment.

Two large towns, Brunswick and Bangor, only provide primary treatment. Both plan to upgrade systems, generally serving homes built on rocky areas lacking enough soil for septic systems. These systems — recently banned by state law — tend to malfunction and send poorly treated sewage into the ocean.

Citing high levels of bacterial pollution, marine resources officials earlier this summer closed hundreds of acres of Maine mudflats to clam harvesting. Overboard discharge systems are suspected as a major cause.

In Massachusetts, Gloucester still discharges raw sewage. And Boston's primary system frequently sends untreated waste into the harbor.

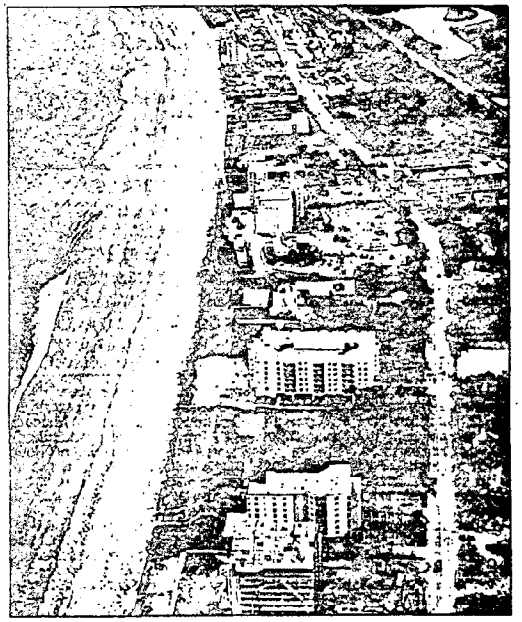
In Canada, untreated sewage is probably the leading cause of contamination in the gulf, according to Don Gordon, a federal researcher at Bedford Institute of Oceanography in Dartmouth, N.S. Many clam beds in the Bay of Fundy are closed, he says.

"There is very little in the way of sewage treatment," Gordon says. "I think a lot of people just don't realize there's a problem."

The growing realization of a problem has brought together Maine, New Hampshire and Massachusetts and the Canadian provinces of Nova Scotia and New Brunswick in a rare attempt at regional cooperation in the gulf.

The five governments hope to make a joint assessment of the gulf's health and resources, and ultimately set up an environmental monitoring program.

The environmental effects of population growth can be seen in microcosm on Cape Cod, the sandy



Staff photo by John C. Patriquin

High-rise condominiums along the shore at Old Orchard Beach have come to symbolize the rapid growth on the Maine coast.

Massachusetts.

A nonbinding referendum is on the ballot this November to ban new construction for one year. Public concern focuses on traffic and threats to drinking water, but marine pollution is also a growing problem.

Bacterial pollution has closed

nitrogen runoff from fertilizers and faulty waste treatment forms oxygen-choking algae blooms near the shore, according to Rich Delaney, director of Massachusetts' Coastal Zone Management Program.

"You put people there, and they want green lawns so they use fertilizers and pesticides," Delaney

MAINE'S TROUBLED WATERS

A SPECIAL REPORT

Money woes limit study and protection of gulf

The need to update old knowledge spawns support for research in Maine

By Tux Turkel
Staff Writer

It took oceanographic pioneer Henry Bigelow more than a decade to chart the currents that drive the Gulf of Maine and underlie its productivity. He published his findings in 1927.

For almost half a century, researchers largely relied on Bigelow's rough outline. Only recently have they used modern electronics, which can collect more data in one measurement than Bigelow could in his entire lifetime.

"We've done very little to improve on his description of the circulation," says David Townsend, executive director of the Association for Research on the Gulf of Maine, or ARGO-Maine. "And that's basically a result of our inability to go out and use the technology that exists today."

The reason, say Townsend and others, is a fractured, inconsistent system of government support for research. That translates into too little money to find out how the Gulf of Maine works and how to keep it healthy.

Townsend made that point in July, at the first meeting of the Legislature's Commission on Marine Research. The commission was set up to look at research problems and opportunities, develop consistent state policy and increase state support. It will issue a report this winter.

Formation of the research commission is a tangible example of how Maine is taking a closer look at the gulf and its importance. Other signs include:

- A federal bill sponsored by Maine Sen. George Mitchell and 15 other senators called the Marine Research Act of 1988.

The bill, if passed, would earmark $29.5 million to set up 10 regional programs, including one in the Gulf of Maine. They would coordinate work with existing research facilities on how to prevent pollution and safeguard marine resources.

- The formation of ARGO-Maine, a consortium of research, educational and government institutions seeking to conduct long-term, collaborative studies in the gulf.
- Establishment of the Marine Environmental Monitoring Program. This new state effort, within the Department of Environmental Protection, is starting up with $33,500 to hire a biologist to monitor coastal pollution, trace contamination sources and study impacts.
- A so-called Gulf of Maine initiative within the State Planning Office. The agency is meeting with officials from Massachusetts, New Hampshire, New Brunswick and Nova Scotia, trying to foster regional cooperation to protect and monitor the gulf.

Information lacking

The state research commission was formed at the urging of Rep. Reed Coles, D-Harpswell, a member of the Marine Resources Committee. Coles says he thinks the state should play a stronger role in supporting marine research.

He adds that reliable information is lacking about how much Maine actually spends today and the value of various gulf resources.

At the first hearing, members of the state's marine research community turned out to give their views of the problems.

"It is embarrassing to admit that so much of what we believe about our living marine resources remains virtually unchanged from the earlier half of the century, and is in fact pure conjecture," Townsend told the group.

Townsend, a research scientist at the Bigelow Laboratory for Ocean Sciences, said Maine does a poor job in competing for research funding.

As an example, he noted that Maine ranked last among 17 states in follow-up support for a National Science Foundation grant program to stimulate competitive research efforts.

Bigelow Lab employs about 50 scientists working on basic oceanographic research. The problem, says Patrick Holligan, acting director of the Bigelow lab, is that most are paid through sporadic contractual grants and have no financial security.

"You have to run two or three contracts to keep up a full salary," Holligan says.

Scientists can also find themselves out of work when their grants expire. That is what happened to Peter Larsen, an ecologist studying contaminants in ocean mud. His samples have been shelved for five years because no money is available to test them.

Another reason projects can stop abruptly at Bigelow is that the lab focuses on basic research. A government agency may fund start-up work and sampling to test a theory, for example. But when that phase ends, Holligan says, the agency may not continue with survey work, monitoring or analysis.

"The people who did the basic research can't get funding to continue the project," Holligan says.

Maine gives $100,000 a year to Bigelow, 8 percent of its annual research budget. The private, non-profit lab gets 90 percent of its $2.2 million budget from federal funds, but Holligan told the commission that continued support is threatened by cutbacks and competition from other labs.

Holligan says the lab needs at least 20 percent of its income as assured funding, solid money that would provide continuity and retain key scientists.

State government agencies have similar concerns.

Brian Marcotte, marine science director for the Department of Marine Resources, says he wants to offer fishermen more economic security by better predicting fish stock trends. But he notes that one-third of the department's scientific staff is supported with federal money, and three positions were lost last year to budget cuts.

The University of Maine's Darling Center receives a $300,000 annual operating budget. But if its staff, made up of university faculty, wants to pursue research, it is entirely dependent on grants.

"We're in the same boat as Bigelow," says director Les Watling.

Watling recalls a federally funded study in the early 1980s of trace metals in Maine rivers. Various compounds were found in the Saco and St. Croix. Then the project ended. Later, a student examined animal life in the Saco estuary and measured some metal content. Nothing further was done to determine the significance.

"A follow-up study a decade later would be helpful to see if this area is purging itself (of metals) or not," Watling says.

Hopes rest on bill

Advocates of more spending for research pin their highest hopes on the congressional effort championed by Mitchell.

Mitchell says he hopes it can be acted on before the end of the year. The chief opposition, he says, comes from the Reagan administration, which sees the programs as unnecessary.

Mitchell says he hopes Congress can debate the bill soon, while images of sewage and medical waste washing up on East Coast beaches are still fresh. He says the $30 million price tag should be viewed as a "protective investment."

"As we've seen in Chesapeake Bay, Boston Harbor and the Great Lakes, the cost of cleaning up after major environmental damage has occurred is many times greater than the cost of preventing damage in the first place," Mitchell says.

In Maine, the formation four years ago of ARGO-Maine is significant because it represents the kind of coordination the state will need to compete nationally for research money.

ARGO-Maine is made up the Bigelow Lab, Department of Marine Resources, Maine Geological Survey, Maine Maritime Academy and the University of Maine. The cooperative effort paid off earlier this year when the National Science Foundation gave ARGO-Maine an 80-foot research vessel. It is the only deep-sea research ship based north of Cape Cod.

The DEP's new effort, the Marine Environmental Monitoring Program, represents its first direct attempt to protect offshore waters. The agency has about 100 people charged with protecting freshwater and coastal wetlands, but only one — working part-time — on marine pollution.

Maine's planning office, meanwhile, is starting a year-long effort to assess the condition of the gulf by working with the three states and two Canadian provinces that abut it. A key task is to design a monitoring program using fish and other resources that are indicators of the sea's health.

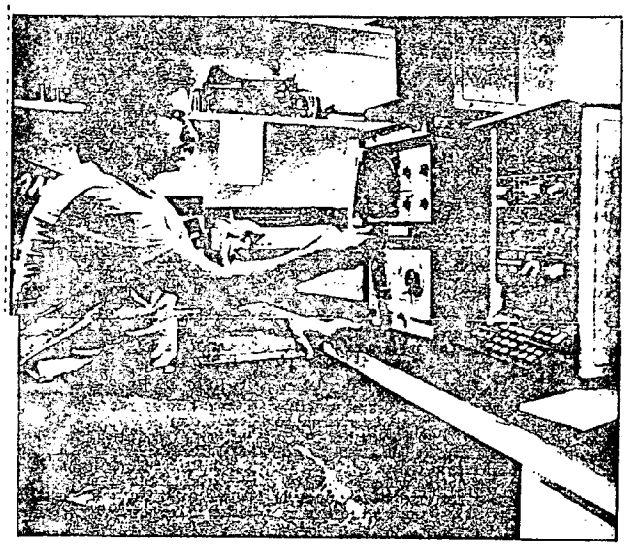
The project also seeks to improve communication and management strategies between states and provinces. It finally envisions a high-level conference where governors and premiers will tackle the key issues.

At Bigelow, Holligan says state leaders should be concerned about what effect the degradation of the gulf will have on fishing, recreation and other enterprises Maine considers important.

But he says public and political awareness of the threats is so low that, if scientists expect to see more research money, they will have to embark on a basic education program to highlight the issues.

Anne Johnson, a former Bigelow researcher now working with the State Planning Office, had a more urgent view for the new marine research commission.

"We shouldn't get to what I call the dead fish stage before we decide to do something," she said.



Research assistant Jeff Brown works with a Coulter counter, which measures cells in algae specimens, at the Bigelow Laboratory.

Forces block exploiting of gulf energy sources

By Tux Turkel
Staff Writer

The Gulf of Maine can light houses, run cars and build cities. But its powerful tides, potential petroleum reserves and gravel deposits remain virtually untapped, waiting for economic and political forces to drive their development and bring them into conflict with fishing and other interests.

Skyrocketing oil prices in the 1970s focused attention on the gulf's energy resources. In 1988, with oil plentiful and prices depressed, exploitation attempts have all but stopped.

It seemed, 10 years ago, that the rich fishing grounds of Georges Bank would be pocked with test holes in a desperate search for oil and gas. Today, political action in the United States has banned drilling, and interest has ebbed.

Only the Canadians, on their side of the bank, continue to research the potential impact of energy development.

No one expects Georges Bank to provide vast quantities of oil and gas, but commercial deposits may be tapped at the edge of the gulf.

Sound waves bounced off the ocean floor indicate the geological potential for petroleum, but test drilling has been held up by strong opposition from fishermen and, more recently, by declining oil prices.

In June, the U.S. Interior Department, bowing to congressional pressure, postponed a planned auction on drilling rights until at least next October.

> 'When another energy crunch comes, and surely it will, everyone will turn to us to start producing offshore. It will probably be too late.'
>
> — Milton Huntington, Maine Petroleum Association

For now, the closest petroleum production to the Gulf of Maine is set for a tract off Newfoundland. Except for minor testing off Nova Scotia's eastern shore, it seems unlikely that New England or the Maritimes will exploit oil and gas resources any time soon.

That concerns Milton Huntington, executive director of the Maine Petroleum Association. Huntington notes it takes a decade from the time oil is discovered to when it can be produced.

"When another energy crunch comes, and surely it will, everyone will turn to us to start producing offshore," he says. "It will probably be too late."

Tides in the Bay of Fundy range 40 feet, the highest in the world. For decades, engineers have schemed about how to harness the rise and fall as a source of cheap, pollution-free power.

Two years ago, Canadian interests seemed well on the way to building the world's largest tidal dam across Minas Basin in Nova Scotia. The project would have generated the electrical equivalent of three Maine Yankee nuclear power plants. Today, the project is hung up, for economic, political and environmental reasons.

"We don't see a practical way of going ahead right now," says George Baker, executive vice president of Tidal Power Corp. in Halifax, Nova Scotia.

A handful of tidal dams operate in other parts of the world. To test the technology in the Gulf of Maine, Baker's company built a small, experimental dam in 1984 at Annapolis Royal, N.S.

An immediate problem surfaced. Large numbers of migrating shad died as they were pulled through the dam's turbine. Engineers have been working on a pass system that lets more fish go safely around the turbine, but mortality remains a problem.

The project also has drawn fire from local clammers, who claim the dam is generating silt and destroying clam beds. The clam harvest has been declining in the Annapolis Basin, but researchers have yet to link the drop to the dam.

Even if fish kills are solved, the Minas Basin project appears doomed for now, based on projections that a five-mile-long dam across the top of the Bay of Fundy would increase tides in the Gulf of Maine up to a foot. A 1984 study by Peter Larsen of the Bigelow Laboratory for Ocean Sciences predicted widespread environmental changes for coastal Maine. Technology aside, political consequences have put the project on the back burner.

As a second choice, Tidal Power Corp. has been working to develop a smaller dam at Cumberland Basin, on the New Brunswick-Nova Scotia border. That dam, which would generate almost as much power as Maine Yankee, wouldn't have a noticeable affect on tides, Baker says.

But that dam, too, may be delayed by politics. While Nova Scotia is a strong advocate of tidal development, New Brunswick has a stake in building more nuclear reactors at its Point Lepreau site. It also has hydroelectric and coal resources to market, so provincial politicians aren't enthusiastic about a joint tidal venture with Nova Scotia.

"They've got a lot on their plate," Baker says. "They don't need tidal power."

Dimming prospects further are oil prices. Baker says projecting when prices will rebound, and by how much, "is anyone's guess."

If there is one force working today on the side of tidal energy, it is the mounting concern over the greenhouse effect and the burning of fossil fuels.

In Maine, Larsen says issues he raised four years ago on the environmental impact of tidal dams must now be weighed against potentially greater effects of global warming.

"I personally think we should look very hard at tidal power," he says. "If the greenhouse effect is going to raise sea level anyhow, we may be able to slow it down with tidal power."

When the glaciers began melting 12,000 years ago, vast quantities of sediment-filled water flowed into what is now the Gulf of Maine. Our legacy is offshore deposits of sand and gravel. Scientists are just now beginning to explore them as a first step to sizing up their commercial and environmental value, a process that has caused some controversy in New Hampshire.

Maine's major sand and gravel deposits seem to be off the southern coast, according to Maine Geological Survey director Walter Anderson. Scientists are using sonar and sampling methods to determine the distribution and depths.

In New Hampshire, a member of the state's Executive Council objected this summer to mapping sand and gravel deposits near the Isles of Shoals, saying it was a prelude to offshore mining. New Hampshire's state geologist denied that and said the work was pure research.

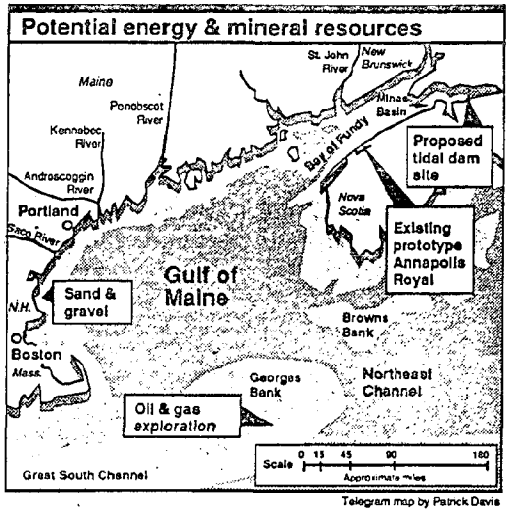
Anderson says some southern states have mined gravel to restore eroded beaches. But he thinks the Gulf of Maine states are a long way from offshore gravel mining.

It is an expensive process. Scientists also know that certain deposits are important to marine life, and that offshore sand and gravel is a finite resource because dams on New England's major rivers prevent further sediment runoff to the gulf.

"Whether it's (eventually) used for development, beach erosion, or not used because it's critical for marine organisms, it's still got to be evaluated," Anderson says.

In addition to sand and gravel exploration, researchers are looking for concentrations of valuable metals including copper, gold and silver that may occur in a volcanic belt running from Penobscot Bay to Eastport. That process is in a very early stage.

"We're still in an exploration mode, whether it's sand and gravel or oil and gas," Anderson says. "A lot more work has to be done offshore to make an evaluation."



Telegram map by Patrick Davis

Researchers in the depths probe erosion

By Tux Turkel
Staff Writer

OFF SEGUIN ISLAND — Bathers at Popham Beach did not know it, but the two-person submarine bobbing in the distant swells last June was trying to determine how fast the popular swimming area was being eaten away by the sea.

"Every beach in Maine is experiencing long-term erosion," says Joseph Kelley, the state's marine geologist. "So ultimately, sand is moving offshore."

Kelley and his colleague, University of Maine geologist Daniel Belknap, are trying to learn how sand movement and the flow of river sediments are shaping the seashore.

Their initial assessment is bad news for bathers and boaters: Beaches are losing sand to the sea while — ironically — sand and mud are washing back to clog some rivers and harbors.

Belknap and Kelley's research into sediment dynamics in the Gulf of Maine has broad implications for recreational and commercial development, particularly the controversial practice of dredging harbors and depositing the spoils offshore.

"I don't think we'll have the answers for another five years," Kelley says. "At least in ways persuasive enough to affect public policy."

Researchers know the ocean is rising and land is being washed to sea. Exactly what happens then has been a mystery.

To find out, Belknap and Kelley have been setting special traps 200 feet below the surface. The traps are made of plastic pipes set on a cement-filled base. They are designed to capture and measure sand and mud washing down from shore. The traps were deposited last summer in Saco and Sheepscot bays.

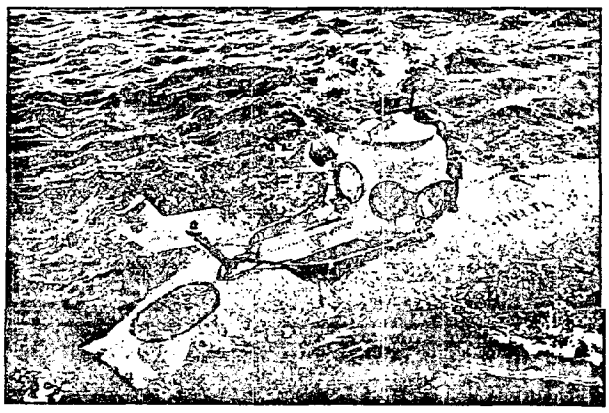
Bedrock ridges traverse the bottom of Saco Bay, creating a mud- and sand- filled basin that is the former valley of the Saco and Scarborough rivers.

"We think sediment is being carried through that shelf-valley and out to sea," Belknap says.

Sheepscot Bay, at the mouth of the Kennebec River, contains a large fan-shaped deposit of sand. The sediment traps are placed to see how material is stirred up during winter storms.

In June, the men and university students boarded a 160-foot government research ship to revisit the traps. Researchers relied on sophisticated electronics to relocate the traps. Then they climbed into a 15-foot submarine named Delta to retrieve the samples, using a robot arm to grab the plastic pipes and haul them to the surface.

Kelley says they expected to find a couple of inches of sand or mud in each trap. Prior theories suggested sand loss was a gradual but constant process.



Staff photos by Gordon Chibroski

The two-man submersible sub Delta pulls away from the 160-foot government research vessel en route to the ocean floor 120 feet down.

Instead, they found almost nine inches of sediment, six inches of which were sand and gravel. The sediments were in three layers — mud, sand and mud. The sand apparently was grabbed by violent waves during winter storms and transported to deep water.

Analysis shows it came from Old Orchard and Popham beaches, moving out over a period of years.

"We thought these deep areas were quiet for years at a time," Belknap says. "But last winter was not significantly stormy, yet one of the traps was filled up nine inches."

Belknap and Kelley now wonder if these sediment traps represent the average rate of sand loss.

"What we went through last year, was that representative of the last 100 years, or more importantly, the next 10 years?" Kelley wonders.

The second observation to come out of sediment studies is that mud flowing from major rivers is moving offshore, but sand from adjacent beaches is flowing back and collecting where people want to maintain harbors.

Reseachers are still unsure how fast this is happening because it is part of complex, interconnected cycles of sediment distribution. But they have some clues.

Belknap and Kelley studied sand movement in the Kennebec River last summer for the state and Bath Iron Works. They examined an area where the U.S. Army Corps of Engineers had deposited spoils from dredging a channel in the river. The material, they found, was moving right back upriver toward Bath.

Depositing dredge spoils is becoming controversial, especially because some contain metals or PCBs (polychlorinated biphenyls). Early research suggests these materials won't stay put. Instead, they are dispersing and possibly causing contamination.

"We have to consider where we put these things," Kelley says. "There may be no shallow spots in the Gulf of Maine to dispose of our contaminated dredge spoils."

These theories are already beginning to affect harbor development.

Scarborough wants Pine Point Harbor dredged and a new anchorage created. The job would create about 43,000 cubic yards of dredge spoils, enough to cover a football field 18 feet deep. But tests show traces of PCBs in harbor sediments, and local, state and federal agencies are at odds over the best place to deposit the spoils.

A similar fight is under way in Wells, where the harbor is so clogged it has become hazardous at low tide. State officials say dredging is futile, because the harbor will refill quickly.

"They are not really harbors," Kelley says of Scarborough and Wells. "They are tidal deltas of rivers, so they fill rapidly with mud."

In addition, researchers believe that dumping sediment offshore removes it from the complex system that builds beaches, despite the trend to long-term erosion.

"The most important thing is not to lose it to the transport system," Belknap says. "If you are going to dredge, put it back on the beach, if it's not contaminated. If you dump offshore, it's lost."

Belknap and Kelley will learn more about dump sites and sand movement over the next year when the government dredges part of Biddeford Pool this fall. Sediment traps have been set at the offshore deposit site. Next summer, the traps will be pulled to see whether sand and mud stay in the deposit area or move inshore.

"We'll know whether it's a good dump site," Kelley says.

Diving to the gulf's bottom

By Tux Turkel
Staff Writer

OFF DAMARISCOVE ISLAND — My first impression of the inside of Delta, the 15-foot submersible used to retrieve the sediment traps, is that it resembled a laundromat washing machine.

Down the hatch for reporter Turkel.

I remember climbing in one as a kid and having a friend shut the glass door. This time I am looking out 10 tiny portholes, and at the feet and torso of Doug Privitt. That is because with a hull diameter of 3½ feet, the passenger must huddle on the bow floor while the pilot sits astern on a stool.

Privitt designed the sub. He and another pilot have taken it down more than 1,000 times, so I don't feel too scared when the hatch is secured and Delta is dumped into 120 feet of water.

My first sensation is coolness. Privitt cuts the motor. It is quiet. As the sub descends, everything gets dark. Cool, dark and quiet. Very serene.

"Okay. We're at 60 feet with 60 to go, it looks like," Privitt says into the radio.

As Delta nears bottom, Privitt switches on floodlights. The silty sea floor appears outside the portholes. Visibility is poor.

Cruising at less than a mile an hour, we come across occasional starfish, plants and hundreds of tiny fish. But mostly, we see only mud in this section of the Gulf of Maine.

At one point I manipulate the robot arm in an attempt to grab a starfish. No way. I am generally content to sit in this cool, quiet cocoon and experience the ocean bottom.

I am startled when, after about 15 minutes, a voice comes over the radio. Time to come up. I am not ready. Privitt acknowledges, releases ballast and Delta rises as light streams in.

In a moment, waves are breaking over the portholes and the Maine coast bobs in the distance.

The summit of 1,530-foot Cadillac Mountain overflows with tourists and cars on peak visitor days in the summer.

Needed: A bold plan to save Acadia

The national park on Mount Desert Island is being overrun by tourists and some limits are likely

STORY CONTINUED FROM PAGE 1

BUT THE VISITOR IMPACT has the potential to turn Acadia and its surroundings into a showplace of degradation. Mount Desert Island is a hot spot for development of all the paraphernalia that supports an '80s resort — motels, restaurants, condominiums, shops, and second homes. Elmer Beal, a member of the park's advisory committee, says, "No view, scenic vista, open space, or public access point can be taken for granted anymore; things are changing too fast."

In 1987, 4.3 million tourists visited Acadia, securing its number two spot in the list of the nation's 10 top national parks. (Great Smoky Mountains National Park in North Carolina and Tennessee is number one.) To put that in a Maine perspective, the people crush is four times the population of the state and 1,000 times the year-round population of Bar Harbor, the island's largest town. On any given July or August day, 4,000 cars travel Ocean Drive that winds along Acadia's widely touted shoreline.

"There are so many people and cars that if Acadia were not a rock, it would sink," says land use consultant Jim Haskell, former director of the Hancock County Planning Commission.

Haskell thinks the estimate of 6.2 million tourists by the year 2000 is too low, given the worsening environmental conditions elsewhere. "With New York and New Jersey beaches washing up hypodermics, and all the smog and ozone, more and more people will want to come to Maine and Acadia," he says. The Harvard University Graduate Design School study projects that traffic will increase to 20,000 cars daily in the next 12 years, exceeding the design capacity of many of the island's main roads. "Only through bold action will the problems of rapid growth be resolved," it says.

Destry Jarvis, vice president of conservation policy for the National Parks and Conservation Association (NPCA), agrees that Acadia's situation calls for tough decisions. The park's approach so far, however, is to "take one step at a time and with great timidity," he says. On visitor numbers, for instance, it might be "bold to go from unlimited access" to a limit, "but maybe something as bold as that is desirable."

The pressures afflicting Acadia are not new to the

island; crowds, autos, and development worried local people 100 years ago when Mount Desert first became a summer playground for the East's wealthy and powerful. But today, the problems are magnified and evident even before a tourist reaches the island, about halfway down the Maine coast and five hours from Boston.

Route 3 from Ellsworth to the island is an 11-mile "tourist trap of fast food, souvenirs, and Walt Disney-type recreation," says Jim Haskell. Seafood takeouts, factory outlets, cheap antiques, and homemade fudge are hawked to the hordes on their way to Acadia.

Traffic jams are predictable as visitors slow down or turn off the road just to take in the carnival-like scene — on Route 3, in downtown Bar Harbor, and on the summit of Cadillac, the park's highest peak. On Cadillac, cars and RVs (recreational vehicles) crowd every inch of the blacktop and spill over onto the grassy shoulders. At another prime park attraction, Sand Beach, vehicles spill over from the parking lot for two miles along one-way Ocean Drive that runs above the beach.

It doesn't take the first-time visitor long to see the exasperating conflict between recreation and protection of the natural resources. Congress, in passing the Organic Act of 1916 that mandated use *and* preservation, didn't say how the balance was to be drawn. It simply said: "The . . . fundamental purpose of [national] parks . . . is to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

But Acadia's $1.9 million budget doesn't even cover the cost of maintaining and repairing its facilities, much less protecting the park's natural resources. In fact, Acadia is so underfunded that it doesn't even have a complete inventory of its flora and fauna to know fully what there is to preserve.

Behind the budgetary eight-ball at almost every turn, the small staff spends most of its time accommodating the millions of people and trying to see that they obey park regulations. In the meantime, other major problems are begging for attention: trail degradation, illegal camping, poaching of deer, vegetation and marine life damage, exotic plants threatening wetlands, antiquated facilities, vandalism and crime, litter and human waste, and air pollution.

The island's four towns are facing related headaches: housing shortages for year-round residents and seasonal workers, neighborhood deterioration from creeping commercialism, high real estate costs, and increased noise and public drinking. Local budgets are being overwhelmed and increased taxes will likely be needed to meet the demand for increased police and fire protection, solid waste disposal, and water supply — all undercutting the advantages of expanding tourism.

Acadia is part of the National Park Service, and many of its problems originate in Washington. The NPCA, a private watchdog over national parks, says the Service is, "an institution strained nearly to the breaking point" as the result of cuts by the Reagan administration. Acadia hasn't received a real dollars increase in its base budget since 1977. "We were given a resource and physical plant in better shape than it's in now," says superintendent Hauptman.

Without changes for the better, National Park Service (NPS) chief planner Jim Stewart says "the Acadian experience [may not] be worth going for." But Acadia's former resource management director Carroll Schell, who transferred to Washington, D.C., questions whether many tourists would be turned off by mobs and unchecked development. "Most of them come from urban areas and are accustomed to gregarious shopping. They are happy as pigs in the mud [among large numbers of people]. They don't know any better."

Superintendent Hauptman has been at Acadia's helm for 18 months, having overseen the Fire Island (N.Y.) National Seashore for five years. "My job is to run this park in a condition of tension," he says. "My primary job is protection of natural and cultural resources and to get the park's budget and visitor services to a state of national standards and maintain them. I never forget this."

> "THERE ARE *so many people and cars that if Acadia were not a rock, it would sink."*
> *— Land use consultant Jim Haskell, former director of the Hancock County Planning Commission.*

Hauptman also promises to take effective steps to cope with traffic problems in particular. He virtually assures a future car reservation system for besieged Cadillac Mountain during prime months and a voluntary mass transit system to ease the auto/RV crunch. He favors no new campgrounds, no new restrooms, no new parking lots, and no new roads.

Those "no growth" measures, he feels, would have the effect of keeping the lid on the number of people to about what it is now — although that's not guaranteed. Neither Hauptman nor park planner Isabelle Mancinelli is ready to take the "bold step" of limiting visitors. While they believe there are too many people using certain places in Acadia, they don't think that 4.3 million people is too many for the park overall. They point out that most tourists use the eastern side where the spectacular scenery is, while the western side is less disturbed and "more natural."

Overused areas, such as the Shore Trail along Ocean Drive, can be "hardened," says Mancinelli, to prevent erosion and take the heavy foot traffic.

"It's almost un-American to talk about limits," Hauptman says. Ultimately, the people number problem boils down to available overnight accommodations outside the park, he believes. When the island's motels, hotels, and bed and breakfast houses are filled up, park visitation flattens out. The towns — not Acadia — should be the ones to cope with the visitor overrun by limiting the number of sleeping units on the island, Hauptman concludes.

The Harvard study, published last year, recommends just what Hauptman suggests: that the towns limit visitor numbers by restricting overnight accommodations and parking during the summer months. "Each of the four towns will also need to adopt stringent zoning and conservation regulations to ensure that residential and commercial growth does not impair the island's ecology or scenic beauty," the study says.

However, Ken Smith, a Bar Harbor motel manager who's active in several community groups dealing with tourism issues, isn't about to jump on a bandwagon promoting limits. "Talk about a financial and political time bomb!"

While business interests "aren't looking to make the island like Coney Island . . . [we] want to pay our bills and take a vacation," Smith says. That means "more and

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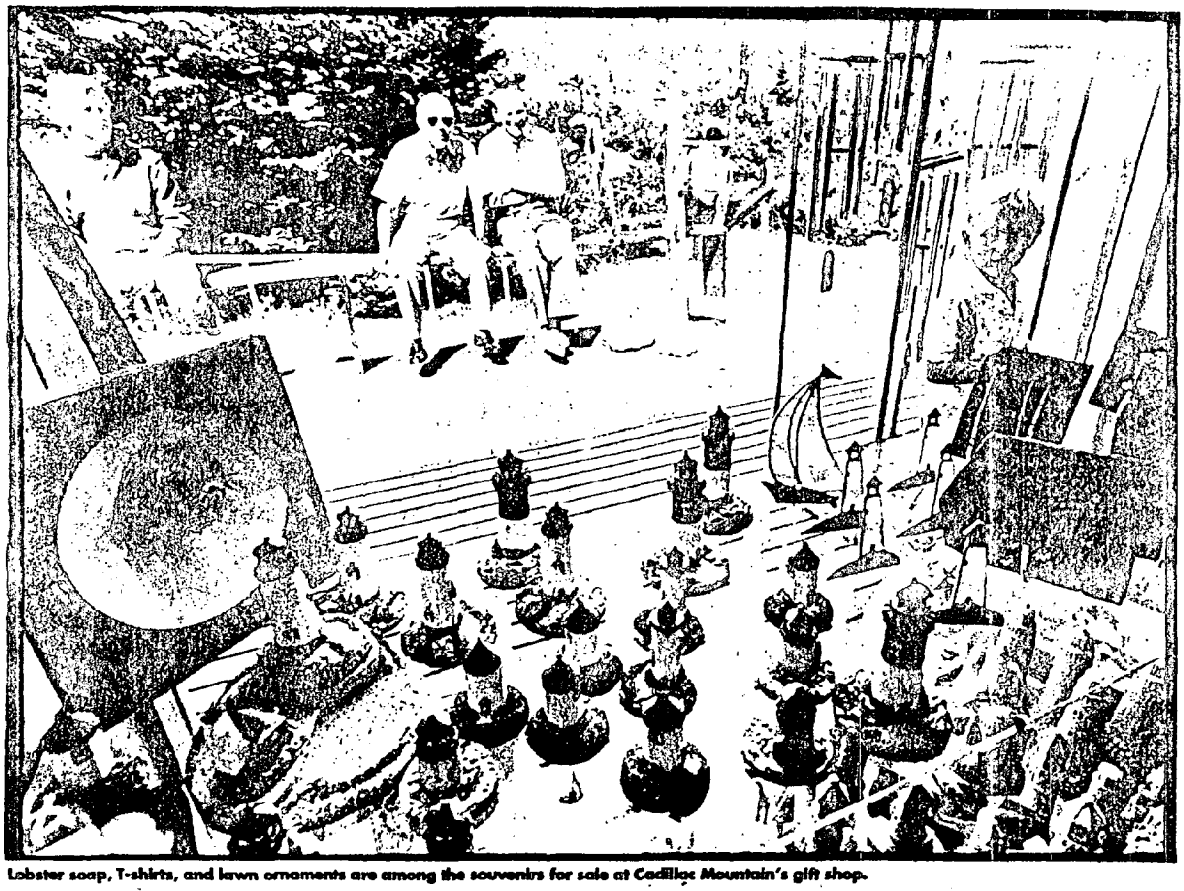
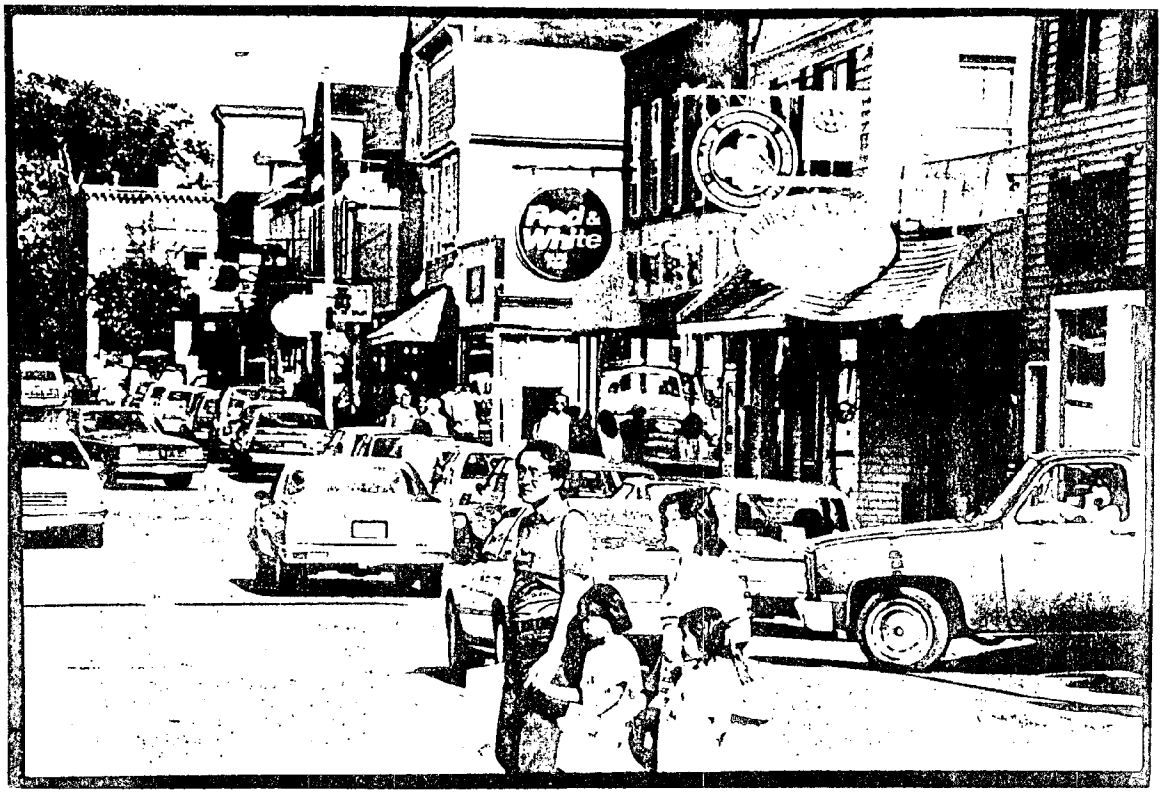


Lobster soap, T-shirts, and lawn ornaments are among the souvenirs for sale at Cadillac Mountain's gift shop.



The 4.3 million people visiting Acadia annually are causing overcrowdedness and development pressures in Bar Harbor, outside the park's entrance.

Needed: A bold plan to save Acadia

CONTINUED FROM PAGE 9

more people" — to offset "bad years," he adds.

As evidence that Bar Harbor is taking advantage of Acadia-bound tourists, the number of overnight units jumped from 1,500 to 2,256 between 1983 and 1986. Last year, the town issued 334 building permits. Although fast food franchises are outlawed, there is no shortage of pizza, burgers, and ice cream. Downtown parking is such a problem that Bar Harbor is considering running a free shuttle bus system from the international ferry terminal along "motel alley" and into town center.

As the summer winds down and fall foliage enthusiasts pack their bags for Acadia, the park planning staff is immersed in the first general management plan. Public meetings have been going on islandwide to solicit citizen responses to various alternatives — from "do nothing" to a costly mandatory mass transit system on the east side during the summer months.

Jim Batchelder, director of the privately-funded Friends of Acadia, calls the nascent plan "a very significant document" because it will guide the park's direction over the next 15 to 20 years. But he is concerned that all of the proposed options focus on "visitor use — how to deal with the 6 million people in the future. There's little mention of conservation and protection of the resources," he says.

Batchelder notes that the park is legally required to identify Acadia's carrying capacity and implement limits if necessary. "The park is grappling with it by addressing the auto impact on the theory that if people can't drive, they won't visit." To the contrary, he says. A bus shuttle system could introduce many more people into the park with dramatic impact on natural resources.

The NPCA's Jarvis says the carrying capacity mandate has largely gone unmet by the different parks because "there's not an agreed upon methodology. Anytime you get into the subject of a quality experience, it is thin ice, unexplored territory," he says. Some parks have "tried softly, but too softly" to be effective, Jarvis adds.

Hauptman has a pivotal role in determining which proposals to recommend to his superiors for a final decision in 1990 at the earliest. Some park observers characterize Hauptman as extremely cautious and predict he will soft-pedal potentially divisive issues to avoid aggravating local leaders.

To some degree, all national parks are faced with questions of constraining people and vehicles and border threats. But Acadia is on an island, and like any island it can only absorb so many people and development without being ruined. Too, Acadia does not have neat boundaries with few entrances. Its jigsaw puzzle borders cut into one community or another, causing tourists to often wonder whether they're in or out of the park. Boundary disputes are legend between the park and the towns. They have had a raucous, sometimes bitter, relationship. Long-time residents fear the park wants to take over the entire island in time — the recent permanent boundary law notwithstanding. But federal funds for expansion are limited.

More than half of the 1988 Acadia budget is allocated for "visitor protection," buildings, road and trail maintenance, and garbage collection. But trail maintenance, for instance, is allocated only $50,000, compared to $302,000 for road maintenance. Upkeep of half of the 200 miles of hiking trails has ceased.

What happens to actual natural resource management? Not much, compared to the need. Natural resources is allowed a paltry $66,000 in the current budget, compared to $126,300 for vehicle repair and fuel. Acting resource management chief Judy Hazen says, "The whole park is underfunded, so everyone is stuck in the same boat we are. We're just doing the best we can with what we have."

Money alone wouldn't solve the resource management problems because Acadia doesn't contain complete ecosystems. Watersheds and some wildlife habitat are half in and half out of the park — a situation reflecting political decisions over land acquisition.

In a step toward greater resource protection, the park has proposed acquisition or conservation easements on lands within 200 feet of Acadia's borders. The Maine Natural Resources Council criticizes such a buffer zone as much too narrow. It should be at least one-half mile wide, the council's Jerry Bley says. Park planner Mancinelli says a decision on the width of the buffer strip remains up in the air.

Acadia clearly is at a crossroads, but Caroline Pryor, vice-president of Maine Coast Heritage Trust and based at its Northeast Harbor office, is optimistic. "Some things are moving ahead," she says, "and the park staff is dedicated. It's important that we give them credit." Resource manager Hazen sees a brighter future for Acadia if "people take pride in it. The long-range solution to our problems is more public support" to protect Acadia.

Consultant Jim Haskell sees the pressures creating "a ripe opportunity" for islandwide planning. "Four separate communities shouldn't have four separate comprehensive plans and zoning regulations. That way, they're ineffective," he says.

But like the towns' suspicion of the park, they also have a long history of distrust of each other. Haskell says the towns' lack of cooperation is rooted in class differences. "There's the high side and the low side on Mount Desert," he says, referring to well-off Bar Harbor and the village of Northeast Harbor and the working class communities of Southwest Harbor and Trenton. It took years to get a regional school, he notes.

Municipal officers are resistant to growth management, Haskell says. Although the Legislature has passed comprehensive growth legislation, "the law hasn't come home to roost in Hancock or Washington counties yet." He thinks the Down East communities will wait "to the end" to implement it.

Acadia's life story

The Hudson River School of American landscape painters introduced Mount Desert Island to the world in the mid-1800s. Thomas Cole, Frederick Church, and FitzHugh Lane celebrated the island's beauty on canvas, just as artist Rockwell Kent popularized Monhegan Island in the 1920s.

Cole, a founder of the school, went to Mount Desert to sketch in the 1840s and boarded with a farmer. His admiring eye feasted on much of the same untamed scenery that was "discovered" by French explorer Samuel de Champlain, who, in 1604, named the place "L'Isle des Monts-deserts," or island of bare mountains.

Prominent lawyer Charles Tracey was among the first of New York's high society drawn by Church's paintings to take his family to the island for a rustic vacation. They walked; explored the island by buckboard and horse; ate lobsters, fresh berries, and hot biscuits; and reveled in the kindnesses islanders showed them. The Traceys returned to the city agog about Mount Desert.

Soon, the "rusticator" rush was on, as it became fashionable for the wealthy to spend their summers enjoying the simple life communing with nature. Hotels replaced taverns to serve the influx. In August, 1855, Tracey estimated that he could see 200 yachts under sail from 1,373-foot Sargent Mountain. Among the notable yachtsmen was Charles Eliot, the 37th president of Harvard University, who loved the island so much he became a regular summer visitor.

Travel to Mount Desert was eased by steamship service from New York, Newport, and Boston in 1870. A sightseeing cog railway was built from Eagle Lake to the summit of 1,530-foot Cadillac Mountain, the island's tallest peak, in 1883. During that period, the island became the East's foremost summer resort, as the Rockefellers, the Morgans, the Fords, the Vanderbilts, the Carnegies, and the Astors built large "cottages" at the ocean's edge.

"The wealthy had come there for peace and quiet, and they intended to have it," said Louise Dickinson Rich in *The Coast of Maine*, published in 1956. "Like children . . . they were adverse to any change on the island, and they went to great lengths to insure there would be none. [They] went on long walks and collected flowers and shells, and even the emptiest-headed debutante knew the proper Latin names. They espoused Nature and observed the stars and kept record of the flight of birds."

To help preserve island ways, the wealthy had automobiles banned from the island in the early part of the 20th-century. But the death of a man that the horse-drawn doctor couldn't reach in time caused the ban to be revoked in 1913.

It opened the door to abrupt change. Cars came by the thousands. "Many were the summer visitors, and permanent residents too, who cried 'Mount Desert is ruined,'" wrote Samuel Eliot Morison in his *Story of Mount Desert Island*. "And there are very disquieting things in the present situation — rowdy motor tourists who throw trash about, and the ruthless ambition of the Maine Highway Commission to make speedways out of beautiful winding roads."

Fortunately for the island, the powerful newcomers "from away" regarded land protection as an expression of patriotism, stewardship, and a duty to future generations. George Dorr, heir to a Boston textile fortune, devoted his life to amassing thousands of acres of the island for protection.

In 1901, Dorr and Charles Eliot formed the Hancock County Trustees of Public Reservations to accept title to land donations. Primarily through Dorr's efforts, over 5,000 acres, including the summit of Cadillac, was acquired during the next dozen years or so. In 1916, Dorr convinced President Woodrow Wilson to accept the tract as the "Sieur de Monts National Monument," named for the captain of Champlain's ship.

Dorr didn't stop there. Three years later, the trustees had acquired another 10,000 acres, and the national monument was given park status. It was named Lafayette National Park, the first federal park east of the Mississippi River. John D. Rockefeller Jr. then became the park's major benefactor, donating 11,000 acres worth several million dollars at the time.

In 1929, Schoodic Peninsula across Frenchman's Bay was donated, and the park's name was changed to Acadia, a corruption of the French term LaCadie, or L'Acadie (Indian for "The Place"), used during the 1600s and 1700s to describe the coast from Cape Cod to Newfoundland.

Because the park's charter allowed only for land donations — not acquisitions — the result was a piecemeal, crazy-quilt ownership with inholdings and detached parcels. Concerned with private property being given to the park and taken off the tax rolls, town officials asked for a boundary beyond which Acadia wouldn't grow.

It was a battle royale over the next 20 years. Finally in September, 1986, the official park boundaries were set by Congress.

The legislation gave the park, for the first time, authority to purchase land threatened by development and to take it by eminent domain if necessary. In compensation for lost property taxes, the town will receive about $1 million over 12 years.

The park has a $3.5 million appropriation for acquiring new lands. Another $3.5 million is requested in a bill before Congress. But $7 million "is no where near the amount" needed to purchase all the land to be acquired, says park administrative officer Bob Miller. Additional funding proposals will be made to Congress "for a long time to come," he adds.

(PA)

Bar Harbor council chairwoman Jill Goldthwait says the relatively new League of Towns (composed of town managers and the park superintendent) and MDI Tomorrow (a citizen's group) will encourage islandwide cooperation. Preliminary results from an issues survey by MDI Tomorrow shows that islanders feel the towns "could and should definitely cooperate on solid waste and possibly on traffic and transportation," says MDI Tomorrow researcher Barbara Myers. With Acadia working on long-term planning, she thinks it will be a strong influence on the towns pulling together.

Island population will increase from 8,400 to 12,400 by the year 2000, the Harvard study predicts, exacerbating housing shortages. Property values "may prohibit current residents from being able to afford housing on the island," the study says. Already, Bar Harbor town manager Dana Reed says, "I don't know one person between the age of 20 and 30 who has bought a house on Mount Desert Island in the past two years." There are almost no year-round apartments, and a small two-bedroom house with no view costs in the range of $160,000, with Main Street/Bar Harbor stores a minimum of $200,000. The ritzy "cottages" sell for close to a million dollars or more, depending on location.

MDI spokesman Ron Beard says the towns are in the "infancy stage of how to change. Truthfully, a town has got to be burned before it takes up an issue."

Before the tourism-kindled problems, he says, the towns wanted nothing to do with planning and zoning, period. Now they're screaming. Councilor Jill Goldthwait adds that people don't converse now without talking about traffic.

Beard feels that islandwide planning may be spurred on by communities' need to find new taxing mechanisms to pay for mounting infrastructure costs. Park land is tax-exempt, and the loss of major blocks of prime taxable real estate has been significant over time. Although the federal government pays a 75 cents reimbursement in lieu of taxes, the towns have always felt that amount was an unreasonable pittance.

"We need a new [island] partnership arrangement to cope with all these things," says Beard. "If we avoid cooperation, the short-run decisions that businesses are forced to make will destroy our environment."

Resource specialist Carroll Shell, after seven years of coping with Acadia's particular problems, isn't about to bet on how the park management and the islanders will deal with the difficult choices. "Who knows if they have the intestinal fortitude to make the hard decisions?"

Acadia's superintendent, Jack Hauptman, promises to impose measures that will limit congestion in the 35,057-acre national park.

Acadia in detail

Peregrine falcon
The park began a falcon reintroduction program in 1984 with the release of 23 fledglings. A number of the birds, now adults, are returning, but no matings have yet produced young.

Bald eagle
Eagles live year-round in Acadia and are successfully raising young. Winter feeding was initiated in 1983 to enhance the survival of juveniles.

Osprey
The osprey is staging a comeback from a major population decline caused by pesticide poisoning. There has been no count of the park's osprey population and no management plan. Active nests are being monitored.

Deer
Hunting has been banned in the park and on Mount Desert Island for decades, leading to "more deer per square mile of forest than anywhere else I have seen," says chief ranger Norman Dodge. Deer/car accidents are a danger, and poaching by local residents is a chronic problem.

Coyote
Coyote were first documented on Mount Desert Island in 1982. "Being an important predator, the coyote may present a political problem for the park if the coyote begins preying on domestic livestock and pets," according to Acadia's resource management plan.

Beaver
Beavers were introduced in 1921, and their numbers took off after the 1947 fire because the aspen supply (a beaver food favorite) increased. The population is estimated at over 200, and breaking up their dams is the usual control method. Live trapping is a last resort. There is some illegal trapping by local residents, who dust cover their tracks.

Fish
Acadia lacks an inventory of fish in park streams and ponds. It's "one of the endless projects that need to be done," says acting resource management director Judy Hazen. Marshall Brook's population of trout has been depleted due to leachate from a nearby landfill now closed.

Plant life
Vegetation is being damaged by cars using road shoulders for parking. Non-native plants, such as purple loosestrife, have invaded wetlands. Spruce and fir are cut illegally for Christmas trees for sale and private use. The commercial gathering of fir boughs for Christmas decorations and wreaths is also a problem.

Pesticides/herbicides
National Park Service policy opposes chemical spraying except in special circumstances. The park is using the herbicide Rodeo (glyphosate) to kill loosestrife, but it must be approved by the service's regional and Washington directors.

Air quality
Air pollution is the park's most pressing issue. Visibility is impaired by smog. State or federal ozone standards are often violated during the summer. The highest ozone level ever recorded in Maine was taken at the park's wilderness outpost, Isle au Haut, in June. The air was so bad that it posed a health hazard to park visitors and damaged sensitive plants. Over the years, ozone has harmed at least 58 percent of the park's white pine. Red spruce on Isle au Haut is dead or dying from acid fog, formed by dirty gases from vehicle tailpipes and industry smokestacks in Boston and New York.

Fire
In parts of Acadia, the forest is covered with flammable tree debris. Almost all fires are human caused. The park has no fire management plan at this time, despite the catastrophic fire that charred 17,000 acres (more than 25 percent) of the island in 1947.

Trails
Fifty percent of the 120 miles of hiking trails has been abandoned for lack of maintenance. Ten percent is eroded by runoff. The park doesn't have a trail crew, leaving maintenance to volunteers.

Carriage paths
The 43 miles of carriage trails, stone bridges, and gatehouses are on the National Register as cultural resources. But they're in a serious state of deterioration or erosion. John D. Rockefeller Jr. employed a crew of about 50 men in the summer to maintain them in the 1920s and 30s. Only recently has restoration of the paths become a priority. A portion of the park entrance fee money is helping fund vital projects.

Backcountry
The park interior is rarely patrolled. Illegal camping is common, and the more popular spots are heavily desecrated by litter, garbage, crude latrines, and human waste. Illegal fires are a severe threat.

People
In 1987, 4.2 million people visited Acadia. The number in the first seven months of 1988 was 2 percent higher than for the same time last year. A Harvard University study estimates there will be 6.2 million visitors by the year 2000.

Autos
Cars and recreational vehicles create more congestion in Acadia than do people. On peak summer days, several parking facilities are filled beyond capacity. At times, traffic comes to a standstill at the park's most popular areas. In 1987, an average of 4,000 vehicles per day used the Loop Road along the park's eastern shore. By the year 2000, the average number of cars traveling to Mount Desert Island daily is projected to rise from 15,000 (in 1986) to over 20,000, exceeding road design capacities.

Carrying capacity
There is no existing determination of carrying capacity, the maximum number of people who can comfortably use an area before damaging the natural resources.

But the number of vehicles exceeds the carrying capacity of parking facilities at Cadillac Mountain and Sand Beach at peak use periods. There are limits on the number of people who can stay overnight based on available campsites. The two park campgrounds at Blackwoods and Seawall have a total of 525 campsites, and Isle au Haut has six shelters. There's also a day use limit on Isle au Haut of 50 visitors during July and August and a 25-person limit during the off-season.

Crime
Vandalism did $4,000 in damage to four bathrooms and a telephone booth this summer, prompting the Friends of Acadia to offer a $1,000 reward for those responsible. In 1987, rangers investigated 131 criminal incidents, including numerous car thefts and drug possession. The gift shop at Thunder Hole was burglarized three times, and an alleged murder occurred at Otter Cliffs. Rangers issued 179 citations for hazardous traffic violations, and there were 65 motor vehicle accidents, resulting in $87,000 in property damage. Despite the increasing seriousness of crimes, ranger Norman Dodge says, "98 percent who come still just want to jump on the rocks and enjoy themselves."

Infrastructure
There are 30 year-round employees and 294 buildings. Eighty seasonal people are hired for maintenance, law enforcement, and naturalist programs. The park has only four permanent rangers. Year-round and seasonal rangers spend more time enforcing the law than carrying out natural resource protection work.

Land
Acadia encompasses 35,057 acres on Mount Desert Island, Schoodic Point on Schoodic Peninsula, Isle au Haut, and several other islands. The park will acquire 2,063 acres and delete 722 acres under the new boundary law. Additionally, the park has conservation easements on 5,854 acres, mostly on offshore islands. Management and inspection requirements for the easements are not up to standard due to budgetary constraints, according to the park resource management plan. It says that protection of the park's island resources by land, boat, and air should begin immediately to guard against illegal taking of plant and animal life, illegal camping, and unauthorized, destructive use of motorized vehicles. (PA)

EXHIBIT E-10

LIST OF PRODUCTS, CZ063 AWARD (1987-88)

Task 1 -- Improving Program Core Law Enforcement & Technical Assistance

* State of Maine Hazard Mitigation Plan, SPO, DECD & Maine Emergency Management Agency, section on "Hurricanes and Coastal Storms" by the MGS, December 1987.

* Handbook for Local Code Enforcement Officers, Rebecca Warren Seel, Maine Municipal Association, 3rd revision, 1988.

* Final reports for 1987-88 from Coastal Regional Councils (Hancock County Planning Commission, Greater Portland COG, Southern Maine RPC, Penobscot Valley COG, Southern Kennebec Planning & Development Council, Washington County RPC & Eastern Mid-Coast Planning Commission).

Task 2 -- Local Program

** Cape Elizabeth, Maine, Harbor Advisory Committee Final Report, Sept. 1, 1988.

** Comprehensive Harbor and Waterfront Strategy and Action Plan, Town of Mount Desert, Northeast Harbor, Maine, Sept. 21, 1988.

** Report with Respect to Public Access Rights to the Shore in the Vicinity of Harris Island Road (York, Maine), John C. Bannon, Oct. 4, 1988; "Re: Fisherman's Walk" (York, Maine) Bannon and Murray, Nov. 1, 1988; Record Research & Reports, Fisherman's Walk (York, Maine), Civil Consultants, Sept. 1988.

** Public Access Plan, Coastal Access Planning Project, Jonesport, Maine, Almer Huntley Jr. & Associates, Oct. 28, 1988.

* Chebeague Island Pier Improvements, Cumberland, Maine, Final Report, July 7, 1988; and unpublished engineering drawing, May 31, 1988; both by T.Y. Lin International/Hunter-Ballew Associates.

* Preliminary Design Report for Monhegan Island Wharf, Wright-Pierce, July 1988.

* Town of Stockton Springs, Sandy Point Beach Action Plan (unpublished report), May 31, 1988.

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* Transmitted to the OCRM with Progress Report for May through July, 1988.

** Transmitted to the OCRM with Progress Report for August through October, 1988.

* Town of Stonington Coastal Access Study, Island Institute, July 1988; Town of Stonington Natural Resource Profile - Existing Conditions, Island Institute, July 1988; and Town of Stonington Natural Resource Profile - Policy Statements and Recommendations for the Comprehensive Plan, Island Institute, July 1988; and set of unpublished maps by the Island Institute, July 1988 (base map, Recreational Access Points, Commercial Access Points, Clamming/Worming/Musseling Sites and Access Routes).

Task 3 -- Interagency Coordination

Task 4 -- Local & State Program Administration

Administration

** Maine Planning & Land Use Laws, 1988, DECD

Public Education Initiatives

* Coastal Choices: Deciding Our Future, Maine Coastal Program.

* Coastlinks, A Resource Guide to Maine's Marine-Related Organizations, Maine Coastal Program, August 1988.

* Maine's Marine Resources: A Precarious Bounty, "Habitat," Journal of the Maine Audubon Society, August 1988.

"Guiding Growth: the Maine Challenge," SPO, 1987 (20-min. narrated slide program on growth management).

* "Maine Coastal Program" (flyer).

Task 5 -- Technical Assistance to Agencies & the Public

Coastal Management Policies Handbook, Land & Water Associates and Maine Tomorrow (draft).

Coastal Management Techniques: A Handbook for Local Officials

LIST OF PRODUCTS, CZ083 AWARD (1988-89)

Task 1 -- Improving Program Core Law Enforcement & Implementation

Task 2 -- Strengthening Technical Assistance to Towns

Task 3 -- Increasing Public Shoreline Access Opportunities

Task 4 -- Promoting Working Waterfronts

Task 5 -- Program Oversight & Implementation

* Maine Coastal Program: The First Decade and Beyond

* Design Manual: Maine's Shore Access Symbol

* Special Coastweek Supplement to the Maine Sunday Telegram, Sept. 25, 1988

* Set of Coastweek posters, flyers and other promotional materials

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* Transmitted to the OCRM with Progress Report for August through October, 1988.

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