

THE ANNUAL REPORT
OF THE
TOWN OF FRYE ISLAND
2004

Board of Selectmen Report

Certainly the year 2004 was a year of challenges, opportunities and issues.

We salute the people who live here. The interest, understanding and support of this exceptional community keep this town the special place it is.

Well, here are some of the highlights of 2004.

John Crosby was hired as the Director of Public Works. The roads are in the best condition that we can remember, the transfer station operated smoothly for the first year of no roadside pick-up, and the maintenance of town properties has been exceptional.

Sue LaMarre was hired as the Administrative Director for ferry operations. The service provided under Sue's supervision and co-ordination made the ferry service the best it has been in years.

Major structural repairs were made to the piers at the Administration Building. The Community Center also had some structural work done along with new interior finishes, new lighting in the Meeting Room and balcony, and repointing of the chimney.

The Ferry Haul Out Facility has been updated with rollers to allow the boats to be removed from the water more smoothly. The ferry hulls were painted in the fall for the first time in almost twenty years.

A contract was issued to repair the mainland and island ferry ramps. The every day wear and tear took it's toll and the repairs were needed for safety.

The Golf Course and Marina are now part of the Town of Frye Island and were incorporated into the daily operations without any interruption of services.

Frye Island, Inc. donated 131 lots to the Town of Frye Island for conservation land, this will keep the natural beauty of Frye Island.

The water system has been upgraded. A new filtration building was constructed and an 8" water main has been installed from the new filtration building to Highpoint Road. This work will alleviate most of the low pressure issues.

We would like to salute all of those who have volunteered to serve on the many town boards, committees, and commissions for their time, efforts, and contributions. We would also like to thank all of you for allowing us to serve you and for the trust, faith, and support you have given us.

2005 promises to be a year filled with at least as many challenges and opportunities.

Jimmy Kuiken
Bob Roberts
Dave Decker

Report of the Chairperson of the Executive Committee

Dear Friends and Neighbors on Frye Island,

What a great year! The Red Sox reversed the curse and the Patriots triumphed again in the Super Bowl. Could some of that skillfulness and good fortune rub off on Frye Island? Do you think Frye Island could win a contest with the State of Maine? Recently, the island has suffered the very personal affront of being denied the same rights as every other town in Maine. If you have been following current state legislation, you have learned that while Governor Baldacci's new bill, LD1, proposed that school taxes factor in pupil enrollment, our local state senator, Bill Diamond, introduced additional wording to the bill that would keep the old funding formula for ONLY Frye Island in SAD6 and SAD44's town of Newry which includes the Sunday River ski area and has about 30 students. What are we to think when our own representative leads the charge against us? Yes, education is everyone's responsibility in a democratic society but laws should be applied justly, without discrimination, in democracies. Is it time to hire the best lawyers we can afford and settle this matter in court?

We are so fortunate on our lovely island. Every year new and interesting things improve the quality of life for us. Running extra ferries with a service oriented crew relieved the agony of previous years' long lines at peak times. Island roads were in the best condition in years. The Department of Public Works beautified the Transfer Station with surprising and humorous floral planters. Their improvements to Beach Ten were remarkable.

This winter, I signed a legal document the Conservation Commission successfully negotiated with the civic-minded Frye Island Incorporated Board of Directors, to give over to the Town, 131 strategic lots for conservation, under the protection of the Board of Island Trustees voters. This admirable action supports the results of our island wide survey in 2003, which spoke loud and clear about preserving our atmosphere of peaceful recreation. The Conservation Commission also conducted several walks including an early morning guided bird walk along our newly restored trails. You can purchase maps of the trails from the Commission or download them from the FI website.

The acquisition by the Town of the self sustaining Golf Course and Marina with space for more members at both was a big step in 2004. There are Marina rental slips waiting for new people. The Golf Course continues to attract people with its entertaining dinners and special events open to all islanders whether or not they play golf.

The Recreation Commission offered more opportunities than ever with increased evening teen activities, entertainments, yoga, pilates, soccer camps, dances, a boat building contest, swim lessons and the annual Walk/Run. They facilitated three SAD6 supported mini courses conducted by our own Paul Bourque (water safety), Peter Huchthausen (island history) and another course about improving memory by someone whose name I forget.

Now that most of the Community Center has been repaired, thanks to the leadership of Bob Roberts, we look forward to more possibilities but we need volunteers. If you like to have fun and want to help supervise, sponsor or conduct an activity, contact the Recreation Commission or the Town Manager.

Unfortunately, the July fourth fireworks did not make it past the budget cutting process so we must raise the funds for this most popular patriotic event. Amy Wagner is chief fund raiser for this. Boaters and patriots show your colors- red, white, blue and green!

Prepare yourselves for another super season on Frye Island. Getting involved is the best way to protect our way of life on our island and be heard on the issues. You CAN make a difference. Participate in activities where your input is valued.

Sincerely,
Patricia Karpacz, Chairwoman, Executive Committee, Board of Island Trustees

Report from the Town Manager

Greetings everyone:

2004 brought a number of changes to the Island.

- Sue and Kevin Lamarre took over the ferry service and through their untiring efforts along with the effort of the ferry crews, I dare say, the 2004 ferry season was the best that we've seen on the Island for sometime.
- John Crosby became the Director of the Public Works Department and he and his crew were able to complete a number of projects while maintaining the roads, transfer station and the amenities as well if not better than ever.
- Lisa Kerrigan, an Islander, was a pleasant addition to the office staff. She joined Nancy and Calvin in their efforts to provide all Islanders with the administrative services they require.

In addition to the personnel changes mentioned above, we implemented the financial modules in the TRIO software package that are used for conducting Town business. We also started using the Payroll portion of the new software module to bring the payroll in house. 2004 is also the first year in which we are required to adopt the new financial reporting models established by the Governmental Accounting Standards Boards (GASB). These new reporting models have been described as "One of the most comprehensive financial reporting standards in the history of standard setting and the biggest change ever in governmental financial reporting." Needless to say, we are working very closely with the accounting firm we use for auditing purposes to get our arms around these new reporting requirements.

Operation of the ferry service proved to be exciting all season. It seemed that there were times when there were only a few vehicles on the ferries when we had two in operation or when only one ferry was in service and the lines formed because we couldn't move the vehicles fast enough. Trying to predict when Islanders will be coming and going is an art I have not yet mastered but we will continue to try. I am sure that someday we will be able to find that happy medium.

2004 was also the year that the voters of Frye Island decided to transition from a calendar (Jan. 1 to Dec. 31) fiscal year to a July 1 to June 30 fiscal year. This is to take place over an 18 month period which we are now into. As we progress through this period, we will keep everyone informed of the changes created by this transition. This was prompted by the potential impacts of the statewide referendum referred to as the Paleski Initiative. In addition, it put us in line with many other communities in Maine as well as SAD 6 and Cumberland County.

I want to take this opportunity to thank all of the Island employees that work hard, in all kinds of weather, to maintain the services the residents of the Island have become accustomed to. In addition, my thanks are also extended to the many volunteers, including all board members, who work endless and thankless hours to keep all of the Town services functioning.

Respectfully Submitted

Wayne M. Fournier
Town Manager
June 2005

Town Officers and Officials

Selectmen

Jim Kuiken, Chair
Robert Roberts
C. David Decker

BIT Executive Committee

Jim Kuiken
Robert Roberts
C. David Decker
Patricia Karpacz, Chair
James O'Connor
Bruce Nisula
Grace Morin

Town Administration

Town Manager	Wayne Fournier
Town Clerk	Wayne Fournier
Deputy Town Clerk	Nancy McEnaney
Tax Collector	Wayne Fournier
Deputy Tax Collector	Calvin Nutting
Registrar of Voters	Wayne Fournier
Deputy Registrar of Voters	Nancy McEnaney
Town Treasurer	Carlton Hommel
Deputy Treasurer	Calvin Nutting
Tax Assessor	Richard Main
Code Enforcement Officer	Paul White
Plumbing Inspector	Paul White
Public Works Director	John Crosby
Ferry System Directors	Susan/Kevin LaMarre
Finance Coordinator	Calvin Nutting
Office Administrator	Nancy McEnaney
Recreation Director	Nicole Wagner
Fire Chief	Steve Persson
SAD#6 School Board Member	Oleg Svetlichny
Golf Course Superintendent	Jay Larrabee
Golf Clubhouse Manager	Laura Crosby

Town Committees And Volunteer Boards

Planning Board

Marge Hommel, Chair
Ed Johnson
David Treacy
Kathy Potts
Don Nolen
Paul Peterson (alternate)

Board of Appeals

Ernie Wrzesinsky, Chair
Rich Kaplan
Barbara Aranyi
John Gardner
Tim McCarthy

Frye Island Inc. Board Members

Joe Potts, President
Richard Norris
Phil Perry
Jan Roberts
Nancy Fournier
Dick Giggey
Carlton Hommel
Dave Gleeson
Diane Babineau/Jackie Atkinson

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Respectfully Submitted

Wayne M. Fournier
Town Manager
June 2005

Report of the Town Clerk/Registrar of Voters

Boats Registered	Fishing Licenses Issued	Archery Licenses Issued
241	91	1

Cars Registered	Golf Carts Registered	Trailers Registered	Motorcycles Registered	Motor Homes Registered
33	129	37	2	1

Vital Statistics	
Marriage Licenses Issued	
1	

2004 Voter Party Enrollments	
Democrat	18
Green Independent	13
Republican	34
Unenrolled	46
Total Voters	111

Respectfully Submitted,

Nancy McEnaney
Deputy Town Clerk/Deputy Registrar of Voters

FERRY REPORT

2004 was a changing year for the Frye Island Ferry. There were many upgrades done on ferry engines, hulls were repaired and painted. Most of the improvements are listed elsewhere in this report and were done "in house" by Capt. Kevin as were the weekly scheduled maintenance hours for oil changes and minor repairs etc. His efforts saved the Island a lot of money as most maintenance and repair was previously outsourced to Maine Marine Diesel, who still mentor us through new challenges and take care of major repairs. This regular documented maintenance has also kept the boats running so well that we had only two delays due to breakdowns all season. These were also dealt with by our in house port engineer and the boats were back on line in phenomenal time.

2004 saw a record amount of traffic particularly construction vehicles and heavy equipment We moved over 67,000 vehicles, trailers etc in a 6 month season which is approximately 2/3's more than Casco Bay Lines and the State Ferry in Rockland move in a 12 month year. We ran two ferries nearly constantly with an outstanding safety record, to accomplish this, as well as to improve service and cut down the wait time and with very few exceptions found this to be a very successful way to run the transportation system to the Island.

We had a thorough safety survey done by Capt. Tony Theriault of Associated Marine Surveyors and have begun to address many of his concerns.

We opened the lines of communication with the contractors and construction crews. Contractor Packets were developed and mailed out during the winter to approximately 50 contractors to give them a "heads up" with regards to the 2005 season, rates, rules and schedule. The ferry administrator was always available to answer questions or schedule unusual loads. Homeowner packets were also developed and passed out to any interested party in the line.

The Island owes a debt of gratitude to the men and women of the ferry crew. These people work cheerfully in all weather and are always willing to go the extra mile to help out They deeply care about the boats and strive to make this the best ferry system in the area. As the saying goes, "Adversity does not build character, it reveals it," whether you are waiting in a boarding line or working in adverse conditions. We were all pleased and proud to serve you in 2004 and look forward to seeing you in 2005.

Susan A.M.LaMarre
Ferry Administrative Director.

Vessel Report " *Ellie Corliss* "

During the Winter of 2003 - 2004, the port engine was given a complete "top end" rebuild by the Maine Marine Diesel Corp. of Durham, Me. MMD services most of the fishing fleet in the Casco Bay area. The "lower end" (crankshaft, etc.) was inspected and found all tolerances good and not needing of repairs. The Starboard engine was given a lighter overhaul, as it had been overhauled not many years ago.

The transmissions from the engines of both boats were removed and sent out for inspection and any needed repairs during this winter period.

It was determined during this period, that the cable control gears in the throttle housing of this vessel were worn so badly as to be needing replacement. Mark Tuttle, of Maine Marine Diesel, was able to locate the only place in the country which still has these controls (they are no longer made) and obtained two and replaced them in this boat. He determined that the controls in the *Leisure Lady* were in better shape and not in need of replacement.

This boat was given a "shake-down cruise" and all adjustments were made before the start of the 2004 season.

In the Spring of 2004, before the season started, this boat was hauled-out on the island slipways and a new prop was installed on the starboard side. The old one was put in storage to be used as an emergency spare.

The engines of this vessel performed excellently during the 2004 season. Only two major problems occurred of note. On July 26th, the Starboard water pump shaft broke, and the boat was laid - up, and a new pump installed by Mark of Maine Marine and Capt. Kevin. The boat being out of service a half-day. The old pump was sent out and re-built. In September, the port transmission was found to be leaking oil. Attempts to fix the leak failed, and it was determined that the problem was internal. When the boat was hauled out for bottom painting, Maine Marine removed the transmission and sent it to the repair facility, and the repairs were made at no charge as the warranty was in effect. It has been working fine since.

The following hours of service were logged on this boat for the 2004 season:
Port engine: 2217 hours. Starboard engine: 2220 hours.

Engine Room Upgrade: During the Winter of 2003-2004 the engine room of this vessel was given a much-needed upgrading. The following work was performed by Capt. Kevin in the engine room of the *Ellie Corliss*:

1.) Bilge Pump and Piping: The bilge pump in the engine room of this boat had been disconnected and was unusable. Should there have been any major leak in the engine room or in any of the other compartments there was no way to quickly remove any of the water. The old pump was removed and a new one installed (a repair shop determined that the old pump was too far gone for re-building). The bilge suction lines in this boat were re-piped as the old one had cracked. New lines include unions for easier break-down and maintenance and winter draining. Suctions were installed in each of the three aft bays of the engine room for easier and faster use when needed. These are 1 1/2 inch lines and can handle large amounts of incoming water. In the spring of 2004, the foreword and middle compartments were opened, and inspected, and the suction lines were inspected. Bellmouth suction with strainers were installed in each as there were none before.

2.) Walking Boards in the Engine Room: Walking boards were installed, which should make getting around in the engine room easier and safer. Where needed, the boards have been doubled to make for a wider area to traverse and work. Although, secured so they won't slide, these boards can be removed easily to service the floor plating of the bilge deck. The boards will be de-greased from time to time so safe traction can be maintained.

3.) Blower System installed in the Engine Room: During the Summer months, the engine rooms of the boats can get dangerously hot, and the air is not removed fast enough to aid in the cooling of the engines, their proper aspiration for combustion, and the safe entry of those who have to enter for checks or maintenance work. A blower system was installed which operates off the 12 volt battery. This blower is rated at 1100 cubic feet per minute capacity which will change the air in that space every 4 minutes. A conduit system was fabricated to attach the blower hose to the goose-neck vent for the engine room. A thermometer was also installed in this space so temps can be better monitored so the blower can be operated as needed.

4.) *Stern Tubes re-packed:* The Stern tube seals were re-packed and adjusted.

5.) *Jumper Cables Permanently Mounted:* The jumper cables were permanently mounted in such a way as they would not create a safety hazard (tripping or getting caught up), and yet be ready for instant use. A spare set of cables has been made available so that the boat batteries could be jumped from a vehicle on deck if need be.

6.) *Battery Chargers Protectively Mounted:* The battery chargers were protectively mounted where they will be available for instant use, but are protected from moisture.

7.) *12 volt Drop Light installed:* This light was installed to aid in the servicing and repair within the engine room. It is mounted in a location which will allow it to be used anywhere in the Engine room. It takes power off the engine battery.

8.) *Better 120 volt power access in the engine room:* 120 volt power is now more available throughout the engine room, making work with power tools easier and safer.

9.) *Power and Lighting Better Marked:* There are two types of power in use in the engine room (12 volt and 120 volt), and it is often difficult to tell which operates where. All outlets and lights have been marked accordingly so it will be easier for the crews to use.

10.) *Access and Hazards Marked:* Access ladders have been painted yellow, and fluorescent location stickers placed near them. Potential hazards such as projecting frames, pipes, and light fixtures were marked to be noticeable. Non-skid tape installed in areas where appropriate.

11.) *Tools in Engine Room:* A more extensive toolkit was made up which will be of great help in both routine maintenance or emergencies. A work area consisting of a small bench and tool storage was set up in the after section of the engine room so minor repairs can be done. A large unused steel bin was dis-assembled and taken out of the engine room. A small wet/dry shop vac was also installed.

12.) *Designated Oil Storage Area:* An area has been set up to store lube oil containers for the engines.

13.) *Anti-Freeze Storage:* Storage bins were built to hold 1-gallon jugs of mixed coolant for ready use.

14.) *Shelving Installed:* Shelves were installed in the lightening frames along the stern section of the engine room. Spare parts, mooring lines, oil pollution booms, and other supplies are kept on these shelves for ready use.

15.) *Decks, Bulkheads, and Frames Cleaned:* These sections in the engine room were de-greased and hand-cleaned which will aid in safer movement and better appearance in the engine room.

16.) *Lube Oil Transfer Pumps Installed:* Lube-oil transfer pumps were installed (in the Spring of 2005) to aid in the more efficient transfer of engine lube oils. An area where the used lube oil containers are to be kept prior to removal from the boat was marked to avoid any confusion of containers.

17.) *3/4 inch bilge stripping line installed:* A smaller service line was installed which can be used with a portable utility pump to dry up the bilges when the larger system is not needed.

Vessel Report " *Leisure Lady* "

During the Winter of 2003 - 2004, both the port and starboard engines of this vessel were given a "top end" re-build by Maine Marine Diesel Corp. Mark Tuttle, proprietor and technician of this company has served as our primary mechanical repair source for at least 20 years and does an exemplary job. His reliability to "come when called" has been second to none. The "lower end" (main crankshaft, etc.) was inspected and found not needing repairs. The engines were given a "shake-down cruise" and all adjustments made right before the start of the 2004 season.

During the 2004 season, both engines performed excellently with no major problems. The following hours were logged on these engines for the operating season: Port: 2128 hours, Starboard: 2127 hours.

Only one operating problem occurred, when on August 5th, the Starboard engine quit due to a ruptured fuel line. The break was caused by chaffing due to vibration. The boat went into the lay-up slip, and the line repaired, fuel-pump re-primed, and the engine re-started, and the boat back in service for the following operating day. Repairs performed by Capt. Kevin.

Frequent inspections during preventative maintenance servicing, caught several small problems and they were tended to before they could become large ones.

In the Spring of 2005, Capt. Kevin installed a lube-oil transfer pump system for both engines on this boat. This system, designed after the larger ones used on ocean-going tug boats, will aid in the swifter, safer, and cleaner transfer of lube oil for these engines.

The engine room of this vessel will be given the same up-grading as the *Ellie Corliss* engine room was given in the winter of 2003 - 2004. That upgrading work is planned for the winter of 2005.

AUTUMN 2004

" The Great Ferry Boat Haul-Out and Bottom Painting "

The last time the bottoms of the ferry boats had been painted, the best recollection had been around the mid - 1980's before the construction of the present mainland ferry dock system. The construction of the new haul-out system made it possible to "dry-dock" and survey the bottoms of both boats as to their conditions. The survey determined that bottom work was long-overdue. The funds for this work were approved and a painting company sought out to do the job. When a painter was unable to be obtained to do the job...that's when the "*Frye Island Ship Repair and Dry-dock Department*" was formed...under the direction of Capt. Kevin and any other crew members he could Shanghai to do the job! Capt. Kevin had experienced many trips to the shipyard during his deep-sea sailing days, so the project was approached with a "can-do" attitude. A representative from the Petit Paint Company was brought in to outline the recommended procedures for preparing and then coating the bottoms of both vessels.

Ellie Corliss: Work began when the boat went up on the ways on Sept. 13th. With a painting crew of about 5, the bottom was prepared and painted, and repairs made. The boat returned back into service on Oct. 2nd, 2004.

Leisure Lady: This boat was hauled out on Oct. 2nd. A smaller crew of only 2 was available to work on this boat, and as a result, it remained out of service for the rest of the 2004 season.

The Process

A.) **Preparation** - The hulls were first power washed to remove any loose scale and algae. Once the hulls were dry, the entire surface area of the hull was "roughed up" using sanding pads attached to rotary grinders. This also removed any loose bottom paint. There was quite a bit on the *Ellie Corliss*, but the *Leisure Lady* was not as bad. The hulls were given a final powerwashing and let dry.

B.) **Application - Primer Coat** - Three applications of *Petit Rustlok Steel Primer* were applied, with time given between for the coats to set up.

C.) **Application - Intermediate coating** - Two coats of *Petit Tie Coat Primer* were then applied. This coat was to serve as a priming and binding agent for the final coats.

D.) **Application - Anti-Fouling Bottom Coating** - Two coats were applied, and the hull allowed a day or two drying time before launching back into the lake.

Spring 2005 Inspection: The *Ellie Corliss* was hauled out this spring before the island opened, and the bottom was inspected to see how the hull painting fared through the winter. It had fared exceptionally well, with only a few spots needing to be re-done. The beauty of this new coating system, is that it can be "spot-coated" as sections need to be done, over the next few years...a part on on-going preventative maintenance as opposed to a frequent overall re-painting.

Miscellaneous Work Performed While Hauled-Out

During this period from September to October, the following work was performed by Capt. Kevin on the boats while they were being prepared for painting.

The Ellie Corliss:

1.) *Foreward Range Light* was re-wired and a new holder welded on to raise the light up abit This new placement would keep the mate from burning their hand on the light, as well as improve the visibility.

2.) *Engine Room Fire Extinguisher Brackets* were installed to better access the fire extinguisher located in that space.

- 3.) *Hull "Skin Valve"* was tested and flushed out. This valve allows water to be taken in by the engine room pump and pumped on deck in the event of an emergency such as a fire. Rarely used, but must be occasionally tested to see if it works. A secondary back-up valve was installed on this line during the previous winter's engine room upgrade.
- 4.) *Screen to Hull Skin Valve replaced.* The old screen was all but gone. Remaining parts removed, and new screening installed. This will prevent objects from getting picked up during times of use.
- 5.) *Crack on Port Dagger Plate Repaired.* The crack was ground vee'd and welded.
- 6.) *Repaired 3 inch hairline crack found on Starboard side Shaft Tunnel.* Cleaned out and vee'd and welded (both sides) of hairline stress crack which was letting in water.
- 7.) *Measured, marked, welded, and painted in 6 inch Draft markings on both sides of the Vessel, for and aft.* Draft markings allow for safer loading of the vessel.

The Leisure Lady:

- 1.) *New Hooks and padeyes installed for safety chains on deck.*
- 2.) *Hull "Skin Valve" tested, and flushed out.*
- 3.) *Removed strainer from Hull Skin Valve and added a new strainer.*
- 4.) *Burned off rusted suction guide and fabricated and welded on a new one.*
- 5.) *Measured, marked, welded, and painted on 6 inch Draft markings on both sides of the vessel, fore and aft.*
- 6.) *Measured, marked, welded, and painted on the name Leisure Lady on both sides of the bow.*

Vessel Engine Preventative Maintenance Schedule

Daily: The following is checked on a daily basis by the shift Captain and/or the lead captain:

1. Lube oil
2. Coolant
3. Engine belts
4. Batteries
5. Transmission oil
6. Shaft seal lubrication
7. Overall Engine Room condition
8. Vessel lighting

Any problems found are addressed immediately to the lead captain for attention.

Every 250 Hours: The following maintenance is performed by the lead captain:

1. Lube oil and filters are changed.
2. Fuel filters are changed.
3. Belts checked.
4. Overall engine room inspected.

Every 500 Hours: The following maintenance is performed by the lead captain:

1. Air Filters are changed and aspiration checked.
2. Coolant filters changed.
3. Shaft seal packing added (if needed).

Twice a Season:

1. Engine room bilges de-greased, cleaned, and dried.
2. Forward and Middle compartments are opened, inspected, and dried (if water is found).

3. Engine bolts checked and tightened for looseness from vibration.

Annually:

Transmission oil changed and filter/strainer inspected and cleaned.

Greetings:

1) SAD6 Middle School needs some information from all towns for the forthcoming accreditation process. Specifically, its Principal Mr. Stevens Ansel, needs the total tax and the school tax amounts for the past four years. Please e-mail these data to him ASAP. His e-mail address is: astevens@sad6.k12.me.us

2) I drafted an update on SAD6 for your possible use in Frye Island's annual report. However, one article in the referendum, Article 4, did not pass. But Article 5 passed. This means that voters approved the budget of \$35,642,125 but failed to fund it fully. The missing funding is \$3,770,556.35 as stated in Article 4. It consists primarily of (a) shortfall of state aid (in 2005-06 State funds only 84% of its share of EPS), (b) local debt not covered by EPS (bonds and leases without state participation), and (c) part of athletics and extra-curricular activities not covered by EPS. Board will decide this coming Monday (June 20th) how to handle this situation. There are two options: Referendum in Each Town (45-day timeline) or District Budget Meeting (30-day timeline). In either case, the only item will be Article 4. Board may ask for the same amount again or for a smaller amount. But Board cannot ask for any increase because voters already approved the total budget. If you are interested in coming, the meeting starts at 7:30 p.m. in cafeteria of Middle School. If my input to your annual report is not OBE (Overtaken By Events) yet and you still want my input before the resolution of Article 4, I would rewrite my draft leaving out the actual amount of budget, or leaving it as is and explain the issue with Article 4.

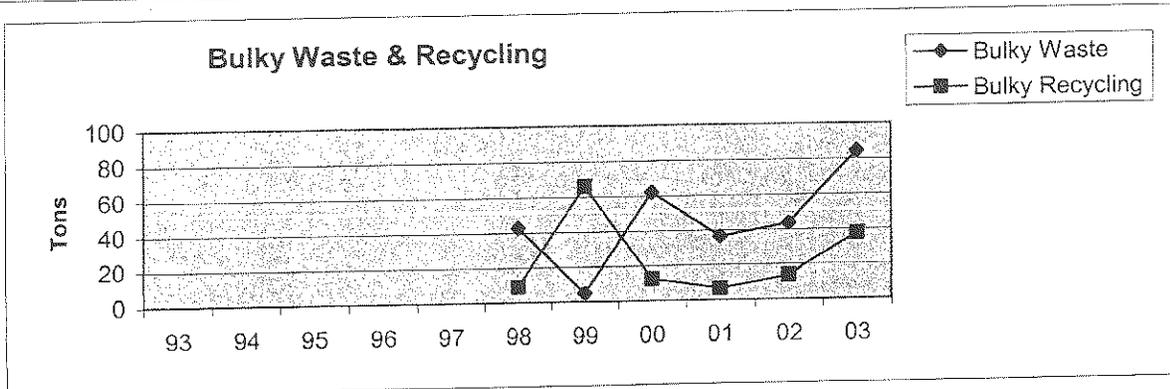
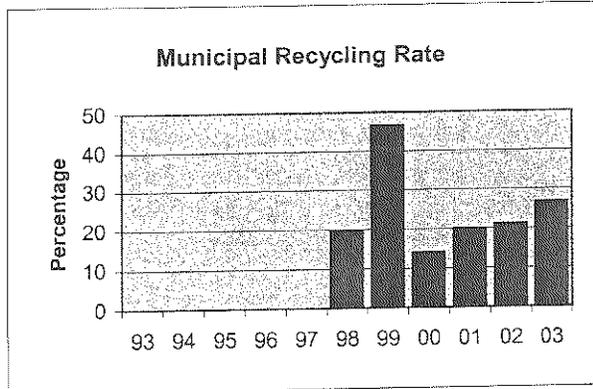
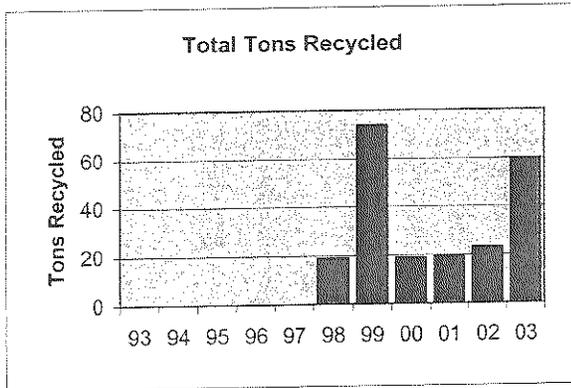
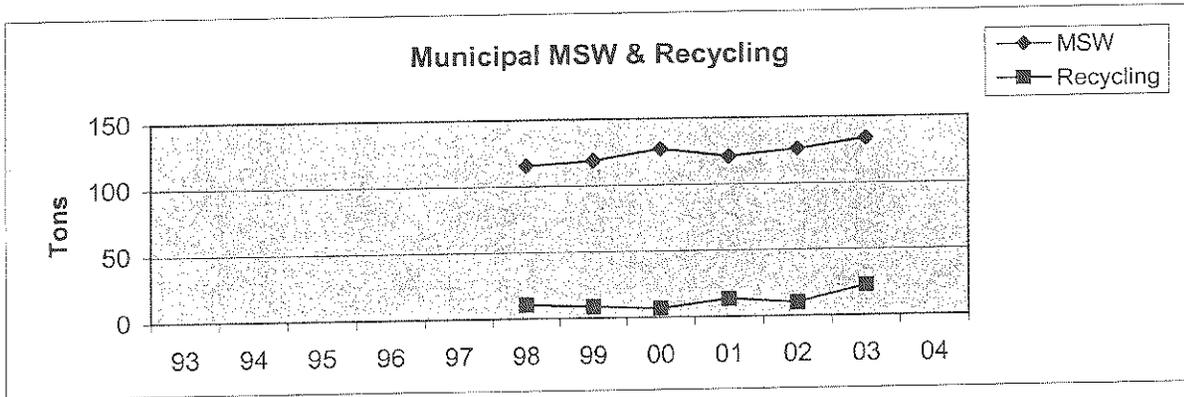
3) At the June 20th meeting there will be reorganization of the Board. I would assume the Chair and make assignments to various committees, except the Finance Committee. Members of this committee are elected by full Board. Vice Chair is also elected. This time around, Vice Chair will be one of two directors from Hollis.

Kind regards,

Oleg

Frye Island, Maine

Year	Municipa MSW	Municipal Recycling	Bulky Waste	Bulky Recycling	Total Recycled	Total MSW	Base Recy Rate %	Adj. Recy Rate %	Municipal Expenses
93									
94									
95									
96									
97									
98	115.0	10.2	42.3	8.6	18.8	176.1	10.7	19.7	
99	118.0	8.2	4.5	65.8	73.9	196.6	37.6	46.6	
00	126.5	6.3	61.6	12.4	18.7	206.9	9.0	14.0	\$17,500
01	120.2	12.8	36.1	6.5	19.2	175.5	10.9	19.9	\$31,250
02	125.5	9.5	43.2	13.6	23.1	191.7	12.0	21.0	\$26,294
03	133.1	22.2	84.0	37.3	59.5	276.6	21.5	26.5	\$54,928
04									
05									



This information was produced by the Maine State Planning Office based upon data submitted by the municipality.

Solid Waste Management Program Summary Data Sheet

Frye Island

11/15/2004
Geo Code 5085

Year	MSW Incinerated	MSW Landfilled	Municipal Recycled	Bulky Disposed	Bulky Recycled	Total MSW	Base Rate	Adjusted Rate	Total MSW Tons/Person	Mun. Recycled Tons/Person	MSW Tons/Person
1998	115.01	0.00	10.21	42.28	8.56	176.06	11 %	20 %	2.5151	0.1459	1.643
1999	118.00	0.00	8.16	4.61	65.78	196.55	38 %	47 %	2.8079	0.1166	1.6857
2000	126.54	0.00	6.33	61.62	12.39	206.88	9 %	14 %	2.9554	0.0904	1.8077
2001	120.20	0.00	12.76	36.08	6.45	175.49	11 %	20 %	2.507	0.1823	1.7171
2002	125.47	0.00	9.46	43.19	13.59	191.71	12 %	21 %	2.7387	0.1351	1.7924
2003	133.09	0.00	22.18	83.95	37.34	276.56	22 %	27 %	3.9509	0.3169	1.9013

The above data are expressed in tons.

This report is produced by the Maine State Planning Office using R:BASE software with information submitted by community and regional solid waste programs. For additional information, please contact Hank Tyler, by phone:(207) 287-8934; e-mail: hank.tyler@maine.gov; or, through www.recyclemaine.com.



Recycling Program Summary Data Sheet

Frye Island

11/15/2004
Geo Code 5085

	Office Paper	Cardboard	Paper	Magazines	News Paper	Mixed Paper	Glass	Incinerator Metal	Alumin	Tin Cans	Plastic	Other	Food	Compost	Reuse	Universal Waste	Total Recycled
1998	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.59	0.00	0.00	0.00	6.62	0.00	0.00	0.00	0.00	10.21
1999	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.66	0.00	0.00	0.00	3.50	0.00	0.00	1.00	0.00	8.16
2000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.90	0.20	0.00	0.00	2.23	0.00	0.00	0.00	0.00	6.33
2001	0.00	6.01	0.00	0.00	0.00	0.00	0.00	3.84	0.00	0.00	0.00	1.91	0.00	0.00	1.00	0.00	12.76
2002	0.00	5.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.57	0.00	0.00	0.00	0.00	9.46
2003	0.00	9.41	0.00	0.00	0.00	0.00	0.00	3.36	0.00	0.00	0.00	9.41	0.00	0.00	0.00	0.00	22.18

The above data are expressed in tons.

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Bulky Waste Materials & Management Data Sheet

Frye Island

11/15/2004
Geocode 5085

	Recycled				Disposed							Total Waste & Recycling			
	Metal	Yard	Tires	CDD	Wood	Other	Energy Diversio	Total Recycled	Yard Waste	Tire Waste	CDD Waste		Wood Waste	Mixed Waste	Total Waste
1998	9	0	0	0	0	0	0	9	6	0	23	0	3	42	51
1999	9	1	0	51	5	0	0	66	0	0	0	0	3	5	70
2000	12	0	0	0	0	0	0	12	0	0	62	0	0	62	74
2001	6	0	0	0	0	0	0	6	0	0	36	0	0	36	43
2002	14	0	0	0	0	0	0	14	2	0	41	0	0	43	57
2003	17	20	0	0	0	0	0	37	0	0	0	0	84	84	121

The above data are expressed in tons.



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ANNUAL REPORT
FRYE ISLAND RECREATION COMMISSION
October 2004

The Frye Island Recreation Commission completed its second year. The charges given to the committee by the Island Selectmen were to monitor recreational areas on the island, encourage and plan recreational activities for all age groups, advise and assist the seasonal recreation director, work with SAD 6 and the town of Raymond to provide appropriate course offerings, to assure that on peak holiday weekends at least one island wide activity will be offered, and to identify and assist islanders to share their talents.

The members of the commission are: Annie Charrette, Bob and Kathy Giggey, Dick Giggey, Nancy and Phil Perry, Andrea Sansonetti, Marie Tedford and Pat Karpacz, liason to the Board of Selectman.

Annie Charrette was chair for 2004 and re-appointed for 2005. Nancy Perry is Assistant Chair through July 2005. The Committee met 6 times this year.

The Committee undertook a Recreational Needs Assessment over the 2004 Winter and Spring which guided activities proposed for the year. We also developed a job description for the Recreation Director. Having talented on island Recreation Directors (Nicole Wagner for late June through July and Sarah Phillips for August) added to the success of the recreation programs this summer.

Recreational Events we organized or oversaw included:

1. Ladies of the Lake Luncheon in late June
2. Two ice cream socials sponsored by the Golf Committee
3. Annual fourth of July Walk/Run
4. Annual Fire Barn Open House offering hot dogs and watermelon
5. Fourth of July Fireworks
6. Boat Building Contest
7. three guided trail walks, one with off-island naturalist
8. Children's Theatre evening
9. Folk Concert by a Maine artist
10. Labor Day dinner dance

In addition, community wide events included weekly bingo, monthly book club meetings, tri-weekly ceramics classes, weekly artistic adults meetings and bi-weekly pick-up soccer games. In July there were swimming lessons offered and in August a pilates class and two yoga classes were organized. There was also two one- week soccer camps offered.

The Community Center was open ~ 35 hours a week for a variety of activities which included Toddler Time, twice weekly teen time, family movie nights, craft times and kids bingo. Recreation Director, Nicole Wagner and family put on lots of special craft activities such as tie-die parties, jewelry making and making stepping stones. In August,

family games such as Capture the Flag were held at the ballfield under the direction of Sarah Phillips. She also organized an island wide dog show and family fair day.

Adult education classes through SAD #6 included three exercise classes, a watercraft safety lecture, a history of Frye Island lecture and a lecture entitled "Keeping Our Minds Sharp as We Age". A Cooking class was planned but cancelled by the instructor and a Four Week Conversation Spanish class was cancelled due to under enrollment.

The Commission continues to struggle with issues of renting the Community Center. Allowing for profit groups to use the Community Center for 10% of money brought in, was successful in attracting recreation. However, in order to keep the users of the Community Center happy, issues of cleanliness and changing the room around to accommodate different groups needs to be addressed.

The Commission sponsored an organizational day where the storage areas of the Recreation Room were reorganized.

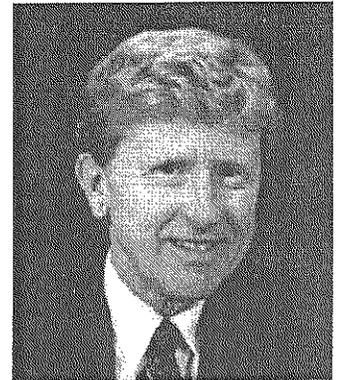
In review, it has been a good and productive year. Having an experienced Recreation Commission and a clearer mission as well as keeping a good Director of Recreation would assure success next year!

Respectfully Submitted,

Annie Charrette



MAINE STATE HOUSE SENATOR BILL DIAMOND



2005

Dear Frye Island Residents,

Thank you for the honor of representing you in the Maine Senate. As your State Senator, I am available to you not only while the Legislature is in session, but throughout the entire year and will always do whatever I can to assist you with any problems that you might have with State government or otherwise.

The First Special Session of the 122nd Legislature adjourned in mid-June. I will be sending you a newsletter report in the near future so that you will be current on some of the major initiatives that were undertaken in the Senate and House this legislative session.

Our state and towns face many day-to-day challenges. By working with my colleagues in the Senate, House and Executive Branch – regardless of party affiliation – I will always do my utmost to seek best possible solutions for the good of the communities in Senate District #12.

Please let me know if you have suggestions, comments or questions. Good government and good policies can happen only with public input. Let your voice be heard. I can be reached at the Legislature by phone (287-1515) or by email at SenBill.Diamond@legislature.maine.gov.

Sincerely,

Senator Bill Diamond
Senate District #12

Legislative Contact Information:

Legislative Information Office (for legislation status & public hearing schedule)
phone locally in the Augusta area at 287-1692, or toll-free 1-800-301-3178

Legislature's website: <http://janus.state.me.us/legis>
Senator Diamond's website: www.mainesenate.org/diamond

Senator Diamond's phone: 287-1515, or toll-free 1-800-423-6900,
e-mail: SenBill.Diamond@legislature.maine.gov



HOUSE OF REPRESENTATIVES

2 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0002

(207) 287-1440

TTY: (207) 287-4469

John C. Robinson

15 Cranberry Pond Road

Raymond, ME 04071

Residence: (207) 655-8657

RepJohn.Robinson@legislature.maine.gov

January, 2005

Dear Friends and Neighbors:

I would like to thank all of you for giving me the opportunity to represent you in Augusta. I am enjoying my first term as your State Representative in the 122nd Maine State Legislature.

We began this session by addressing some very important issues, some of which included tax reform and education funding. I am of the belief that *true* property tax relief must include controlled spending at all levels of government. I have made it my priority to continue to fight for property tax relief and a responsible budget that addresses spending issues in our state government

I have been appointed to the Business, Research and Economic Development committee. I am very pleased to be serving on this committee as I strongly believe that we need to protect small businesses in our state and improve our business climate. By doing so, we would expand our economic base and lessen our onerous tax burden. I look forward to working on these issues first hand.

I appreciate all of your continued support and valued input. Please feel free to contact me in Raymond, 655-8657, or at the State House in Augusta, 287-1440. If you prefer writing, my mailing address is 15 Cranberry Pond Road, Raymond, Maine 04071; and my e-mail address is jrobinson@robinsonmfgco.com.

Sincerely,

John C. Robinson
State Representative

TOWN OF FRYE ISLAND
FINANCIAL REPORT



DECEMBER 31, 2004



INDEPENDENT AUDITORS' REPORT

Board of Selectmen and Town Manager
Town of Frye Island
Frye Island, Maine

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the Town of Frye Island, Maine, which collectively comprise the Town's basic financial statements, as of and for the year ended December 31, 2004, as listed in the table of contents. These financial statements are the responsibility of the Town's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the basic financial statements referred to in the first paragraph present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the Town of Frye Island, Maine as of December 31, 2004 and the respective changes in financial position and cash flows, where applicable, thereof and the respective budgetary comparison for the year then ended, in conformity with accounting principles generally accepted in the United States of America.

As discussed in the notes to the basic financial statements, the Town adopted the provisions of Governmental Accounting Standards Board Statement No. 34, *Basic Financial Statements and Management's Discussion and Analysis for Local Governments*; Statement No. 37, *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments: Omnibus*; Statement No. 38, *Certain Financial Statement Note Disclosures*; and Interpretation No. 6, *Recognition and Measurement of Certain Liabilities and Expenditures in Governmental Fund Financial Statements*, as of and for the year ended December 31, 2004. This resulted in changes in the Town's method of accounting for certain transactions and a change in the format and content of the basic financial statements

The Management's Discussion and Analysis, as listed in the table of contents, is not a required part of the basic financial statements but is supplementary information required by the Governmental Accounting Standards Board. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was made for the purpose of forming an opinion on the financial statements taken as a whole. The exhibits and schedules listed in the table of contents are presented for purposes of additional analysis and are not a required part of the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and, in our opinion, is fairly stated in all material respects in relation to the financial statements taken as a whole.

Berry, Fowler & Co.

Certified Public Accountants
June 17, 2005

TOWN OF FRYE ISLAND, MAINE
BALANCE SHEET
GOVERNMENTAL FUNDS
DECEMBER 31, 2004

		<u>Total Governmental Funds</u>
		<u>General Fund</u>
ASSETS:		
Cash/Investments	\$ 1,256,378	
Receivables (Net of Allowance for Uncollectibles):		
Taxes		18,318
Liens		17,405
Accounts		81,578
Tax Acquired Property		3,071
TOTAL ASSETS		<u>1,376,750</u>
LIABILITIES AND FUND BALANCES:		
Liabilities:		
Accounts Payable		18,728
Due to Other Funds		88,120
Deferred Revenues		633,992
Total Liabilities		<u>740,840</u>
Fund Balances:		
Reserved:		
For Specific Purposes		136,777
Unreserved:		
Designated for Subsequent Year		61,376
Undesignated		437,757
Total Fund Balances		<u>635,910</u>
TOTAL LIABILITIES AND FUND BALANCES		

Amounts reported for governmental activities in the Statement of Net Assets (Statement 1) are different because:

Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.		1,961,225
Long-term liabilities, including leases payable, are not due and payable in the current period and therefore are not reported in the funds.		
Leases Payable	(8,076)	
Bonds Payable	<u>(499,800)</u>	(507,876)
Funds are not available to pay for current period expenditures and therefore are deferred in the funds.		<u>38,848</u>
Net Assets of Governmental Activities		<u>\$ 2,128,107</u>

TOWN OF FRYE ISLAND, MAINE
STATEMENT OF REVENUES AND EXPENDITURES
BUDGET AND ACTUAL - GENERAL FUND
BUDGETARY BASIS
YEAR ENDED DECEMBER 31, 2004

	Original <u>Budget</u>	Final <u>Budget</u>	<u>Actual</u>	Variance Favorable <u>(Unfavorable)</u>
REVENUES				
Taxes	\$ 1,386,698	\$ 1,386,698	\$ 1,383,688	\$ (3,010)
Licenses and Permits	35,711	35,711	40,546	4,835
Intergovernmental	8,502	8,502	7,870	(632)
Charges for Services	8,461	8,461	34,806	26,345
Other	<u>3,000</u>	<u>3,000</u>	<u>17,271</u>	<u>14,271</u>
TOTAL REVENUES	<u>1,442,372</u>	<u>1,442,372</u>	<u>1,484,181</u>	<u>41,809</u>
EXPENDITURES:				
General Government	361,169	361,169	362,721	(1,552)
Public Works and Sanitation	752,781	793,688	722,353	71,335
Public Safety	75,004	75,004	76,315	(1,311)
Recreation	53,961	53,961	64,109	(10,148)
Education	676,486	678,086	686,677	(8,591)
Fixed Expenses	<u>46,047</u>	<u>48,747</u>	<u>48,725</u>	<u>22</u>
TOTAL EXPENDITURES	<u>1,965,448</u>	<u>2,010,655</u>	<u>1,960,900</u>	<u>49,755</u>
EXCESS OF REVENUES OVER (UNDER) EXPENDITURES	(523,076)	(568,283)	(476,719)	91,564
OTHER FINANCING SOURCES (USES)	<u>523,076</u>	<u>568,283</u>	<u>499,800</u>	<u>(68,483)</u>
EXCESS OF REVENUES AND OTHER SOURCES OVER (UNDER) EXPENDITURES AND OTHER USES	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 23,081</u>	<u>\$ 23,081</u>

TOWN OF FRYE ISLAND, MAINE
STATEMENT OF NET ASSETS
PROPRIETARY FUNDS
DECEMBER 31, 2004

	<u>Enterprise Funds</u>			<u>Totals</u>
	<u>Ferry</u>	<u>Golf Club</u>	<u>Yacht Club</u>	<u>2004</u>
ASSETS:				
Current Assets				
Cash	\$ 0	\$ 17,447	\$ 32,706	\$ 50,153
Accounts Receivable	0	800	0	800
Inventory	0	13,832	0	13,832
Capital Assets, Net of Depreciation	951,892	918,472	832,650	2,703,014
Due from Other Funds	<u>79,242</u>	<u>15,589</u>	<u>0</u>	<u>94,831</u>
TOTAL ASSETS	<u>1,031,134</u>	<u>966,140</u>	<u>865,356</u>	<u>2,862,630</u>
LIABILITIES				
Current Liabilities:				
Accrued Expenses	0	1,664	0	1,664
Leases Payable	0	16,410	0	16,410
Due to Other Funds	0	0	9,440	9,440
Deferred Revenues	0	0	4,400	4,400
Total Current Liabilities	<u>0</u>	<u>18,074</u>	<u>13,840</u>	<u>31,914</u>
NET ASSETS				
Invested in Capital Assets, Net of Related Debt	951,892	902,062	832,650	2,686,604
Unrestricted Net Assets	<u>79,242</u>	<u>46,004</u>	<u>18,866</u>	<u>144,112</u>
TOTAL NET ASSETS	<u>\$ 1,031,134</u>	<u>\$ 948,066</u>	<u>\$ 851,516</u>	<u>\$ 2,830,716</u>

TOWN OF FRYE ISLAND, MAINE
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET ASSETS
PROPRIETARY FUNDS
FOR THE YEAR ENDED DECEMBER 31, 2004

	<u>Enterprise Fund</u>			<u>Totals</u>
	<u>Ferry</u>	<u>Golf Club</u>	<u>Yacht Club</u>	<u>2004</u>
OPERATING REVENUES:				
Memberships and Fees	\$ 0	\$ 93,722	\$ 0	\$ 93,722
Lounge and Pro Shop Sales	0	44,143	0	44,143
Equity Fees	0	0	27,145	27,145
Rental Fees	0	0	48,710	48,710
Charges for Services	420,432	0	0	420,432
Miscellaneous	0	40,981	5,849	46,830
	<u>420,432</u>	<u>178,846</u>	<u>81,704</u>	<u>680,982</u>
OPERATING EXPENDITURES	<u>471,373</u>	<u>187,731</u>	<u>68,970</u>	<u>728,074</u>
OPERATING INCOME (LOSS)	(50,941)	(8,885)	12,734	(47,092)
NON-OPERATING REVENUES				
Donations	0	925,976	848,000	1,773,976
Interest Income	759	668	428	1,855
	<u>759</u>	<u>926,644</u>	<u>848,428</u>	<u>1,775,831</u>
INCOME BEFORE TRANSFERS	(50,182)	917,759	861,162	1,728,739
TRANSFERS TO GENERAL FUND RESERVE	<u>0</u>	<u>0</u>	<u>(17,794)</u>	<u>(17,794)</u>
CHANGE IN NET ASSETS	(50,182)	917,759	843,368	1,710,945
NET ASSETS - JANUARY 1,	1,032,294	30,307	8,148	1,070,749
TRANSFER FROM GENERAL FUND RESERVE	<u>49,022</u>	<u>0</u>	<u>0</u>	<u>49,022</u>
NET ASSETS - DECEMBER 31,	<u>\$ 1,031,134</u>	<u>\$ 948,066</u>	<u>\$ 851,516</u>	<u>\$ 2,830,716</u>