

# Letters

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And lastly, we'd like to thank the Ft. Getty summer residents and boaters for putting up with us for several days and sharing their beautiful spot with so many teenagers and their parents.

**Samira Hakki and Nancy Lush**  
Regatta co-chairs  
Jamestown

## Fools' ruled with your support

On behalf of the Jamestown Yacht Club, I would like to thank everyone who made the 32nd annual Fools' Rules Regatta another memorable event!

The day was warm and beautiful with a nice southeasterly breeze. Sixty-nine foolish crews attempted to construct seaworthy vessels on the beach, a few with success, many not so lucky. The cheers and laughter of the enthusiastic spectator crowd is a true testimony as to why I continue to be chief fool. It is truly a joy to see so many people, young and old, having such a great time!

This event would not have been possible without the support and help of many individuals and organizations. I would like to thank our dedicated and faithful Fools' Rules Race Committee: Linda and John Flinton, Judy and Jack Heelan, Dureen Bryer, Joyce Bartlett, Bob Kinder, Mark Baker, Carol Nelson-Lee, Tom Weaver and Joyce Bartlett. Thank you to Jamestown Harbormaster Joe Falconi, Conanicut Marine Services, Brooke Longval, Scott Longval, Fred Bartlett, and Rick and Jill Anderson for providing on-the-water support.

Thanks to the Jamestown Town Council for allowing us to use the East Ferry Beach, the Jamestown Youth Litter Corps and the Recreation Department for cleaning and raking the beach before the event. Thanks to the Public Works Department, especially Ramon for helping to set up the traffic control. A special thanks to Officers Mark Esposito, Teddy Hebert and Ron Jacobson of the Jamestown Police

Department for providing traffic control during the event. A special thanks, also, to Police Chief Tighe for his continued support for the regatta.

A very special thanks to Winston and Judy Knight, Willie and Linda McLean, and Joan Janelle for coordinating the parking: a hot and thankless job! Thanks also to Larry and Betty Buckley, and Jill Anderson for managing the T-shirt and hat sales. Thanks to Brooke Longval for providing another great T-shirt design.

Thanks to the Conanicut Yacht Club for the loan of the starting cannon.

This event would not be possible without the continuing support of the Burgess, Andrews, Noble, Hubbard and Gaither families for allowing us to use the field above the Shoreby Hill Green for parking. Thank you!

A special thanks to my wife, Candy, for getting out the publicity, organizing the registration and awards, and for keeping the chief fool on task.

Finally, I would like to thank all the participants and spectators who are able to laugh at themselves and others, and who continue to make the Fools' Rules Regatta one of Jamestown's most memorable summer events. See you next year!

**Chris Powell**  
Chief Fool  
Fools' Rules Regatta

## Godena Farm should stay a working farm

The recent article in the Jamestown Press relative to the Conanicut Island Land Trust's acquisition of the Godena Farm was on the agenda of the regularly scheduled meeting of the Farm Viability Committee of the Conanicut Grange. The mission of the Farm Viability Committee, which has as its membership all island farmers, is to work to insure that local agriculture remains strong in the town of Jamestown and that the citizens of Jamestown continue to have the option of local fresh farm produce for their table.

We noted in the article that the

president of the Conanicut Island Land Trust said that the Trust was going to explore different options for the future of the farm and that the Trust would be consulting with experts to gain their opinion on the future use of the farm and farmland.

The Godena Farm has been farmed for hundreds of years and the Farm Viability Committee believes strongly that consistent with Mr. Godena's wishes, the farm should stay in agriculture. The land is cleared and much of the necessary agricultural infrastructure is in place. Although some improvements need to be made, the land could relatively easily be grazed by local livestock and would support hay production, with little initial investment. The barns and outbuildings are well built and entirely suitable to provide the necessary infrastructure for a small well-run farm. Although the house is very small, there is tremendous architectural expertise available in Jamestown that could transform this small home into a modern model of "less is more" living.

We were glad to see that the Land Trust intends to consult experts and we are hopeful that the Land Trust recognizes the hundreds of years of agricultural experience that exists in the men and women presently farming on Jamestown soil. We would look forward to the opportunity to meet and work with the Conanicut Island Land Trust to insure the Godena Farm remains a valued part of the island agricultural community.

**Bob Sutton**  
Master  
Conanicut Grange

## Defining LNG hazards

I just read your Aug. 20 editorial, "LNG tanker port would impact island lifestyle," and thought I should mention some misunderstandings regarding LNG hazards.

I agree with your assessment that the Weaver's Cove LNG terminal would severely disrupt activities on the water and impact property values. It would also present serious hazards; however, the comprehensiveness of the haz-

ard mentioned in the editorial, I believe, is considerable but overstated.

While FERC considers the hazard zones ("zones of concern") to extend just 2.2 miles from LNG ships, Dr. Jerry Havens, who developed the vapor dispersion hazard model, believes 3 miles is probably more accurate. Havens also has indicated that FERC and LNG developers improperly calculate LNG vapor impact zones. However, the 2.2- or 3-mile hazard zone does not mean everyone within that zone would be killed. There are three hazard zones: 1) 500 meters/one-third of a mile from the ship, 2) 1,600 meters/1-mile from the ship, and 3) 3,500 meters/2.2 miles from the ship. The hazard impacts would lessen with the increased distances of each zone.

Zone 1 presents the greatest hazards, where everyone would likely be killed by cryogenic temperatures, fire, explosion or asphyxiation.

Zone 2 presents a 30-second second-degree burn hazard to unprotected skin from a pool fire due to a conflagrated release at the ship. Confined vapor explosions, fire and asphyxiation could occur if combustion did not occur concurrently with the LNG release.

Zone 3 presents an explosion hazard from confined vapors, burn and fire hazard, and possibly an asphyxiation hazard.

In addition, actual impacts would probably not be symmetrical and would not entirely fill the areas of each of the hazard zones. The LNG vapors would likely be driven by wind, so the impacts would occur in relation to the wind direction and topography.

Another issue that may interest you is that the Weaver's Cove Energy site violates world LNG industry terminal siting best practices. The Society of International Gas Tanker and Terminal Operators (SIGTTO; www.SIGTTO.org) represents over 95 percent of the world's LNG industry. They research and promulgate best practices. Their publication "Site Selection and Design for LNG Ports

and Jetties" (available only in hard copy for around £30 via With-erby's Seamanship International) clearly states that, for the health of the LNG industry, LNG terminals should not be sited where vapors from a large LNG release would affect civilian populations. They also state that LNG terminals should not be sited up long and winding inland waterways where navigation hazards are greater. Also, in another publication of best practices, they indicate terminals should not be sited where there are conflicting uses of the waterway - now and into the future. Weaver's Cove Energy clearly violates these best practices (see my LNG Terminal Siting Standards Organization website: www.LNGTSS.org).

Unfortunately, the U.S. Coast Guard and FERC ignore SIGTTO. They justify this by stating SIGTTO is merely advice and not law. Paradoxically, the U.S. Coast Guard spends considerable energy advocating adherence to best practices when it comes to other navigation issues.

LNG-related zone terminology is frequently misunderstood. Exclusion zones refer exclusively to LNG terminals, and are intended to prevent burn/fire injury to civilians and civilian assets. LNG ships have moving safety and security zones intended to prevent LNG ships from colliding with other vessels and to prevent attack from other marine sources. Also, while it would seem to make sense that the three LNG ship hazard zones should protect the public equally as terminal exclusion zones, they are based on different parameters. Exclusion zones are much smaller than hazard zones. Exclusion zones are designed (generally) to prevent civilians from the impacts of an LNG release, while hazard zones are not prohibited from engulfing large civilian populations who could be killed or injured.

I hope this information is useful.

**Robert Godfrey**  
Researcher and webmaster  
Save Passamaquoddy Bay  
3-Nation Alliance  
Eastport, Maine



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