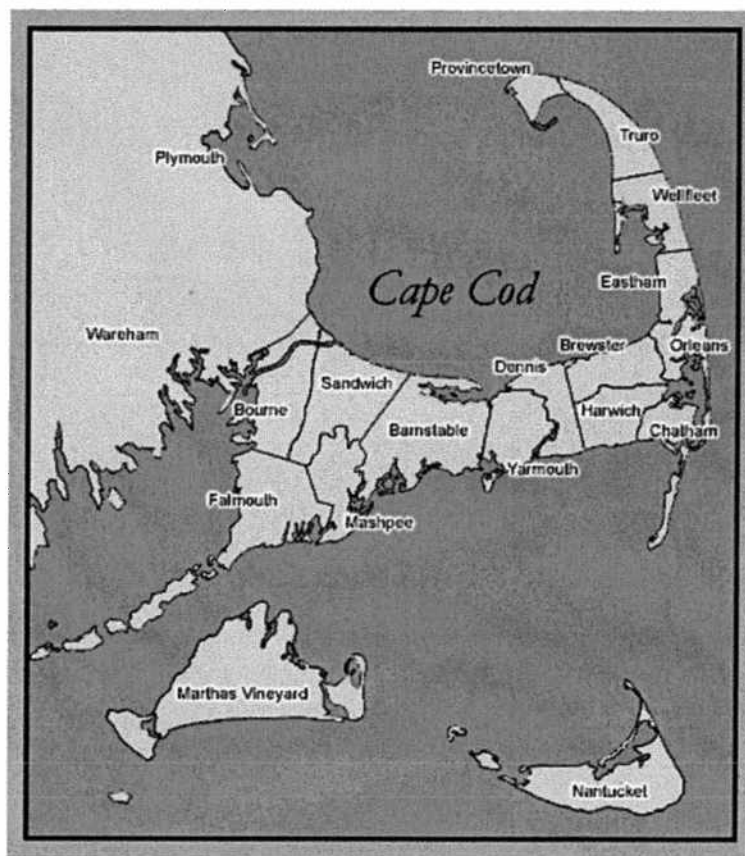


Appendix C

Boston Globe Endorsement of Nantucket Sound Sanctuary



January 10, 1981

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Page 1

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Section: EDITORIAL PAGE

KING ON THE COAST

In those sky's-the-limit, go-for-broke days in the late 1960s, Logan Airport was thrusting runways and taxiways out over the flats along the northern edge of Boston Harbor. There were days, back then, when the fill-loaded dump trucks rumbled through East Boston with barely a midnight breather. It seemed as if all the highway, shopping mall and office construction sites in the state could not provide enough sand and gravel to complete the grand dreams of Massport; there was talk of sending dredges out off the coast and scooping up the sea bottom.

Edward J. King was the earth-mover at Massport in those days, and for the environmentalists he was public-enemy-number-one. Now, as governor, he has yet to receive any environmentalist-of-the-year awards, but in one area at least, King fully deserves one.

There is a touch of irony in the story. To combat King the earth-mover, the environmentalists, furious but powerless at the relentless filling of salt marshes and tidal flats to build longer runways for louder jets, got an Ocean Sanctuary Law through the Massachusetts Legislature. It was **one of those first-in-the-nation laws**, designating virtually all the state's coastal waters as sanctuaries and within them prohibiting the mining of sand and gravel, the dumping of contaminated dredge materials and other hazardous wastes, and the laying of oil and gas pipelines.

Most of the offshore waters within three miles of the coast are now contained within five sanctuary areas, and Massport has long since shortened its horizons. But the state law, restricted by its three-mile limit, leaves unprotected much of **Nantucket Sound**, a vast 160-square mile area lying between Cape Cod, Martha's Vineyard and Nantucket.

It is a treacherous area of fogs and unpredictable winds, of shoals and tide rips. Once committed to a passage through the Sound, note the authors of the local cruising guide, "one must be prepared to keep going." It was during a sudden squall somewhere out in the Sound that Queequeg first proved his mettle in the quest for Moby Dick, rescuing a sailor who had been dashed overboard when the weather-sheet parted on the main boom. "From that hour," said Ishmael, "I clove to

Queequeg like a barnacle; yea, till poor Queequeg took his last long dive."

Today, the Sound is where the cod and haddock come to spawn, and it is a good fishing ground for the New Bedford draggers; some sport fishermen claim it is the best place to go for Blues.

Given the memory of the trucks lumbering out to fill Bird Island Flats, what should you have expected Edward J. King, now governor, to have done? Drilled an oil well off Cross Rip Shoal, in the middle of **Nantucket Sound**? Set up a gravel-mining operation off Handkerchief Shoal? To the surprise of some, and to the future delight of many, he has endorsed the nomination of the area of the Sound unprotectable by the state law, as a federal marine sanctuary.

Taken alone, this action would stand as a significant step toward the protection of the environment. If the nomination is accepted, nobody will be able to sneak a pipeline down **Nantucket Sound** from the oil exploration tracts on Georges Bank, or turn the Sound into a hazardous waste dump site. It will remain as a rich spawning ground for groundfish - and the challenges to the navigator will be only those designed by nature.

The real significance of the federal nomination, however, is that it is merely the latest in a series of actions taken by the King administration aimed at protecting the Massachusetts coastline: that one natural resource that is the unique object of envy by other states.

Over the past year, Gov. King, by executive order or through one or another of the environmental affairs agencies, has adopted policies that will protect the fragile barrier beaches and the dunes that lie behind them from further construction, acquired several hundred acres of coastline including the South Cape barrier beach and the promontory of Halibut Point. Just last month King set in motion the drafting of tight restrictions on the use of off-road vehicles on state lands. Both the state regulations, and similar ones being considered by the federal government for the Cape Cod National Seashore, are needed to prevent the destruction of the dunes by the slicing, tearing action of dune-buggy wheels.

The groundwork for many of these actions were, to be sure, laid during the environmentally-minded administration of Gov. Dukakis; but many of those on the Sierra-Audubon-Wildlife axis who enjoyed ready access to Dukakis feared that King, with his pro-business and pro-development orientation, would put many of those initiatives on the back-burner, if not scrap them altogether.

Environmentalists hardly imagined that such projects would be moved along to completion by the King administration, and that several new actions would be initiated - including the attempt to give the Coastal Zone Management agency responsibility for a heightened level of environmental protection for the Boston Harbor Islands, an action which has drawn criticism from the utilities and other business interests.

Environmental Affairs Secretary John Bewick, CZM Director Edward Reilly, and other state environmental officials have come up with partial explanations for each of these actions. As one story goes, King's enthusiasm for barrier beach protection (accomplished by placing restrictions on the building of summer

cottages, jetties, and the like) was sparked by the personal recollection of the governor's own family's summer cottage at Beachmont in Revere being washed away during a northeaster in the 1930s.

Gov. King's overall attitude on the environment is far from complete - the administration's record on the tougher issues of hazardous waste disposal and air pollution control are still far from certain. The King administration's valuable and welcome actions in defense of the coast taken over the past year will stand by themselves. MKENNE;01/06,10:50 CHAO ;01/11,10: B07963640