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## Background Checks For Ride-Share Drivers Undergo Heightened Scrutiny

The state has revoked nine Massachusetts Department of Public Safety licenses for ride-hailing companies such as Uber and Lyft in wake of the scandal that engulfed the Registry of Motor Vehicles since June. Those revocations by the Massachusetts Department of Public Safety, which regulates ride-hailing companies, have occurred as the RMV suspended more than 1,600 standard licenses after an internal investigation determined that tens of thousands of drivers went unchecked. Citations and arrests ranging from drunk driving to speeding. A spokesperson for Gov. Charlie Baker's office of energy and environmental affairs said that DPU has now completed its "rerun" of

CONTINUED ON page 6



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# EDITORIAL

## Making it More Expensive to Drive is Not the Answer

The MBTA has been on the minds of not only South Bostonians, who depend on it to get them to and from work, as well as other destinations, but also with folks from surrounding neighborhoods and suburban towns. It's often one of the main topics of discussion, but unfortunately, very often that talk is anything but positive. The threat of ever increasing fares, the breakdowns, buses, trains and trolleys that so often arrive late and now the word that as many as seven 'T' stations will be shutting down for repair and renovation in a couple of months doesn't do much to promote rider satisfaction.

The 'T' certainly does seem to have its problems, which perhaps comes with the territory with any public transportation system. Machin-

ery doesn't last forever and the need for consistent maintenance is a given. But lately, the complaints by riders are coming in at a higher rate than normal. Social media is buzzing each day with the frustrated rants by riders, who are angered by all the delays and breakdowns...and who can blame them?

Yet now, there seems to be a move by some elected officials who agree with a 'study' which urges that driving personal vehicles in the city during rush hours should be made much more expensive in an effort to discourage it. New fees and taxes are being proposed that could add an additional \$20 or more per day just to drive to work. The stated goal is to encourage workers to take public transportation and leave the cars home in

an effort to ease traffic congestion. Some suspect it's really just another money grab to add to city coffers. But wouldn't it make more sense to not even consider such a plan until public transportation has improved and becomes more dependable if that day should ever come?



*"I want there to be a level of respect between everybody" - Kenny Chesney*

### Ray Flynn to Speak at St. James Catholic Church in Boston's Chinatown

By John Joseph Fahey

On Sunday, August 18th, after the 10:30 AM Mass offered at St. James Roman Catholic Church's Upper church, former Mayor of Boston and Ambassador to the Holy See Ray Flynn will speak on the theme of "Church & Community; Faith & Service." As Flynn mentions: "In these deeply confusing and trou-



bling times in our country and world, people need to come together in both prayer and faith and civic concern to help us once again come together in unity on behalf of our family, community and faith."

This special presentation will be held in St. James'

lower level in Our Lady's Chapel. There will also be a reception hosted by Ed Flynn, Ray's son and Boston City Councilor who represents the City's District 2. Everyone is invited. The address of St. James is 135 Harrison Avenue in Chinatown.

*St. Brigid Church Summer Coffee & Refreshment Get-Together*

All are welcome to come to St. Brigid Church Summer Coffee & Refreshment Get-Together, downstairs in Cardinal Cushing Hall, after the 10:30 Mass, this coming Sunday, August 18, 2019 for coffee, tea and dessert.



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# The Information Center



## What it Takes to own a Gun in Massachusetts

SOUTH BOSTON TODAY

John Ciccone

Note: talk back to John Ciccone by email at [jciccone@southbostontoday.com](mailto:jciccone@southbostontoday.com)

With the recent shootings around the country, more gun control efforts are now being pushed which many experts on the subject say would have done nothing to prevent the attacks. I recently received an email from a reader who takes issue with my pro Second Amendment position. The writer insisted that legally buying a gun in Massachusetts is far too easy. There needs to be background checks and training and screening before anyone in this state should be allowed to purchase a firearm; none of which he said, exist. Buying a gun, he said, is easier than buying a tennis racquet. Then he let slip what his real agenda was when he said that no one should be allowed to possess guns. So, having a bit of time on my hands, I decided to explain to him all the ways he didn't know what he was talking about.

Regarding the writer's claim that it's easier to buy a gun than a tennis racquet in this state, I listed what it takes to legally be a gun owner here, which I will now share with all of you.

Here is the process: First, you must take and pass a certified Firearms Safety Course, which costs anywhere between \$200 and \$400. When you are old enough-only adults can own guns in Mass- you go to your local police department in person. In Boston, one must apply at Boston Police Headquarters in Roxbury. An application is filled out and you pay a non-refundable fee of \$100. If your application is for some reason rejected, you lose that \$100. After the application is completed, they bring you into a room where you are photographed

and fingerprinted. A time is then set up for you to go to Moon Island at the police firing range where your skill with a firearm is tested and scored. If you don't shoot well enough to qualify, you are failed and rejected.

If you pass the shooting test, an extensive background check is done on you by the Boston Police, the State Police AND the FBI. So, only if you pass the test at the shooting range and your background check comes back clean, are you granted a license to own a firearm. If anyone tries to tell you that no background checks are conducted, they either don't know what they are talking about or they are lying to you.

Now, once you receive that firearm permit, here is what it takes to actually purchase a gun. Whether you go to a sporting goods store or a specialty gun shop, the process is the same. The salesperson will not even allow you to hold that new and unloaded firearm until you show them your permit. When you make your selection, the sales person must then, on the spot, log into the federal database for gun purchases to make yet another background check on you to make sure you haven't been in any trouble since your LAST background check. It could take anywhere from 10 minutes to 2 hours, depending on how many guns are being purchased around the country at that same time. Only if the federal data base gives the ok after a thorough check, are you then allowed to make the purchase. You must go through the exact same process each and every time you purchase a firearm.

We so often hear about 'Gun

Show Loopholes'. For those who may not be sure about what a gun show is, it's where private gun owners as well as gun manufacturers and retail shops set up tables in a large hall and even large arenas to sell buy and sell firearms and accessories. But even at these gun shows, background checks are conducted tapping into the same data base as the retail outlets. The computers are right on site and there are officials monitoring these sales.

So here you have it. I spelled it

all out for anyone with questions regarding what it takes to buy a gun. And as far as the email writer's assertion that no one should be allowed to own a gun in America, the Second Amendment to the Constitution of the United States says differently. In America, law abiding citizens own firearms if they so choose. It's one of the basic freedoms cherished by now more than 100 million Americans; 35 million of them women, who have no intention of ever allowing that right to be infringed.

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# Massport Awards Annual Butler Memorial Scholarship

*South Boston graduate receives \$5,000 award for college*

The Massachusetts Port Authority (Massport) announced the recipient of the annual scholarship honoring the memory of Tommy Butler, the long-time Massport Director of Government and Community Affairs and son of South Boston. The 2019 Thomas J. Butler Memorial Scholarship was awarded to South Boston resident Joseph Maiullari.

“Joseph is a thoughtful young leader and a valuable part of the South Boston community,” said Massport CEO Lisa Wieland. “He has followed Tommy Butler’s example through his service and we are excited to award him this scholarship. We wish him the best in the years to come.”

The Thomas J. Butler Memorial Scholarship is awarded annually to a student who resides in South Boston, is graduating from high school and has been accepted to an accredited college or university.

Maiullari is a graduate of Boston Collegiate Charter School and will soon attend Boston College. He volunteers his time at the Tynan Community Center

where he tutors youth and volunteers as a flag football and hockey coach. He is also a member of the National Honor Society and the Mayor’s Youth Council.

Butler was the former mayor of the South Boston Boys Club, Youth Counselor and then Director of Little City Hall in Charlestown, former president of the South Boston Citizens Association and member of the South Boston Irish American Society. When he arrived at Massport in 1987 as a manager of intergovernmental relations, he was a licensed social worker who had worked in the Boston Juvenile Court, and for the City of Boston.

To be considered for the Thomas J. Butler Scholarship, students are required to have a minimum 3.0 grade point average and submit an essay of 1,000 words describing their career interests or how their community service has affected their outlook on life. In his essay, Maiullari wrote, “I have the opportunity to have my voice heard in making not only South Boston, but Boston as a whole, a better, more united place for all people.”



L-R: Lisa Wieland, Massport CEO; Joseph Mauillari, Thomas J. Butler Memorial Scholarship Recipient; Thomas Butler, Son of the late Tommy Butler; Alaina Coppola, Massport's Director of Community Relations and Government Affairs

Applications are judged by a committee made up of Massport employees and a representative of the Butler family. Students interested in applying for the 2020 scholarship should visit [www.massport.com/scholarships](http://www.massport.com/scholarships) for eligibility requirements.

The Massachusetts Port Authority (Massport) owns and operates Boston Logan International Airport, public ter-

minals in the Port of Boston, Hanscom Field and Worcester Regional Airport. Massport is a financially self-sustaining public authority whose premier transportation facilities generate more than \$18 billion annually, and enhance and enable economic growth and vitality in New England. For more information please visit [massport.com](http://massport.com).

# Massport Awards Annual Davis Memorial Scholarship

*South Boston resident awarded 13-week paid internship with the Authority*

The Massachusetts Port Authority (Massport) announced the recipient of the 2019 Annual David W. Davis Memorial Internship. The internship honors the memory of Dave Davis, the longest-serving Executive Director in the 53-year history of the Massachusetts Port Authority, leading Massport from 1975 until 1990. The 13-week paid internship in the Authority’s Aviation Security office was awarded to South Boston resident Charlene Evans. Evans is enrolled at the University of Connecticut where she studies Allied Health Science with a concentration in Healthcare Administration and Management.

“We are very pleased to award Charlene with the David W. Davis Memorial Internship,” said Massport CEO Lisa Wieland. “She is excelling in her role as an intern at Massport in the Aviation Security department and we value her work ethic and commitment to public service. We wish her the best in her future endeavors.”

During his tenure, Davis demon-

strated a commitment to Massport’s neighbors as well as to its customers and developed one of the very first residential soundproofing programs in the country. “Kidport” was another airport industry first that Davis unveiled at Boston Logan International Airport in 1987 as the nation’s first airport-based children’s play area. Under his leadership, Massport established its own employee retirement system, which Davis later joined when Massport’s employees elected him to be their representative on the retirement board in 1996.

The David W. Davis Memorial Internship is awarded annually to an exceptional junior or senior in college. The David W. Davis Memorial Internship allows students to develop a professional network that will aid them in their pursuit of a career in government and/or the public sector.

To be considered for the David W. Davis Memorial Internship, students are required to have a minimum 3.0 grade



L-R: Lisa Wieland, Massport CEO; Niki Janus, Wife of the late Dave Davis; Charlene Evans, David W. Davis Memorial Internship Recipient; Michele Freadman, Massport's Deputy Director of Aviation Security Programs; Irene Moran, David W. Davis Memorial Internship Committee member; Alaina Coppola, Massport's Director of Community Relations and Government Affairs

point average and submit an essay of 1,000 words describing why they believe a career in public service is essential to their career interests. In her essay, Evans wrote “careers in public service are essential because without them, everybody would be impacted, on some level, in regards to education, safety, health, as well as many other categories.”

Students interested in applying for the 2020 internship should visit [www.massport.com](http://www.massport.com) for eligibility requirements.

The Massachusetts Port Authority (Massport) owns and operates Boston Logan International Airport, public terminals in the Port of Boston, Hanscom Field and Worcester Regional Airport. Massport is a financially self-sustaining public authority whose premier transportation facilities generate more than \$18 billion annually, and enhance and enable economic growth and vitality in New England. For more information please visit [massport.com](http://massport.com).

# Statement from Boston City Councilor At-Large Michael F. Flaherty



*RE: The Massachusetts Avenue and Melnea Cass Boulevard Corridor*

The Newmarket Square area is a painful reminder of the opioid crisis' devastating impacts on our city, state and region.

It is the product of years of disgraceful overprescribing, and not enough funding or

health insurance coverage for treatment and aftercare. There is now a concentration of vulnerable people without access to employment, housing, or healthcare who are continually victimized by our lack of a holistic response. Known locally as "Methadone Mile", the area has become a dumping ground

for the underlying problems of an entire region. This comes at the cost of public safety and quality of life for everyone who lives, works, attends school, or passes through the area. The need for a recovery campus has never been more evident.

The ravages of the opioid epidemic have touched nearly all of our lives, whether personally or through a friend or loved one. It is a public health crisis of massive proportions, and the response to it must be a multifaceted effort that incorporates our partners at the federal, state and municipal level, as well as our public health officials, experts in recovery services, law enforcement and the community at large. There is no simple solution to this epidemic. We cannot accept a response that attempts to hide these issues by moving those affected out of sight and into other neighborhoods. We also cannot stand by and allow this population to grow and be clustered and ignored over at

Methadone Mile; not only is it inhumane, it is also ineffective. As a city, we can always do better to reach out to those who are most in need of our help.

It is important to remember both the humanity and dignity of the members of our community who are experiencing substance abuse, mental health issues, and homelessness as well as the daily experiences of residents, businesses, and the directly neighboring children and families.

The City of Boston, through both the Boston Public Health Commission and our partnerships with organizations throughout the metropolitan area, offers a number of services available to those experiencing homelessness or a substance use disorder.

**Resources:**

<https://www.bphc.org/whatwedo/homelessness/homeless-services/Pages/Homeless-Services.aspx>

<https://www.bphc.org/whatwedo/Recovery-Services/Pages/RecoveryServices.aspx>

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## Letter To The Editor

# Losing our Past One Development at a Time



What does development do to a neighborhood? Basically, it tears down the old and builds up the new. Occasionally, it will save the old and give it new life. There's no argument among most residents that preserving certain homes that give a neighborhood character and reminders of the past is a good thing. Most neighborhoods in Boston can trace their history back at least one generation. They can say 'that's where I went to school, and where my mother also went to school before me'. But now the school has been converted to condos. Or they can say 'that's where my grandfather's barber shop was'. But now the old barber shop is an expensive specialty shop. Not that there is anything wrong with condos or new business, but imagine a generation from now someone looking back and fondly saying where they grew up or where they went to school or where they

hung out with friends. Or where they stopped by after school to sweep the floor of a neighborhood shop and got a free popsicle for their effort. They can't, because those places are gone.

Churches, the ones that survived the wrecking ball, are now 'desanctified'. In other words, they are no longer holy places. All the baptisms, first communions, confirmations, marriages, funeral masses and services are in the photo albums of history. Our beloved churches are now high-end condos. A condo in a church fetches big bucks. Most people in the neighborhoods could never afford to live there, they can only look at the structure as they pass by. The building remains as a reminder of the past.

How important is our past? Is it important enough to save, or should it all be torn down. We can always look at pictures, but there's nothing like the feeling of walking down a tree lined street of beautiful, well-kept homes. Homes that were built in the early 19th Century and that hold historical significance. You can almost hear the laughter of children

as they played on the cobble stone street, and the sound of hoofs as the horse drawn fruit wagon made it's daily rounds.

There are certain areas of South Boston that exude this certain character and historical charm. One of those areas is West 4th Street. In fact, West 4th Street was the historic entry point for the neighborhood after the construction of the 4th Street Bridge in the first decade of the 19th Century. The Greek Revival homes built along this boulevard were meant to convey a sense of leaving urban Boston's crowded confines and entering a more tranquil space. These homes are so historically significant that they are mentioned in the South Boston Preservation Study, prepared for The Boston Landmarks Commission. That study made recommendations for preservation and specifically mentions 362 to 403 West 4th Street.

So why bring this up? Because one of these historic homes is being demolished to make way for 3 1/2 stories and a parking garage. In fact, as you read this, that home may already

be gone. In the history books. A faded memory of our past. One can't imagine why someone would want to destroy one of these homes. Is there a financial hardship? Unlikely. Does the much touted mantra from City officials 'much needed housing' apply here? Hardly. What's needed is affordable housing. One can assume these units will be unaffordable to most South Boston residents. So this breaks down to a desire, not a need, to tear down and rebuild bigger. To demolish instead of renovate. The location alone, alongside the other historical homes on this street will no doubt increase the price. Ironically, those other homes might at some point also succumb to the wrecking ball. At that point, the street just becomes one like any other. Nothing special about it. No historical significance. Our history - gone. And development goes on.

Cityside Neighborhood Association  
On behalf of Lidia Bodnar, Kirsten Simmons

And Friends and Neighbors of West 4th Street

**Background Checks** continued from front page certificates from those 1,600 recent suspensions. The nine background check clearance certificates — part of the documentation needed to drive for ride-hailing companies in the Bay State — that were rescinded represent a small fraction of the 213,900 transportation network company drivers approved by the DPU between Jan. 1, 2017 and July 1, 2019. Thousands more background check applications were previously rejected. In 2017, more than 8,200 applications failed the state background check out of 70,800 total, according to the Baker administration. Massachusetts law requires all Transportation Network Company (TNC) drivers to pass a background check performed by the DPU. The background check includes a review of the driver's driving history and his or her criminal

offender record information.

In July, Baker proposed new ride-hailing regulations for the state, meant to introduce harsher penalties on certified ride-hailing drivers who "rent out" their accounts to someone else. Under the bill, penalties would increase for drivers who fail to maintain valid inspections, background checks or identifying vehicle decals. "There's nothing more important to Uber than the safety of the people we serve and we are constantly working to strengthen safety on our platform — from new safety features, new policies and technology," said a spokesperson for Uber Technologies Inc. (NYSE: UBER) in a statement. "We very much share Governor Baker's goals and look forward to working with him and the Legislature to implement measures to

enhance the safety of Massachusetts riders and drivers."

Campbell Matthews, a spokesperson for Lyft Inc. (Nasdaq: LYFT), said the company has not been made aware of any Lyft drivers affected by the RMV issues. According to Lyft, all driver applicants are screened for criminal offenses and driving incidents. A third-party company provides twice-annual criminal background checks, including a social security number trace, a nationwide criminal search, a county court records search, a federal criminal court records search as well as a U.S. Department of Justice 50-state sex offender registry search. Any driver who does not pass both the twice-annual screenings is barred from the platform, according to Lyft.

Uber had rolled out a new feature within its 'app' that integrates

local public transit information for ride-hailing customers who may also want to take the MBTA. Boston is the second city in the U.S. where the San Francisco-based ride-hailing company is rolling out its "Transit" integration, after initially starting in Denver and bringing the feature to London, David Reich, head of Transit at Uber, told the Boston Business Journal. Once the roll-out, which is taking place over the next several weeks, is complete, Uber riders in Boston, Cambridge, Somerville and the surrounding areas will be able to access real-time information on MBTA services including subways, buses, commuter rail, regional rails and ferries, as well as the Logan Express bus service.

Material from State House News Service and Lucia Maffei of the BBJ was used in this report.

# Councilors Flynn & Flaherty Host Community Preservation Act Neighborhood Meeting

City Councilor Ed Flynn and City Councilor Michael Flaherty recently held a neighborhood meeting with Director Christine Poff and her team on the Community Preservation Act (CPA) at the Tynan Elementary School in South Boston. The meeting provided an opportunity for the elected officials to connect residents and civic organizations in South Boston with information and resources available regarding the application process, the timeline, eligible projects, and other pertinent information.

The CPA provides funding for initiatives related to affordable housing, historic preservation, open space, and outdoor recreation facilities. Martin's

Park, the McDonough Sailing Center dock, and St. Augustine's Chapel are examples of South Boston projects that were funded by the CPA in previous rounds. The current application round for the fall is now open and eligibility forms are due September 6th. The application round will close Friday, September 27th at 4pm.

"With the new round for applications for CPA now open, it was important for us to hold this meeting so that our neighbors and civic groups have the resources to take full advantage of this opportunity," said Councilor Flynn. "It was great to partner with Councilor Flaherty and Director Poff's team to ensure that residents are aware of all of the ways that CPA



funding can help to enhance our community."

"The City of Boston's Community Preservation program provides opportunities for our residents to secure funding for affordable housing, open space projects and historic preservation," said Councilor Flaherty. "As our neighborhood continues to face significant growth and development,

the CPA is a key tool to ensure that residents have a voice in the betterment of our community."

For more information, please contact Community Preservation at 617-635-0277, Councilor Flynn's office at 617-635-3203 or ed.flynn@boston.gov, and Councilor Flaherty's office at 617-635-4205. or michael.flaherty@boston.gov.

# USS Kearsage Memorial Seeking CPA Funding



The South Boston Allied War Veterans Council (SBAWVC) is submitting a Community Preservation Act (CPA) grant to refurbish the USS Kearsage Memorial at Marine Park. They have already gone through much of the administrative process and based on the level of support received from the community preservation director, there is a high expectation that the initiative will be funded. Submission is due in September.

The USS Kearsage is best known for her defeat of the Confederate commerce raider CSS Alabama during the American Civil War. She was built at Portsmouth Navy Yard under the 1861 emergency shipbuilding program and was commissioned on January 24 1862 with Captain Charles W. Pickering in command.



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with more to come!





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# The Wine Guy

## About This Weekend

Lots going on this weekend, so let's get right to it. For those of you with an urge to fight battles on horseback and who love the smell of cordite in the morning, get a bottle of something cold and French to celebrate with. It's the 250th anniversary of Na-

oleon Bonaparte's birth! Happy "jour de nata", Emperor! It's said that, even as Emperor of the French, his tastes in food and wine remained simple; he might have enjoyed a glass of Clos Columbu, Dolce Biancu, 2018, (\$19.99). Sweet and balanced, with notes of fresh melons and pears, it's fermented in stainless steel, which gives it that crisp, almost dry character. On the island of Corsica, the place of Napoleon's birth, it's often served with lamb dishes.

If you're going to a cookout and want to bring something everyone will like, you should make it Francis Ford Coppola Diamond Collection Chardonnay, 2017, Monterey, (\$15.99). Corey Beck, the brand's Chief Winemaker, says, "This Chardonnay reflects the distinctive personality of Monterey vineyards, which give rise to juicy apple, guava and melon flavors. Whole-cluster pressing and a combination of

barrel and stainless-steel fermentation ensures that the creamy texture and caramelized sugar finish is balanced by a distinctively crisp acidity." If you've ever in the Alexander Valley, CA. area, a trip to the wine estate is a real experience—think Disneyland, but for adults.

On the other hand, if you're throwing a cookout, give it some variety with a bottle or two of 2017 Simonsig Chenin Blanc, Stellenbosch, South Africa, (\$16.99). This one is a fresh and energetic white wine, with a beautiful tropical golden color in the glass, it overflows with aromas and flavors of fruit. White pear and melon mingle with tropical fruits for a fresh and inviting tasting experience. The palate is fresh and lively, with a nice balance and pretty long finish for a white wine originally from the Loire Valley in France. Try it with any grilled seafood, especially shrimp (remember that

commercial?) or calamari. You might also want to have a few bottles of Amity Vineyards White Pinot Noir, 2017, Willamette Valley, Oregon, (\$21.99). If you're not familiar with white Pinot Noir wine, then this bottle will be a pleasant surprise for you. The Amity Vineyards White Pinot Noir 2016 is a crisp and enchanting wine that shows aromas and flavors of rosewater, passion fruit, and citron. The wine is nicely balanced and crisp; enjoy this one on its own as an aperitif, or pair it with meals like shrimp scampi, poached salmon in a cream sauce, or other slightly rich dishes.

Don't forget that the Fort Point Festival is going to be held this Sunday, August 18th, from noon till 5pm. There'll be lots to do, especially eating and drinking. Don't miss it!

*Talk To The Wine Guy at [jdris8888@gmail.com](mailto:jdris8888@gmail.com)*

## 39th Annual Veterans Harbor Cruise Sponsored by, the Old Colony Yacht Club Show Your Support to our Veterans this Coming Sunday, August 18th at Noon

SBT Staff Report

This coming Sunday, August 18th, the Old Colony Yacht Club will be hosting its 39th Annual Boston Harbor Tour for Veterans afflicted with PTSD and they would really appreciate it if the public would turn out at Castle Island to show support.

The veterans are in-patients at the Brocton VA Hospital, and this is something they look forward to each year. The group will include both men and women veterans. The big event will be a combined effort with the Old Colony Yacht Club, the Boston Police Department, the Quincy Police Department, the Massachusetts Environmental Police and the Boston Fire Department. The veterans, numbering more than 50, will be taken by bus from the VA hospital in Brocton to the Old Colony Yacht Club and will be honored and escorted by Boston Police Motorcycle Officers. They will arrive at the club and be served coffee and donuts before boarding boats belonging to yacht club members and begin their Boston Harbor Tour. The boats will be escorted by Boston, Quincy and Environmental Police boats and are expected to

pass by the Fishing Pier at Castle Island at around noon time where they will be given a water cannon salute from the Boston Fire Department boat. And this is where the public show of support is requested.

The public is asked to line the pier and the shore in front of Fort Independence with American Flags and signs showing support for the passing vets to let them know that their service to our country is very much appreciated.

From there, the dozens of boats carrying the vets, as well as the official escort craft, will head to Charlestown and turn around at the docking site of the USS Constitution for the return trip back to the Old Colony Yacht Club where the vets will be treated to a delicious dinner.

This annual event is one of the highlights of the summer for these deserving veterans and all those who participate in making this happen for them are proud to do it. Bill Moran, who along with all the other great members at OCYC, work hard each year to organize it and make this happen said – "We are hoping for a large crowd of spectators and supporters to be on the shoreline at Castle Island to show support. Each



year when this happens, it touches the hearts of these veterans when they see how much their service to our country is appreciated".

This will be a big year for the annual event, and everyone is looking forward to the huge 40th anniversary next year already. The organizers are hoping that the weather will cooperate and be a typical midsummer's August day with mild

temperatures, clear skies and calm ocean conditions in the harbor.

Remember, If you'd like to show support for these American heroes, try to be present at Castle Island on the side with the fishing pier this coming Sunday, August 18th as the veteran's flotilla passes by around noon time with flags and signs to our veterans the support they have earned with their service.



# Recent South Boston Real Estate Sales

Property/Type	Price	Sale Date	Rooms	Baths	Sq Ft
300 Pier 4 Blvd UNIT 3C Condo	\$4,979,580	5/22/19	5	2.5	1788
300 Pier 4 Blvd UNIT 2C Condo	\$3,929,100	5/28/19	5	2.5	1692
300 Pier 4 Blvd UNIT 5F Condo	\$2,624,645	5/23/19	5	2	1569
105 West Third St UNIT 4 Condo	\$1,600,000	5/24/19	5	2	1818
260 Gold St UNIT 3 Condo	\$1,395,000	5/24/19	6	2.5	1676
105 West Third St UNIT 5 Condo	\$1,010,000	5/22/19	5	2	1101
21 Wormwood St UNIT 417 Condo	\$945,000	5/22/19	1	1	1114
895 East Fourth St UNIT 1 Condo	\$830,000	5/24/19	5	2	1200
25 Mercer St UNIT 1 Condo	\$780,000	5/23/19	6	2	1004
232 Old Colony Ave UNIT 201 Condo	\$690,000	5/21/19	3	1	940
63 Melcher St UNIT 31 Condo	\$575,000	5/23/19	1	1	526



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### AIR POLLUTION CONTROL COMMISSION (APCC) PUBLIC HEARING NOTICE

Notice is hereby given that the City of Boston Air Pollution Control Commission will hold a Public Hearing on **September 18, 2019 at 11:30 A.M. in Room 900 of Boston City Hall, Boston, Massachusetts.** The Commission will consider the proponent's request for a modified permit for a new project located at 350-400 Summer Street, Boston, MA, pursuant to the Procedures and Criteria for the Issuance of Parking Freeze Permits adopted under M.G.L. Chapter 111, Section 31C. The proposed permit involves:

Five hundred and twenty-five (525) parking spaces to accommodate the construction of a proposed 17-story mixed-use building with approximately 591,000 square feet of Gross Floor Area of retail, office and laboratory uses. This modification is for the conversion of a surface lot to an underground garage with parking spaces to be shared between tenants, employees, guests, patrons, and customers of the project as well as the general public. Modification of the permit would allocate 150 inventoried spaces from the South Boston parking freeze bank.

Sign language interpreters will be provided upon prior request. A copy of the application is available for public inspection at Boston City Hall, Room 709, from 9 AM to 5 PM Monday through Friday. Questions should be directed to: [APCC@boston.gov](mailto:APCC@boston.gov) or 617-635-3850

For the Commission,  
Alison Brizius, Executive Director  
Air Pollution Control Commission  
City of Boston Environment Department  
Boston City Hall, Room 709  
Boston, Massachusetts 02201  
617-635-3850



## Go Fish!

Forty young anglers from across the city spent a spectacular summer day fishing for big striped bass on 10 donated charter boats at Save the Harbor/Save the Bay's 8th annual Youth Fishing Tournament at Fan Pier in the South Boston Seaport this year, with one surprising result. For the first time since the tournament began in 2011, all the winners were young women.

Among the finalists were Kathleen Hart and her sister Maggie Hart of South Boston. They both have spent the summer working for Save the Harbor's Youth Environmental Education Program, helping to share the harbor with more than 30,000 underserved and low income youth and teens from across the city and around the region. Maggie Hart, who caught 16 striped bass during the tournament, took first place for the most fish caught and released.

"These eight young women were the big winners at Save the

Harbor/Save the Bay's Youth Fishing Tournament at Fan Pier this year," said tournament organizer Bruce Berman of Save the Harbor/Save the Bay. "They were all focused on catching, not just fishing and it paid off."

The kids, who were part of Save the Harbor's Youth Environmental Education Program staff arrived at the dock at 7, and headed out onto the harbor on ten donated charter boats. They returned to the dock at noon, for the weigh in and award ceremony, and a picnic lunch on the pier.

"What a great way to spend the day on Boston Harbor," said Save the Harbor/Save the Bay's President Tani Marinovich at the weigh in and award ceremony at Fan Pier after the event. "We are proud of all of them for the work they have done this summer to help Save the Harbor connect 30,000 kids and families to Boston Harbor, the beaches and the islands."

Save the Harbor/Save the Bay would like to thank The Fallon Company and Fan Pier Marina for hosting the event, the captains

and crew for donating their time and boats, and all of their Youth Environmental Education Program funders for their support.

For more information about Save the Harbor/Save the Bay and the work they do to restore,

protect and share Boston Harbor, the waterfront, the Harbor Islands and the region's public beaches visit their website at [www.savetheharbor.org](http://www.savetheharbor.org), or like or follow them on Facebook, Instagram or Twitter.



Kathleen Hart (left) and her sister Maggie Hart of South Boston (second from right) were among the eight young women who caught big striped bass at Save the Harbor/Save the Bay's 8th Annual Youth Fishing Tournament at Fan Pier on August 7th.

## South Boston Residents Help Organize St. Francis House Fundraiser

More than 325 supporters hopped aboard St. Francis House's Shooze Cruise in Boston Harbor. The 16th annual event, organized by the St. Francis House Emerging Leaders <<https://stfrancisohouse.org/get-involved/emerging-leaders/>> group, raised more than \$35,000 and collected 427 pairs of new shoes to be donated to guests of St. Francis House. The event included a rockin' dance floor, nautical photo booth and an exciting raffle that included prizes like flights, vacations, gift cards, date nights and more.

St. Francis House is the largest day shelter in Massachusetts and serves an average of 500 poor and homeless men and women a day, 365 days a year. It's basic, rehabilitative, and housing services together provide guests with continuous and comprehensive care.



Pictured, from L-R: St. Francis House Emerging Leader Brendan Stack, St. Francis House Board of Directors Chairperson Timothy Egan, Esq., St. Francis House Emerging Leader Emily Perrotti (South Boston Resident), and St. Francis House Emerging Leader Charlie Coffman (South Boston Resident). Photo Credit: St. Francis House.



## This week, Danny discussed the Patriots preseason with NFL Network's Mike Giardi:

**DANNY PICARD:** Tom Brady is the biggest story right now. His contract is the biggest story. When this was first reported, it was reported as a two-year, \$70 million extension. Basically, it's an \$8 million raise for Brady this year, which is still going to be the last year of his contract because those two years on the extension become void at the end of this league year. In the process, it opens up \$5.5 million in cap space, giving the Patriots somewhere around \$13 million . . . I'm trying to explain to people how the Patriots can give Brady a raise and free up cap space. So let's clarify this. The two-year extension, they basically defer the money for the cap hit, right? That's basically all that happens, with the extension?

**MIKE GIARDI:** Yeah, and it goes to show you — and [Bill] Belichick has said this before — how you can really kind of make the cap do what you want to make it do. And this is the manipulation of the cap, and something that other teams have done. In fact, Drew Brees signed his extension, a big five-year extension, but it was really a two-year contract because years three, four, and five were voidable years. But the Patriots had never done this before, so I think it surprised a lot of people in

that regard as well. Again, the way you can do things to the cap is pretty malleable that way, and they were able to create some space here and somehow give [Brady] money. You don't want to bog people down in the details, but it happens a lot more than people think.

**DP:** This situation though, with Brady being 42 years old, being one of the best quarterbacks in the league still, the quarterback of the reigning, defending Super Bowl champs, this is — as even Brady pointed out — a unique situation. So, with this unique situation, when you look at this Brady contract and Brady's future, what does this contract tell you about Tom Brady's future in New England?

**MG:** I tweeted about it on Sunday when the news first came out, and I think it surprised some people in the sense that, he wanted a shorter deal. Now, initially he didn't want a shorter deal. He obviously wanted security. He wants to play until he's 44, 45 years old. Forty-five is his stated date. The Patriots were like, "Look, we can't do it that way." He's in uncharted territory. No one has ever done this. No one has ever been a productive quarterback, a Super-Bowl caliber quarterback at this age.

We're not comfortable giving you \$60 million guaranteed, or whatever the going rate would be for a longer term. And so, Brady was sort of put off by that and then had to reassess. And in reassessing, and reassessing quickly, he's like, "Screw it. I want a one-year deal. I'm betting on me, and I'm putting the onus on you." With this "no franchise tag" and the voidable years being ripped up at the end of the league year, that by putting it on them, he's betting on himself saying, if he performs like he did last year, he puts the onus on the Patriots. You're going to let Tom Brady, the greatest quarterback of all time, become a free agent? Who wins that PR battle? It's not going to be the Patriots.

**DP:** Mike, they're not really going to let him become a free agent though, right? I think the reality of this is, the unique situation, unprecedented, uncharted territory — if Brady performs at a high level still, he will get another raise before next season. Isn't that the reality of this, if you really want to simplify it?

**MG:** I would say, I'm fairly certain that's what will happen. But I will say that I was surprised that the Patriots sort of approached him this offseason with a similar deal that

they approached him with last off-season, which was, you can get \$25 million but we're attaching incentives to it that were going to be difficult to reach. Look, Brady's no fool. He didn't reach any of them last year. And now he's looking at his receiving corps saying, well Gronk's gone. They expect Julian [Edelman] to be back, so that shouldn't be a problem, but, they're throwing a lot of things at the wall here and hoping something sticks. So how is he going to throw for 5,000 yards if he's throwing to Maurice Harris and rookie wide receiver in N'Keal Harry and Braxton Berrios, however it ends up shaking out. That's where you wonder if the Patriots are going to go hard line again next year when push comes to shove. I'm with you, I tend to lean towards, strongly, that they'll figure out a way to make it work. But, clearly he — I don't know if I'm saying he's through playing ball with them, but he's playing harder ball with them than I think he ever has.

*Listen to "The Danny Picard Show" on PodcastOne. Also available on iTunes, Spotify, and danny-picard.com. Subscribe to Danny's YouTube channel at youtube.com/dannypicard.*

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# SPORTS TODAY

## PATRIOTS WIN FIRST PRESEASON GAME, TRAVEL TO TENNESSEE ON SATURDAY

SBT Staff

The New England Patriots began the 2019 preseason with a 31-3 win over the Lions in Detroit last Thursday night.

As expected, Tom Brady did not play in the game. Backup quarterbacks Brian Hoyer and Jarrett Stidham took all the snaps for New England's offense, with Hoyer making the start.

Hoyer finished the game 12-of-14 for 147 yards and two touchdowns. Stidham was 14-of-24 for 179 yards and one touchdown. Neither Patriots quarterback turned the ball over in the win.

Undrafted rookie wide receiver Jakobi Meyers made an impact with a game-high six receptions for 69 yards and two touchdowns.

The Patriots' defense dominated a Lions offense that was without quarter-

back Matthew Stafford. New England finished the game with nine sacks. Derek Rivers had two of those sacks, while rookie Chase Winovich had 1.5 sacks.

Also recording sacks were Jamie Collins, Ja'Whaun Bentley, Danny Shelton, Shilique Calhoun, Terez Hall, and Byron Cowart.

Now, the Pats head to Tennessee for Week 2 of the preseason on Saturday night. After that, they'll return home to host the Carolina Panthers in Week 3 of the preseason on Thursday, Aug. 22, and wrap up the preseason at Gillette Stadium against the New York Giants on Thursday, Aug. 29.

New England's first regular-season game is Sunday, Sept. 8 at home against the Pittsburgh Steelers. That game is on NBC for Sunday Night Football.

## Tweet of the Week



AB  
@AB84

"While I disagree with the arbitrator's decision, I'm working on getting back to full health and looking forward to rejoining my teammates on the field. I'm excited about this season appreciate all the concerns about my feet!" #AlwaysAFight #Represent #itsbiggerthanme

4:48 PM - Aug 12, 2019 - Twitter for iPhone

## CELTICS 2019-20 SCHEDULE RELEASED

SBT Staff

The regular-season schedule for the 2019-20 NBA season was released this week, and there are certainly some interesting dates that Celtics fans should circle on their calendars.

Boston will open the regular season with a nationally-televised game against the 76ers in Philadelphia, on Wednesday, Oct. 23 on ESPN. Philadelphia — and former Celtic Al Horford — come to the TD Garden on Thursday, Dec. 12. That game will also be nationally-televised. It will be on TNT.

The Celtics meet up with Kyrie Irving's Brooklyn Nets for the first time on Wednesday, Nov. 27 in Boston, the night before Thanksgiving, on ESPN. The C's and Nets will meet again just two days later, on Friday,

Nov. 29, in an afternoon game in Brooklyn.

Their first West Coast trip is early, beginning on Friday, Nov. 15 in Golden State. The Celtics will take on the Clippers during that trip, but won't take on the Lakers at the Staples Center until their February West Coast trip.

LeBron James, Anthony Davis, and the Lakers come to Boston on Monday, Jan. 20, a game that will be broadcast on TNT.

The Celtics will be in Canada on Christmas Day, taking on the defending champion Raptors in Toronto at Noon on ESPN.

Boston has four nationally-televised games on ABC: Saturday, Feb. 1 at home against Philadelphia, Sunday, Feb. 23 against the Lakers in LA, Saturday, Feb. 29 at home against the Houston Rockets, and Sunday, April 5 at home against the Milwaukee Bucks.

The C's will close out the regular season at home against the Chicago Bulls on Wednesday, April 15.

## QB ETLING WAIVED, TE SAUBERT ADDED TO PATRIOTS ROSTER

SBT Staff

As we've seen with Julian Edelman, the Patriots have once been successful in turning a quarterback into a wide receiver. In recent weeks at Training Camp, Bill Belichick has tried that maneuver once again, with

second-year QB Danny Etling.

This experiment has failed though, at least for now, as the Patriots cut Etling earlier this week, in order to make room on the roster for newly-acquired tight end Eric Saubert.

New England traded for Saubert

this week, sending the Atlanta Falcons a conditional seventh-round pick in return. Saubert, 25, was drafted by the Falcons in the fifth round in 2017, but didn't make an NFL catch until last season, where he made a total of five catches for 48 yards with no touchdowns.

As for Etling, he'll leave the Patriots having spent the 2018 season on the practice squad. He was drafted in the seventh round in 2018, but the Patriots drafted quarterback Jarrett Stidham in the fourth round of this year's draft, leaving no room for Etling on the QB depth chart, which also still includes veteran Brian Hoyer.

## WHAT TO WATCH

**NFL Preseason Week 2**  
THURSDAY, AUGUST 15  
Oakland at Arizona (-3.5)  
8 P.M. ESPN

**FRIDAY, AUGUST 16**  
Chicago at NY Giants (-1)  
7:30 P.M. NFL Network

**SATURDAY, AUGUST 17**  
New England (-3) at Tennessee  
7 P.M. WBZ-TV

**SUNDAY, AUGUST 18**  
New Orleans at LA Chargers (-3)  
4 P.M. CBS

Seattle at Minnesota (-3.5)  
8 P.M. FOX

**MONDAY, AUGUST 19**  
San Francisco at Denver (-2.5)  
8 P.M. ESPN



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