

Alamoosook Lake Association

Fall 2021 Newsletter

www.alamoosooklakeassociation.org

2022 Meeting Dates: June 14 & August 23

(returning to Alamoosook Lakeside Inn)

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There's still time to pay your 2021 dues!

3 ways to pay:

- 1) check to ALA, Box 464, Orland 04472
- 2) PayPal button on website
- 3) (Chip method):sealed in a bottle (not recommended)



From the President:

Dear Members,

We are well into fall, with only the oaks left to drop their leaves. The nights are getting longer and colder. Even the loons have left their calls to our imaginations.

We are grateful for community, our friends and neighbors, and all newcomers to Alamoosook. It's a time to support each other, especially when the wind whips up and threatens to blow us away and the heavy rains and waves threaten to erode the shorelines. We've been challenged by the rise and fall and rise again of water levels and even though this is quite normal, it never ceases to surprise us. It's just one of the concerns that comes with the privilege of living in this pristine, rural place on a treasured "great pond".

On behalf of the Board of Directors for our Lake Association, thank you for your sustaining support and commitment to maintain the important stewardship work for Alamoosook's ecosystem.

We wish you a safe and joyful fall and winter,

Katie

PS In honor of John Banks, recently retired Director of the Penobscot Nation Department of Natural Resources (1980-2021), I recommend the reading of an interview with John "Everyone Lives in a Watershed" on page 10 of the Spring 2021 Maine Audubon Habitat "Protecting Maine Waters". <https://maineaudubon.org/habitat/>

Water Levels and the Dam

Fluctuating water levels have been the topic of much conversation this fall. It's been either "feast or famine" in the rainfall department, causing most of the issues. VP Joe Giard is our liaison with Bucksport Generation LLC, current owners of the dam. From Joe: "Each fall the water is drawn down so that the boards on the dam can be removed for the winter. The purpose is to assist with spring runoff if we encounter very heavy snow during the winter and/or heavy spring rains. If the runoff is significant it could result in very high, damaging shore water levels potentially equal to or in excess of the unusual rain (and resulting very high water levels) we experienced last month. I just checked and the water level is now below the top of the dam so I anticipate the boards will be removed this week.(They were removed Oct. 14). Once complete, Bucksport Generation (owner of the dams on Toddy and Alamoosook) will also close the flood gate which will cause the water to rise back up a couple of inches. So what you see is approximately what it will be until May when the boards are reinstalled. There is an informal agreement (I'm guessing it has been in place for at least 40 years) between Bucksport Generation and the two lakes to maintain water levels to the best of their ability between May and September each year. Beyond that the water is routinely drawn down."

flashboard removal (photo: Joe Giard)





A Plant Paddling Summer
~Charleyne Gilbert

Of all my plant paddling capers . . . sharing experiences with fellow volunteers, surveying with visiting guide Lucy Leaf, hearing stories people shared as I scoured the shoreline, exploring hidden gems of the lake . . . my favorites remain the adventures shared with my grandnieces, Emma (12) and Amelia (10).

A credit to their curiosity, they've learned the names and characteristics of all the native floating-leaf plants--and a few more. Though they sometimes express frustration at not discovering invasive plants, they appreciate the value that native plants (freshwater mussels included) contribute to the quality of our lake. In fact when asked what I should write for this article, Emma responded "Tell them invasive plants are bad for the lake."

Their curiosity has continued for three summers. And for now, the call of the lake--as in the stories I heard along the shoreline--remains strong. Perhaps another generation of the Alamoosook All Clear Team is on the horizon (or the lake).

PS: At this writing, our team has submitted a suspicious invasive water-milfoil for analysis. Let's hope that by the time this newsletter is released we will have received "all clear" results. Either way, our lake community owes Katie Greenman a debt of gratitude, and her Alamoosook All Clear Team welcomes more volunteers. All it takes is a little interest and whatever time (as much or as little) you have.



Fox Forestry: A new commercial neighbor on Rte 1 with SE Alamoosook shore frontage ~Katie Greenman

There has been extensive tree removal for demonstration areas for forestry machinery and road work on the property. While it's a serious concern for Alamoosook Lake if any work approaches the shore, at this time I haven't seen any evidence of shoreland zone infractions.

A new resident in the log home on a small lot abutting the property Tom Fox purchased, brought this development and her concern for the lake to the Board's attention. She and her husband are rightly upset with how Fox has altered their life in the woods.

According to Orland's Code Enforcement Officer, Luke Chiavelli, the Planning Board approved permits to allow for 1) a 30' x 60' building near the highway that will be used for a showroom and offices, storage for the machinery, 2) shipping containers for additional storage of products shipped from Sweden and Norway; 3) a large parking area and improved driveway access for large truck deliveries; 4) roads through the property to access stations for equipment demonstration for buyers and education.

Chiavelli noted that "they do not intend to construct anything in the shore land zone at this time but may use the area to access the water as is their right".

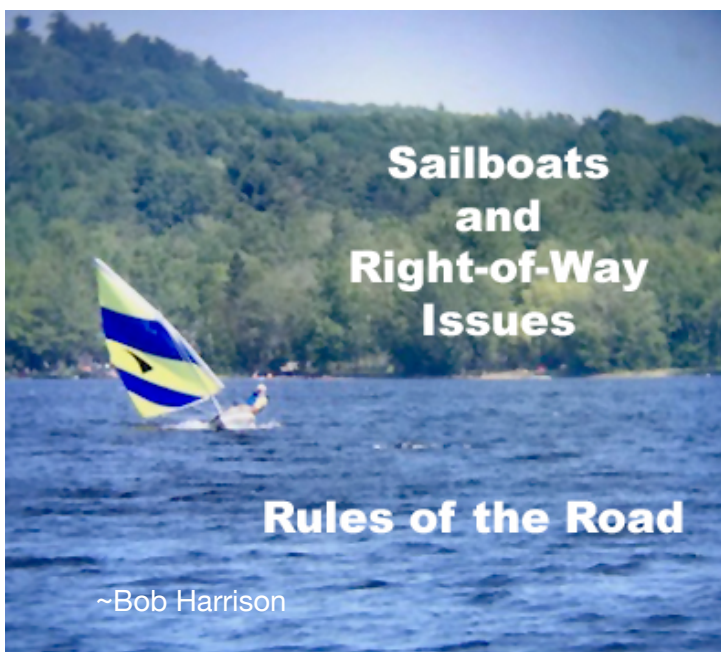
He (Chiavelli) also noted that "not everything needs approval from the Planning Board. Tom Fox owns the property and he is able to do what he wants as long as it's not in violation of a Town ordinance or State law." He has asked Fox to work things out with his neighbor and find another location for his log-splitting operation which he situated directly in front of the Oliveira's log home.

Our new neighbor who loves to kayak on Alamoosook had no idea that their refuge in the woods with access to the lake would be so drastically altered so soon after moving in. There's more to the story, but for now let's be vigilant.



Thanks to Lisa and Joey Deweese, Lynn Ames, Chip Stubbs, Fred Blodgett, and Katie Greenman for staffing our info booth at Orland River Day. It's always a day of fun, and we were able to meet, greet and inform quite a few folks.

Thanks to our contributors to this issue: Bob Harrison, Charleyne Gilbert, Joe Giard, and Winston Hanson



Many ALA members may not know me, but will know my name because of my mom, Betty. But even they may not realize the long maritime history of my dad's side of the family, the Harrison/Dow side. I grew up as a Coast Guard brat, but with a sailing heritage going back at least to two of my great great grandfathers, the shipbuilder GW Parker of Bucksport and the clipper ship captain GW Dow, who is buried in the Narrows Cemetery in Stockton Springs.

So when I was growing up, knowledge of things maritime like boat safety and sailing rules of the road was an everyday thing. My father, who was skipper of a USCG search and rescue ship when I was a toddler, taught me safety by showing his pictures of rescues (and boats sinking!) and by occasionally taking me on board the ships he was inspecting for licensing.

Mine was a background which I realize few people have, and this point was driven home by a sailing encounter on Alamoosook this summer, when I had a near collision with someone who simply didn't know the rules of the road. Hence this hopefully helpful note on boating rules of the road and right of way.

Most boats on Alamoosook are either human powered or engine powered, and there is a very clear hierarchy in terms of right of way. If you are driving a powerboat, you are obligated to avoid human powered boats. Quite simply, they have the right of way in almost all circumstances. In the case of a collision, the powerboat operator would almost certainly be found responsible.

The same applies to sailboats, which occupy an even higher position in the right of way hierarchy. If you are sailing, powerboats under nearly all circumstances, must yield the right of way. If you are operating a powerboat and there is a sailboat anywhere near you, it is your legal obligation to stay clear of it. If you are in a powerboat and on a collision course with a sailboat, it is your responsibility to change course to avoid the collision. Unless you are going slower than the sailboat and it overtakes you, the powerboat operator must yield the right of way.

This applies even if the two boats are running on parallel courses and the sailboat turns into the path of the powerboat. The rules are clear- the powerboat operator must change course to avoid collision. For the

powerboat operator, it is a simple matter to prevent such conflicts by staying far away from sailboats and giving them the room they need to maneuver.

It is important for powerboat operators to remember that sailboats may need to tack unexpectedly, and that requires space. If your powerboat is in that space, then you are too close and need to back off. This is critical when a sailboat is close to shore and may need to turn away from rocks or other obstacles. If you are running your powerboat on a course parallel to the sailboat and are close enough to impede any turn they might make, then you have already violated the rules by not staying clear. This is an accident waiting to happen, and shows that it is not necessary to have a collision or near-collision for a powerboat to infringe on a sailboat's right of way. The simple solution is for the powerboat operator to stay clear.

If you are so close that you can talk (yell) to the sailboat operator, then you are much too close. If they are waving at you, it may not be a friendly greeting, they may be telling you to get out of their way. Just as driving a car safely requires knowledge of and observation of the rules of the road, so does operating boats. In the case of sailboats, it is reasonable to think of them in the same terms as airplanes- they require substantial separation from other boats for safe operation. If you violate their space, you put them (and possibly yourself) in danger. The simple solution is for the powerboat operator to follow their legal obligation and stay clear.

The US Coast Guard Auxiliary is an excellent source of boating safety information, and the rules excerpt below provides detail beyond what I've written here. The key principle is maneuverability. The less maneuverable boat has the right of way and more maneuverable boats must yield.

web link: https://www.navcen.uscg.gov/pdf/navRules/COMDTINST_M16672_2D_NavRules_as_published.pdf

Hopefully this note will lead to better awareness and safer boating for all of us.

See you next summer!

— INLAND —

Steering and Sailing Rules

RULE 18

Responsibilities Between Vessels

Except where Rules 9, 10, and 13 otherwise require:

- (a) A power-driven vessel underway shall keep out of the way of:
 - (i) a vessel not under command;
 - (ii) a vessel restricted in her ability to maneuver;
 - (iii) a vessel engaged in fishing; and
 - (iv) a sailing vessel.
- (b) A sailing vessel underway shall keep out of the way of:
 - (i) a vessel not under command;
 - (ii) a vessel restricted in her ability to maneuver; and
 - (iii) a vessel engaged in fishing.
- (c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:
 - (i) a vessel not under command; and
 - (ii) a vessel restricted in her ability to maneuver.

a phew Photos:



flash board removal
(from Joe Giard)

Right: Zoom meeting was
great—good to see faces!

Below: “Sunrise, moonset”
from Winston Hanson

