



To Protect  
and Preserve

2000

**SEBEC LAKE ASSOCIATION, INC.**

P.O. Box 303

Dover-Foxcroft, Maine 04426-0303

### Random Thoughts From Lakeside , I Wish !

Spring is in the air ( I hope ) as I write this. There are only 11 more Fridays until the steamer G.E.M. along with my other boats are relaunched for the 2000 summer season on beautiful Sebec Lake.

Due to circumstances beyond my control ( new replacement hip surgery this past fall and a long recovery period ) we had to leave Sebec Lake in mid September and have not been back to the lake all winter. We usually spend most of October, Thanksgiving and New Years at camp and snowmobile in January and February. This is the longest time in fifteen years we've been away from Sebec Lake. We're really looking forward to summer , along with the rest of you.

I recently spoke to Barney and Mary Warren at their home in the Narrows. Barney mentioned the lateness of ICE IN , now if we can only have an early ICE OUT, we'll be in fine shape.

One of my main concerns from the past summer was the low water level in late August, caused by both the lack of rainfall ( which we can't do much about and the problem caused by a few of the young people that swim off of the bridge by the dam site. A few of them

have decided it's great fun to tear down the batter boards that control the water level.. The management has made a sincere effort to replace the boards as they are torn down, but are fighting a losing battle. The Sheriffs Department have been called but are unable to do much , after the fact. This vandalism has a direct effect on all of the over 800 lakefront property owners around Sebec Lake. What to do??????????

I plan on keeping a closer eye on the dam in my coming and goings. I hope all of you will give the matter some thought and contact me with any suggestions you may have. It seems to me plain " STUPID" that we have to tolerate a few bad apples causing problems for the rest of us. What say you????

I've received an inquiry if anyone in the Sebec Lake or Sebec area have any knowledge of a WW 11 ship, the U.S.S. SEBEC, believed to be an OILER . Any information will be forwarded. Thanks.

Once again I'm including the plans for loon nesting platforms, in hopes some will be motivated to build some, any, a few, maybe? This could in time make a real difference in the loon population. I will help in any way I can to facilitate this. I could certainly help put them out early in the spring.

John Daubenspeck has kindly sent me the latest info on our lake level meter. I am including this info in addition to our Secretary's report with this mid winter newsletter.

Dues are not due until July 1<sup>st</sup>, 2000. I'm including the dues payment form and membership application. Why not ask your neighbor at the lake to join with you in PRESERVING AND PROTECTING , SEBEC LAKE???

Catch and Release seems to have caught on with Sebec Lake anglers. I couldn't be more pleased. Thank you!!!!



## MONITORING OF SEBEC LAKE WATER LEVEL

Everyone who attended the Association's annual meeting last August 14th were brought abreast of the successful installation and initial operation of the new water level monitoring system located in Newell Cove, near Bever Brook inlet on Bowerbank Town property. At that time the lake level was reported to be 322.0 feet.

Since then, cross checks were made comparing how the water level recorded by the new meter compared with measurements conducted over past years at the Sebec dam, operated by the Swift River Company as well as those lake levels taken at Greeley's Landing and reported by Mr. Bill Larrabee, Area Meteorologist. For this comparison to be meaningful a date and time was chosen when the effects of wind would be minimal with respect to the various locations and shore configurations of each measurement.

Through the cooperation of Mr. Rich Halpin, the dam's operator, and Bill Larrabee all three measurements were made near sunrise (6:13 AM) following calm nights on both August 20 and 26th. The results showed essentially perfect agreement:

Bowerbank Boat Ramp Park (SLA's New Meter)	321.83 feet
Sebec Dam Site Measurement	321.8
Greeley's Landing Measurement	321.7

It is reassuring to know that the newly surveyed Boat Ramp elevation combined with the new electronic meter yield data consistent with the traditional manual readings. Furthermore, the equivalent results from widely different locations on Sebec Lake during periods of calm or no wind, suggest that prolonged wind can well affect the substantial differences in water level often suspected at divergent locations on Sebec Lake.

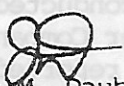
Because of the latter concern, particularly with respect to the Tim's Cove area, Mr. Gary Snyder was alerted at the time of the above lake level determinations so that area might have a comparable reference point for future comparisons of water levels, particularly during periods of sustained strong winds.

Returning to the Association's meter itself, an improvement was made in its operation by a gift of a commercial-grade photo-voltic cell charger by Mr. Bill Hall. On September 9th Dave Raymond installed the photo-voltic cell on top of the meter housing. The unit appears to be operating satisfactorily which should preclude the need for future storage battery substitution & re-charging operations.

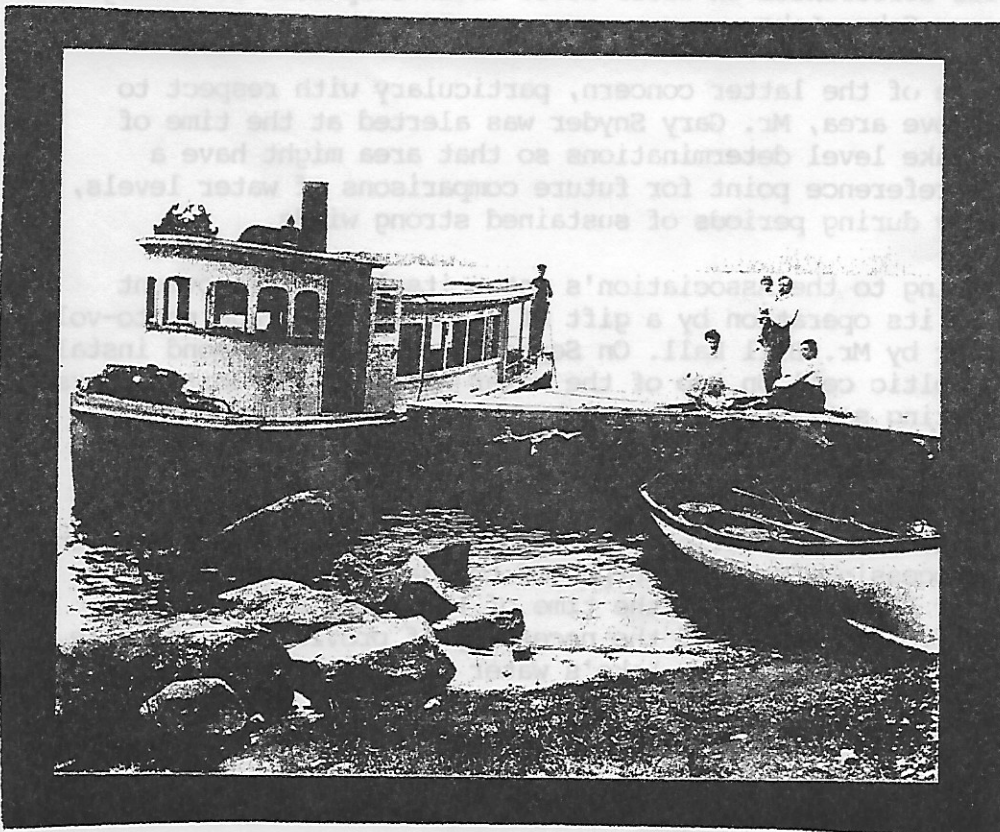
Looking into the future (as well as at the present !) the Community and the Association desperately need year-round attention and data processing from the output of the data-recorder function of the Water Level Meter. At the time of the Meter's acquisition, a number of voices expressed the necessity of providing a reliable, independent recording of the Lake's water level through the year.

MONITORING OF SEBEC LAKE WATER LEVEL

- - especially during early spring run-offs and occasional flooding. In order to achieve this degree of service any year-round members of the community who might be reasonably versed in computer data tabulation, are solicited to volunteer in this modest effort. Anyone so interested in assistance is asked to contact Mr. Gary Wakeland, *Bowerbank First Selectm* (207-564-8409) or Mr. Dave Raymond (203-438-6865). Any assistance along this line would be most appreciated by the Sebec Lake Association and the Town of Bowerbank.

  
John M. Daubenspeck  
January 5, 2000

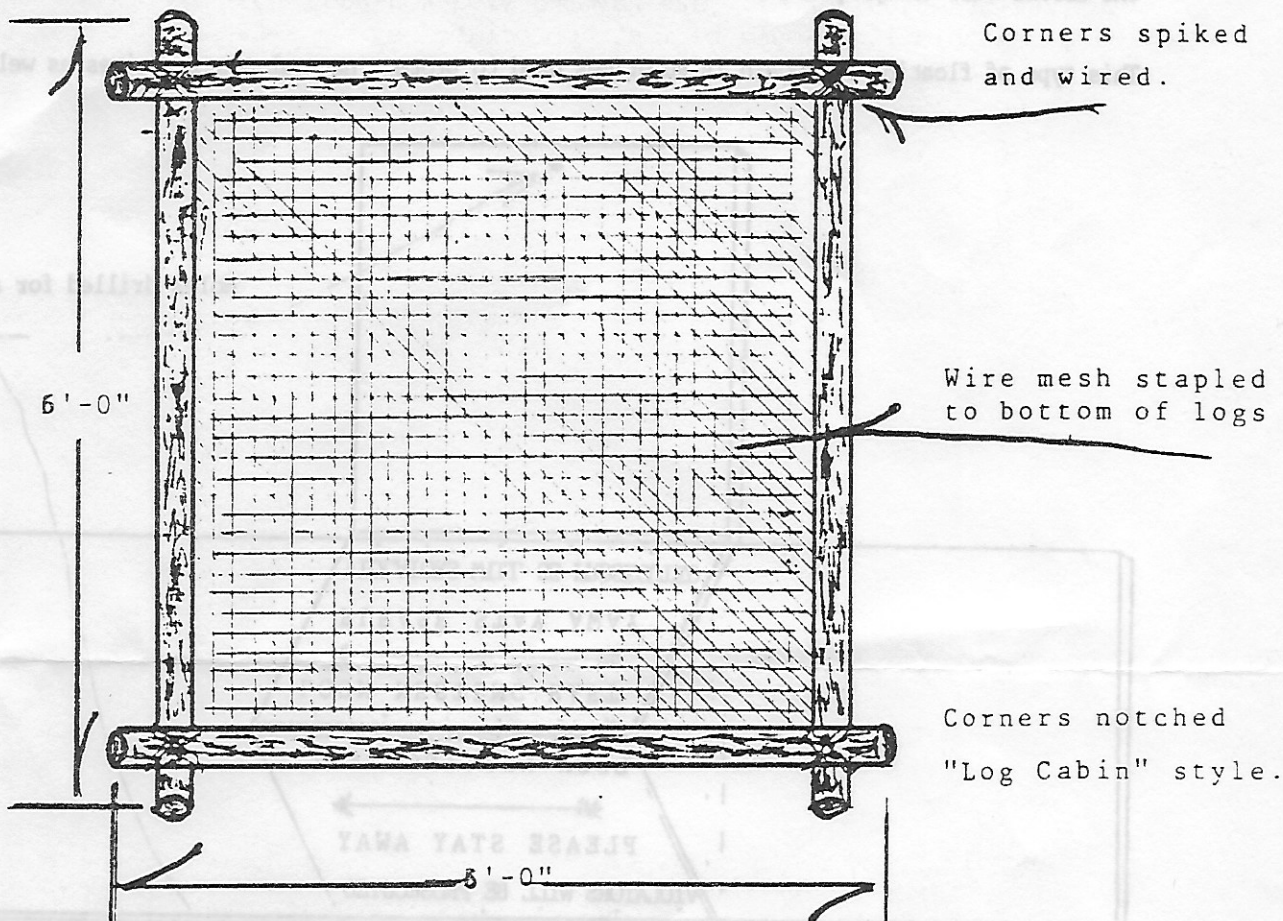
STEAMER "MARION" # CA. 1910 PARSON FAMILY, THE CASTLE





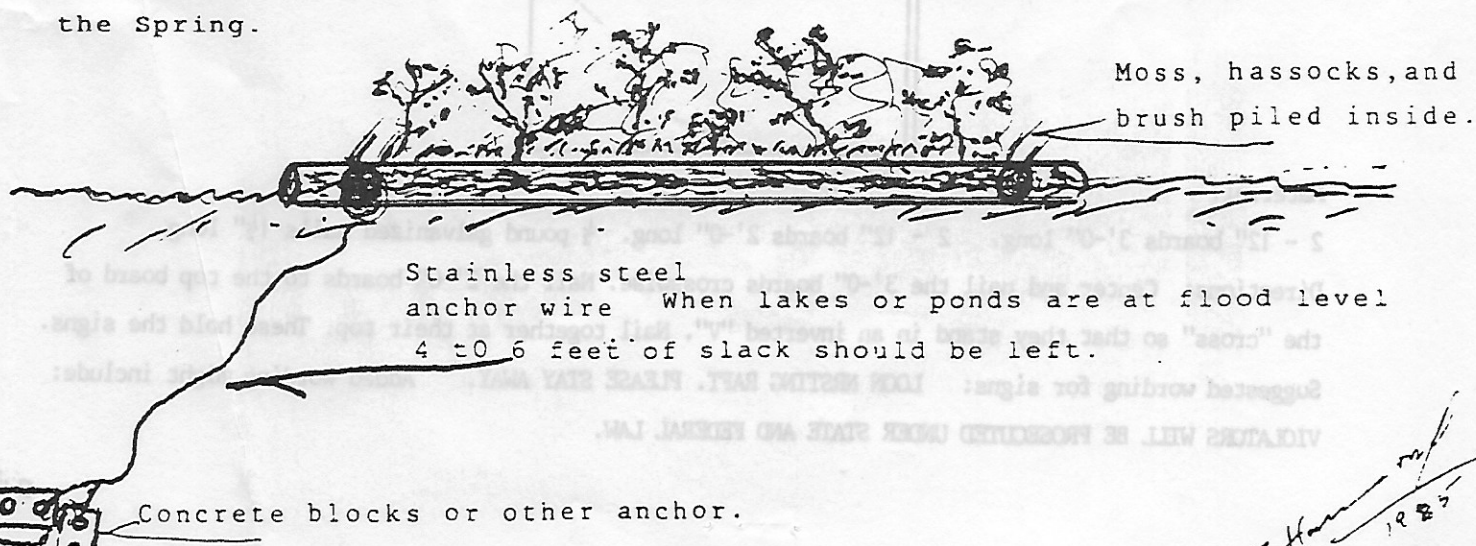
## LOON NESTING RAFT

The loon raft can be made from most any available log material. However cedar lasts longer and has greater floatation qualities than most other woods. The ultimate wire, stapled to the bottom of the frame, would be lobster pot wire. However any available mesh can be utilized. The wire, if too large in mesh, can be covered with a sheet of plastic. The materials for nest-building can be most anything as



long as it will stay put. Some water bushes or willow 1 or 2 feet in height should be arranged for shade and for camouflage of the loon when on the nest. The raft should be in place shortly after ice-out.

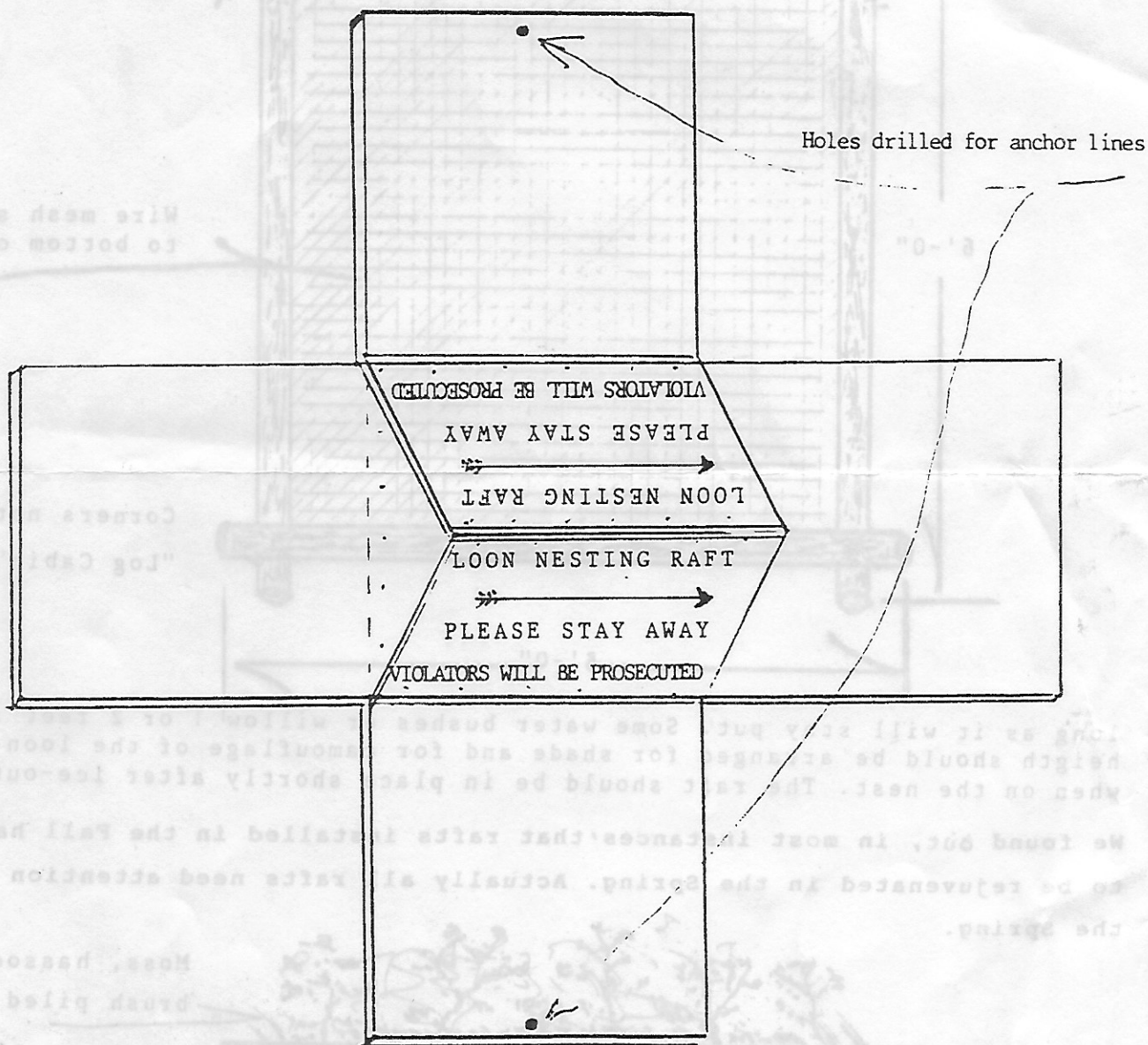
We found out, in most instances, that rafts installed in the Fall had to be rejuvenated in the Spring. Actually all rafts need attention in the Spring.



Signs are sometimes needed to keep the curious away from the nesting raft. If using one, make sure that it is placed far away enough that the folks reading it will not frighten the incubating loon from the nest.

Two anchors should be used in order that the sign will not swing with the wind and in order that the arrows will always point toward the loon raft.

This type of floating signboard is sometimes used to protect natural nesting sites as well.



#### Material:

2 - 12" boards 3'-0" long. 2 - 12" boards 2'-0" long.  $\frac{1}{2}$  pound galvanized nails  $1\frac{1}{2}$ " long.

Directions: Center and nail the 3'-0" boards crosswise. Nail the 2'-0" boards to the top board of the "cross" so that they stand in an inverted "V". Nail together at their top. These hold the signs.

Suggested wording for signs: LOON NRSTING RAFT. PLEASE STAY AWAY. Added wording might include: VIOLATORS WILL BE PROSECUTED UNDER STATE AND FEDERAL LAW.



## SEBEC LAKE ASSOCIATION

Annual Meeting  
August 14, 1999

Dave Raymond, Sebec Lake Association president, opened the association's annual meeting at 7:10 P.M. on August 14, 1999 at the YMCA in Dover-Foxcroft, with 55 members attending. Among his opening remarks were a request to build loon nest for him to place around the lake and a request to help in finding recipients of returned newsletters. He also noted that 450 safe boating booklets had been distributed.

Treasurer Mac Blanchard reported about 300 dues-paying members from 800 newsletters. He hoped that the dues for the coming year might bring as much as \$6800. As of July 28, 1999, the checking account balance was \$491.73 and the CD balance \$3,283.84, giving a total of \$3,775.57. It was moved and seconded to accept this report and so voted. Following the treasurer's report, the secretary read the minutes of the 1998 meeting which were approved as read.

In the absence of the Flanders, Mac Blanchard gave a one word statement on the water quality this summer, excellent. Dot Warren advised members not to feed ducks on the lake as this contributes to poorer water quality, as evidenced in the Newport and Pittsfield areas.

Moving from quality to quantity, John Daubenspeck reported the meter in place and working thanks to the efforts of many members, Gary Wakeland in particular. Questions from the floor concerning the meter focused on use of the information collected. Suggestions included putting data on Bill Larrabee's web site, and reporting to the Observer periodically. The main purpose of the information is to keep records of water levels as legal evidence in dealing with dam owners concerning a constant water level. Unanswered questions were who would report the data and what would happen if the water level dropped too low. There were also a few technical questions which John answered. The answer to the question concerning foam which washes ashore was that it was not soap, but the result of wave action on windy days.

The major new business was the discussion of the jet ski survey done during the winter. The president felt that the response had been good. Two things he mentioned from the survey were that a majority of the people come to the lake for rest and relaxation and that some jet ski owners were annoyed with the survey. Consensus during discussion seemed to be that jet ski owners were more responsible this year than in years past. The survey indicated members felt safe boating education would be a better way to handle the issue. It was moved and seconded that, since the survey gave no clear mandate, the association make no effort to ban jet skis. The motion carried.

Another concern addressed under new business was the problem of separate numbers for 911 calls and postal addresses. One of the cottage owners so affected will study the problem further and report back. Several questions were asked of the members:

(1) are all septic tanks upgraded; (2) does the Monson laundry still affect the water quality; (3) can the marina be dredged; and (4) is vandalism prevalent around the lake? Various opinions were offered during a discussion of these questions.

The secretary then read the proposed slate of officers for 1999-2000. It was moved and seconded to accept this slate and so voted by the association.

The president adjourned the meeting at 8:20 P.M.

#### OFFICERS FOR 1999-2000

President  
Vice President  
Treasurer  
Corresponding Secretary  
Recording Secretary

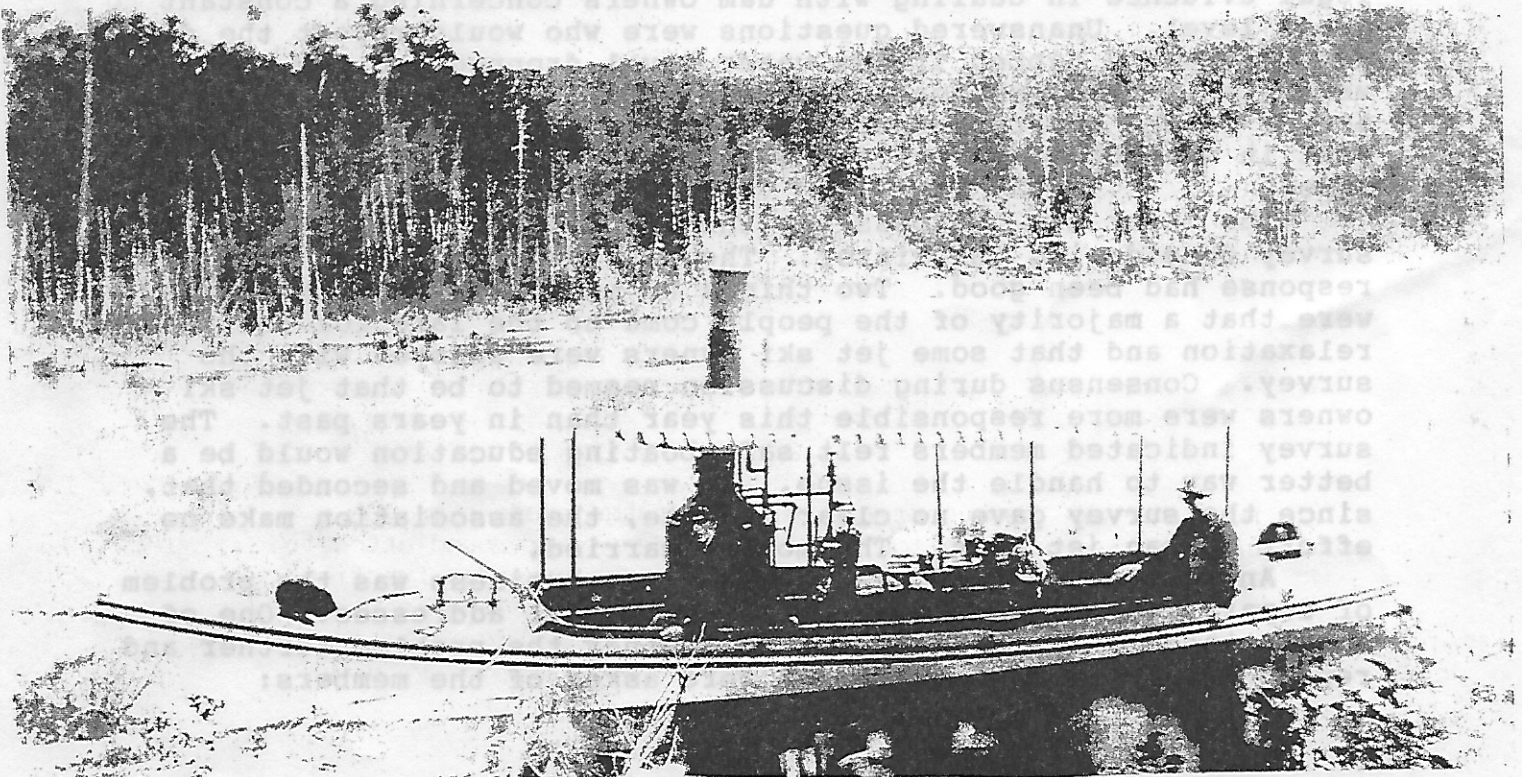
David Raymond  
Bob Pride  
Mac Blanchard  
Tom Lizotte  
Marie Woodbrey

#### DIRECTORS

Sherry Brown  
Roger Clukey  
John Daubenspeck  
Becky Engdahl  
Phyllis Foss  
Mary Fredricks  
Rich Halpin  
Art Hansen  
Donna Hathaway  
Dick Johnson  
Maurice Marden

Dean Meffe  
Ruth Meierdierck  
Ruth Nason  
Don Page  
Elaine Page  
"Bud" Edgar Prouty, Sr.  
Lois Reynolds  
Elizabeth Snyder  
Gene Synder  
Gary Wakeland  
Fred Wappler

Vic Woodbrey



WYMAN FAMILY STEAMER " RESTLESS "



SEBEC LAKE ASSOCIATION  
FINANCIAL REPORT  
AS AT JULY 31,2000

Checking account balance 7-28-99 \$491.73

Cash in 7-29-99 through 7-31-00:

Dues received	\$6,105.00
Interest earned on checking account	16.37
Sale of lake charts	121.00
Memorial gifts	365.00

Total cash in 6,607.37

Total cash available \$7,099.10

Cash out:

Float banner, 1999 D.F. parade	\$110.78
Filing fee - state	20.00
Water monitor	670.83
Newsletter	2,101.61
Office & computer supplies, postage	247.34
Transferred to C/D	1,000.00
Misc.	.24
Insurance	300.00

Total cash out \$4,450.80

RE- CAP:

Total cash in - checking account, including balance forwarded = \$7,099.10

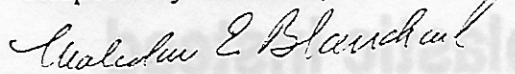
Total cash out " " 4,450.80

Balance available - checking account as at July 31, 2000 = 2,648.30

Balance in certificate of deposit (including interest to 7-31-00)= 4,377.00 (Est.)

Total cash available as at 7-31-00 \$7,025.30

Respectfully submitted,

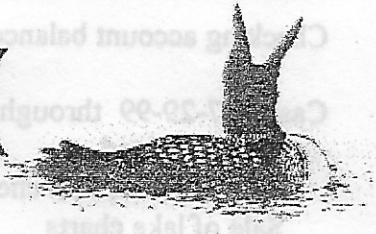


Malcolm E. Blanchard, Treasurer

S. L. A.



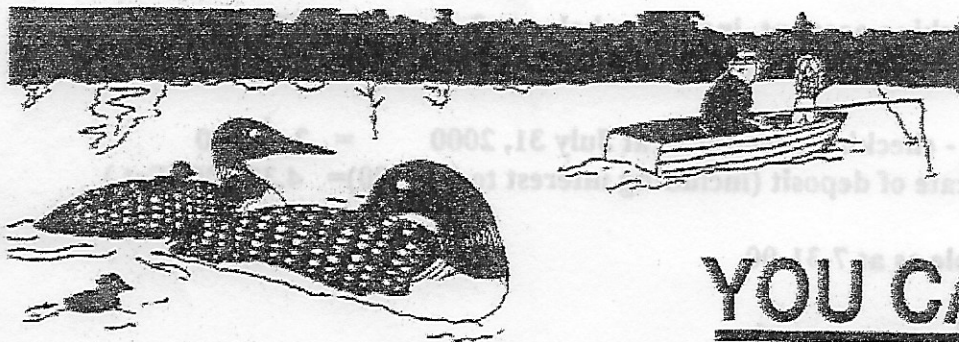
# LOONS & LEAD DON'T MIX



Lead tackle is deadly to waterbirds!

Lead sinkers & jigs cause fatal lead poisoning in loons and other waterfowl.

Lead ingestion is the #1 killer of loons in Maine, but any waterbird can die from swallowing just one lead sinker or jig!



## YOU CAN:

Use steel, tin, bismuth or plastic instead  
Ask local tackle shops to stock alternatives  
Properly dispose of old lead sinkers & jigs



Maine Department of Inland Fisheries and Wildlife



From: *Dictionary of American Naval Fighting Ships*, V. 6, 1976, pp. 424-425.

### *Sebec*

(DANFS does not provide any background on the name *Sebec*, but *Sebec* is a lake and town in central Maine.)

(AO-87: dp. 22,380; l. 523'6"; b. 68'; dr. 30'10"; s. 15 k.; cpl. 267; a. 1 5", 4 3", 8 40mm.; cl. *Escambia*; T.T2-SE-A2)

*Sebec* was laid down under a Maritime Commission contract (MC hull 1266) on 20 May 1943 by the Marinship Corp., Sausalito, Calif.; launched on 29 July 1943; sponsored by Mrs. E. B. Fox; delivered to Kaiser Swan Island Yard, Portland, Oreg., for completion and conversion to an oiler; and accepted and commissioned by the Navy on 29 March 1944, Lt. Comdr. Howard M. Elder, USNR, in command.

After shakedown off San Diego, *Sebec* steamed to San Pedro, arriving on 16 June. Two days later, she departed the west coast and arrived Pearl Harbor on the 24th.

On 28 June, *Sebec's* task unit got underway for the Marshall Islands. Anchoring at Eniwetok on 6 July, *Sebec* loaded a cargo of fuel oil, diesel oil, gasoline, and light freight before standing out of the harbor on 15 July. After refueling units of Task Force 58 on 22 July, *Sebec's* unit arrived off Agat, Guam, on the 24th. On the 27th, after discharging the remainder of her cargo fuel oil, diesel oil, and part of her gasoline, *Sebec* got underway on the 28th and arrived at Eniwetok on 1 August.

*Sebec* departed Eniwetok on 20 August and arrived at Seeadler Harbor, Manus island, Admiralty Islands, on the 28th. She set out the next day, fueled vessels on 3 September, and returned to the harbor on the 6th. She spent the next two months performing similar assignments.

On 2 November, *Sebec* anchored at Ulithi, West Carolines. On 20 November, *Mississinewa* exploded in her berth 2,500 yards from *Sebec*. Enemy submarines had entered the harbor.

The next morning *Sebec* got underway for Kossol Roads, Palau Islands, anchoring at Kossol Passage on the 22nd. On the 30th, all ships were ordered underway at various speeds and courses to avoid air attack. *Sebec's* crew sighted bomb splashes, but saw no planes. The oiler spent the remainder of 1944 on fueling tasks, including a 24-hour fueling assignment of an escort carrier division on 30 and 31 December.

*Sebec* arrived Ulithi on 4 January 1945. On the 12th, she sounded general quarters after *Mazama* (AE-9) was hit by a torpedo while in berth there. Four times that day, the crew was ordered to general quarters in response to reports of enemy submarines nearby.

On 20 January, *Sebec* got underway in a convoy bound for Eniwetok. On the 24th, she left the convoy and proceeded independently to Hawaii. She arrived at Pearl Harbor on 1 February for emergency repairs.

*Sebec* departed Pearl Harbor on 19 March bound for Ulithi, carrying a cargo of fuel oil, diesel oil, and aviation gasoline. After arrival on 1 April, *Sebec* resumed her fueling operations.

On 4 May, *Sebec* received orders to proceed independently to Hagushi Beach, Okinawa. From 8 to 12 May, she fueled screening vessels off the transport area before returning to Ulithi on the 16th.

During a typhoon on 5 June, two of her gasoline pumps were damaged. The following evening, the oiler got underway for Okinawa, arriving at Hagushi Beach on 7 June.

From 8 June through 26 September, *Sebec* participated in additional fueling operations. On the 27th, she received orders to report to Tokyo Bay.

*Sebec* remained in Tokyo Bay from 2 to 11 October. On the 12th, she got underway with *Lackawanna* (AO-40) for San Francisco, anchoring on the 24th. On 29 October, she unloaded all her ammunition at

the Mare Island Ammunition Depot and returned to the anchorage.

*Sebec* was decommissioned on 7 February 1946 and was struck from the Navy list on 26 February. On 1 July, she was transferred to the Maritime Commission, but reinstated on the Navy list on 28 April 1950 and assigned to MSTS as a non-commissioned naval vessel manned by a civilian crew.

She shuttled between Alaskan and Caribbean waters until January 1951 when she departed the West Indies for a round-the-world cruise via the Suez and Panama canals, returning to Aruba on 16 October. During the latter part of the Korean conflict, *Sebec* carried fuel oil from Bahrein, Persian Gulf, to Okinawa and Japan.

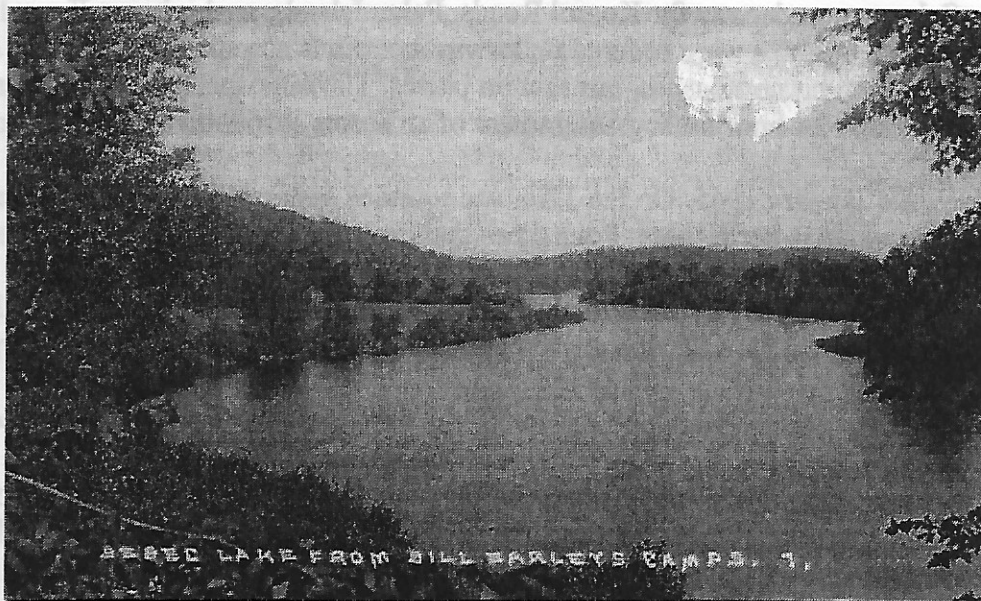
*Sebec* arrived at Long Beach on Christmas Eve 1953, but began the new year getting underway for Pearl Harbor. After returning to San Pedro, *Sebec* sailed again, arriving at Kaohsiung, Taiwan, on 4 June; thence she proceeded to Manila, the Persian Gulf, and Japan before returning to the west coast. In the next year, *Sebec* operated in Alaska as well as in the Far East.

On 22 December 1955, *Sebec* was placed in the National Defense Reserve Fleet at Suisan Bay, Calif., and struck from the Navy list. She was reinstated on the Navy list on 21 June 1956 and operated for MSTS by the Joshua Hendy Corp.

*Sebec* was returned to the Maritime Administration and struck from the Navy list on 3 September 1957. She was transferred to the Army on 9 June 1966 and serves the Army into 1974.

*Sebec* received six battle stars for World War II service.

Transcribed by Richard H. Bouchard.





SEBEC LAKE ASSOCIATION  
ANNUAL MEETING  
August 19, 2000

President Dave Raymond called the annual meeting of the Sebec Lake Association to order at 7:02 P.M. on August 19, 2000. Forty-five members were present, meeting at the YMCA in Dover-Foxcroft. President Raymond remarked that this was the 30th anniversary of the association's founding and recognized Dot Warren as one of the early members. He also expressed thanks to those who printed membership forms so that he could easily read them. He then introduced the officers and directors of the association.

Following Dave's opening remarks, Secretary Marie Woodbrey read the minutes of the 1999 meeting, which were accepted as read. Treasurer Mac Blanchard had previously circulated a printed financial report showing a checking account balance as of July 31, 2000 of \$2,648.30 and a CD of about \$4,377.00, bringing total assets to \$7,025.30. There were 407 dues paying members from 7/99 to 8/00.

The president asked Fred Wappler the status of having the marina dredged, an item discussed at last year's meeting. Fred reported that red tape and a government survey probably made the project too complicated and too costly to pursue. Following Fred's comments, John Daubenspeck reported on the lake water level and the functioning of the water level meter. Fortified with documents and newsletters, plus a chart, John explained the process of determining what the level should be and the variations allowable according to the seasons. The water level meter showed that the level in March and April of this year was two feet higher than the maximum established in the charter for spring level. Dave stated that he had had few calls complaining about high water, but several members expressed frustration at the way Swift River, owner of the dam, is controlling the lake level. John acknowledged Gary Soucy, a new director replacing the late Phyllis Foss, who has established a Sebec Lake web site and provided John with a print out from the water level meter. Questions from members followed: Julie Flanders asked if water level could be coordinated with Bill Larrabee's weather station, anticipating the possibility of high water; Fred Wappler questioned the point of having this meter if it couldn't be used to force Swift River to be more responsive; Ethelyn and Edwin Treworgy, whose docks suffered damage last spring, suggested that the splash boards could be used more effectively. One solution that some members thought might work would be for the towns involved or the association itself to take over ownership of the dam. As the discussion wound down, Mac Blanchard moved that the president form a committee to start a dialogue with Swift River to explore possible solutions and that this committee be empowered to hire an attorney, if necessary, whose fee not exceed \$2000. This was amended to state that the directors could approve more funds if needed. Both the motion and the amendment

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Malcolm E. Blanchard, Treasurer

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