



Emilie Smith, Editor

# The Chocorua Lake Association Newsletter

Fall/Winter 2006

BOX 105, CHOCORUA, N.H. 03817

## Narrows Bridge Update

contributed by Toby Page

Two years ago the town put the Narrows Bridge on a list of bridges to be rebuilt. Working with the town, which owns the bridge, the CLA has helped in the design process. The foundation and deck are now redesigned to preserve the bridge's historic

Current Bridge Railing



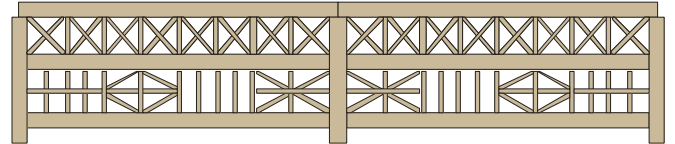
character, and the CLA is in the process of developing a recommendation for a design of the railings. The idea for the new railings is to go back to a historic design circa 1920 (see the picture below; a larger version of this picture is in the Winter 2006 Newsletter, p 9).



Three goals guide the new design: (1) The new railings should be significantly stronger than the existing railings (and stronger than the 1920 design). Visitors should be able to lean against the railings in safety and a slow moving car should not break through the railings. (2) The cost of constructing and maintaining the railings should be the same or less than the railings on the newly constructed bridges on Fowlers Mill Rd and Bryant Rd. And (3) the new railings should preserve the historic character of the old bridge.

The design team of Tom Peters, Larry Nickerson, Ellen Keith, and Gerrit Zwart is developing design options that satisfy the three goals. One design option, Design A below, has nearly the same appearance as the 1920 railings (the design team had a challenge just to decipher the old photograph).

Design A

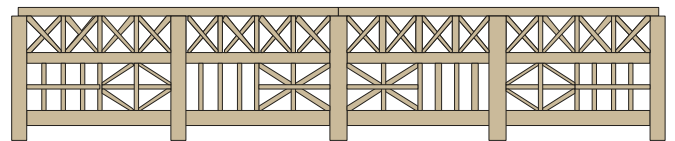


The main difference in appearance is that the three horizontal railings are 6 inches in diameter, instead of the 4 to 5 inches in the historic railings of the photograph. The greater diameter in Design A's railings increases the strength of the railings. The three vertical posts are about the same diameter as the current posts (about 6 or 6½ inches). The posts are also designed to include steel channel reinforcing plates, running from near the top to the bottom of each post. These reinforcements will not be readily visible to pedestrians and car passengers, but will substantially strengthen the railing structure.

The picture of Design A is accurately drawn to scale - the vertical posts 6 inches in diameter (as in the historic and current railings), the horizontal railings 6 inches, and the fretwork 2 inches in diameter (roughly the same as in the historic railing). But the posts, railings, and fretwork are spruce or hemlock, like the current railings, and thus won't look like flat straight boards as suggested by the computer sketch above. The wood work will have the varied and natural character of the current railings and posts.

Tom and Larry also discussed with me a variation, Design B, below. This option adds strength from the two extra posts and shorter spans of the railings. The top two railings are about the diameter of the current railings (about 4 inches in diameter), with the bottom railing the same as in Design A (6 inches diameter). As in Design A, the posts would have channel steel reinforcement plates, running from top to bottom.

Design B



Larry is working on developing cost estimates, for construction and maintenance, and estimates of the strengths of these options. Then the design team will submit their sketches, estimates, and recommendations to the CLA board, which will discuss and vote on the options. The goal, of course, is to find the best balance

between safety, cost, and aesthetics. The board will then submit its recommendation to the Selectmen.

We owe a large debt of thanks to the design team of Tom Peters, Larry Nickerson, Ellen Keith, and Gerrit Zwart; to Alex Moot, who oversaw this project, and for the Selectmen, who worked with the CLA as the bridge design evolved over the last two years.

Comments, suggestions, and questions are welcome (about the above and possibly other options), and I will forward them to the design team and the Directors, but please do so soon, so that they may be considered.

Send them to Toby Page, 11 Linden Rd, Barrington, RI 02806, or email [talbot\\_page@brown.edu](mailto:talbot_page@brown.edu).

## Letter from the President

### Dear Members and Friends,

Thank you, Alex, for your leadership in these last six years. For my first letter of my second term, I want to touch upon the old and the new. I'll start with something that happened in my first term, which is still relevant to the future direction of the CLA and the lake itself. It's the story of how jet skis did not come to Lake Chocorua.

I was on sabbatical at Stanford, when the phone rang. Neely Lanou told me that a State Representative from Jackson had quietly shepherded a bill through the House of Representatives to allow electric powered motorboats on Lake Chocorua. Investigating how to preserve the current State law banning all motor boats from the lake, we found second surprise. The jet ski industry had defined its motor boats as "watercraft," possibly legally distinct from the "motor boats" banned by the current law. We heard rumors that the jet ski industry was showing interest in the lake.

Neely, Ellen Moot, and Harriet Hofhienz started a petition campaign for the town and then a letter writing campaign for CLA members. We got strong support from the town - why should a Representative from Jackson push a bill through the House without telling the Tamworth Selectmen and Tamworth's Representatives when only Chocorua Lake was affected? The petition campaign got some three to four hundred signatures, and CLA members sent a hundred or more letters. I made 93 phone calls from California. When the Senate Transportation Committee learned of the town's concern, the Committee offered to consider an amendment that would change the language of the House Bill to reaffirm the ban on motor boats and extend it to include "watercraft." Henry Mock offered to shepherd the amendment through the House.

This was done. The total ban on "motor boats" and "watercraft" became more secure than it was before the stealth bill. Our State Senator, Carl Johnson, gave a talk at our annual CLA meeting, telling us that he had never seen such an outpouring of concern with so many letters. We heard later that the jet ski industry had decided not to oppose our amendment because they thought it was fair, banning all motorized boats and not singling out jet skis.

This happy outcome would not have happened without volunteers getting out and doing things - organizing the write-in campaign, talking with legislators, etc. Yet our volunteer base is limited and so are our financial resources. This applies to the bridge. There was strong support for the historical design of the bridge railing among the directors and the membership, but maintenance will take more time and effort than in the current railing which is too frail. In developing the recommendation to the town, the directors planned to contribute to the town by offering to take on the increased maintenance time and cost.

To do things like the motor boat campaign and offer maintenance on the upgraded bridge we need to strengthen our volunteer base, and reduce costs where we can. We are undertaking a membership drive (see Becky verPlanck's article on the membership drive, and Howard Mathews' piece on the CMC's membership in its heyday). We are exploring ways of making the Newsletter available at lower cost (see Emilie Smith's article). And we need to keep track of state and federal legislation.

*Toby Page*

## CLA Board Members

Board of Directors 2006-2007 - Chocorua Lake Association			
	Home	Summer	Email
Toby Page President	401-247-2537	603-323-8174	<a href="mailto:Talbot_Page@Brown.edu">Talbot_Page@Brown.edu</a>
Jim Bowditch Vice President	603-526-4349	603-323-7956	<a href="mailto:jrbowditch@yahoo.com">jrbowditch@yahoo.com</a>
Becky verPlanck, Treasurer	603-367-4608	same	<a href="mailto:eerrvp@worldpath.net">eerrvp@worldpath.net</a>
Tish McIlwraith, Secretary	617-277-8860		<a href="mailto:tishfish@earthlink.net">tishfish@earthlink.net</a>
Bob Griffin	603-323-8329	same	<a href="mailto:rgkg@earthlink.net">rgkg@earthlink.net</a>
Harriet Hofhienz	617-868-0294	603-323-8673	<a href="mailto:hhofheinz@erols.com">hhofheinz@erols.com</a>
Ellen Keith	603-323-8730	same	
Mac Lloyd	781-329-0399	603-323-8696	<a href="mailto:buildermac@verizon.net">buildermac@verizon.net</a>
Larry Nickerson	603-323-8748	same	
John Roberts	603-323-8764	same	<a href="mailto:vze48rrj@verizon.net">vze48rrj@verizon.net</a>
Donna Veilleux	603-323-7838	same	<a href="mailto:veilleuxfamily@cyberportal.net">veilleuxfamily@cyberportal.net</a>
Alex Moot	781-488-0084	603-323-8545	<a href="mailto:alex@seaflower.com">alex@seaflower.com</a>

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**A Note from the Editor**

**The Cost of Communication**

In hopes to reduce the cost of producing and distributing the newsletter, we are making a few changes including:

- Reformatting to allow more content per page
- Distributing newsletters by e-mail and a website as well as by postal mail
- Using a less expensive printer for the postal mail

**A Website**

That's right, we are working on a website. Laura Cannon found an inexpensive host server for the website and the CLA is continuing the project. A website has some advantages. Newsletters can be posted on it, and for some this may be more convenient and faster in down loading than e-mailed attachments of the newsletter, especially for those with slow phone modems. We can post the calendar - the day of trail clearing, the annual CLA meeting, other events, Peter Pohl's article on good logging practices, color pictures showing easy ways to identify milfoil and how it differs from bladderwart, updates on CMI and other news.

Please let us know what things you would be interested in seeing in the website. E-mail your suggestions to [Talbot\\_Page@brown.edu](mailto:Talbot_Page@brown.edu) or letter mail them to Toby Page, at 11 Linden Rd, Barrington, RI.

**Pictures Please**

If you have any pictures of Chocorua, the lake, events, wildlife, etc. that would be appropriate for the newsletter, or the website, please send them to me either by e-mail - emilie115@comcast.net or "snail-mail" at 115 Woodside Ave, Wellesely, MA 02482. In fact, please feel free to send me any feedback at either of the above addresses.

*Thank you, Emilie Smith*

**A Note from the Treasurer**

As your new CLA Treasurer I must thank you all, and especially David Little, for the help you have given me as I begin learning this task. Beyond keeping track of finances, the CLA treasurer also maintains the membership list, receiving dues and contributions for the Chocorua Patrol and Kiosk donations. Thank you and thank you again to those who have paid dues for this year, for those of you who have recruited new members, and those who have taken the step from being an Associate Member to a Voting Member. My greatest delight is accepting additional contributions above and beyond the suggested dues and patrol amounts!

Please consider giving an Associate Membership (only \$10) as a Holiday or birthday present to a child or friend as a welcome to the community and an investment in the future.

Our current membership is 108 members and 74 associate members for 2006. We are accepting dues through the end of December for this year and hope to hear from you who have not yet taken a moment to fill out your form for this year. Please mail your checks made out to Chocorua Lake Association to Becky VerPlanck, Treasurer, PO Box 105, Chocorua, NH 03817.

**The 2006 CLA Membership Dues & Patrol Contributions Form is Attached to this Newsletter**



*Mist on the Mountain by Emilie Smith*

## Treasurer's Report as of October 6, 2006

contributed by: Becky VerPlanck

<b>BEGINNING BALANCE (as of 01/01/2006)</b>			<b>22,694.69</b>
Checking Account - 01/01/06		12180.70	
Savings: 12 Month CD at 1.04%		10513.99	
<b>INCOME</b>			<b>11,638.46</b>
<u>Contributions</u>	<u>#</u>		11,110.00
Membership	100	3000.00	
Associate Membership	78	780.00	
Lake Patrol	144	4410.00	
Additional Contributions	55	2630.00	
Kiosk	4	70.00	
2005 memberships	1	100.00	
2007 memberships		120.00	
<u>Interest</u>			209.46
Interest on Checking account		4.02	
Interest on CD		205.44	
<u>Sales</u>			319.00
Chocorua Basin Book stickers		300.00 19.00	
<b>EXPENSES</b>			<b>(9,422.41)</b>
<u>Lake Patrol &amp; Cleanup</u>			(7,265.00)
Chocorua Lake Patrol		(6250.00)	
Maple Ridge Septic Service		(800.00)	
Boy Scout Cleanup		(200.00)	
Laminated Signs		(15.00)	
<u>Newsletters &amp; Mailings</u>			(934.37)
Winter Newsletter		(934.37)	
<u>Events</u>			(506.04)
July 1st Picnic		(310.48)	
Annual Meeting		(195.56)	
<u>Memberships in Other Organizations</u>			(400.00)
Chocorua Community Association		(100.00)	
Loon Preservation Committee		(100.00)	
NH Lakes Association		(100.00)	
Tamworth Civic Association		(100.00)	
<u>Miscellaneous</u>			(251.00)
Book sales royalties		(225.00)	
PO Box rent		(26.00)	
<u>Special Projects</u>			(66.00)
Narrows Bridge Project		(66.00)	
<b>ENDING BALANCE (as of 7/31/2006)</b>			<b>22,407.48</b>
Checking Account		13383.18	
Savings: 12 Month CD at 2.75%		10719.43	
Outstanding Checks		(2795.13)	
Outstanding Deposits		1100.00	

## Chocorua / Tamworth Issues

### **Focus: Tamworth Update**

*from Focus: Tamworth Web Site*

#### **Club Motorsports Army Corps permit appealed in federal court**

##### **Noise concerns prompt legal action after**

##### **Corps ignores expert's recommendation**

(TAMWORTH, NH, October 9, 2006)

Focus: Tamworth has challenged one of Club Motorsports Inc.'s most important permits: its Department of the Army Permit under Sections 401 and 404 of the Clean Water Act, which was issued by the U.S. Army Corps of Engineers in August 2005. Since the Army Corps is a federal agency, the challenge was filed with U.S. District Court in Concord.

The Episcopal Diocese of New Hampshire, which owns St. Andrews-in-the-Valley Episcopal Church in Tamworth, and more than eighty other abutters, Tamworth residents and landowners, are listed as plaintiffs. Several Silver Lake landowners have joined the appeal. Much of the Silver Lake area has a direct line of sight and hearing to the side of Mt Whittier.

Club Motorsports wants to build a 3.1-mile closed loop racetrack, along with garages, a large paved testing and exhibition "paddock," a fueling facility, a hotel and other amenities for its members on 251 acres on the north face of Mt. Whittier in Tamworth.

The Army Corps section 401/404 permit is required for all major projects that involve dredging and filling of wetlands. According to federal statute, the Corps must also consider a wide range of other "public interest" factors, and balance them with potential public benefit, when it decides whether or not to grant a permit like this one.

The appeal asserts that Army Corps officials ignored the recommendations of their own sound expert when they issued the permit, which allows noise levels that are significantly above those that the expert recommended.

Using the Freedom of Information Act, Focus: Tamworth obtained a copy of the report that the Corps sound expert produced. That report advised the Corps to impose strong limitations on permitted noise from the proposed racetrack. But the Corps failed to adopt those standards, and instead accepted the significantly higher noise limits proposed by the applicant.

"We are very concerned about the noise that CMI's racetrack will produce," said Focus: Tamworth spokesman Charles

Greenhalgh. "The September Falcon Extreme Motorsports event in Ossipee, which resulted in many complaints from local businesses and residents, illustrates how objectionable the noise from recreational motor vehicles can be without significant noise restrictions."

The Army Corps received two professional noise studies of the Club Motorsports track's impact during its consideration of the community impact of the proposed racetrack. One was commissioned by the Tamworth Foundation and one by Club Motorsports. The Tamworth Foundation study, performed by Harris, Miller, Miller and Hanson (HMMH), indicated that the noise from the proposed track would have significant adverse effects on the town; the Club Motorsports study, by Tech Environmental (TE), indicated no major impact.

The Corps hired a third expert, James Cowan of Acentech in Cambridge, MA, to evaluate the two conflicting studies and make recommendations for conditions to be attached to the permit.

Cowan's report noted that the Traffic Noise Model used by TE was "not appropriate or adequate for modeling racetrack noise," and that the criteria on which TE evaluated noise impacts were "not intended for use in the analysis of racetrack noise." He recommended that the Corps set a noise limit of 89dBA or less, measured 50 ft from trackside. This is the limit currently in place at Connecticut's Lime Rock Park, a facility that CMI officials have cited as similar to their proposed track. It is also the trackside noise limit that was recommended by HMMH as one of the noise limitations for the original draft of the Tamworth Race Track Ordinance. That limitation standard was challenged by CMI during the development of the ordinance.

Cowan pointed out that even considering the limits in its proposed operation plan, the CMI racetrack will generate noise levels of 100 dBA at 50 ft, more than twice as loud as Lime Rock. He also noted that while the Lime Rock site is relatively flat, the proposed CMI site is located on a steep slope. A granite ledge toward the top of the property will reflect noise back toward the town, the report adds.

"The frequency content and the duration of noise events that could be caused by this facility will sound like no other sound sources in the area. Without appropriate limits, this will change the environment of the Tamworth area," Cowan's report concludes.

In April of 2006, Focus: Tamworth sent a letter to Michael Hicks, an Army Corps attorney, requesting that the Corps reconsider its permit decision. "We at least wanted to hear why the Corps chose to ignore the clear recommendations of

its own expert," Greenhalgh said. "But the Corps simply reaffirmed its decision and offered no rationale or explanation for its actions, so we have taken the next step and brought the matter to U.S. District Court."

The process, he noted, could take more than a year.

Focus: Tamworth is a coalition of local residents who support careful and fair regulations that protect Tamworth's economic and natural resources. More information on Focus: Tamworth is available at [www.focustamworth.org](http://www.focustamworth.org).

## **Special Use Permit Denied**

### **Citizens' group says proposed racetrack does not meet requirements for a Special Use Permit to build in wetlands**

(TAMWORTH, NH, October 9, 2006)

The most recent request by Club Motorsports Inc for a Special Use Permit under the Tamworth Wetlands Ordinance should be denied, says citizens group Focus: Tamworth. "The application submitted to the Planning Board on August 2 describes a project that doesn't fit any of the criteria laid out in the Tamworth Wetlands Ordinance," said Charles Greenhalgh, spokesperson for the group.

"Wetlands are a critical part of a healthy ecosystem and a clean water supply," Greenhalgh explained. "The Tamworth Wetlands Ordinance aims to prohibit building or other activities that could damage wetlands. The ordinance makes exceptions for a few categories of activities that are necessary for public good or essential private use by allowing the Planning Board to grant a Special Use Permit.

"There are twenty different areas where Club Motorsports Inc's proposed racetrack will damage the wetlands on its property. And much of the proposed construction does not respect the 25-foot buffer zone requirement of the ordinance. It's clear that the racetrack proposal does not fit into any of the permitted categories, and doesn't conform to the intent of the ordinance," Greenhalgh said.

The Tamworth Wetlands Ordinance, which has been in effect since 1980 and was updated in 1991, is very specific about its purpose: To preserve naturally occurring wetlands and natural areas undisturbed, permitting only low-intensity uses. It contains seven statements of intent that any project that affects wetlands must conform to:

1. Prevent the development of structures and land uses on naturally occurring wetlands which will contribute to pollution of surface and ground water by sewage, sediment or noxious substances.

2. Prevent the destruction of, or significant changes to natural wetlands which provide flood protection.

3. Protect rare, unique, and unusual natural communities, both floral and faunal.

4. Protect wildlife habitats and maintain ecological balances.

5. Protect water supplies and existing aquifers (water-bearing stratum) and aquifer recharge areas.

6. Prevent expenditure of municipal funds for the purposes of providing and/or maintaining essential services and utilities which might be required as a result of misuse or abuse of wetlands.

7. Encourage those low-intensity uses that can be harmoniously, appropriately and safely located in the wetlands.

Certain uses, like roads that are needed for access to homes, recreational uses that don't require any building of permanent structures, and the creation of artificial ponds for wildlife, runoff control, fire protection or recreation, are allowed. The ordinance also allows a Special Use Permit to be granted for other uses that meet the seven statements of intent above.

The Tamworth ordinance, unlike New Hampshire and Federal wetlands regulations, has no provision for "mitigation" (the process of compensating for destroyed wetlands by protecting endangered areas in another location).

In 2003, Tamworth residents learned that Club Motorsports Inc wanted to build a private racetrack on a 250-acre parcel of land on the north side of Mt Whittier. In the summer of 2004, CMI applied for a Special Use Permit under the Tamworth Wetlands Ordinance, but withdrew its application shortly before the scheduled Tamworth Planning Board hearing. At the time, CMI said that the application "exceeds our permitting needs." Before the application was withdrawn, the Tamworth Conservation Commission had unanimously voted to recommend that the Planning Board deny the permit. The Conservation Commission acts as an advisor to the Planning Board on wetlands permit applications.

In December 2004, a group of Tamworth residents and taxpayers filed a suit with Rockingham County Superior Court asking that the court require CMI to apply for and obtain a Special Use Permit before beginning construction. St Andrews-in-the-Valley Episcopal Church, which is located directly across Route 25 from the proposed development, was also a party to the suit.

In December of 2005, the court ruled in favor of the citizen's group, and said that CMI must apply for and obtain the permit before it could begin construction.

CMI submitted a new application on August 2. The application was accepted as complete by the Planning Board at its August 23rd meeting, starting a several-month consideration process. At a Planning Board work session on September 13, CMI was asked to submit several clarifications and a set of revised plans, which were received on September 27.

The Tamworth Conservation Commission will provide input on the revised application to the Planning Board in early October.

The Planning Board has scheduled a public hearing on CMI's Special Use Permit at 7 PM on Tuesday, October 17th at the K.A. Brett School, 881 Tamworth Road [see the following article].

## **CMI Permit Denied**

### **Track for drivers suffers setback in N.H.**

*Nov 10, 9:17 AM - Information from: The Conway Daily Sun*

TAMWORTH, N.H. (AP) -- A proposed private driving track for car and motorcycle enthusiasts has suffered another setback.

The Planning Board rejected a wetlands permit for the Club Motorsports Inc.'s proposal to build a winding, three-mile track on the side of Mount Whittier for enthusiasts who would pay big fees to join. The board cited the dangers of pollution in runoff, fuel spills from accidents and the harm to animal habitats.

Town attorney Rick Sager described Wednesday's vote as almost certain to prompt another appeal. But Focus: Tamworth, the citizens' group that successfully sued more than a year ago to force the company to seek the permit, hailed it as a milestone.

Lawyer and spokesman Charles Greenhalgh wished company officials "good luck as they search for another place to build their race track."

The Derry-based company had no immediate comment. It had sidelined an appeal of a court case it lost last year pending a decision on the wetlands permit and now could press ahead with the appeal.

The board ruled that plans for the track, on 250 acres, fell short of the requirements in a town ordinance on protecting water resources and wildlife habitat.

The 5-1 ruling cited issues including the potential for sediment finding its way into groundwater and the destruction or major degradation of wetlands.

Two years ago, the company insisted it didn't need the local permit because it had federal and state permits. Greenhalgh said

the ruling is just the latest in a series siding with the track's opponents.

"The court was clear, the conservation commission was unanimous, the public testimony was overwhelming, and the Planning Board was definitive: This project cannot be built in Tamworth wetlands under our ordinance," he said.

## **Sierra Club wins delay for Logging**

*Source: Boston.com, Sept. 5, 2006*

### **Environmental groups have won a delay in a plan to log inside a roadless area of the White Mountain National Forest.**

The U.S. Forest Service approved the Than Brook logging project in May. It would allow harvesting of 5.5 million board feet of lumber on 933 acres in the Wildcat River watershed, including 473 acres in the Wild River Inventoried Roadless Area. The plan also includes building about 200 feet of logging road in the roadless area.

The Forest Service said the plan would improve wildlife habitat and recreational opportunities near Jackson, improve the watershed and allow reconstruction of roads.

The Sierra Club and four other groups filed an administrative appeal June 30, and last month, forest Supervisor Tom Wagner upheld the appeal on one point.

Wagner did not agree that the inventoried roadless area should be off-limits to logging, as the Sierra Club had argued, but he said the logging plan could affect whether the Ellis River is eligible to be designated a recreational river under the Wild and Scenic River Act.

The Than Brook logging proposal is controversial because the roadless area just achieved that designation in the latest Forest plan. That means it is eligible for wilderness designation in the future, and the plan recommends asking Congress to add more wilderness to the forest's Wild River area.

"Our foremost and primary concern is that this is one of four or five logging jobs that are being put out in the formerly designated roadless areas of the White Mountain National Forest," said Jim Sconyers, conservation chairman for the New Hampshire chapter of the Sierra Club.

"This Than Brook proposal ... is the first one east of the Rockies where the Forest Service is targeting one or several of those inventoried roadless areas for logging," he said.

But Saco District Ranger Terry Miller, who approved the logging plan, said the newly designated roadless area is not covered by the Roadless Area Conservation Rule adopted

under President Clinton in 2000. He also said that roadless areas are not off-limits to logging or limited road building.

"The areas being called 'roadless' by the (environmental groups) are above and beyond those areas covered under the 2000 Roadless Rule," Miller said in a statement. "They are areas that have been periodically harvested during the last 30 years."

Wagner sided with Miller on those points, but said he was halting the plan because it is unclear how the proposed construction of an abutment for a temporary logging bridge over the Ellis River would affect the river's future designation as a "recreational river."

Jasen Stock, executive director of the New Hampshire Timberland Owners Association, called the objection a "technicality" used to delay an unpopular timber sale. He said he hoped the sale would go forward, noting that bridges are allowed on rivers designated as "recreational."

"The whole Wild and Scenic River eligibility is to protect rivers from development and threats that development brings. Here you have a river going through a national forest that for all intents and purposes is already protected," he said.

Sconyers said the area would have been off-limits to logging under the Clinton administration's roadless rule, which was revised and "gutted" by the Bush administration.

"These are the last, best wild areas in the United States," he said.

## Lake Issues

### Berms and Swales

Berms and swales are used to slow the flow of phosphorous into the lake. Although it was felt the swales would not fill up for 20+ years, in places they are filled after only 5 years. The swales are being buried and need to be vacuumed out. Dwight Baldwin is following up.

### Milfoil

Toby Page displayed the new "Mil-o-scope," the Milfoil monitoring device made by Ross Hall, at the Annual Meeting held in August. At the meeting, Toby indicated that monitoring is behind due to fewer optimal viewing days. Toby said that more volunteers are needed for the monitoring. The Mil-o-Scope is available at Toby's house for use.

Mac Lloyd is working on a "glass" bottom boat for milfoil monitoring. He is hoping that it will be done by the spring time so that monitoring can begin as the weather improves. Steve Weld is also thinking of a "glass" bottom boat.

## Lake Patrol

As reported By Bob Griffin at the Annual Meeting:

- The lake patrol continues
- lots of trash have been picked up
- the new ordinance for Old Route 16 has **significantly** curtailed the unwanted activity on the "island" and that area
- Over \$600 in parking fines has been collected.



## Wildlife Notes

*Contributed by Harriet Hofheinz*

Most of you have heard the sad news that the male of the nesting pair of loons on the Lake died this past August. NH Audubon's Loon Center reported back to us that the autopsy of the male loon indicated he died from ingesting a lead sinker. This is, unfortunately, all too common particularly for loons who tend to pick up shiny items from the bottom of a lake thinking they are something to eat. It is also one of the main reasons why lead sinkers have been banned from use on fishing lines throughout NH. Whether this was an old one laid dormant for some years or an illegal one, of course no one knows. We will nervously await for the female to arrive back this upcoming spring, hopefully bringing a new mate with her. She carried on valiantly and successfully brought up the sole young chick all alone. We wish them both well.

Theo and Toby Page sighting: last summer we were awakened early one morning by a mother and daughter moose that ran right by our sleeping porch -- it sounded like horses galloping.

There seems little else to report, but if any of you have seen or heard of other interesting wildlife episodes, please let me know. I can be reached at my email: [HHofheinz@erols.com](mailto:HHofheinz@erols.com)

CHOC Stickers are  
available from Ellen Moot  
for \$5.

## Updates from other Clubs

### **Chocorua Community Association (CCA) Update**

*Contributed by Jim Bowditch, CCA President*

Now that the Governor, in his infinite wisdom, has actually okayed the \$500,000 federal Transportation Enhancement grant the Association got for the town, we have been moving, slowly, ahead with the Selectmen, DOT and the Lakes Region Planning Commission to work out how to actually spend the money (which, it turns out, will be cut to \$470,000). The Selectmen have signed a Purchase and Sale agreement for the former Village store, so if at the mandatory public hearings on the acquisition all go well, the town should own it before the end of the year. The experiment traffic-calming island north of the Village had been dismantled, but hopeful will become permanent next year.

We have purchased three of the five bridges we intent to put up in the Johnson Wetlands; at this date they are stored in the Bowditch barn. Some of the planned trails have been cleared, and thanks to the Boy Scouts a fourth is being built and put in place as a project for one of the Eagle Scouts.

The October Harvest Sock Hop at the Brass Hart Inn was a success, with between 70 and 80 people attending, most wearing period 1950-60s clothes. Don Harte, representing the Chocorua Business Association, is now a sitting member of the Mt. Washington Valley Chamber of Commerce. The Winter Holiday Stroll being planned in conjunction with Chocorua Library Day on December will include a Christmas ornament workshop led by our local potter Myles Grinstead.

The feasibility of a Village septic system is still in the process of being investigated.

## Items of Interest

### **Early Years of the Chocorua Mountain Club**

*By Howard Mathews, October, 2006*

"July 17, 1908. The First Meeting of the Club. All Active members were present.

"This meeting of Chocoruans was called by Hutcheson Page for the purpose of forming a Mountain Club. By-Laws were first read and after some minor changes were adopted unanimously by those present. The dues and the duties of the members were the principle topics discussed. Everyone seemed interested and thought the Club a very good organization to have in Chocorua. The officers for the year 1908-1909 were elected. The meeting then adjourned.

Approved July 28, 1908."

The above was taken from a book titled Records of Club Meetings. It is a hand-written account of the Club's activities from 1908 to 1916. The book was found among my father's belongings by my brother John in 1994. John knew that I was involved with the CMC, and he gave the book to me. Knowing that Lydia and Alan Smith were writing a book, *Chocorua Recalled*, I passed it along to them. Alan had two copies made, one is with Lydia and I have the other. The original is at the Chocorua Library.

The membership this first year of the CMC was 13 Active members and 17 Non-active members. Women could not be Active members, but could be Non-active members. A later amendment to the Club's constitution did allow women to be Active members.

Membership in the Club dropped from the original thirty to an all time low of twelve in 1911. Then it began to pick up. By 1913 it had reached 102; the following year, 209. During the next five years, interrupted by the war, it hovered around 150, but in 1921 resumed its upward swing until it reached a record high of 418 in 1923, when special efforts were made to enlist support of all who made use of the huts and trails.

The annual dues for Active members were fifty cents and one dollar for Non-active members. There was an initiation fee of fifty cents for all members. That was later revised to fifty cents for all members with no initiation fee.

In 1926 a new form of membership was adopted. It allowed two forms of membership: an Annual membership for fifty cents and Contributing membership at one dollar a year. Special contributions were always encouraged and fund raising campaigns were conducted for special projects, such as the building of the CMC cabin and glass cases to house Frank Bowles' collection of mounted birds.

The initial constitution as adopted in 1908 stated the purpose of the Club as follows:

"The objects of the Club are to explore and to make paths and camps in the White Mountains of New Hampshire for the convenience of visitors; furthermore, to acquire by purchase or gift such tracts of land, with or without buildings, for the purpose of improving and preserving the natural resources of the White Mountains."

The latest revision stated the following:

"The purpose of the Club shall be to make, maintain and improve camps and trails in the eastern part of the

Sandwich Range of the White Mountains, and the surrounding regions, and, furthermore, to acquire such tracts of woodland as may be deemed advisable by the Council."

So, the CMC appears to have been a forerunner to the CLA and the CLCF.

This summer, the CMC received additional historical records and documents which the officers are in the process of reviewing. Our intent is to place them in the Cook Library in Tamworth, with some copies or duplicates to be placed in the Chocorua Library.

## CLA Annual Meeting

The annual CLA meeting was held Aug. 19<sup>th</sup> in Runnells Hall. The keynote speaker was Lynne Emerson Monroe of the NH Preservation Alliance.

Topics covered included report from:

- CLA Treasurer
- Nominating Committee
- Black Bear Foundation
- Lake Patrol
- CMC
- CLCF

Updates were provided regarding:

- Narrows Bridge
- CMI
- Water Monitoring
- Berms and Swales
- Wildlife
- Rumors

For a copy of the Annual Meeting Minutes, please e-mail the CLA Secretary, Tish McIlwraith, at: [tishfish@earthlink.net](mailto:tishfish@earthlink.net)

## Labor Day Events

### Tennis Tournament

Over the Labor Day weekend, the annual Chocorua Lake Tennis Tournament was held. The first days were fast and furious with 22 teams competing. But, alas, the weather would not hold on for the completion of the event. The event was called off - awaiting competition for next year. Thanks to the Tennis Tournament Committee for organizing the event.

Despite the weather, the tournament generated \$220 that was donated to the Tamworth Caregivers. If you would like to support the excellent care provided by the Tamworth Caregivers, please send your contribution to Barbara Lloyd, Tamworth Caregivers, PO Box 223, Tamworth NH 03886.

### Labor Day Picnic

Mac Lloyd and family were hosts for a good old fashioned picnic in the Wheeler field on Labor Day. Lots of food and fun! Thanks to Mac and family for the effort.

### Sail Boat Races

*contributed by Steve Weld*

The sailboat races began in typical light and variable winds, and despite considerable effort on Ken Smith's part to recruit sailors, there were only two racers, Ken in the family Sunfish, and Dick Fryburger in the Weld Sailfish with its characteristic blue sail,

patched where the mice gnawed it. The lead traded places several times over the course, and at the end Dick came in first. He was of the opinion that the lighter Sailfish moved better in the light wind encountered in this race. More boats equals more fun, even in light air, and there are plenty of boats to be had, even if you need to borrow. Please come and sail next year. Should we have a shorter course where all the boats swarm around in close quarters? Some olders will remember informal sailing with many boats at close quarters, a good deal of crew swapping among boats, and even "Sailfish packing" to see how many people it took to make a Sailfish (This happened before the advent of the Sunfish) into a sailing submarine. We had a lot of fun, and learned a good deal about small boats. And there was never a "PFD" in sight!

The kayak races were also not as well attended as in previous years. There was a single heat of three boats, paddled by Nick Caruso, Vince Caruso, and Jamie Witkowski. They finished in the above order, and recognition is due to Jamie for having the courage to race, seeing that it was only his third time paddling a kayak.

There was a bit more enthusiasm for racing in double canoes, and four very competitive boats turned out. The race turned, literally, on the execution of the u-turn at the mark at the far end of the "forth-and-back" course. Results were:

1 <sup>st</sup>	Purvis/Smith	3 <sup>rd</sup>	Moot/Roosa
2 <sup>nd</sup>	Weld/Weld	4 <sup>th</sup>	Sedgwick/Gilday

This was a short course, and paddlers worked at 10/10ths for its whole length, every boat moving at maximum speed and throwing a wake that would be illegal in some places. It was a magnificent sight. Or so I guess--your correspondent was engrossed in producing one of those wakes and had not leisure to contemplate the larger picture. At any rate, a lot of panting was heard at the finish line.

Overall, there were fewer participants than in previous years. Please come and paddle and/or sail next year. The Race Committee (Steve Weld will always be your best contact) is interested in hearing new ideas to continue the boat races as an enjoyable event for as many folk as possible.

### Parade of Lights

The weather put a damper on the annual parade of lights too. Thanks to the Balch/Wheeler family for hosting a lovely party at Conni Sauti instead. There were a few tried and true participants - Ken Smith, Anne Marie Biernacki and Steve Weld - who braved the weather and were the sole boat to cross the lake. Great cheers arose when the light was visible by party-goers.