

# GEORGIAN BAY TODAY

NATURE | CULTURE | RECREATION Summer 2018

30<sup>th</sup>  
ANNIVERSARY  
ISSUE

Soul of the Bay



## LIGHTHOUSE

The Imperial Towers

## Iconic Bay Boat

Limestone by Medeiros

A Kayaker's Reflections  
on the waters of the Bay

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WATERCLEAN™ System installed in Honey Harbour, Summer 2012

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COVER PHOTO: Aerial photo of the Imperial Tower on Nottawasaga Island, Collingwood. *Photo courtesy of Rick Crouch*

### Issue 121 Summer 2018

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# Celebrating 30 years of GEORGIAN BAY TODAY

30<sup>th</sup>  
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Georgian Bay Today, Summer Issue #121 marks the 30th anniversary of this publication. We are celebrating this landmark by creating the inaugural issue of GBT as a contemporary glossy magazine.

Former publisher, the venerable Al Heisey, issued the very first Georgian Bay Today in the Summer of 1988 with a vision to connect people to the “glory of the Bay.” He followed up by publishing an impressive 102 quarterly issues. Al and his ‘newsmag’ were ubiquitous around the Bay. We have recently begun the arduous but rewarding task of archiving those ‘Heisey’ issues; they are a rich resource: stories of people, places and businesses of Georgian Bay.

Publishing is not simply the gathering of editorial and advertising content, organizing it and printing it. It is an expression of values. It is the manifestation of what you believe in and what you care about. **Georgian Bay Today** is a physical representation of the beauty of our natural environment and the remarkable lifestyles that it provides to us.

In the new **Georgian Bay Today**, we express our VISION as: Capturing the ‘Soul of the Bay’ through passionate, authentic, informed written-word storytelling and powerful imagery. That is our aspiration. It is our MISSION as storytellers to: 1. explore our past, celebrate our culture, share our concerns and inform our future.

2. create ‘big picture’ narratives about Georgian Bay and the waters that sustain and connect our communities.
3. emphatically promote the power and persistence of the written word and the culture of reading.

Al Heisey once told me that he preferred the tabloid newsprint format of Georgian Bay Today because it expressed ‘immediacy.’ True enough, but this new format enhances our content, our imagery and our advertising. It is a transition from ‘immediate’ to ‘long lasting’ with an enduring presence on coffee tables. It is an effort to live up to the standard of ‘National Geographic of the north’ set by Laura Simpson of Coldwater Auto Parts, four years ago.

Our new logo design respects the historic presence of the publication with a shift in emphasis. The word ‘today’ is suggestive of ‘news’ but we

have evolved to ‘big picture’ content. Our ‘today’ is about an ‘era’ rather than a ‘day.’ Our emphasis is on ‘Georgian Bay:’ the next generation.

Publishing **Georgian Bay Today** is a rewarding personal journey. We have met wonderful people, visited beautiful places and learned so much. I think of it as ‘The University of Georgian Bay’ and I am grateful to everyone who has contributed to my ‘studies.’ Too many to list here, but if you have graced these pages, we all learn from your stories: Jon Butler (photographer, Willisville) Ed Bartram (artist, Bartram Island), Nick Eyles (geologist, University of Toronto), Audrey Tabobondung (Elder, Wasauksing First Nation), John Hartman (artist, Lafontaine), Alan Stein (artist, Parry Sound), George McLean (artist, Walters Falls), John Ralston



Saul (Philosopher, author, Sans Souci), Patrice Dutil (Political Science Department, Ryerson, author}, Charlene Winger-Jones (Medicine Woman, Neyaashiinigmiing), Scot Hanson, (Rossiter Boats, Markdale), Jim and Sue Waddington, Bill Davis (Cognashene) and many more.

We are appreciative of the unwavering support from the business owners who believed in us through our first years of evolution. They are: Brian and Steven Skaltitzsky (Wawautosa Marine & Trading Post), Andrew Bell (Pioneer Handcraft Furniture), Curtis Sallows (Honey Harbour Boat Club), Laura Simpson (ColdWater Auto Parts Ltd.), Melissa Thomson (Bearly Used Books), Bob Bray & Stephen Bray (Midland Tim-Br Mart), Tim Topornicki (Sutton River Trading Co/ Topper Linen), April McNamara, (Town of Parry Sound), Aldworth Family (M.V. Chippewa III), Jen Scholte (Century 21 Millennium Inc), Eplett, Worobec, Raikes Surveying, J. James Bousquet Realty Inc.(Manitoulin). These people offer great local businesses worthy of our support but they are also community builders of Georgian Bay.

Where would we be without great writers who regularly contribute authentic and informative editorial content: people who bring our pages to life every three months? They are: Steven Duff (renaissance man from Parry Sound) David Sweetnam (Executive Director Georgian Bay Forever, Cathy Cooper (Eye on the Bay), Award winning author David Dupuis from Penetang, Tom Bain (Eastern Georgian Bay Protective Society), Monika Lukacena – Russo (Naturopathic Doctor, Wasaga Beach), Pat Edwards (Township of Georgian Bay). We also acknowledge the ever-present acerbic wit and insight of editorial cartoonist, Penny Barr (Bluffers Park, Scarborough).

**Georgian Bay Today** is also made possible through the support of our readers in two cottager associations: Cognashene Cottagers Association and the Honey Harbour Association. Special thanks to Ian Davis and Peter Koetsier for sharing our vision of the 'Bay.'

**Georgian Bay Today** is a passion project. Each issue is created like a work of art, a series of balances that form an aesthetic statement. We balance people, topics, areas and time frames like an artist balances colours, shapes, lines, textures and rhythms in a painting. Each issue is a 'collective:' strengthened through collaboration.

Our presentation is new but the pages remain open. Everywhere you look around Georgian Bay, there is another story and another storyteller. We have a rich history and culture, a precious natural environment and remarkable lifestyles. It is our best purpose to amplify voices of the 'Bay.'

it is what keeps our content authentic. Readers are invited to submit their story of the 'glory of the Bay' for consideration. To offer advice on editorial content, we have created a new Editorial Advisory Committee. The members are: Steven Duff, Parry Sound, Peter Cooper, Township of Georgian Bay and Tom Martin, Nares Inlet.

We believe that we can best share our Vision and fulfill our Mission through a higher quality presentation. We hope that you enjoy it...and leave it on the coffee table!

My sincerest thanks to my partner Sherry Giddings, the real backbone of this publication: assistant editor, circulation and distribution manager, bookkeeper and most importantly, a positive influence every day.

*Peter Wood*

Peter Wood  
Editor

**Parry Sound:  
Where Your To-Do List  
is Longer than Summer Itself**

- ☐ watch the sunset from the dock
- ☐ play the games at the Bobby Orr Hall of Fame
- ☐ Swimming at Waubuno Beach
- ☐ Bands on the Bay at the Stockey Centre: Tuesday evenings!
- ☐ Summer Market in the Square
- ☐ golf, golf, golf
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- ☐ cruise the islands, all 30,000 of them (may take more than one trip)

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# LIGHTHOUSE

## The Imperial Towers of Lake Huron and Georgian Bay

**By Robert Square**  
**Nottawasaga Lighthouse Preservation Society**

Beginning in the mid 1800's, the Great Lakes region experienced enormous growth in population putting heavy demands on

transportation. Ship owners operated their poorly built and often badly maintained vessels with untrained crews and inexperienced captains. Combined with violent and often unpredictable late season storms, on Lake Huron and Georgian Bay, shipping disasters mounted at an alarming



rate. Along the entire Canadian shoreline, mariners were left to their own devices, and “wholly unaided by either lights, buoys.” With the toll mounting, heavy pressure was directed at the government to improve navigation on Lake Huron and Georgian Bay.

With information collected from Captain Alexander Murray MacGregor of Goderich, the Government decided to correct the problem. They embarked on a highly ambitious project to construct a series of eleven limestone lighthouses that would light Lake Huron and Georgian Bay.

In 1855, the contract for construction of the stonework for the Imperial Towers, was awarded to Scottish stone mason John Brown of Thorold Ontario.

Construction of the first six towers: Point Clark, Chantry Island, on Lake Huron and Cove Island, Griffith Island, Nottawasaga Island, and Christian Island on Georgian Bay became a massive undertaking. Having little means of obtaining detailed information about each site, John Brown had to be guided solely by poorly made maps and charts that “conveyed only a faint idea of the places” where he was to construct the lighthouses. What knowledge he could obtain came from local fishermen and traders. The facts were often inaccurate and contained no information concerning the “difficulties and uncertainties he has experienced and doubtless must still further have to content against” during construction of the lighthouses in these remote and inaccessible wilderness areas.

Construction commenced in the summer of 1855. Steamers, schooners, barges and lifting scows

were either purchased or chartered by John Brown to haul construction materials, workers and provisions to each of the remote construction sites. Quarries to supply stone were established at Inverhuron, Owen Sound and Main Station Island. Stone masons were hired to cut and prepare the white dolomite limestone, which was then loaded on

John Brown, “the loss in the ice of a valuable schooner endeavoring to make Collingwood for the purpose of transporting the lighthouse apparatus to the required points” was reported.

By the spring of 1857, with financial losses increasing, John Brown was forced to petition Governor General Sir Edmund

Walker Head for additional funds that would “save him from ruinous loss.”

Additional expenditures that were not taken into account in the original estimates were required for land surveys, transportation of workers and delivery of construction materials to each site. Costs for engineering, stonework and the lighting apparatus were also not accurately taken into account. This escalated the original contract price of \$14,100 to approximately \$37,000 each. The total cost of the six Imperial Towers was \$222,563.91

The foundation for the tower was laid upon the solid limestone bedrock. At ground level, the walls were six feet thick, tapering to three feet at the seventh floor. At this point, the

walls flared into a projection to provide support for a three foot wide outside gallery surrounding the lantern room. The exterior stone was squared, even coursed and hammered and laid in nineteen-inch courses. The interior diameter of the tower remained a constant 10 feet 6 inches from ground level to the lantern room.

The unpainted, cold, damp tower was entered through a heavy wood door with a semi-circular fanlight above it. Inside, 6 runs of straight stairs of 15 steps each, one run of 11 steps and a curved iron stairway of 9 steps lead to the lantern room. A single deep set window lighted each floor except the first and the eighth.



**NOTTAWASAGA LIGHTHOUSE and keeper's quarters, built 1856. The keeper's cottage was later destroyed by fire in 1959.**

scows and shipped to their respective sites. Building materials such as cut stone and sand had to be shipped by schooner or steamer distances of 65 to 240 km. Cement from Brown's mill in Thorold had to be delivered up to 480 km in some cases.

During construction, the side-wheel steamer Oxford, was wrecked off the Fishing Islands in 1855, and the steamer Mazeppa, was lost off Chantry Island in 1857, due to storms. The following year, a supply schooner was blown ashore and went to pieces in an autumn storm near Kincardine, and two scows were totally wrecked in storms with the complete loss of materials and supplies. To make matters worse for

The interior diameter of the tower was a constant ten feet six inches from ground level to the lantern room. Since the walls of the lighthouse towers are thinnest just below the lantern room, that section was constructed of granite rather than limestone. Granite was presumably chosen for its excellent strength and capability of supporting the heavy weight of the lantern. The lantern room surrounding the light and lenses was then bolted onto the granite. A small doorway opens through the granite wall to allow access to the outside gallery.

Constructed of the same stone as

the tower, the lightkeeper's house is situated a few feet to the south. Inside, there is a large general purpose room and kitchen area across the back of the house with a fireplace for heating and cooking. To the left of the front entrance is a parlour and to the right, the master bedroom. A steep and narrow stairway in the middle of the house leads to second floor loft bedrooms.

By late 1856, the tower and dwelling were complete. Little work was done to complete Nottawasaga throughout 1857 and most of 1858 except for the installation of a

temporary light.

The delivery of the lantern room and the light mechanism was repeatedly delayed due to heavy demands on the French manufacturer, the Louis Saulter Company of Paris France, and didn't arrive until late autumn of 1857. Because there was not enough time to fix the lantern room and lighting apparatus in place before winter, it was stored until the following year to protect it from the elements.

It was not until the fall of 1858, a crew of French technicians assembled the twelve-sided polygonal prefabricated lantern room and Fresnel lens mechanism atop the natural grey limestone

tower. Made with a cast iron frame, these lantern rooms were 10'6" in diameter and 10'0" high, had domed roofs that were topped by copper alloy ventilators in the shape of ball pinnacles.

On the evening of November 30, 1858, three years after construction began, and with the lantern room and lens mechanism finally installed on top the tower, the lighthouse at Nottawasaga Island became operational.



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wife of lightkeeper,  
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**JANUARY 1891 (Standing): Captain Foote, Captain Bassett, (Seated) Captain James Nelson, Captain George Collins (Nottawasaga Island 2nd lightkeeper, 1859 - 1890), Captain Peter Campbell (Black Pete)**



**NOTTAWASAGA LIGHTHOUSE PRESERVATION SOCIETY: Doug Hackbart/engineer, Gary Norman/Director, Robert Square/Government Liaison, Rick Crouch/Chairman, Ray & Wyn Smith, Pat Anstett/Secretary, Stephen Emo/Vice-chair, Nancy Leno/Treasurer**

## Restoring the grandeur of the Imperial Tower

**By Peter Wood**

There is an ambitious initiative underway in Collingwood to preserve and restore the rapidly deteriorating Imperial Tower on Nottawasaga Island (2km offshore). It still stands today but is in a woeful state of disrepair.

The Nottawasaga Lighthouse Preservation Society (NLPS) is driven by the energy and commitment of a group of volunteers who have begun the arduous (and expensive) task of restoring the lighthouse. The idea of preserving the lighthouse was spawned 12 years ago, at the suggestion of Jim Kilgore (brother of NLPS Treasurer Nancy Leno). In 2015, the group was incorporated and became a registered charity with a mission to “Restore, Preserve and Protect the Nottawasaga Island Lighthouse,” ([www.nlps.info](http://www.nlps.info)). “We were trying to muster enough interest in town to take on the project of acquiring the lighthouse and

restoring it,” says NLPS Chairman Rick Crouch.

The NLPS recognizes the historic and cultural importance of the lighthouse even though it has been decommissioned. “It is an important part of our history and our culture,” says Crouch. “Now that everyone has a GPS or Chart Plotter and every large boat has technology so, what do we need these lighthouses for?”

The first step for the ‘Society’ was to gain ownership of the lighthouse. “The problem was that nobody knew how and there was no money,” Crouch recalls. “Land registry records indicate that it is owned by the Queen but it is technically owned and operated by the Department of Fisheries and Oceans. The Coast Guard is also involved because it was a navigational aid; even Parks Canada has some interest.”

Make no mistake; this lighthouse was abandoned by all parties and is in the worst shape of all the ‘Towers.’ In

2004, lightning seriously damaged it and dislodged much of the outer layer of stones. It is covered in generations of lead paint, it is drenched in bird droppings and the site is contaminated with mercury that was used to facilitate the rotation of the light during operational days. The light keepers house burned down in 1959 and the dock has long since washed away.

“The transfer of ownership process has begun,” says Robert Square (NLPS, Government Liaison). “The Heritage Lighthouse Protection Act provides a mechanism for transfer to the group for a dollar.” There is also the issue of Indigenous land claims to be considered before the deal is finalized.

The next step was to start a fundraising campaign. The urgent need was to prevent the tower from suffering further deterioration. The group devised a plan to ‘wrap’ the structure in plastic. In the vicious winds of late November, they barged over the lumber,



a generator, drills, welding equipment, a backhoe and a boom lift that would reach up 30 metres. Their first attempt was torn to pieces by the notorious winds of Georgian Bay. It was re-covered and has survived two winters while it awaits further renovations. The cost of the wrapping was \$100 000.

Once the ownership issue is settled and the clean up is completed, the NLPS can begin the work of restoring the Tower: an effort that they estimate will cost two million dollars. It is their dream to re-build the Tower by removing and replacing the outer layer of stone – a monumental task in itself. They also plan to re-build the keepers house from historic photographs and open up the island for education and tourism. “We see it as a great opportunity,” says Crouch, “to educate people: to take people out there.”

The plan to restore the Nottawasaga Island Lighthouse is a grand ambition but well worthwhile. If there is a group that can achieve it, it is the Nottawasaga Lighthouse Preservation Society. They have the expertise, a direction forward



**WRAPPING THE LIGHTHOUSE (above) to prevent further deterioration from damage that was caused by lightning in 2004 (right), until the restoration project begins.**

and the commitment. What they need next is public support. To become a member, to support this vision: [www.nlps.ca](http://www.nlps.ca) (no cost). On the site, visitors are also invited to offer financial support through the ‘Buy a Block’ programme.

As Rick Crouch says, “Our real interest is that this (lighthouse) had a huge impact on our maritime history.” It is well worth preserving and it will be a meaningful addition to the ‘Collingwood experience.’



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# CANADA 1

## Georgian Bay's hope for the America's Cup



*Part 2 (continued from Spring 2018)*

**By Steven Duff**

Naturally, secrecy surrounds the design and construction of any high-profile competitive yacht, and Canada 1 was certainly no exception. In fact, the 1983 America's Cup campaign was especially noted for attempts at espionage, and more on that shortly. So sensitive was Bruce Kirby about his design that he had a plywood hoarding built all around the vessel to conceal her lines from unauthorized eyes. A particular point of interest was the keel – in fact, 1983 could be called “the Year of the Keel” – and, when American designer Roger Marshall attempted a “wee peek”, he narrowly missed being thrown into Lake Ontario. Similarly, one of the opposition challengers for the Cup, Australia II, wore a sort of kilt when being brought ashore to conceal what would be a revolutionary keel.

In the meantime, much else proceeded. Spars were shipped over from England, sails were “built” (a curious term for something made flat on the floor), and the crew began preparations for some serious pre-challenge racing.

A golden opportunity presented itself with the Xerox 12-Metre Regatta, held at Newport, Rhode Island in the summer of 1982. Remember what little experience our sailors had with 12-Metre yachts, but Terry McLaughlin, the de facto skipper of the Canadian challenge, in company with Marvin McDill, was able to raise sufficient funds to charter the American 12-Metre Clipper, for what would be not only a training exercise but a morale-booster and something to serve notice that Canada was ready to rumble.

The New York Yacht Club, holders of the America's Cup, warned that any American yacht competing would be disqualified from defence of the Cup, as performance in the Xerox would be measured against foreign competition and therefore no American yachts entered the regatta. Nonetheless, the competition was formidable. Neither Australia nor Italy were in a position to enter at this time, but the British were out in force, with Lionheart, Victory, and a (borrowed) Australia, while the French were on deck with France 3. At the end of the series, the Canadians came third, a highly respectable showing, and on this account they enjoyed a considerable degree of celebrity in the yachting community.

The sleek and pencil-like Canada 1 was lowered into the water at Port Credit on November 23, 1982, in the midst of much publicity. The mast was stepped, rigging secured and tuned, sails bent on, and, on November 27, Canada 1 went for her premiere sail, with a TV crew on board to begin a documentary on Canada's America's Cup challenge. The following day was Grey Cup day, possibly the most sacrosanct day in the Canadian calendar, and Canada 1 performed a sail-past off Exhibition Stadium. The plan was

for a small plane to fly over the Stadium, towing a banner reading, “Look toward the lake and see our challenger for the America's Cup, Canada 1”. But the little plane, scheduled to fly out of St. Catharine's, never showed up, as it was iced up and couldn't get off the ground.

Saturday, December 4, was more productive. The noted photo-realistic painter Ken Danby was on board photographing the activity; Danby, also a first-rate photographer, had taken pictures at the Xerox Regatta, which had been auctioned at a special dinner, raising \$6000 towards Canada 1's operations. A further fund-raiser was offering excursions on Canada 1 at \$100 a pop (worth every nickel in the writer's opinion).

In January, 1983, Canada 1, the pride of Georgian Bay, was displayed at the Toronto International Boat Show, where fifty cents from each admission ticket was donated to the challenge, and, between that and the sale of T-shirts and other trinkets, an additional \$75,000 were raised.

February, 1983, saw Canada 1 at a training base in Miami Beach, with Clipper as a so-called “trial horse”, with which the Canadians would be able to experience racing situations with their own vessel. Conditions were tough; the waves were jagged, like the ones on the Great Lakes, rather than the Atlantic rollers off Rhode Island, where the actual America's Cup would be sailed. The boats took a fearful shaking about and it seemed as if not a day would go by without something being cracked, broken, or ripped aboard Canada 1.

Come spring, operations (and Clipper and Canada 1) removed to Newport, Rhode Island, for final training before elimination trials would begin. And it was at Newport that the Canadian gift for British-style comedy once again asserted itself. “Information gathering” had become a major activity, and crews were urged to keep their ears open while ashore (especially in pubs) to overhear and report any loose talk or gossip about any other of the opposition, which now included the formidable Australians and the brio-charged Italians, with their beautiful Azzura. Of special interest was Australia II's keel, rumoured to be something revolutionary that contributed to the yacht's extraordinary performance.

A couple of divers from the Royal Canadian Navy, hired on a freelance basis as ordinary citizens, performed an espionage mission before daylight in a darkened Newport harbour, diving under Australia II's modesty skirt to take photographs. Unfortunately, the pictures were under-exposed and quite worthless.

The next attempt at espionage was another matter. Before daybreak, three team members (Brook Hamilton, Jimmy Johnston, and Jay McKinnell) converged on the Canada 1 base, to the (understood) oblivion of the security guard, Brook and Jimmy put on wet-suits (no scuba gear was to be used because of the bubbles), put street-clothes back on in case they had to make a getaway by land, and off they

went in a small runabout to a site near where Australia II was berthed. Brook and Jimmy slipped overboard, leaving Jay in charge of the runabout, and swam towards their quarry.

They were nearly at their destination when a security guard came ambling down the pier. Brook managed to hide underneath, but Jimmy was left exposed in open water. Still, he was undetected, and the two of them managed to penetrate Australia II's defences. The Australians had hinted at the existence of an electrified net beneath the yacht's concealment skirt, but that was all it was, just a hint. The lower end of the skirt was weighted with chain to a depth of five feet at low tide, but the two "agents" managed to duck underneath and into the space beneath Australia II...to behold the most amazing spectacle either of them had ever seen. For indeed Australia II's keel had wings, enormous appendages that spanned six feet and looked like some sort of stealth aircraft.

Brook shot some pretty convincing pictures; for Jimmy, it was another situation, as the lens of his camera fogged up and as he tried to clear it, the splash of treading water alerted the security guard, who, instead of apprehending the two "villains", went to awaken the Australians sleeping aboard their tender Black Swan. But Jay, thinking the game was up, fled the scene in the runabout, winding up in a cove some distance away from the Canada I base, which he figured would be aswarm with police.

Jimmy and Brook, understandably, were disconcerted to find Jay gone. In an attempt at escape, they swam from dock to dock in an insane sort of hopscotch with the infuriated Australians, who would pursue them only to have them get away to the next dock. More security guards came into the mix, fully armed, for, remember...this was America! Wouldn't this make a great movie? And there's more.

When they came to the last dock before open water, Jimmy and Brook divided forces; Brook wanted to stay in hiding the best he could, while Jimmy elected to swim to an adjacent boatyard. Jimmy did not last long; he was but a few strokes on his way when the heel on one of his fins broke and, at the same time, an Australian came charging down the dock, dove in (narrowly missing Brook), collared Jimmy, and pushed Jimmy under water until he surrendered. Jimmy gave the man his camera and then could have just carried on, but then realized he had given his entire (very expensive) camera away while all the Australians wanted were the pictures. So he returned to the dock to show the Australians how to remove the film and recover his camera, when he was pounced upon, handcuffed, and loaded into a police cruiser.

Brook, in the meantime, had shoved his (presumably waterproof) camera into his pants, and started to swim for it, but was spotted by a security guard, who ordered him to stop. Brook's response was something like, "If you want me, come and get me. I don't have anything anyway!" He resumed swimming and managed to find a hiding spot at a wharf for commercial fishing vessels, while a frustrated officer went tearing about Newport harbour in a Boston Whaler looking for him and other lawmakers scoured the waterfront.

As daylight bloomed and Newport started about its daily affairs, Brook managed to board one of the fishing craft, got

out of his wet-suit, put on his sodden clothes, removed the film from his camera, went ashore, hid his wet-suit, fins, and camera in a garbage bin. He found a public phone, but had no money. Well, what to do now? He couldn't be wandering about Newport, a wanted man, a fugitive, in wet clothes. However, a friendly fisherman advised him that he could make a local call collect, which he did, and one of the team members came to pick him up and take him back to where the team was staying. Jimmy was charged with trespassing; of Brook the Canada 1 syndicate officially knew nothing.

Against this untidy background, Canada 1 was ready to resume hunting the big cats. She had already fared brilliantly, with four straight wins, but her success was overshadowed by the celebrity of Jimmy Johnston and the affair now popularly known as "Keelgate". The Canada 1 syndicate shrugged the affair off as a joke that had gone sideways, but would comment no further, as Jimmy's trespassing charge was before the courts.

Regarding Australia II's keel, the New York Yacht Club was considering a declaration of disqualification; the question had to do with the actual national origin of the idea, as a Canadian had developed a similar design. However, because sails and other equipment were sourced by most challengers from multinational companies whose true nationality was somewhat cloudy, the idea was dropped, which was unfortunate for Canada 1, as she stood in second place in the elimination trials behind Australia II and the latter's withdrawal would have put "our" boat ahead of the pack.

The "Keelgate" situation would not go away, sticking to the Canada 1 campaign like a Georgian Bay bloodsucker. Jimmy Johnston was being celebrated as "the Canadian frog-man" and articles about his exploit were appearing in newspapers both in North America and Europe; he had not actually taken the pictures (Brook had), but he was the guy who got caught.

After his release from jail, Jimmy, uncertain as to how to develop Brook's film, turned the matter over to a friend at a local photography shop. When the finished products appeared, they were passed all around the Canada 1 campaigners at a barbecue, making Brook Hamilton so uneasy that he requested the pictures back from Jimmy so he could take them home to Montreal and put them in a safe place.

But, again as in a British comedy, the pictures disappeared from Jimmy's room – there was dirty work afoot. Not only were the prints gone, but so were the negatives! The implications were devastating; after all the work that went into the campaign, Canada 1's team could be disqualified for unsportsmanlike conduct.

It turned out that Jimmy had had a post-party party with two local lasses and a camp-follower named Binky. One of the aforesaid lasses had taken the pictures to her apartment, gone away for five days, and then decided to return the pictures to Jimmy. The transaction was completed by the harbour on a dark and fog-shrouded night (the scent of Movie continues to hang heavily in the air), mercifully without incident, as Jimmy was apprehensive that a TV crew

CONTINUED ON PAGE 22

# Debunking 7 commonly held beliefs about septic systems

By Tom Bain, Eastern Georgian Bay Protective Society Inc

The word 'debunk' means to expose the falseness or hollowness of a myth, idea, or belief. These beliefs have originated from service suppliers, contractors, and even municipalities and governments, and are not based in either science or practice.

**Myth #1** — That Tertiary Treatment Systems Are Better Than a Basic Class IV Systems

**Truth** — Tertiary Treatment Systems are not better for the environment or your lake.

Conventional septic systems are Secondary Treatment Systems employing a septic tank (anaerobic digester) and a sewage service bed (leaching bed) for disinfection. When an Advanced Treatment Unit (aerobic digester) is inserted between the septic

tank and leaching bed, it becomes a Tertiary Treatment System. Tertiary Treatment Systems provide better treatment (in the Advanced Treatment Unit) – about 7% better – than Secondary Treatment Systems (in the septic tank), and in return are allowed a smaller sewage service bed (disposal bed). The treated wastewater released to the environment by both is deemed to be the same.

**Myth #2** — That You Should Reduce the Amount of Water You Use

**Truth** — More water is better. It further dilutes the sewage and helps with treatment.

The pamphlet entitled, "Caring for your Septic System in Muskoka" published by the Muskoka WATERSHED COUNCIL states,

"conserve water flowing to the system." This is appropriate when homes are serviced by municipal systems where there are significant costs to clean water to potable standards, and then piped to homes. The first stage of municipal wastewater treatment is to dilute the raw incoming wastewater to a concentration that can be treated by the plant. Reduced water usage in a home with a septic system increases the concentration of the wastewater in and leaving a septic tank, and makes it more difficult to treat the sewage without the option to dilute.

Imhoff, K. 1989 states: "It is estimated that as much as a third of residential wastewater nationally (USA) is disposed by septic systems. Few understand how the system functions. The fundamental process is anaerobic

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digestion which occurs through acid and methane fermentation. Although the methane fermentation sets in spontaneously, there may be conditions when acid fermentation cannot be overcome. Both acid and methane fermentation proceed simultaneously however, in a mature digester, the acids that are produced are rapidly decomposed. When the reaction becomes slower however, acid fermentation may prevail. This happens when the solids load is too large or when the temperature inside the digester drops. When the methane bacteria cannot keep pace with the acid produced, acids build up, the pH drops, carbon dioxide increases, and the digester will fail. The remedy is to reduce the solids load by adding water, or to increase the temperature."

### Mercier, D. 2015 states:

"A greater concentration of solids will flow at a lower velocity in pipes which could result in a velocity lower than minimal velocity for solid transport increasing the risk of solid buildups in pipes. In gravity fed systems, lower flows at lower velocities may result in shorter distances travelled in the distribution pipes where only a few orifices may contribute in the distribution of the effluent to the native soil or filtering media (depending of the type of treatment system). The effective organic surface loading resulting from that partial distribution will be significantly higher at those compared to a well distributed effluent. The biomat formation in these inadequate conditions will be less likely to reach the desired aerobic equilibrium and can reduce the performance of the

systems and increase the clogging rate.

So both the septic tank and the leaching bed performance is adversely affected by reduced water usage.

### Myth #3 — That You Should Pump Out Your Septic Tank Regularly

**Truth** — NO, pumping is only needed when sludge level is 1/3 of the tank and with cottage use you may be able to go for 20+ years without a pump out.

A septic tank has a living, growing environment. It starts slowly and gradually builds to full anaerobic digestion capacity. When it is pumped out, it has to start all over again. Sludge build up in septic tanks is directly related to use. Low use builds sludge slowly, greater use builds sludge more quickly. A pump out is required when either the tank is 1/3 full with sludge, or the sludge has reached the lower level of the transfer port. The sludge level in a septic tank can be measured using the True Core Sludge Sampler by SIM/TECH FILTER, at a cost of about \$125.00. Reduced pump out frequency and pump out when needed, can improve the performance of a septic system and save significant time and expense.

### Myth #4 — That a Visual Inspection is Useful in Assessing the Health of Your Septic System

**Truth** — A visual inspection is mostly useless, unless your system has stopped functioning and there is surface ponding of raw sewage.

Visual inspections look for ponding on the surface of the ground, foul

odours, clearing of leaching beds, and broken pipes. This does not determine if the system is biologically dead or alive, or that there are clogged or broken pipes underground in the distribution systems. Systems inspected using the visual method only and approved, have later been found to be in a very serious state of unrepair. An invasive inspection of the septic tank and leaching bed with a camera snake, together with a pH probe, is the only method to determine the state of operation of a septic system. This service is available from the ESSE Environmental Ltd. for a fee of about \$700.00.

### Myth #5 — The Percolation Myth – That You Can Install a Septic System on Top of Precambrian Rock and That it Will Perform Safely for The Environment

**Truth** — Initially it may work, but after a short amount of time it will allow pathogens and nutrients to fast track across the rock into the water.

Many of the septic systems on Georgian Bay have raised, sand filter beds (Whitby Beds), installed on top of granite Precambrian rock. The dimensions of the bed are determined in conjunction with the percolation rate of the underlying material. In the case of granite rock, the percolation rate is deemed, by default, to be T50, or 50 minutes, while it is a widely accepted fact that the percolation time of granite rock is infinite. The default value for the percolation rate of granite rock at T50 results in a much smaller filter bed than otherwise would be needed. The consequence is

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when the filter bed becomes saturated with wastewater, there is a direct short circuit from the septic tank to the adjacent natural water body. The result is both pathogen pollution and nutrient enrichment of the nearshore waters, resulting in sickness and algal blooms.

**Myth #6** — That Tertiary Treatment Systems Deliver Better Performance

**Truth** — Tertiary Treatment Systems are not managed to the testing lab performance specifications when in the field where there is usually a 150% deviation in performance.

The Ontario Building Code Part 8 defines a prescribed performance target for Advanced Treatment Units (Tertiary Treatment Systems). These Advanced Treatment units are laboratory tested to produce effluent for Total Suspended Solids (TSS) –

10mg/L and Carbonaceous Biochemical Oxygen Demand (CBOD<sub>5</sub>) – 10mg/L, for a 30 day average. While this is accomplished in the laboratory, onsite in use grab samples for TSS – 25mg/L and CBOD<sub>5</sub> – 25mg/L are accepted – a 150% variation between the actual performance and prescribed performance! So there is little improvement in performance of a tertiary system over a secondary system.

**Myth #7** — That Septic Systems Protect Our Environment

**Truth** — Septic systems are not required to treat sewage/septage to levels that will protect our environment.

The Ontario Building Code requires us to install a Class IV Septic System or a Tertiary Treatment System, or in some cases, will approve a holding

tank. Although it may seem counter intuitive, today, only the holding tank protects the environment around your property. This is because the contents are pumped out and taken far away from your property and disposed of in a managed manner. Septic systems and Tertiary Treatment Systems (covered in myths #1 & #6), are required to only reduce some of the pathogens, and reduce some of the organic material in sewage/septage. They are not required to reduce pathogens to “safe levels,” or reduce nutrients, or reduce pharmaceuticals, or reduce Compounds of Emerging Concern (CECs). By contrast, municipal sewage treatment plants are required to significantly reduce most of the items listed above. The gap in performance between septic systems (and tertiary systems) and municipal sewage treatment plants, continues to grow at a fast pace.

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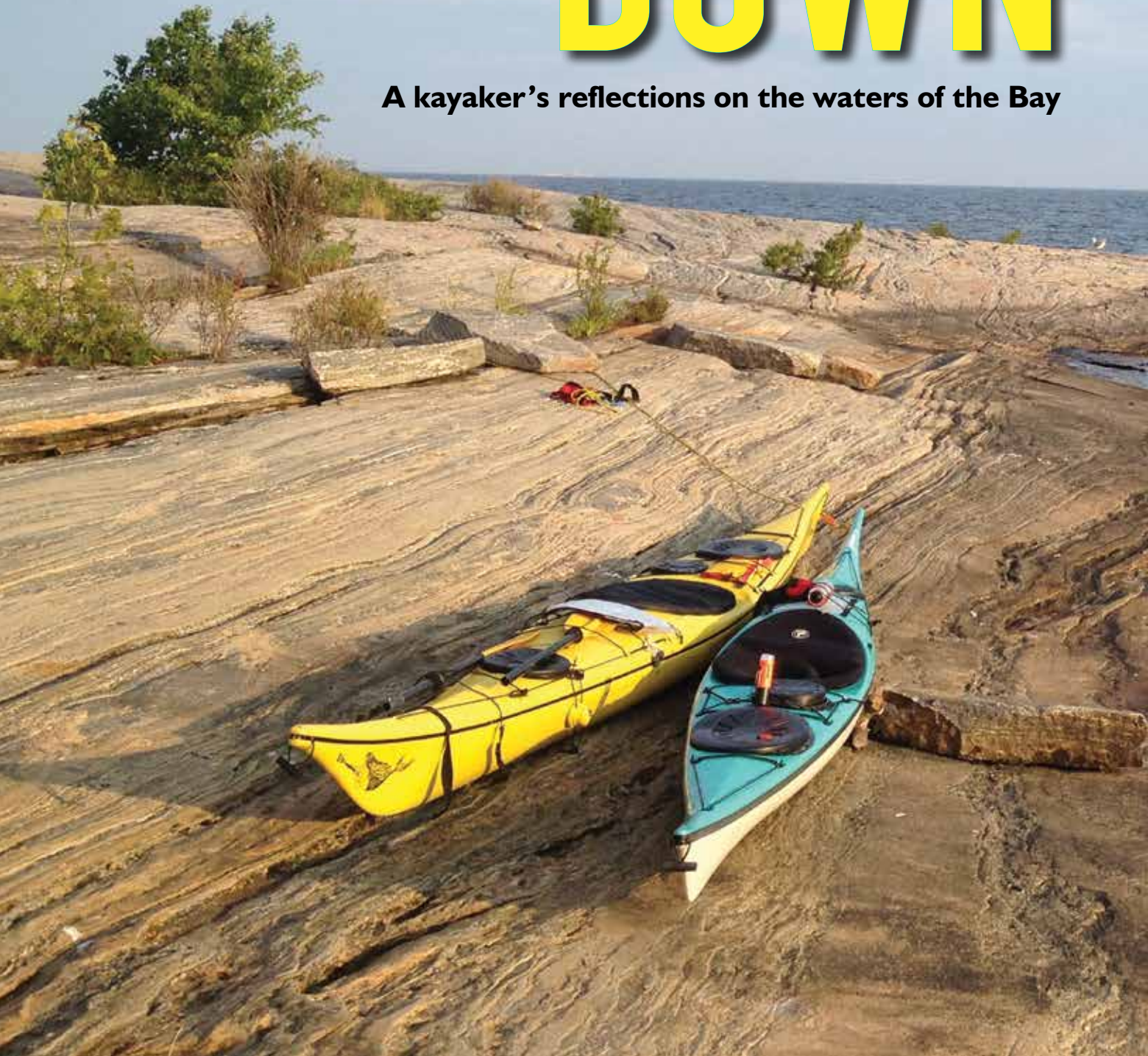
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# SETTLING DOWN

**A kayaker's reflections on the waters of the Bay**



## By Albert Bedward

3:32am, the Foxes (islands), Killarney.

My father was in the hospital. A few years ago he had a stroke, woke up in intensive care, looked around, and called my brother, "Son, all these people in my room are sick, what's going here? Why am I here?" he asked.

"You had a stroke Dad," he answered.

"I know that," my Dad answered, "but I have bowling tonight, and a golf game tomorrow morning, can you pick me up?"

My father was fortunate, he was of the top 5% who survive a stroke with little after effects.

A few weeks later, we had our first father, son weekend.

When I arrived, he needed to pick up groceries at the local store. We walked to my car, sat in the seats and talked for over an hour. The drive to the grocery store was 15 minutes. In the parking lot, still in the car, we spoke for another hour.

"Son, I am very worried," he continued, "I know you love sea kayaking, but the size of those waves in the photos, are you trying to kill yourself?"

"Dad, that's a pretty strange thing to say," I answered, "I

am safer on the water than I am on the 401 or any highway. On the water, my only concern is hyperthermia, running out of food, water, the occasional speed boater not looking where they are going. On the highway there are hundreds of cars passing me each hour. I could be hit by a drunk or texting driver, or something falling off a car or van, a rogue transport truck tire, anything."

"I see your point, but are you trying to kill yourself?" he asked again.

"What's bothering you Dad? You know I always wear my life jacket, wet suit if it's cold, dry suit if it's colder. On my life jacket is a whistle, my marine radio, flare pistol in my pockets, Spot Gen 3 to track my movement in real time on Google maps and to signal for Search and Rescue if needed, food for a day or twice the expected traveling time, spare clothes... And, prior to departure, I always email a float plan to a few friends stating where I am going and how long I will be. And -"

"There is always too many ands when you get going," he laughed, "continue son, you are on a roll now!"

"I have my Paddle Canada Level 2 sea kayaking certification, self and assisted rescue courses. That's about it." We both laughed. "So what is really bothering you Dad?"





He paused, looked at me and said: "My father saved my life before he died, did I ever tell you that?"

"No Dad," I answered, "how? I knew he died when you were about four."

"Life is sometimes funny, without the laugh. Every two years your grandfather sailed from Jamaica to work on the Panama Canal, that's why my two sisters, two brothers and I are all 2 years apart. A year after he retired, there was a huge flood. The water rose up to the third floor of the house. Your grandfather lifted me onto his back, told me to hold on tight as he swam to higher ground. Less than 2 months later, he died.

"So you think I could die on the water?" I asked.

"That's about it," he answered. "Do you want baked chicken or wild salmon for supper?"

"Salmon please, Dad. I could die from a heart attack, working every day, eating super and watching tv for 3-5 hours every night!"

"That's impossible son, you don't have cable Tv!" he laughed.

From the car to the entranceway was a 3 minute walk. In the fish and meat aisle, he stopped and asked: "So why do you paddle?"

[Every Monday we spoke on the phone. For the first 5-6 weeks after the stroke, we spoke for 3, maybe 5 minutes and suddenly he would say, out of the blue: "Have a nice day, a good week, talk with you next Monday."

Then I started telling him embellished stories about my paddles through

a storm to the Foxes near Killarney, near drowning on the French River, bear attacks at Britt and the McCoys, the rattle snakes on Snake island west of Killbear, the winter paddle to Notawasaga Lighthouse island, gun shots on Griffith Island, the solo paddle from Tobermory to Manitoulin island, the time we were stuck for two days on Cove island because of 2-3 meter waves. Then our shortest telephone call were 30, 40, 50 minutes. Sometimes we had a FaceTime lunch together. He'd be sitting in his kitchen in Ottawa, while I would be in my car in Richmond Hill, brown bagging it, video conferencing between his iPad and my iPhone.

After 3 months, I was so proud of myself, I called my brother: "I've had Dad on the phone for an hour today, what has been your best time?" "Is this a competition?" my brother asked. "No, but my bookie in Vegas has the odds at 50 to 1 for next week, are you in?" I

asked.]

"It inspires me to write poetry, short stories," I answered.

"Yeah. I can see that, but don't you find those waves stressful?" he asked.

"Some pay thousands of dollars to travel to India, for instance, to stay in an Ashram, meditate, find peace, reconnect, cleanse their mind so they can re-focus on the important. At \$1.09/ litre (higher on summer Fridays), a half or full bag of groceries, my kayak lashed to my roof, I can paddle on Georgian Bay for a few of hours, day or evening, almost anytime of the year, and within half day, full day, few days, a week, return home feeling the same way! "

"You are almost a better account than I was!" my Dad laughs. "Going back to your Ashram poetry, the last one you wrote: 'On Lonely island Lighthouse, Awaiting Rescue', there was a girl in it. "

"Yes there was," I smiled.

"You sounded pretty deep, serious about her. Is she the one?" he asked and smiled. I said nothing.

It was another half hour before we returned to his kitchen. We spoke for another hour or so after supper about the wind storm in Collingwood that tore the kayak off my car roof. Before going to bed, there was a knock on the door: "Good night son, had a great time today." "So did I Dad, so did I" I answered. He turned back and handed me a small ring box: "Oh, I found this between the driver's and passenger seat. Sleep well."

I could hear his thought: "Finally, he is settling down!"

If paddling across Georgian Bay this summer with my partner Odile is settling down, I guess he is right. That's another story.

## Bio

Albert Bedward is a writer, photographer, instructor and paddler. He is a graduate of George Brown College, Sheridan College and the Ontario College of Art. Albert's work has been published in Photo Life magazine, le magazine Ovo, Photographer's Forum, the intrepid soul, City TV, Chicago Tribune, Lake Simcoe Living magazine..... His first children's book "Rescue me" will be released in English and French, this fall in the iBooks store and Amazon.com. This will be followed by the release of a second children's book, "Alone Across the Big Water" in November. When Albert is not paddling on Georgian Bay, the Ottawa River or any of the Great Lakes, he is learning Salsa. If I can learn to dance Salsa, I can roll my sea kayak a full 360 degrees, with my eyes closed, and my stomach intact."

# FROM THE SMALLEST OF US must come mighty deeds

By David Sweetnam, Executive Director, Georgian Bay Forever



Fire is a primordial element. Fascinating, fearsome and frightening, its power to destroy and renew is awe inspiring. Watching the first-person videos of volcanic activity on the island of Hawaii is transfixing. Cars ignited like match heads, buildings and homes burned and blue-hot methane fueled flames glow from over two dozen fissures erupting through roadways and backyards on the island.

Just north of Tutu Pele's lava and destruction is Mauna Kea where the global carbon dioxide (CO<sub>2</sub>) observatory has been recording CO<sub>2</sub> levels since 1958. And what it is showing is truly alarming.

For the first time in earth's modern history, April 2018 averaged 410 parts per million (ppm) CO<sub>2</sub> in the atmosphere. That is a 30% increase since that first Mauna Kea reading of 315 ppm in 1958.

CO<sub>2</sub> levels are recorded on the Keeling curve named after Charles David Keeling who was the first person to make frequent regular measurements of the atmospheric carbon dioxide (CO<sub>2</sub>) concentration at the South Pole and in Hawaii. In addition to measurements recording the ozone hole, these measurements of greenhouse gasses are arguably one of the most important scientific works of the 20th century. Keeling plotted the levels of CO<sub>2</sub> showing an annual rise and fall just like water levels in the Georgian Bay as the entire planet seasonally inhales and exhales CO<sub>2</sub>. The earth, he observed, was breathing.

The reason for this is that most of the world's landmass and plant life are in the Northern hemisphere. As the soil thaws in the spring, the awakening microbes in the soil begin to grow and produce CO<sub>2</sub>. As the summer progresses, growing trees and other plants metabolise that CO<sub>2</sub> into sugars and release oxygen thereby lowering CO<sub>2</sub> levels through the fall.

But if earth's seasonal cycles are like

our steady breathing, then the Kilauea volcanic eruption is like a long, toxic sigh reminiscent of the primordial atmosphere of the earth 4 billion years ago.

In the earth's history we were once at 7000 ppm CO<sub>2</sub>. Early single celled life forms were anaerobic meaning they could survive without oxygen and many could live in extreme conditions. Archaea are able to use metal ions or even hydrogen gas as energy sources. Haloarchaea are salt-tolerant and can use sunlight as an energy source. Other species of these early life-forms can convert CO<sub>2</sub> into organic compounds, however, unlike modern plants and cyanobacteria, no known species of archaea does both.

Like Pele's current land shaping flare-up, prehistoric volcanic emissions of sulphur dioxide gas mixed with sea water to produce sulphuric acid and hydrogen sulphide. Anyone who has opened a container of spoiled food or smelled a rotten egg can imagine what the earth must have smelled like 3.4 billion years ago before the first photosynthetic (using sunlight to convert inorganic carbon into organic carbon) cyanobacteria evolved and began to pump out the life giving oxygen that we and other oxygen-dependant organisms now take for granted.

The first free oxygen created was absorbed by all of the dissolved iron

in the oceans and precipitated out a characteristically red iron oxide that geologists see accumulated in the exposed rock formations of that era. The entire earth rusted.

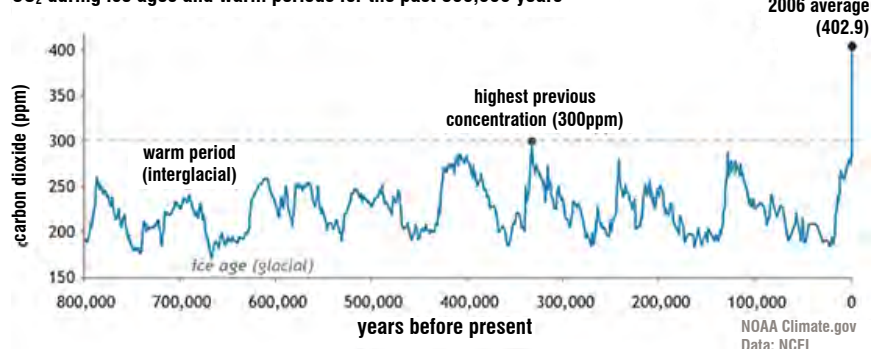
After almost a billion years, the entire oceanic concentrations of iron had absorbed the free oxygen, and finally the atmosphere began to change.

But the exposed rocks on the earth's surface also contained minerals that could absorb oxygen. Hydrogen sulfide gas and oxygen combined producing sulfuric acid that dissolved these minerals and again, geologists can see increases in some elements like chromium that washed off of the land surface into the sea and settled into the sediments.

Next, the continuous terra-forming engine of oxygenating bacteria began to produce a rapid (geologically speaking) rise in atmospheric oxygen. This oxidized the dominate methane gas filled atmosphere into carbon dioxide and water and drastically reduced that even more potent green-house gas. This led to a cooling of the earth triggering a 300 million year glaciation phase known as the Huronia Glaciation and a mass die off of anaerobic bacteria poisoned by the increasing oxygen.

In more recent times (again geologically speaking) the levels of atmospheric CO<sub>2</sub> have fluctuated over the past 800,000 years, but they have never

CO<sub>2</sub> during ice ages and warm periods for the past 800,000 years



exceeded 300 ppm according to the ice core record.

But today, like a coughing fit brought on by a burst of exhaust from a foul smelling truck, humans are now disrupting the cadence of Mother Nature's breaths. The earth just passed the startling climate changing milestone of 410 ppm resulting from deforestation and burning fossil fuels.

It wasn't that long ago, May of 2013, that the annual maximum level of CO<sub>2</sub> breached the 400 ppm mark. But after that milestone was achieved CO<sub>2</sub> levels stayed above 400 ppm for the whole month of April 2014 and very quickly thereafter, the 2015 annual average topped the 400 ppm level. And by September 2016 even the annual low level ballooned above the 400 ppm line.

And now, alarmingly, hitting 500 ppm is now on the realistic side by 2025.

What mankind has been up to over the past few centuries at a massive scale is mining the carbon trapped deep underground and burning it releasing

primordial CO<sub>2</sub> back into the atmosphere and cutting down the forests that could take up that CO<sub>2</sub> at an ever accelerating rate.

The resulting increasing air and ocean temperatures are leading to increasing storm intensity and frequency and altering the deep oceanic currents that moderate temperatures and pump nutrients around the globe. We don't fully understand what that will mean for the planet and all of our fellow inhabitants, but we do know that more frequent and intense storms, floods, hurricanes and heat waves will take an increasingly deadly toll on humans and other organisms.

### And here in Georgian Bay we have seen:

- A decline in ice cover (down by 71% since the 1970s).
- An increase in surface water temperatures (summer water surface temperatures have risen 2.5°C (4.5°F) since the 1980s), stressing fish

populations and ecosystems.

- Faster winds (wind speeds have increased over the lake by nearly 5% per decade since the 1980s).

- The regional trend is toward warmer temperatures, and increases in extreme storms and droughts. Winter (more as rain) and spring are showing signs of becoming wetter while summer and fall are showing signs of becoming drier.

Scientists are certain that global warming is happening. But there are a few strong economic forces resisting acknowledging that human activity is the prime driver of these current climate changes. So if tiny organisms have the power to completely alter the Earth's environment, why would anyone deny that humans could similarly have such a dramatic impact especially when we are digging up the eons of carbon stores those organisms put aside? We must not let professional deniers transform our future for the profit of a few at the cost to so many. It is our call to duty.

## HEALTHY LIVING

# STRESS IS UNAVOIDABLE which makes stress management important for maintaining health

**By Monika Lukacena-Russo, BSc. ND Naturopathic Doctor**

We have all been there... too many hats, too many commitments, or a situation that won't let up. Everyone experiences stress at times, but how well we cope with stress depends on a number of factors. The body's experience of stress is carefully mapped out by a series of hormone responses.

### Fight or Flight

In an extremely stressful situation, the body releases bursts of the hormones cortisol, adrenaline and nor-adrenaline to prepare for a "fight or flight" response. High levels of cortisol free up stored energy to help the body physically resist or flee from physical danger. This is a healthy hormone response and should be short lived.

### Modern-Day Stressors

Our modern-day stresses tend to be less dramatic, but of longer duration.

This means that cortisol levels may stay mildly elevated, resulting in symptoms like feeling tired but wired, difficulty sleeping, anxiety, and poor coping. Excess cortisol also interferes with the action of other hormones (progesterone, testosterone and thyroid), creating more hormone imbalance and more symptoms. Cortisol and thyroid hormone often go hand in hand. In hypothyroidism, the body experiences sluggish clearance of cortisol because the liver is not doing a good job at getting rid of it.

### Low Cortisol

With continued stress, the adrenal glands may become depleted or may reduce cortisol production significantly in response to the detrimental effects of high cortisol. Symptoms of low cortisol may include fatigue (particularly morning fatigue), increased susceptibility to



*Olea Health  
Wasaga Beach*

infection, decreased recovery from exercise, allergies, low blood sugar, burned out feeling, depression and low sex drive. This long term stress can also impact our metabolism- often moving body fat to the front part of the abdomen.

If your struggling with constant fatigue, unquenched craving for sweets and carbohydrates, depression and anxiety, difficulty losing weight no matter what you do, insomnia, low libido, brain fog, digestion problems, low immune function, poor recovery from exercise or constantly getting injured..... your adrenals may need support.

Naturopathic medicine has a lot to offer with diet, lifestyle, and exercise counselling, supplementation of herbs and nutrients, and in depth hormone testing to pin point the hormone disconnect.

# ENVIRONMENTAL NEGLIGENCE in the Township of Georgian Bay

**By Cathy Cooper**

Land use planning and environmental laws are meant to protect our most valuable resources; the water quality of our precious lakes, native species, especially endangered ones, and significant wetland areas that function as critical breeding habitats. Responsibility for implementing these regulations lies with local governments, and not all of them are doing an adequate job.

A proposed trailer park at 380 Macey Bay Road in the Township of Georgian Bay is emblematic of environmental mismanagement. Originally, only a small portion of the property was zoned Commercial, and used as a trailer park. The Ministry of the Environment eventually condemned the operation due to an unsanitary open sewage lagoon. The trailer park was vacated. The lagoon was filled in.

The property was sold to a developer who applied to rezone the rest of the property to Commercial Uses and submitted a Plan of Subdivision for 80 freestanding cottages. Council ignored provincial requirements for satisfactory Environmental Impact Assessments, potable and storm water management and traffic studies, setback requirements from the adjacent Provincially Significant Wetland, and a Ministry assessment of a future sewage treatment plant. Despite objections calling for due process, Council approved the rezoning on a conditional 3-year basis, giving the developer time to fulfill the conditions. If unmet, the rezoning was to be rescinded. The conditions were not fulfilled, yet the township failed to rescind the conditional rezoning: leaving it in legal limbo for years. The property changed hands again in 2012.

A Freedom of Information request indicated that Mayor Braid met with

representatives of the new developer/owner. Shortly thereafter, in July of 2013, the manager of the township's Planning Department sent an e-mail to the outside planning consultant instructing him that they were to "work with the developer" to rezone the rest of the property to allow for "a 180 unit trailer park." Typically, a civil servant, acting as a professional planner, would not arbitrarily make such a decision in the absence of due process. A completed application and many studies are required for rezoning and a Plan of Subdivision. It is the role of Council, not staff, to approve such a plan. This decision appears to have been made in the absence of environmental considerations and public disclosure.

In 2015, the OMB ruled that the previous conditional rezoning could be exhumed. The OMB order requires that the conditions must comply with today's environmental regulations. One of the biggest concerns is that provincial environmental policies require a set-back of 120 metres from a Provincially Significant Wetland but the developer disputes this. At stake is protection of the 'Tobie's Bay' Provincially Significant Wetland, adjacent to the trailer park property. Between 2015 and 2016, the developer submitted two different Environmental Impact Studies (EIS) to the MNRF. The ministry rejected both. Biologists at the MNRF advised the developer to scale back the scope of the development. The ministry then transferred responsibility for any further EIS assessments to the township. In November of 2017, a third EIS opinion was submitted, without revisions, this time to the township, pressuring the township to support a reduction to the Provincial set-back.

At a 2017 OMB hearing about the exhumed rezoning, the township's expert planning witness failed to

challenge the developer's assertion that tent platforms, once found on the property, should be 'grandfathered' and converted to trailer sites. He could have argued that tent platforms are defined as 'temporary structures' under the Building Code and, by definition cannot be 'grandfathered' as permanent trailer sites.

The trailer homes the developer wants are classified as 'vehicles' and are currently prohibited by the township. The township's witness proffered that the township would pass a Zoning By-law Amendment to permit them. In the most shocking concession, without council approval, the expert witness testified that the township would not be averse to allowing 180 double-wide units in place of the 180 single-wide units requested by the developer: doubling the scope of the trailer park.

This would be inexplicable except for the fact that the planning consultant had been instructed by township staff to "work with the developer," since 2013.

In another example, last summer, Council for the Township of Georgian Bay approved a septic system for an undersized property, despite advanced warnings that it did not meet the minimum set-back of the Ontario Building Code, or the Source Water Protection Act. The OBC supersedes all other authorities and its minimums cannot be lowered; yet Council voted 5-2 to approve the septic system. Were it not for a successful OMB appeal, this decision would have allowed a non-compliant septic system too close to the water and just upstream from the communal water intake into the Rope Subdivision.

This township has demonstrated that they place questionable development over protection of the environment and compromise on due process.



Canada 1, Steven Duff, 1983, acrylic on canvas

# CANADA 1

## Georgian Bay's hope for the America's Cup

CONTINUED FROM PAGE 12

might pick up on what was going on.

Another set of prints was made for safe-keeping, along with the negatives, by Brook Hamilton, and that should have been the end of the matter.

However, Binky, the camp-follower, managed to obtain two prints from Jimmy and sold them to the Globe and Mail (presumably for an "undisclosed sum").

Following her sterling performance to date, it was as if a curse had settled over the Canada 1 campaign. In this round, her proud record had diminished to two wins and four losses, in contrast to her earlier record of 5-1, giving her an average of 7-5 to date. A short

sabbatical for all contestants followed, in which step were taken to improve the performance of the competing yachts, and for Canada 1, the primary focus was on...are you ready for this?...the keel!

Now the semi-finals; three races and no wins for Canada 1. And then Victory 83 did her in and Canada 1 was eliminated. She had tried and failed to be a contender for the America's Cup, but she certainly did not fail to try.

Australia II, by comparison, tried, and succeeded in breaking America's grip on the America's Cup in one of the most astonishing race events in yachting history.

A question, now; what happens to

12-Metre yachts when their competitive days are over? Some are converted into private yachts, with overnight accommodation, by the few with deep enough pockets. And Canada 1 found a home with 12-Metre Challenge, a concern based in Philipsburg, St. Maarten, in the Dutch West Indies, that offers one a chance to sail on a 12-Metre with a choice of whatever crew activity is preferred – or simply go along for the ride.

The current status of Canada 1 is not currently known. The 12-Metre facility sustained considerable damage in Hurricane Irma and a generic bulletin as of this writing (October 31, 2017) gives no specifics. We can only hope.

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# Bob Duncanson, retiring as Executive Director, Georgian Bay Association

The Georgian Bay Association, formed in 1916, is an umbrella group of 19 cottage associations, representing over 4000 families along the eastern shore of Georgian Bay. The Association mandate is to act as stewards of the fragile and finite water and land resources of the Bay. Bob Duncanson has been the Executive Director of the GBA for the past ten eventful years. During his tenure, he has been an active and successful advocate for Georgian Bay at the provincial and federal levels of government. Bob is now 'moving on' from his role at the GBA and **Georgian Bay Today** had an opportunity to ask him to reflect on his time at the GBA.

## 1. What do you see as the most important role(s) of the Georgian Bay Association?

**B.D:** The GBA is first and foremost an advocacy group for public policies that support the priorities of our members. We are our members' voice in the halls of power, government committee rooms and with non government organizations. Shortly after I became the Executive Director of the GBA there was some thought given to us becoming a charity and only focusing on environmental work. The Presidents of our Member Associations, who are effectively our shareholders, voted unanimously to not seek charitable status. They argued that they wanted their GBA to be able to speak up whenever and on whatever issue they want us to without the restrictions placed on registered charities who have limited ability to lobby.

## 2. What challenges did you encounter as Executive Director of the GBA?

**B.D:** People who own cottages tend to be very passionate when it comes to issues that affect their piece of paradise. Harnessing this passion and keeping it focused and in harmony is an ongoing and important challenge for the ED of the GBA. While we are an advocacy organization we continually strive to approach governments as partners in protecting the Bay, presenting them with win-win solutions rather than aggressive lobbying actions. This approach has stood the organization in good stead as governments of all stripes have regular-

ly reached out to us for advice and opinions on matters that affect Georgian Bay and the Great Lakes in general. This is something we should all be proud of.

## 3. What are the most pressing issues facing the Georgian Bay community today?

**B.D:** Population growth. The GTA is expected to grow somewhere between 30 and 40 percent over the next 20 or so years. This will result on more pressure for recreation outlets including on Georgian Bay. This means more pressure for more cottages, more boats, more highway traffic, etc. We must remain diligent in working with municipal governments on development proposals and with senior levels of government on environmental protection. Add to this mix the pressures that will come from a warming climate including warmer water temperatures, less ice coverage and more water evaporation and likely downward pressure on water levels and you will see that there won't be a lack of things for the GBA to be engaged in.

## 4. What are you most proud of during your tenure at the GBA?

**B.D:** Building on GBA's legacy reputation as a force for positive change in government policy. From the Federal bi-national Great Lakes Water Quality Agreement, to which I was appointed as an Advisor to the Canadian government, to the passing of the Provincial Great Lakes Protection Act, GBA has been at the table as important legislation has been written.

## 5. How do you envision the future of the GBA?

**B.D:** The GBA is well positioned to continue to provide benefit to its members through the protection of Georgian Bay. My successor, Rupert Kindersley, brings considerable personal history from his time on the Bay and his involvement in his local Association and on the GBA Board. But it will be important that Rupert is well supported by a strong board of Directors who provide feedback to and from the grassroots members in all of the Associations.

## 6. What is next for you personally?



**BOB DUNCANSON is retiring as Executive Director of the Georgian Bay Association but assures us that he will be "a Georgian Bay cottager for life".**

**B.D:** As I have been ensuring everyone, I will continue to be a Georgian Bay cottager for the rest of my life and continue to support the work of the GBA from my corner of the Bay. Through the GBA, I have developed a relationship with some of our First Nation neighbours. I plan to deepen this relationship and, with them, explore opportunities to better understand our respective cultures and visions for the future of the Bay. To me, this is reconciliation in action. I will remain a member of GBA's First Nation Liaison Committee and, through this, will encourage others to also engage with our First Nation friends.

## Georgian Bay Association announces appointment of Rupert Kindersley as new Executive Director

*The Board of Directors of the Georgian Bay Association is pleased to announce the appointment of Rupert Kindersley, currently GBA President, as Executive Director of the Association. Rupert replaces Bob Duncanson who, as previously announced is retiring after ten years exemplary and much appreciated service.*

*The Search Committee's unanimous recommendation followed an intensive search and interview process. In making its selection, the Committee noted that it took into account Rupert's extensive knowledge of the Bay and of GBA itself, and his familiarity with issues of importance to the Association and with how it interacts with government agencies and politicians.*

*John McMullen, Past President, has agreed to step back in as President for the coming year.*

*We trust you will join us in wishing Rupert the very best as he embarks on this new chapter in his career.*



# LIMESTONE BY MEDEIROS: a Georgian Bay classic

**By Peter Wood**

From humble beginnings, Limestone boats have become iconic vessels on the waters of Georgian Bay. Since 1985, the Medeiros family, Sergio, his son Al and daughter Lucia has built them. The boats were originally named after the family but were renamed 'Limestone' to reflect the rugged beauty of limestone islands of Georgian Bay. Since that time, the Limestones have established a legacy on the waters of the Bay because of their classic design, rugged construction and practicality. In a testimony to the quality of these vessels, Mark Payne of Payne Marine (Limestone dealer since 1986) in Pointe au Baril says, "It (Limestone) has a following. We have not ever seen or heard of a case of a structural issue with a Limestone: not the floor, not the transom, not ever."

In 1985, the Medeiros were not boat builders or designers: in fact, not even 'boaters' but through a series of circumstances, well laid plans and a penchant for trial and error, they built a line of boats that met the needs of Georgian Bay boaters.



**LIMESTONE 18 RUNABOUT.**  
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transportation to and from  
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Twelve Mile Bay.

The Medeiros family boat experience was based on a single boat that Sergio built when the family was living in the Azores region of Portugal. "He built a wooden boat," Al recalls, "It wasn't really seaworthy. It was for his own use so that he could go fishing. When he got here (Canada), he wanted to build a better boat that didn't leak and require oar power. The family boat building business was based on that one single wooden boat."

The Medeiros family entered the boat industry in the mid 1980s at a time of economic recession that had devastated the boat manufacturing industry. It seemed like an inopportune moment to begin building boats, but "It was and it wasn't," says Al Medeiros, "because boat builders were going out of business, we were able to acquire boat molds. We were able to buy them dirt cheap." They were astute enough to realize that they were going to need the expertise of a reputable boat designer. "If we really wanted to proceed, we needed to hook up with Mark Ellis." Ellis was a

disciple of Ray Hunt and the legendary Deep v hull. He had recently designed the Hinterholler 24. In 1985, he designed the first Limestone 20. It was a perfect relationship says Al, "I trusted Mark but he also trusted me. It worked both ways. He benefitted from every boat commission and I benefitted by using his name and his design."

"In 1986, we made our first boat," says Al, "and took it to the Toronto boat show where it caught the attention of Mike Payne." Payne Marine became the first dealership to carry Limestone, a line that they still carry to this day. "We are the only dealer that stayed with them, right from its inception until today," says Mark Payne (Mike's son). "My Dad knew that it was a well designed boat. It was well designed for Georgian Bay. It is the hull (deep-V) that makes it unique but there are other attributes that were appealing: the self-draining cockpit, the hand laid hull and overall quality. The design of the hull continues to make it stand apart from a lot of other boats," says Mark.

To find the universal elements enough; to find the air and the water exhilarating; to be refreshed by a morning walk or an evening saunter... to be thrilled by the stars at night; to be elated over a bird's nest or a wildflower in spring - these are some of the rewards of the simple life.

*John Burroughs, American Naturalist, US Conservation movement 1837 - 1921*

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Limestone by Medeiros was on its way. They had a designer, a boat and a dealer. By 1989, Hinterholler went into receivership and the Medeiros family was ready. They expanded their line of boats by acquiring the molds and tooling for the Ellis designed Hinterholler 22 and 24. Suddenly, they had a 'line' of boats.

The next step was to develop a reputation. "Dealers were sceptical," says Al. "If Hinterholler didn't make it, how was this little company going to survive? A lot of people thought that we weren't going to be around for very long." By 1991, the Limestone boats had already established a presence and a reputation on Georgian Bay. Medeiros began to expand by taking their boats to US markets through boat shows. They even expanded to Sweden. At the Stockholm Boat Show they won 'Best Boat'.

The excitement around the Limestone was expressed in a Summer 1991 Georgian Bay Today article by Tom Martin (Nares Inlet/Toronto): **The Limestone: a boat built for Georgian Bay.**

*Only five years ago, in 1985, production began on the first Limestone 24-foot day cruiser and Al and his father Sergio Medeiros' first 20-foot cuddy cabin. It was pure coincidence that the Medeiros, owners of Medeiros Boat Works, and Fred*

*Eaton, a Georgian Bay cottager, had simultaneously gone to see naval architect Mark Ellis, of Oakville Ontario, to design two differently sized yet remarkably similar boats for use on Georgian Bay.*

*...there was a vacuum in the marketplace that needed filling. No manufacturer was making a line of true deep V boats (in excess of 20 degrees dead rise) in the 10 – 24 foot range that featured seaworthy, heavily built hulls and decks, self-bailing cockpits with fiberglass innerliner construction (in lieu of carpet covered plywood) and classical nautical looks, with a minimum of 'glitz and glitter.'*

*Many knowledgeable boaters up and down the shores of Georgian Bay are taking a good look at this series of boats when selecting a new vessel. The seaworthy design and quality construction of the Limestone line has not gone unnoticed elsewhere. The Medeiros report dealers in the U.S. and several more U.S. inquiries for dealerships. In addition to pleasure use, Limestones are seeing commercial service as well, and interestingly, the RCMP have several boats for the heavy-duty use these boats are given by the public forces.*

*Finally, in case you didn't know, the name Limestone is well known to many Georgian Bayers: it comes from the magnificent Limestone islands lying about two miles offshore from the south*



**A MEDEIROS 22, construction in progress, destined for Lake Rosseau.**

end of *Sharwanaga Bay*,  
*Pointe au Baril*.

Limestone By Medeiros, as the boats are now known, has come a long way since that first Mark Ellis designed 20 footer in 1986, and an even longer way since they emigrated to Canada and bought a farm in Oakville Ontario in 1964. At the time they had 4000 chickens, 100 hogs and 100 head of cattle on the 200 acres that became and remains 'Medeiros Boatworks'.

In the early seventies, Sergio built his dream boat, a fibreglass Portuguese dory style vessel – not particularly useful in Georgian Bay waters. They sold a couple of these boats but "it was more of a hobby" says Al Medeiros, "that grew into a business."

"It all starts when people buy a boat," says Payne, "they buy for the look of a boat. Most manufacturers put a lot into styling but the Limestone kept the traditional classic lines from the time they were first designed until today. There is a nostalgic part of the design that a lot of people relate to. It is reminiscent of designs from 70 – 80 years ago."

The Limestones are a perfect fit for 'island' use on the east side of the Bay: safe, dry, soft and practical. These boats are the epitome of the 'form follows function' concept.



**AL & LUCIA MEDEIROS deliver Limestone 22 to Honey Harbour.**

"They are made for one purpose," explains Payne, "and that is for moving people and gear from one place to another in rough water, period. They are not designed to do a lot of other things. They are not designed for water sports. They are not designed for fishing. They are not designed for creature comforts so you don't find things like carpets, live wells and stereos. You can add a lot of things, but the nuts and bolts of a

Limestone make it what it is, understated elegance."

Today, the Medeiros family is producing "eight or nine boats a year," says Al, "all custom ordered." Lucia runs the office and Al oversees production. Sergio, now 90, still participates in the family business and instils it with old world pride. He is present for delivery and launch of every new Limestone.

Limestone is now producing the following models: 17' Centre or Twin Console, 18' Runabout, 20' Cuddy Cabin, Centre Console and Runabout, 22' Runabout, 24' Express Cruiser or Cuddy Cabin, 26' Cuddy Cabin, 28' Express Hardtop and Express Cruiser.

A Limestone by Medeiros is the last boat the serious yachtsman will ever need to purchase.

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# CLEARWATER FARMS

## a triple threat (food, education & long-term advocacy)

**By Colin Dobell**  
(Cottager & Executive Director,  
Ontario Water Centre)

We're entering year three of ClearWater Farms' (CWF) working on Georgian Bay. Last year, over 45 customers in Honey Harbour, Cognashene, Go Home and Wah Wah Taysee received fresh, locally grown, chemical-free vegetables at the cottage. In doing so, they helped over 300 young people participate in programmes that connected them to nature. This year, ClearWater will extend to service customers as far north as Sans Souci, South Channel, and Pointe-au-Baril. And through its school and camp programmes, it will work with more than 650 young people this summer, on its way to 2,000 in 2019.

CWF is the flagship project of the Ontario Water Centre (OWC), a charity committed to (re)connecting kids, their families and communities with nature. It runs:

- Farming programmes and volunteer activities that help people understand where their food comes from, and learn how they can participate in feeding themselves. Through these programmes, we grow food that is sold through our food basket programme;

- School-based programmes that engage kids (primarily from 8-14, so far) in co-designing/implementing nature-related projects around ClearWater properties – and by doing so, gaining understanding of the natural systems they are interacting with;

- Summer camps that immerse kids – in water, mud, animal tracking, mushroom growing, and a plethora of other simple, authentic but stimulating natural experiences;

- Fall retreats where kids and their parents can work/learn/play together over the weekend at the farm;

- ClearWater Foresters, a programme in partnership with Forests Ontario which exposes 12-14 year olds to woodlot education, skills, and stewardship, in school and outside it.

There is a reason to this madness. Almost every person who identifies



### **CLEARWATER FARM/ONTARIO WATER CENTRE programmes reconnect kids with nature.**

themselves as caring about environment, sustainability, climate change, etc. tracks their initial passion for nature back to childhood experiences. This is no surprise to anyone who grew up in Georgian Bay. Another way of saying this is “environmental education without meaningful natural experience won’t work”.

The problem is that the majority of southern Ontario residents – a rapidly growing population that already constitutes a majority of citizens – did not grow up having meaningful experiences in nature. With immigration continuing to tip that balance, if we aren’t successful in creating meaningful natural experiences that are accessible to many children (not just the lucky few), there will soon be no constituency to stand up for protection of the natural world in the face of economic and development pressure. ClearWater Farms is designed as a living laboratory for development of programmes, practices and a social busi-

ness model that can scale and be replicated across the province.

By purchasing food basket subscriptions – which can be delivered either to the GTA or to the cottage (or both, at different times) – cottagers can eat well, while doing good, by supporting the growth of ClearWater’s nature-connected programming. All produce is chemical-free and grown within 200 miles of where you eat it. Pick-up sites are The Hive & Georgian Bay Landing (Honey Harbour & Cognashene), King Bay (Go Home & Wah Wah Taysee), Glenn Burney Marina (Sans Souci, South Channel) and The Ojibway Club. Cottage delivery (by boat) is available from Honey Harbour to Wah Wah Taysee.

You can find out more about ClearWater Farms, its food, and its educational programming by visiting [www.clearwaterfarms.ca](http://www.clearwaterfarms.ca). To arrange for a visit of our flagship ClearWater Farm, reach out to [Colin@ontariowatercentre.ca](mailto:Colin@ontariowatercentre.ca).

"Conflicts.....continue to increase", says Muskoka's top planner. Page 2

# Georgian BAY TODAY

The annual newsletter linking cottagers, boaters, residents and tourists Summer 1988 Edition 50 Cents

## GBA seeks tax relief for second home owners

On page 4 for the complete text of a new initiative by the Georgian Bay Association. The Association, working with other regional real-estate groups across Ontario, aims to shift "the burden of school financing away from the property tax and toward to income-related taxes that reflect ability to pay."

The GBA is an umbrella organization representing 25 local cottage associations along the eastern shores of Georgian Bay and its adjacent lakes.

The association brief notes that their proposal would not result in an increased tax burden for permanent residents in recreational communities, nor would they decrease revenues for their school boards. The brief states that "home owners would encourage increased spending on recreation and local services that would result in potential higher incomes for permanent residents."

The GBA campaign has been organized by the Taxation Committee, chaired by John Macdonald, registered to be directed to him at 19 Kenneth Ave. Toronto, ON, M5N 2X1.



Ashley (left) and Adam Cole of Midland, with Serena Hershon, Victoria Harbour, and Jack Legault and Laurence Longlet, owners of Georgian Bay Landing, South Bay, Honey Harbour. With this summer's low water Jack has had to dredge nearly a meter of Bay bottom from some 200 feet of shoreline. He imported "a gravel quarry" two summers ago to cope with rising waters at the time.

Stories, photos, information

from:

Black Bay  
Brimley  
Cognashene  
Honey Harbour  
Midland  
Ottawa  
Penetang  
Parry Sound  
Port Severn  
Queens Park  
Sans Souci

## YOU are asked ..

The Muskoka Parks are having a party on Sunday, July 3, 1988 - and YOU are invited!

We'll all celebrate Canada's birthday and the grand opening of our new exhibit and newly-reopened Visitor Centre at Cedar Spring on Roundell Island.

The exhibit is called the "Missing Piece". It highlights the characteristics that make the Park special. The exhibit features the meeting of two great land-

forms, the Canadian Shield and the much younger sedimentary rock of southern Ontario. The boundary usually crosses Roundell Island, giving it a unique blend of features from both landforms.

Much of the richness of our plant and animal life arises from the meeting of land and water in wetlands along our miles of shoreline.

The Park is a meeting place for people now and through the centuries. The early settlers had their own name for "Roundell", which is about the sixth the island has had.

Three features give the Park its uniqueness. Come celebrate the opening and explore Roundell. It's an afternoon of activities and games for the whole family, beginning at 1:00 p.m. with the official opening by the Honorable Stan Fasling, M.P., Muskoka-Parry Sound. RSVP if you're going to attend? W. M. Day

Superintendent  
Georgian Bay Islands National Park  
Box 28, Honey Harbour  
Ontario K0B 1B0  
705-756-3413

## Letter from the publisher

### News

The publisher is always looking for new stories to write. We are always looking for new stories to write. We are always looking for new stories to write.

The first Georgian Bay Today appeared in the summer of 1988 as a quarterly, 16 page, black and white, tabloid-format newspaper that celebrated "the glory of the Bay." Publisher Al Heisey described each issue as a 'try.' His policy was to "try and make each issue a little better than the last." This concept encouraged growth and initiated evolution. We are continuing in this tradition by offering our latest 'try': a 32 page full colour magazine: the next step in our evolution!

## South Channel

### Black Bay

The publisher is always looking for new stories to write. We are always looking for new stories to write. We are always looking for new stories to write.



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# SMALL CRAFT DELIGHTS:

## Summer's here — it's time for exploring and adventure



By Tom Martin, Nares Inlet

I finally got in a boat on May 12th as I went out to my island to open up the cottage. The first time out is always a bit like getting on skates again each year. After a few moments, I was right back into it and loving it. It felt great to be on the water and at the helm despite the extremely cold breeze and the freezing cold stainless steel steering wheel.

One of the neatest things about our Georgian Bay is that you can go anywhere the seas will take you. I enjoy utilizing the Trent or Welland Canals and the Seaway; you can take your craft any place in the world and explore. You can't do that with most of cottage country. I haven't taken one of my boats out of the Bay but have run three purchased vessels into the Bay. Two up the Trent from Lake Couchiching and one from the US side of Lake St. Clair. One of my best days ever on the water was leaving the St. Clair River, passing under the Bluewater Bridge at Sarnia, entering Lake Huron and running 150 miles up to Tobermory. We then had a fabulous 60-mile ride across the Bay, in a strong westerly blow, surfing down the five-foot waves and throwing sheets of spray to the side. Piloting that boat to the cottage from Michigan was a great adventure. I also sailed on a C&C 27 from the North Channel via Lake St. Clair to Lake Erie, through the Welland Canal, across Lake Ontario to Toronto. The next summer, I sailed with the late Ken Ross for 6 weeks in the North Sea and North Atlantic, visiting Germany,

Denmark, Sweden and Norway and finally disembarking on the Isle of Skye in Scotland. That really was an adventure!

With the water level back up, there are more little bays to go exploring in again. You might do this in a canoe or kayak or small powerboat. You don't need anything fancy. My brother and I look back fondly to the fall weekends when my Dad would take us young boys exploring in our 18 foot cedar strip Giesler with a Johnson 10 on the stern. We didn't go fast but we had fun and saw new territory. We ventured about 20 miles north from our island to the Gereaux Lighthouse or 20 miles south to the Limestone Islands. The boat wasn't fancy but the spirit was full on for adventure.

Exploring is always more fun if you have young kids and a dog aboard. I love to see a boat full of young children off on an adventure. It's healthy for them to be out in the sun and air: get rid of their electronics and take them on an exploration journey. Pack a picnic lunch and swim suits. Make them lookout. Show them the chart. Tell them to watch for pirates. They'll eat it up.

Of course, in your fleet, you should have a vessel for youngsters to start their own explorations. My first vessel for this was a small, plywood punt-like vessel called 'Cricket,' lent to us by my great Uncle Phillip Ketchum. He knew what a young boy wanted. My older brother, Ned, had first go at her. He quickly

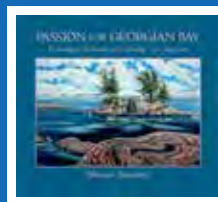
bored of the means of propulsion: a double-ended paddle. He managed to borrow some sort of sail and some leeboards and tried sailing her without much success. So, in 1959, he and my parents went to the Toronto Boat show and purchased an Optimist Pram which he named 'Puck.' Puck is still a member of the family fleet. The acquisition of Puck meant Cricket was now mine to use. I had great fun with that boat. She taught me a lot. I used her to visit my friend Jordan on the next island over and to explore the shoreline and bays. Sadly, Cricket disappeared in a small fire after we had returned her to Uncle Phil. I remember her fondly as my first boat.

So, what sort of starter boat do you have for kids in your family? A few years ago I purchased what I think is a great little starter boat for my great nephews and nieces. I mentioned to Matt French at Desmasdons Boat Works that I wanted a Turbo Paddler by Future Beach. He got me one and a dozen more for 'inventory' for the marina. On their annual 'fun day,' he sectioned off their docks and let kids have a go in them. It put a huge smile on my face seeing all those 3 to 6 year old youngsters having a ball in a small boat where they were skipper. Watching those kids, I knew I had made the right choice of the very first vessel for our family youngsters. So, the thing to do is to find them a small boat, some oars and if they are good, perhaps a small engine: then they can go exploring and having adventures.



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