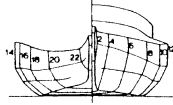




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SHIPWRECKS OF THE FISHING ISLANDS

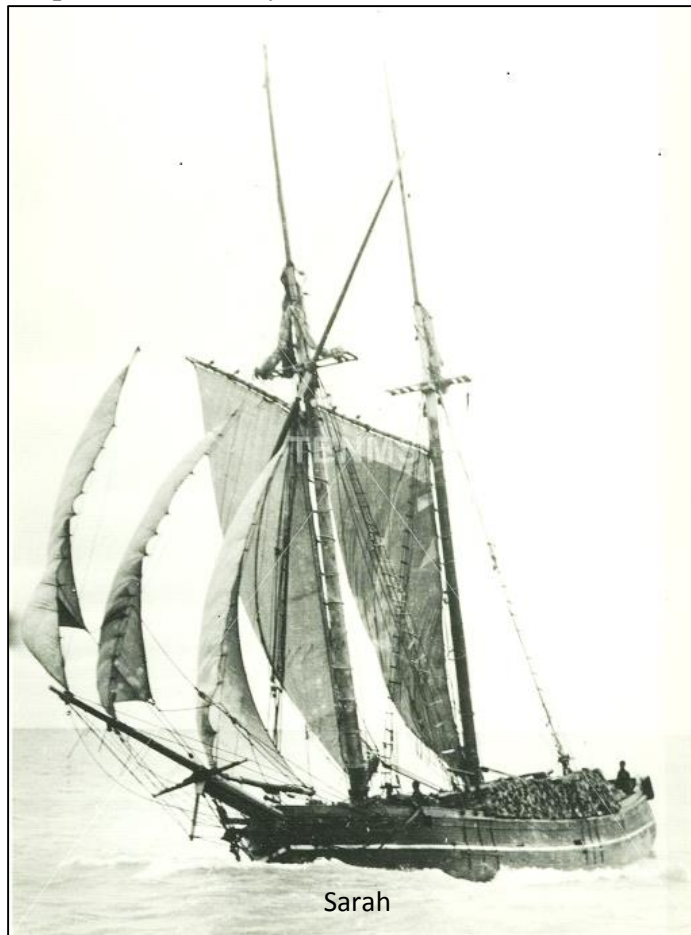
by Sandy Richardson

The Fishing Islands are a group of roughly 80-90, mostly small, rocky islands stretching about 15 kilometres from Oliphant north to Howdenvale off the west coast of the Bruce Peninsula. The shallow waters around these islands, with numerous shoals and sandbanks, have long formed a treacherous barrier for ships between the mainland and the open water of Lake Huron. In the latter half of the 19th century and the early 20th a number of ships met a watery grave among these islands, either blown onto an outer reef by a Lake Huron storm, or wrecked while seeking safe passage through the island's narrow channels. The bones of many of these wrecks lie in waters shallow enough to tempt the curious kayaker.

The Fishing Islands being more or less my backyard, I recently spent time at the Bruce County Archives looking for information about shipwrecks in the area. There I found a treasure trove of information in a 1970 monograph by marine historian Patrick Folkes, *The Shipwrecks of the Saugeen*. (The Saugeen Peninsula was the original name for what is now called the Bruce Peninsula.) It offers a fascinating look into the history of the ships that foundered in the Fishing Islands and how they met their ends. I was also able to view wonderful old photographs of some of the ships taken by photographer J.H. Scougall from the 1870s through the 1920s.

Of the documented Fishing Islands shipwrecks, the general locations of four are known; we have so far found and explored two of these on GLSKA trips.

The earliest recorded shipwreck in the Fishing Islands was the newly built 200-ton brig *Philo Scoville*.



Sarah

She was down-bound from Milwaukee to Buffalo with 13,000 bushels of wheat, 300 barrels of flour and 200 barrels of fish in late October 1853 when she was blown off course in a storm and fetched up on a shoal off Scotch Bonnet Island, west of Main Station Island. She broke up where she lay and portions of the wreck floated into the shallows near Scotch Bonnet. (I have not yet found any remains.)

Lost somewhere among the reefs and channels of the Fishing Islands is the wreck of the 150-ton side-wheel steamer *Oxford* (L. 100', B. 16', D. 8'). The *Oxford* was one of many vessels chartered to haul men and supplies for the building of six Imperial Tower lighthouses between Clark Point and Christian Island; and one of several lost in wild autumn weather. The details and location of the wreck are unknown, only that well after the fact she was recorded as having been wrecked at the Fishing Islands in the autumn of

1855. It is believed that some of the stone used in these lighthouses was quarried in the Fishing Islands.

The tug *Blanch Shelby* left Howdenvale for Southampton early on October 15, 1885, with a load of fish. She struck a submerged rock in the channel between Main Station Island and Burke Island, and sank immediately. All hands were able to get off safely and made it to Main Station. The location of the wreck is unknown.

The 213-ton schooner *Gold Hunter* (L. 114', B. 26', D. 10') was built in Prince Edward County in 1862, but spent most of her time in the Lake Huron lumber trade. In November of 1871 she was stranded on Cape Smith, Manitoulin Island; the gunboat *Prince Alfred* took her under tow to Owen Sound, but cast her adrift off Cabot Head during a terrible snowstorm. The crew were able to work her into Wingfield Basin where she spent the winter; she was seriously damaged and had to be rebuilt the following year.

water where she foundered, and is easily viewed from a kayak or explored with mask and snorkel; we have visited the wreck a number of times on GLSKA Fishing Islands trips. (See the report in *Qayaq*, Vol. 24, No. 3.)

The 25-ton tug *Phoenix* (L. 53.5', B. 13.7') was lost on November 30, 1901 off the east shore of Main Station Island. The cause is unknown, but she was likely caught in a storm and subsequently broken up in the winter ice. The wreck is said to lie somewhere in the sand of the shallow channel southeast of Main Station Island. (I have yet to find it.)

The 64-ton schooner *Sarah* (L. 73', B. 19.4', D. 6.6') was an old ship, sailing out of Kincardine, when Robert Reid of Howdenvale bought her in 1904. Her early history remains obscure, but she was originally called the *Emma Laura* and had been rebuilt twice, once in 1864 at Port Burwell and again in 1878 at Port Dover. At some point she had been renamed the *Sarah*.

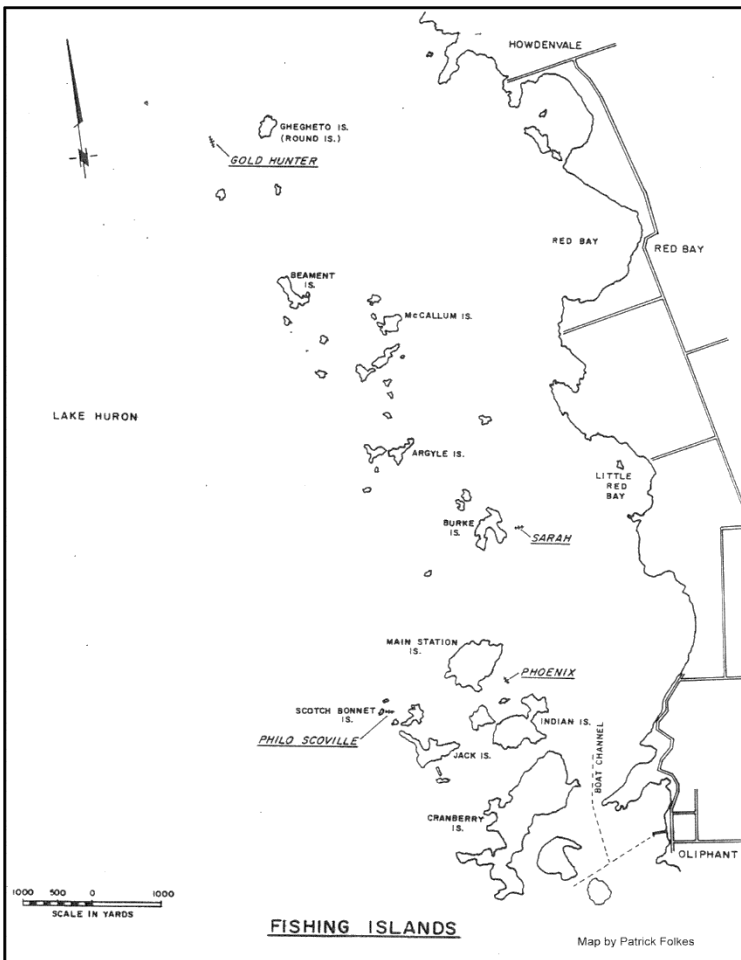
In late November of 1906 the *Sarah* was on her way from Goderich to winter lay-up in Howdenvale when she was trapped in ice floes off the east side of Burke Island. Captain Reid, his wife and two crewmen escaped in the yawl boat and were able to work their way through the floes to safety on the mainland. As winter closed in, the pressure of the ice opened her seams and the *Sarah* settled to the bottom, where she rests today in about 2 metres of water.

We found the remains of the *Sarah* on this year's Fishing Islands trip, as you can read in Kim Gregor's report in this issue; like the *Gold Hunter*, the *Sarah* is easily viewed from a kayak or explored with mask and snorkel. A number of relics from the *Sarah* wreck are on display at the Lighthouse Museum in Kincardine. (Also on display there is a large wood and brass 8 x 10 view camera used by J.H. Scougall, who was a long-time resident of Kincardine.)

As an interesting aside, both Robert Reid and his wife were among Ivan H. Walton's informants in his collection of *Songs of the Great Lakes Sailors*. (See *Qayaq* Vol. 6, No. 4 and Vol. 7, No. 1 for two songs they contributed, and Vol. 14, No. 2 for a review of Walton's collection.)

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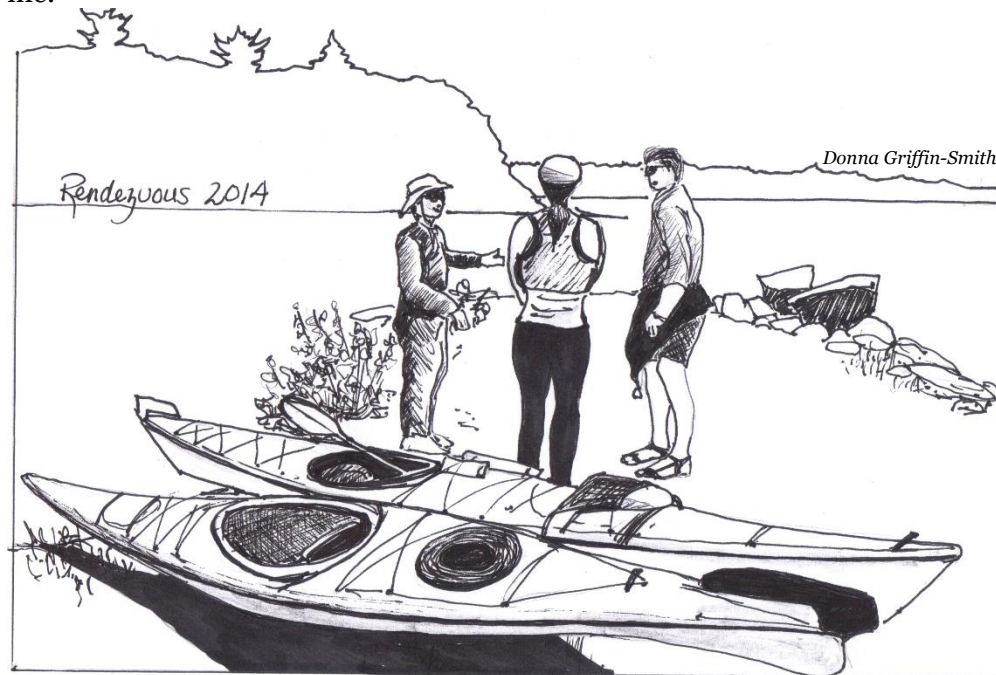
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In October of 1890, under a new owner, Captain Alexander McLeod of Goderich Basin where she spent the winter; she, the *Gold Hunter* left Howdenvale with a load of cedar logs, and in attempting to pass the narrow channel to the open lake struck a shoal off Ghegheto Island (known locally as Round Island). The crew quickly abandoned her and a few days later she broke up in a nor'wester. The wreck still lies in shallow

Training and Practice

For those of you who know me you know that I'm a strong proponent of training and practice. It is this belief that was behind the offering of the White Squall workshops at Rendezvous. As I write this on Dec 05 it has been less than two weeks since I was in the pool myself. No, none of you missed out on a GLSKA pool event. As hard as it may be to believe I have some other kayaking friends that are not GLSKA members. I'm working on them but so far only a few have been indoctrinated into GLSKA. During my pool sessions I make it a priority to practice solo rescues, assisted rescues, re-enter and rolls, and regular rolling in that order of priority. As it turns out in my recent session someone taught me an assisted rescue that I was totally new to me.



To emphasize my belief in training and practice I'm going to tell you stories of two other experienced kayakers. Both of the people that I'm going to tell you about are certified Paddle Canada Instructors. Both are very proficient at rolling and teach others how to roll. Both have in excess of 20 different rolls that they are very good at and practice to perfection on a regular basis.

The first person I originally met (whom I will refer to as Gordon) when I took my Paddle Canada Level II certification. Gordon was already a well certified BCU paddler but needed to take the Paddle Canada course so that he could move forward with obtaining his Paddle Canada Instructor certification. For teaching insurance purposes it is difficult to get coverage unless you have Paddle Canada certification. As part of a

skills course, we had to teach sections of the course to the other participants in the program. During my dry land session on the value of solo and assisted rescues Gordon glibly piped up and stated that he saw little value in him practicing solo rescues since he had such an extensive repertoire of rolls that he was very proficient at. As fate would have it Gordon broke his paddle and was forced to do a wet exit while doing a roll later in the day. Gordon found that he had great difficulty getting back into his boat unassisted, even with his spare paddle, because he had not practiced this in a very long time.

The second person I will refer to as Paul. On an early spring paddle Paul was out for the first paddle of the season with several other experienced paddlers. I should mention that Paul is also a nut for white water

kayaking which requires the use of rolls on a much more regular basis than sea kayaking. Paul was so excited to be back in a kayak after a long winter that he was rolling to excess and soon became cold and exhausted. Finally this caught up to him and he failed a roll and had to wet exit. Paul too was faced with the challenge of getting back into his boat, again something he had not practiced in a long time. Only with assistance from the other paddlers was he able to get back into his boat.

I have the highest regard for both Gordon and Paul as excellent paddlers, rollers, and instructors. Both of the experiences above highlight the value

practicing the most basic of skills, even for the most experienced paddlers, as you may need it someday.

GLSKA has and will continue to offer opportunities to practice, improve, and possibly even learn new skills. Your opportunity will soon arise to work on your own skills though the upcoming GLSKA pool sessions in both Burlington and Toronto. I believe that the Rendezvous Committee is also investigating the possibility of having White Squall return for the 2015 Rendezvous. If you are unable to participate in either of these events then maybe you can find your own opportunities to practice when the paddling season begins again. Even better is if you can find a buddy to practice with so that you can then practice both solo and assisted rescues.

Cracks...in the ice, yes. In the kayak, no.

Cracks in the Ice

Viki Mather

The ice conditions of early December were nearly perfect. Lots of ice, not very much snow. I could not wait for it to get thick enough to skate on! But I did wait. Fortunately, it did not take very long.

Every day for a week we stepped out into the lake. Easy as it could be. Skates on, we glided out, further each day.

Our lake did not freeze all at once. First it was good for a couple hundred meters in all directions. There was just one hole out by the island. And open water beyond that. We skated everywhere else.

Shortly after the snow came, so did the south wind. A lot of wind! It blew most of the snow away, leaving a beautiful landscape of snow-patches and black ice. When the wind died, more ice came. After a few frigid nights, more of the lake became skatable.

I love this time of year. A whole new world to explore! The magic of water becoming solid; the clarity of black ice; the limitless beauty all around. Skating for hours on end without passing the same shoreline twice.



It can be spooky skating over the blackness of the ice. So perfectly clear, I can see the rocks below when near shore. And when I get away from the shore, the blackness of the ice feels even spookier. How thick is it?

Sometimes the ice is so clear it is hard to tell how much is there. So I am always happy to see the cracks. Hairline cracks are constantly forming in the ice. As the vast expanse of solid water stretches between shorelines and islands, it moves. It expands and contracts with the daily temperature shifts. All through the night I hear it snap and boom.

No matter the number of cracks, they do not weaken the ice in the least. But each hairline crack leaves its mark. And that mark is what comforts me as I glide along. I can see how thick it is, and despite the black clarity of the grand expanse, I am comforted. Lots of cracks...lots of ice!

Still, the lake is big. It freezes in sections. It takes a long time. There is a desire to watch how it freezes, how much more ice, less open water each day. And when that new ice forms, I continue to watch until the cracks appear. Until I know it is thick enough to skate.

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Is your kayak in need of some repair?

Six10 Epoxy Adhesive from West System

My kayak spends over 25 days on Georgian Bay every summer and as a result suffers many scrapes. To patch the keel has therefore become the end of summer routine for me. I am not talking a cosmetic fix of scratches to the gelcoat, what I mean is damage to the keel that exposes fiberglass. Over the years I tried many different products as the patchwork on my kayak can testify. None has been satisfactory mainly because all of them were rather runny and therefore could not create a protective (and sacrificial) layer thick enough.

Three years ago I came across a wonderful product and never looked back. It is the *Six10™ Epoxy Adhesive from West System*. Here is a description from the West System flyer: A two-part thickened epoxy adhesive in a convenient, self-metering cartridge. For permanent, waterproof, structural gap-filling and gluing. Bonds to wood, fiberglass, metals and masonry. With the included 600 Static Mixer attached you can dispense fully mixed adhesive right where you need it using a standard caulking gun. Working time is 42

Product review by Šárka Lhoták

minutes at 72°F (22 °C), cures to solid in 5-6 hours and takes high loads in 24 hours. Contains 190 ml of resin and hardener. Extra 600 Static Mixers available.

It is very easy, with no mess, no need for mixing, containers etc. I clean the areas I want to repair with soapy water, let dry, then tape around with masking tape. Then dispense the epoxy (it has a consistency of a tooth paste) on the area, smooth with a putty knife and let polymerize for 24 hours. Next day I sand it with sandpaper of decreasing grit size and polish with wax polish. There is a stopper included that allows you to close the cartridge (and separate the two components). To my surprise, I was able to use it again the next year! I just had to buy a new mixing spout (the 600 Static Mixer).

Now my kayak is ready for next summer!



News and Notes

GLSKA 2014 Annual General Meeting

Our Annual General Meeting for 2014 took place on Saturday, October 25 in the comfortable boardroom of Oetiker Ltd. in Alliston – premises generously made available to us by Sam Wyss. After coffee and socializing Ralph Gardave welcomed members and guests.

To get us started two short workshops were offered – Ralph gave a practical presentation on outfitting a kayak and Keith Rodgers demonstrated course setting on a map and compensating for magnetic declination. After a pizza lunch Ralph introduced our guest speaker, Barry Butcher, an ex-submariner and currently a kayak instructor with Paddle Canada certification. Barry's fascinating talk looked at the astonishing voyages that have been made in small boats, and the navigating techniques that made them possible.

At 2:15 p.m. with the pizza more or less digested, the business meeting of the club got underway. In his President's Report Ralph noted that, on the whole, we had enjoyed a good year, with membership slightly down but finances solid, trips about the same as last year and our Rendezvous a financial and social success. Karen Granville, our Treasurer, noted that while revenue was slightly down (the membership fall-off) and expenses were slightly up (an increase in our insurance cost) we had nevertheless ended the fiscal year with a surplus in hand.

Next year's Rendezvous is being organized by Erwin Buck and his committee, who reported that the popular site at Wasauksing Marina, Parry Island, will once again be our location. *Rendezvous Dates will be June 19 - 21, 2015.*

Our redesigned website continues to garner compliments, reported Keith Rodgers, who thanked new member and Michiel Duvekot for the tremendous job he has done for us. We will soon be ready to implement the next phase of the re-development – the site will allow new (or renewing) members to join on line, agree to the waiver and pay by credit card.

This year the two-year terms of directors Ralph Gardave, John Fitzsimons and Ken Chorel came to an end. All three offered themselves for re-election, were nominated and elected for another term. Ralph ended the meeting with a Certificate of Appreciation and a note of thanks to Sarka Lhotak for the many trips she has led for our members throughout Georgian Bay. The meeting adjourned at 4:15 pm.

If you would like a copy of the full Minutes of this meeting together with a copy of our Financial Statements please email your request to our Secretary, Keith Rodgers (keithrodgers@bell.net).

Membership renewal

If you have not yet done so, now is the time to renew your GLSKA membership for another year or two. The early bird special saves you \$5 on a single or family membership. The fees are unchanged from last year - one year: \$30 Single, \$45 Family. Two year: \$60 Single, \$90 Family.

To renew, go to the website, download and complete the waiver, have it witnessed, and send it along with your cheque to either Erwin Buck, 58 Leuty Ave., Toronto, M4E 2R4, or to the GLSKA mailbox at PO Box 22082, 45 Overlea Blvd., Toronto, M4H 1N9.

The Importance of Physical Activity

by Pauline Halstead

One might think that such a title is inappropriate or perhaps unnecessary for this paddling association. However, according to Health Canada, about 11% of men and 16% of women will experience a major depression at some point in their lives. It is commonly thought that exercise has many benefits and enhances health.

Apart from helping to prevent and improve a number of health problems, research shows a connection between depression and exercise. Regular activity has psychological and physical benefits of improving mood.

When people talk of exercise, the physical benefits are usually emphasized, such as reducing blood pressure and prevention of diabetes. Exercise helps the body to release feel-good chemicals and also reduce immune system chemicals that play a part in worsening depression. Activity also increases body temperature that is calming.

However, the emotional payoff is equally important. Usually, while exercising, the person's mind is taken of his or her worries while also building skills, and increasing self-confidence. Social interaction and being part of a community can also help the person to cope with depression in a healthy way, avoiding medication.

Perhaps some of you know a person who suffers from depression. With encouragement, some of these people will try kayaking. It could be as simple as just sitting in the boat and feeling the movement of the water. I challenge everyone to initiate one person to kayaking next season who would not think of trying the activity.

Wake Up Call

John Francis's Rant

from the Sept 16th, 2014 issue of Tobermory Press.

Sunday, August 24 was a lovely, calm day in Tobermory. The village was full of people celebrating summer. The tour boats and dive boats were all running full schedules and there were also lots of private yachts. And kayaks.

The Chi-Cheemaun — the largest passenger ferry on the upper great lakes — has to run through the middle of this. To be fair, there are relatively few problems.

But as the ferry approached the dock that afternoon, it gave five short blasts, indicating imminent danger. I ran to see what the problem was.

There was a group of half a dozen kayaks paddling towards the path the ferry would need to take to reach the dock. Alarmed by the noise, they continued to paddle towards the ferry, presumably to get a better look from up close.

The ferry diverted somewhat from its normal approach to avoid them; owing to the calm conditions it was still able to dock normally.

Later that afternoon, I watched the activity in the inner harbour from my favourite vantage point on the cliff beside Lee's Fisheries. There was the usual steady stream of tour boats, dive boats and yachts entering and leaving the harbour.

I noticed a pair of kayakers entering the harbour, followed at a polite distance by a largish yacht. At the mouth of the harbour, the kayakers separated, one making directly for the head of the harbour, the other having difficulties navigating his vessel.

The yacht behind them stopped entirely, waiting politely. The kayak veered off to the right, towards the Blue Heron docks and stopped paddling. The yacht made to slide by on the left side of the harbour.

At this point the kayaker started paddling vigorously and shot back into the middle of the harbour. The yacht hit full reverse and the water roiled around its stern. The kayak careened across the harbour and seemed to be entering the finger dock area on the south side. The yacht veered to the right, intending to slide by along the Blue Heron side of the harbour.

After another brief pause, the kayak once again paddled vigorously towards the middle of the harbour. Once again the yacht hit full reverse to avoid a collision. This time the yachter just backed up 30 metres and waited for the kayak to finish doing whatever it was going to do.

The yachter behaved with dignity and decorum — did not even use his horn. The kayaker was so caught up in trying to steer that I suspect he never realized he was holding up traffic.

A couple of hours later, the Chi-Cheemaun returned from Manitoulin, announcing itself with its usual long-short-long sequence. This was followed a few seconds later by five short blasts. Once again I ran to see what the imminent danger was.

A lone kayak was directly in the ferry's path, blocking its route to the dock. I fumbled my iPhone out of my pocket and got a picture, then watched as the kayaker paddled indolently out of the way.

Tobermory's commercial vessels make more than a hundred arrivals and departures on a busy day, plus the fishermen, plus the yachts. Plus the clueless kayakers.



Donna Griffin-Smith

We've all heard the stories of capsized kayakers being rescued by tour boats, dive boats, fishermen and yachters. I have to admit that it's pretty good comedy. But is this the way we want to run a commercial harbour?

It's like letting kids on tricycles play on the 401.

<http://brucepeninsulapress.files.wordpress.com/2014/05/bpp2014-14-page-4.jpg>

Squallowing

Tim Dyer

Cleaning up the Bay

White Squall, along with key community partners has been involved in campsite rehabilitation and installation of wilderness thunderboxes on the crown islands of Georgian Bay in the Parry Sound region for over 10 years. As in 2013, we had to partly shift focus to the southwest coasts of Franklin Island as that area was not looked after well and gets considerable visitation. Our main target area was the outer islands from Cathcart group north to Big McCoy. Due to a cool and wet summer, the incidence of fires left unattended was less, however one fire was doused on Lally Island during a particularly hot, dry period. The stewardship work was completed primarily by using a motor boat and on some occasions paddlecraft were used.

Throughout 2014, two White Squall staff visited sites on Franklin, Lenice, Big McCoy, Green, Snake, Lally, Cathcart and Stapley Islands. Franklin Island has well over 20 sites to visit, Big McCoy has 4, and all other Islands typically have one or two. On all sites visited, thunderboxes were checked and cleaned. Where needed, new pits were dug and the boxes repositioned. Two new boxes were placed. Garbage was picked up, bagged and removed by boat. Fire rings were inspected and redundant fire rings removed.

Public Education

At various times during the summer, our staff had conversations with campers about island stewardship. Without exception there was strong support for the stewardship effort. Beyond that, individual groups reaffirmed their commitment in minimizing impact and cleaning up sites they encounter. There are many examples of paddlers going out on their own and contributing to the overall effort which is really encouraging.

Local businesses are engaging customers in conversation about the fragility of the islands and what they can do to protect them. Several provincial paddling clubs have been in touch with their membership, emphasizing the importance of treading softly in this biosphere land and waterscape.

Community-wide Voluntary Fire Ban

The 2014 summer was wet with less risk of fire. Campsite visitors continue to cut live trees and burn available fuelwood. Several local businesses have signed on to this voluntary fire ban, as well as key municipal, environmental and kayaking organizations.

Summary Note

We are heartened by the state of the islands despite increased visitation, particularly on Franklin Island. But we draw attention to the fragility of the islands if campers and visitors continue to use fires as regular practice in periods of hot, dry conditions. Over many years of observations this is the key contributor to campsite impact on the Bay islands. The involvement of so many organizations and individuals in the stewardship of this corner of the biosphere is exciting and great to see.

GLSKA Action in 2014

The islands and eastern shoreline of Georgian Bay are recognized as one of the best freshwater kayaking areas in the world, and most members of GLSKA have enjoyed the wonderful paddling they have to offer. In return, we have tried to repay the Bay by participating in clean-up activities on the many over-used campsites. Over the years the club has done this at times by direct involvement, and by joining or supporting local groups and businesses with donations.



Donna Griffin-Smith

Tips for Meal Organization

Wendy O

In preparation of one of your meals, have you ever had to go back and forth to your kayak because you keep realizing you're missing an ingredient or utensil to prepare your meal; having to check through both hatches, looking through bags, emptying your kayak until you've finally found it? Maybe it's raining hard and you're taking a short break for lunch but you're searching for your soup and sandwich, hatches open and water streaming in. Don't worry, you're in good company. We've all misplaced things and not a big deal unless it's the coffee rations!

Now, let's try to minimize these memory lapses through meal organization. This starts at home before the trip, or even at the beginning of the season to help you pack faster for your trips. Whether it's a weekend or a two week trip, you can follow the same principles.

- ✓ Use different coloured stuff sacks to represent your breakfasts, lunches, dinner, and drinks. The drink bag (including sugar/milk if that's what you use) can be prepared for the whole season. Just keep adding when your supplies start to get low.
- ✓ Use the same colours for each meal type every trip so you don't have to keep opening the bags – you will start associating colours to meals.
- ✓ If your meal bags are getting too bulky, divide in two.
- ✓ Use mesh bags for items such as your fruits and vegetables. It might be better to store in mesh anyways so that they can breathe. Mesh bags also come in handy, especially if you're trying to chill your beer or wine, or hang up your mess kit to dry.
- ✓ For larger groups, a foldable pop-up mesh laundry bag (buy at dollar stores) is great for holding everyone's dishes and pots and pans to dry.
- ✓ Use old film canisters to store your spices. Do this at the beginning of the season using fresh spices and put in a zip lock bag. I bring this on every trip in case I have to "fix" a meal.
- ✓ Have a small bag with an emergency meal or two in case you end up spending an extra day out on the Bay because of bad weather. Packing some rice and one of those boil in a bag Indian dinners, and some instant oatmeal will take up very little room. Each trip, you keep putting this same bag back into your boat.
- ✓ Store your lunch for the day in your front hatch within easy reach when you land; or if it turns out your group decides to eat on the water, someone can easily grab your lunch for you.
- ✓ Keep a separate knife/fork/spoon, salt/pepper, just for lunch in a thermal bag rather than always having to remember to make sure to add these things in the morning. Lunch time, just pull this one bag out.
- ✓ In my pot set, I keep a small round cutting board (dollar store) whether I plan to use it or not on a particular trip. It's just always packed together and doesn't take up additional space.
- ✓ Keep a thermos of something hot inside your cockpit within easy reach. This comes in handy if you or someone in your group gets cold and it is quickly accessible while on the water. My Current Designs boat has a spot on each side of my seat where I can put my thermos and water filter on one side and my pump on the other.
- ✓ Keep some gorp or an energy bar handy in your deck bag or life jacket, but remember to put it in your kayak at night to keep critters away.
- ✓ Take off all excessive packaging and label if needed
- ✓ Double up your Ziploc bags. In case the seal breaks on one, you have a second.
- ✓ You can use the extra Ziploc bags to hold your garbage. If you have coffee grounds, try and remove as much moisture as possible before putting in a Ziploc and double bag. Use this bag only for coffee grounds.
- ✓ By using the smaller Ziplocs, it is easier to store in the kayak and by double bagging, it reduces the smell.
- ✓ Separate garbage such as coffee grounds, squashed cans and organics. Coffee grounds can get especially messy when mixing and matching. Organics will be more compact if kept together.
- ✓ If you are worried about leakage from the garbage even with the double bagged Ziplocs, use a drybag. If it can't fit in your boat once you're fully loaded, either leave in your cockpit or strap to the back of your kayak.

Quinoa Guacamole

Use your favourite guacamole recipe and add about 2-4 tablespoons of cooked quinoa into the guacamole. It will be a smooth light texture, especially nice in the summer, and will also stretch the amount of guacamole. This recipe is super easy and if you happen to be cooking quinoa the evening before or in the morning, just hold back a few tablespoons to make this appetizer. Note: A green avocado placed in a paper bag takes approximately 5 days to ripen.



A Day in the Fishing Islands

by Kim Gregor

How do you take the magic and put it into words? It is in the adventure, the fresh air, the weather, the scenery, great companions, interesting conversation, and in the conquering of the passage. Oh what a day out in the kayak can do for your soul!

After a way too long winter, I was longing for a day on the water and away from hectic life in the city. I jumped at the opportunity when I saw Sandy Richardson's post for a day trip in the Fishing Islands. This area is a group of about 80-90 islands located in Lake Huron, approximately 3 kilometres offshore from Oliphant, on the Bruce Peninsula. The islands are a great place to paddle as they offer some protection against the sometimes harsh conditions on Lake Huron, and also make for an interesting landscape. We were to meet at 9:30 on Sat morning June 19 at the public beach in Howdenvale. The public beach is a nice place to put in as it is easy to find, there is adequate and free parking very close to the beach, it is sandy and easy on the boats, and there are rental cottages right there for anyone who is making a long drive and prefers to stay overnight in comfort. There were to be eight of us in total. A nice size group.

The weather was sunny and the water felt much warmer than Lake Ontario had the week before. We paddled south from Howdenvale beach toward Burke Island. There was some wind and waves but it was all quite manageable. The waters there are clear and it's easy to look down and see the ever changing landscape below. The depth can change dramatically in a very short distance and there are also lots of shoals and rocks around the islands which require one to keep vigilant. Through the years there have been several ship wrecks in the area and today we were hoping to find the wreck of the Sarah, on the east side of Burke Island.

Sandy led us to the general area and we started to look. The ripple waves on the water made it a little difficult to see, but it didn't take too long before we started seeing the outline below of something unusual. We had found her!

After hovering over the spot for a while, taking in as much of the view as we could, we paddled on toward Main Station Island where we stopped for lunch. This island was once the site of a fish plant in the earlier part of the 1800's. In those days the islands were noted for their vast schools of fish and there was a lucrative fishing industry but the area has

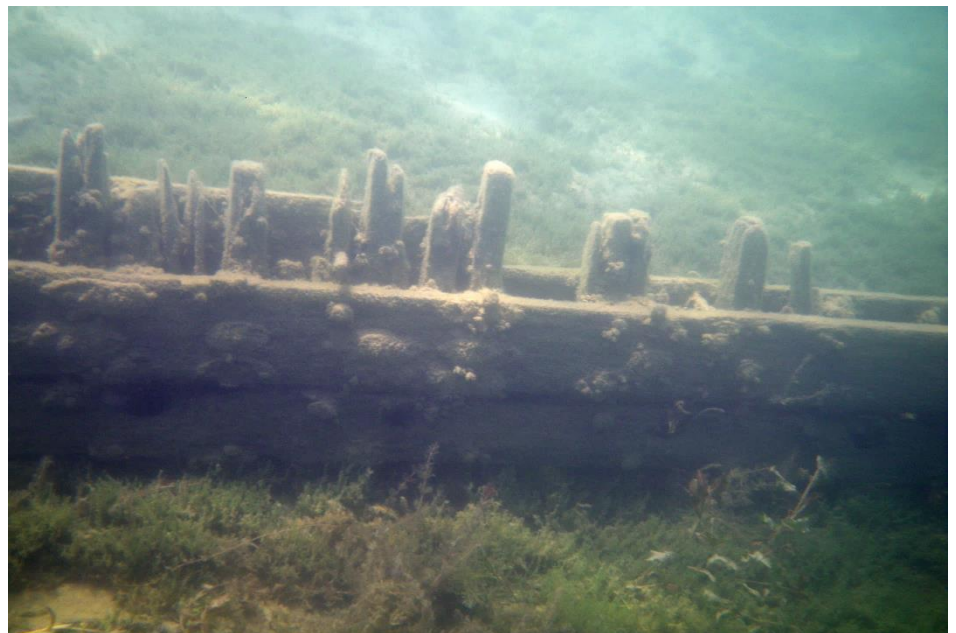
since been depleted. We pulled up on shore and found a nice flat area by the water to sit and have lunch. I was delighted by the pretty little flower arrangements that grow everywhere out of the cracks in the rocks. They are all quite unique and beautiful.

After lunch, we started heading back north toward Howdenvale beach. We passed by several small islands and came across one with a large colony of gulls. There was a lot of excitement among the gulls and they made a lot of noise. There was a cottage on the island as well, not all that far from the gulls, but it was upwind and the noise and the smell was not as noticeable there. The owner was standing on his dock and he spoke with us for a while. When asked about the gulls, he said they had been there long before the cottage. He totally respected their right to be there and I loved his attitude.

We headed back toward Howdenvale without incident. A fellow paddler let me try his traditional paddle for a while. First time for me with a traditional paddle and now it's on my list of things to pursue in the future! We arrived safely back at the beach around 4:30 pm. Many thanks to Sandy Richardson for organizing a great trip!

The fresh air, the lush green of the island where we had lunch and the pretty little flower arrangements that grow amongst the rocks, the joy of the adventure and sharing the day with a great group of enjoyable and like-minded people was pure rejuvenation.

Heading home a bit later that day, kayak on the roof, I slowed down to stop at the lights. A car to my left honked as he pulled up beside me. He pointed to the kayak and flashed a big thumbs up. It was a total reflection of the day and it couldn't be summed up much better than that!



THE ONCE AND FUTURE GREAT LAKES COUNTRY:

AN ECOLOGICAL HISTORY

Sandy Richardson

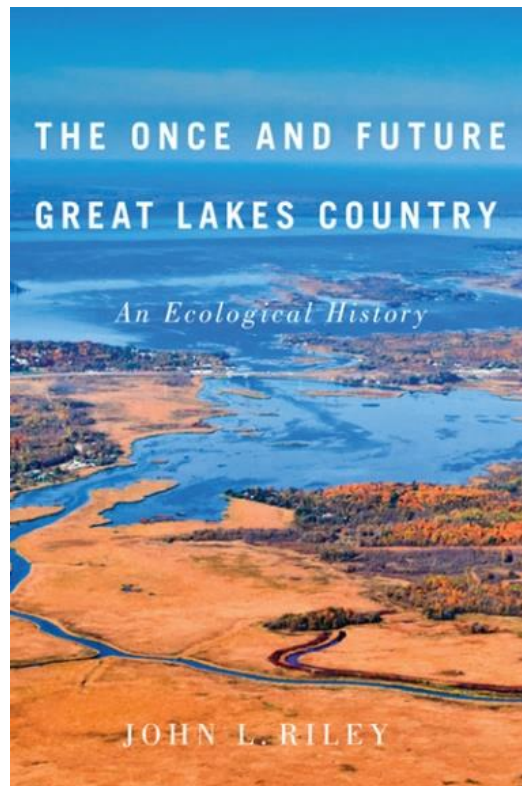
By John L. Riley
McGill-Queens University Press, 2013

The Once and Future Great Lakes Country is a comprehensive history of the environmental changes that have taken place in the Great Lakes region in the 11,000 years since the last ice age. It makes a fascinating, if sobering, story.

Most of the story, by necessity, is about what has taken place in the roughly four centuries since contact between the indigenous population and the first Europeans, as that is the period for which we have written records (albeit from the perspective of the newcomers). Those first Europeans were amazed by the new land they had arrived in. The region's magnificent forests and prairies, and abundant fish and wildlife were almost beyond belief compared to the Europe they had left. They called this new land an earthly paradise, but, in seeming contradiction, soon set about trying to recreate Europe. Some of the changes they brought were unintentional and some by design; most had far reaching effects.

Contact ushered in an era of disease and warfare that greatly reduced the indigenous population in the lower lakes region; this resulted in about two centuries of re-wilding as the native agricultural lands returned to forest. Then, starting in the early 1800s the region was opened to settlement and what followed was wholesale depletion of resources and rampant development; the percentage of the land covered in forest dropped from 90% to less than 10% in a century. The accompanying chart, taken from the

book, illustrates the rapid and dramatic changes in the forest cover in the lower Great Lakes region in the last 500 years.

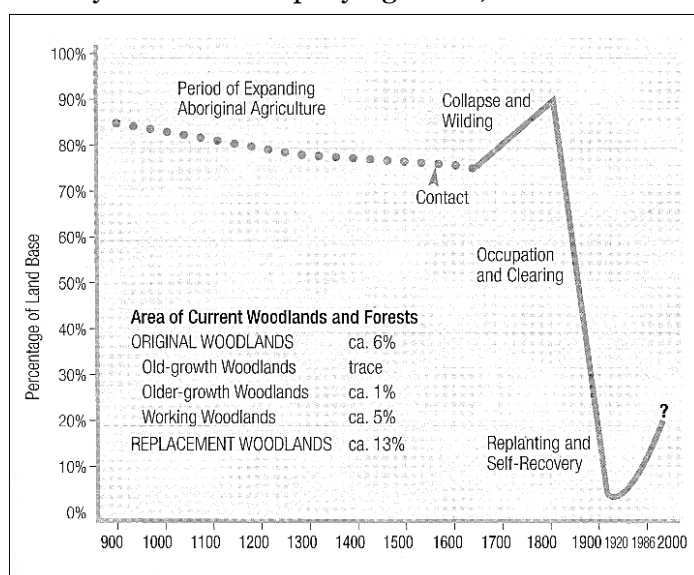


John Riley looks in detail at the taking of wildlife, the clearing of forests and taming of the land in general, the largely unintended consequences of invasive species, ever-increasing urbanization, and climate change in the Great Lakes area – particularly the lower Great Lakes, as this is where the most dramatic changes have taken place. Although much of this ecological history has been discouraging, to say the least, Riley's conclu-

sion is remarkably hopeful, noting the current interest in conservation and re-wilding, even as we relentlessly expand our cities. This is seen in the increase in forested land since about 1920 shown in the chart.

The author has worked as a botanist, geologist, ecologist and conservationist with the Royal Ontario Museum, the Ontario Geological Survey and Ontario Nature, and is currently the senior science advisor at the Nature Conservancy of Canada. He is uniquely qualified to write an ecological history of the Great Lakes country. He also lives in the region he writes about, on an old farm in Mono – a farm that he is working to return to a more natural state. He often illustrates his general themes with observations and experiences on his own land.

Be forewarned, *The Once and Future Great Lakes Country* is not light reading; it is a scholarly and well researched book, with 350 pages of text, 32 pages of maps, charts and illustrations, 62 pages of endnotes, 48 pages of references, and fully 28 pages of index. It is, however, a fascinating and revealing book that is well worth the effort to read, especially for anyone interested in the ecological history of the land that most of us call home.



Twenty-four Years Behind the Shaft

John Fitzsimons

Over the years, GLSKA members have logged thousands of hours and paddled thousands of kilometers to investigate almost all parts of the Great Lakes, a treasure that can only be dreamed about by paddlers in other parts of the world. Over the twenty-four year period from 1989 to 2012, the membership of GLSKA has probably turned over at least twice and likely more. With this change in membership, that has remained nearly constant in terms of numbers, there has no doubt been a change in interest in terms of the destinations for trips and their duration for both trip leaders and those participating in their trips.

As part of a process to re-evaluate the current club interest in terms of trips it is important to understand where we have been as a way of determining where we want to go. Towards this end an analysis of past trips was made in terms of destinations and the duration of trips and any trends. This column is based on information found in the first 24 years of Qayaq, which are now available on line.

Of 345 trips taken over the twenty four year period 1989 to 2012, the majority (88%) were taken on the Great Lakes. Most of the remaining trips were on smaller inland lakes including Lake Simcoe, Lac Kipawa, Opeongo, Guelph, Joe, Scugog, Temagami, Matagami, Rice, and Mill Lakes, as well a number of rivers including the St. Lawrence, Pickerel, Nonquon and Rankin Rivers, and Minesing Swamp and the Rideau Canal. Of the 345 trips, a little over a third (36%) of trips were of one day's duration. Of the Great Lakes trips, the greatest proportion of trips occurred on Georgian Bay (61%) followed by Lake Ontario (15%), Lake Huron (13%), Lake Superior (6%), and Lake Erie (4%). No club trips have occurred on Lake Michigan.

Based on the number of times visited over the 24 year period, for Georgian Bay some trips were definitely preferred including Beausoleil, Franklin, and Mink and McCoy Islands, and Fathom Five and Massasauga Parks. Of the trips taken on Georgian Bay, in increasing popularity were four-day (8%), five to ten days (10%), three-day (14%), and one-day (15%) trips with the most popular trip being two days in duration (55%). Most club trips occurred in the central and northern sections of Georgian Bay with relatively little activity in the southern section.

On Lake Huron some trips were definitely preferred including Fishing and Lyal Islands. Of the trips taken 62% were of one day duration while far fewer were of two to four days (25%) or five or more days (19%) duration. Most activity was concentrated along the western edge of the Bruce Peninsula with parts of Lake Huron including the southern section, the North Channel, and the far northern section in the area of Manitoulin Island having had little club activity.

On Lake Ontario some trips were definitely preferred including Hamilton Harbour and Toronto Islands. Of the trips taken 93% were of one day duration while far fewer were of two days. There has been little interest in overnight trips on Lake Ontario reflecting perhaps the small number of islands

suitable for camping; most of which are located well offshore and limited to the eastern basin.

The record for Lake Superior, the largest and most distant lake, indicated some trips were definitely preferred including Pukaskwa, Silver Islet to Rossport, and Slate Islands. Of the trips taken, none were of one day duration. In increasing popularity were five to six day (22%), eleven to twelve day (28%) and nine to ten day (50%) trips. Trips on Lake Superior tended to be intermittent over the twenty four year period likely reflecting the large commitment of time and resources for organizers and participants

Lake Erie was by far the least preferred destination for the club with all trips one day in duration. The preferred destinations were Long Point and Port Maitland. All activity was concentrated in the eastern section with no activity in the central or western sections.

Looking to the future there are several areas of the Great Lakes which have received little attention from the club but which could offer interesting possibilities. These include the Duck Islands in northern Lake Huron, the Apostle Islands in southern Lake Superior and the many islands of northeastern Lake Michigan.

The Duck Islands are a group of mostly sand islands of various size with limited private ownership located at increasing distances off of southwestern Manitoulin Island.

The Apostle Islands located offshore of Bayfield, Wisconsin are mostly rocky and fully publicly owned. The area includes many spectacular sea caves of varying size.

The many islands in northeastern Lake Michigan located just offshore of Sleeping Bear Dunes National Park and Charlevoix/Petoskey are of sand, some containing dunes over 150 m high.

The popularity of northern Georgian Bay to the club membership is readily evident. The large number of islands in a relatively pristine environment with relatively little human habitation, unlimited freshwater resources and spectacular camping sites is unparalleled anywhere in the world. In fact the area has been designated a world biosphere site. With this popularity not only within GLSKA but other clubs and kayak outfitters as well as a myriad of other user groups, there is a collective need to respect the fragile resources of the bay. These waters are coming under increasing pressure from invasive species like zebra mussels and phragmites, indiscriminate nutrient additions that can lead to eutrophication while on land. The effects of periodic drought and excessive foot traffic can limit or reduce growth of natural cover that can take many decades to become re-established in soils that can be mere centimetres thick.

Look for a survey of the membership in the Spring Qayaq to determine interest in the club for one and multi day trips as well what destinations are preferred. In this survey you will have a chance to indicate your favourite destination or perhaps a new destination you would like to see the club consider.

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Many thanks to Donna Griffin-Smith who provided many of the line drawings from photos for this issue of Qayaq.

Donna is a watercolour artist who would be delighted to create a beautiful painting from your favourite photo.

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