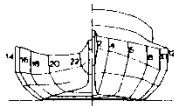




newsletter of the great lakes
sea kayaking association



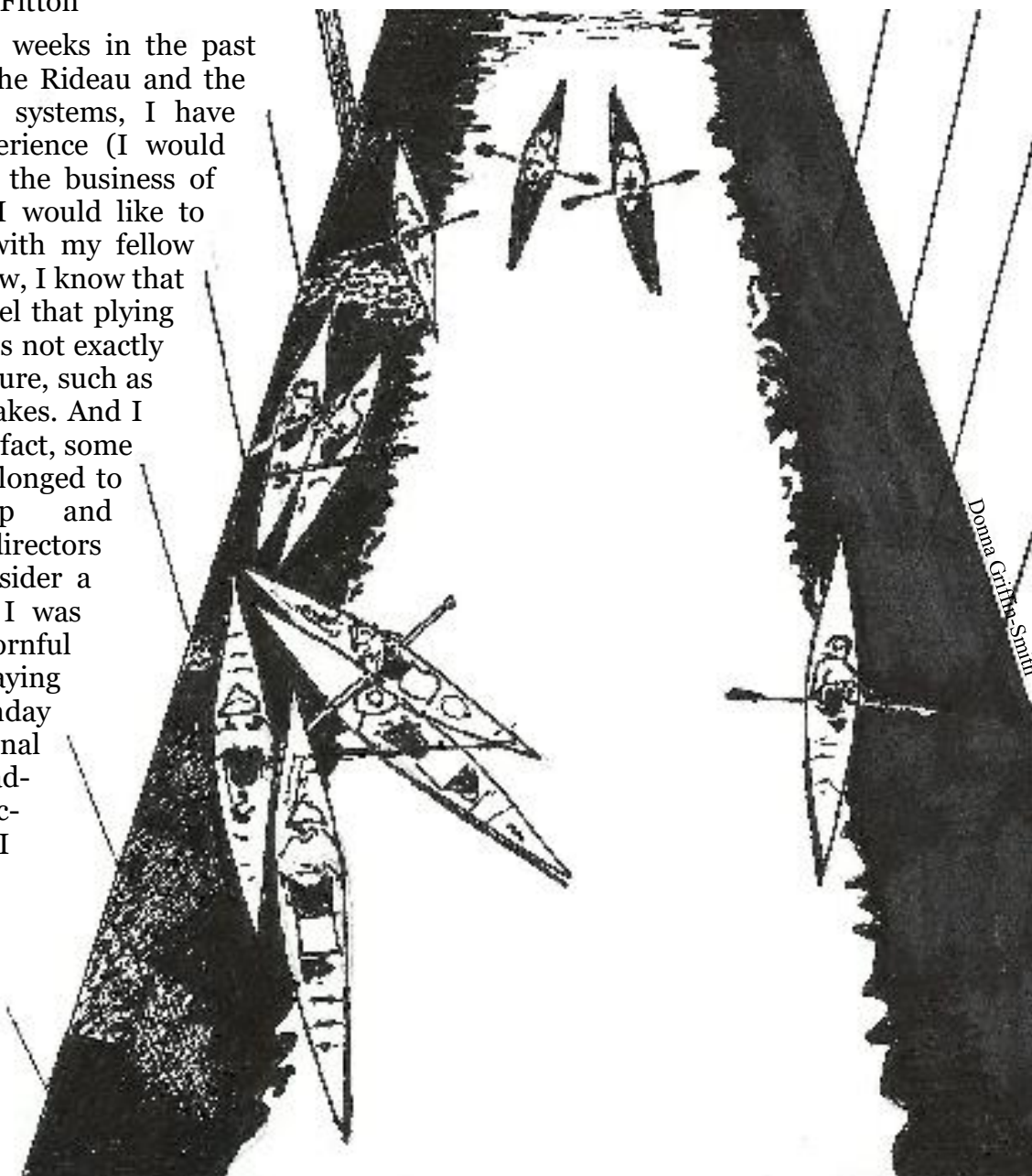
volume 28, number 1
spring 2016

Paddling Ontario's Canals

Tips from a Water Rat

by Jim Fitton

Having spent four weeks in the past four years paddling the Rideau and the Trent-Severn/Murray systems, I have developed some experience (I would not say expertise) in the business of canal crawling, and I would like to share some of this with my fellow kayak enthusiasts. Now, I know that some of you would feel that plying the waters of a canal is not exactly a true outdoor adventure, such as we enjoy on the big lakes. And I do agree with this. In fact, some years back when I belonged to a different group and suggested to the directors that they should consider a trip on the Rideau, I was met with scornful comments about “staying in B and B’s” or “Sunday afternoon recreational paddles.” Without addressing these strictures right now, I would simply point out that the GLSKA annual canal trip has grown yearly in the number of devotees and now attracts some very experienced paddlers.



Donna Griffin-Smith

canal kayaking ...

But is it a Real Kayak Trip?

While the B and B option is rarely available on these trips, it is true that camping at the lockstations is a four star experience, compared to most wilderness camping. The take-outs can be a challenge, particularly where the only options are concrete walls and steep steps to negotiate. However, there are washrooms, potable water, and level lawns to camp on. Moreover, when you are by a big town, there are often restaurants and stores. In fact, one senior canal tripper has been known to eat both dinner and breakfast at the same place when it was located near a lock. Another paddler on one trip chose to call a cab each evening and head for refreshments at the nearest Legion.

It is also clear that evacuating a person from these itineraries would be much less difficult than from most areas of the big lakes.

Conversely, it can be a challenge to find a lunch stop where there are a lot of cottages. Even pit stops may be difficult. On our last trip one paddler was preparing to attend to the wants of nature when he was rebuked by an officious neighbour to the vacant cottage he had alighted at. Whew! Glad I had finished up and was back in my boat before the pee police arrived.

For some parts of these systems the paddling is in fairly sheltered waters with few real crossings. But there are some good sized lakes which can kick up biggish waves. I have had a few anxious moments on each trip, on Big Rideau, on Couchiching, on Balsam, and on the Bay of Quinte.

Timing the Day's Paddle

One constraint the canal tripper faces is navigating the locks. Our trips have been in the early fall, when the lock opens later and closes earlier than many paddlers would like. Depending on the planned paddle, it may be important to pass through in the afternoon in order to get an early start the next day. Or the camping may be better at the far side of the lock. But even when the group does not need to pass through, they may be unable to reach the lock before

closing. In such a case, it is necessary to phone ahead to ask the lock staff to leave the washroom open. Good planning is essential, but also foresight and cell phone access.

And there are stretches where there is simply no available public camping. There is a 40 km paddle on the Rideau when the only possible site was not available. On Rice Lake we were hosted at his cottage by a kind GLSKA member. Without this hospitality the trip may not have been possible as the distance from Ashburnham Lock to Hastings Lock must be 60 km. I have heard that the situation is similar for those on Lake Simcoe. It is a pity that the townships do not provide small parks on big lakes, where there are lots of cottages, to accommodate paddlers heading through.

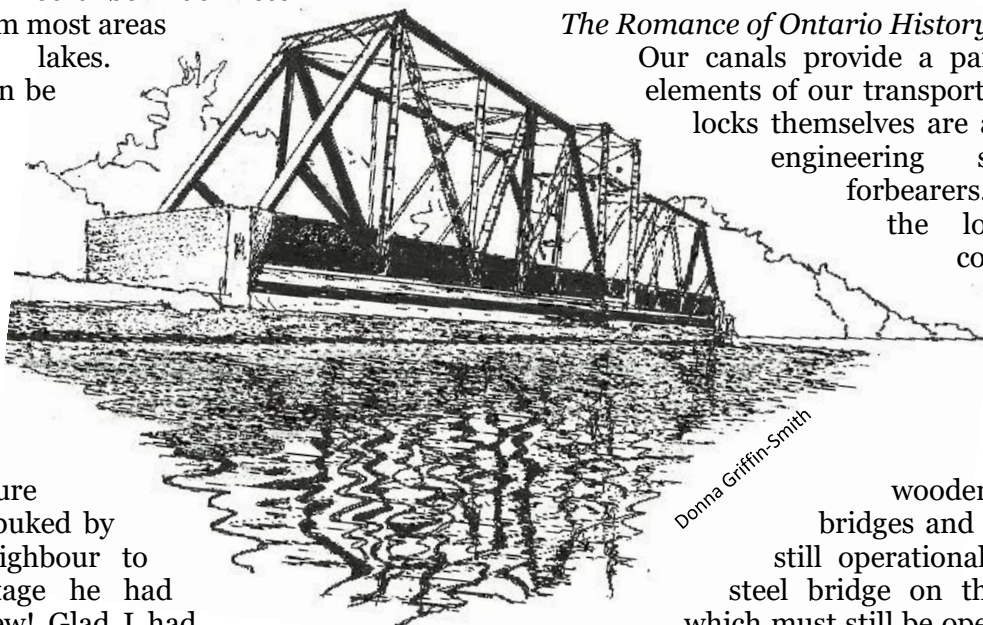
The Romance of Ontario History

Our canals provide a partial look-back at elements of our transportation history. The locks themselves are a reminder of the engineering skills of our forbearers. Even if some of the locks have been converted to electric power, many are still manual.

There are also all manner of old wooden and metal swivel bridges and some of these are still operational. I recall a large steel bridge on the Severn system which must still be opened and closed to accommodate trains. The Rideau has even some hand-cranked bridges. For one swivel bridge on the Murray Canal, tolls are collected from larger boats using a pouch on a stick! And speaking of the Murray, I was amazed at the remains of so many old railway lines which must have served the interest of commerce before the roads took over. On the Rideau there are also impressive fortifications that remind us of a time when our southern neighbours posed a threat to our security. No doubt many of these features can be enjoyed from the land, but I myself think that the water route provides a unique view.

The Lock Staff

Since the canal travelers are always moving forward there are few opportunities to renew old acquaintances with staff. Peterborough, where we took out in 2014 and put in again in 2015 was the exception, as the same very congenial woman served



Donna Griffin-Smith

...continued

us two years in a row. She even remembered us and took our picture in each of the two consecutive years. But not all staff are as helpful as this. We arrived at one lock and spoke to the staff, impressing on her our desire to be gone early next day. But next morning we waited and waited, only to learn that she had phoned in sick belatedly. Must have been a kayak hater! This would be a hurried day with eight locks to pass through. But it was to prove to be our unlucky day with staff again as, at the final lock; the man gave us the washroom key and promptly switched off the water before disappearing incommunicado. Fortunately, a cottager nearby had some to spare. We did have our revenge on the system, as we left early the next day and did not pay the prescribed fee. It seemed that the lock staff were always able to locate the nearest junk food outlets but could be astonishingly ignorant of where to take the kayaks out at their own lock, or where there were nearby lunch stops on the canal or river.

Mutinies and Potential Mutinies

Mutinies come in all shapes and sizes. There are the bouts of festering discontent and there are the full-fledged revolts, such as led to the death of Henry Hudson on his last voyage in the Canadian north. We have experienced both on our canal jaunts.

Now, on our last trip a sudden rebellion did occur. A long paddle and we pull into what the leader has planned to be the second last lock. Unknown to the boss, the crew begin to question the lock staff about local facilities and ascertain that there are restaurants located near this lock but not at the next lock. The crew remonstrate with the captain but he is adamant: we must proceed on. Then suddenly a voice blurts out, "But there's a bar nearby." Well, you have never seen a general change his battle plan so quickly!

Boat Traffic

The annual GLSKA canal trip has, for four years now, taken place in the early fall, shortly before the closing of the systems on Thanksgiving. At this time the boat traffic is much less than it would be in the

height of summer. It is generally recommended in brochures that the "shoulder seasons" are the best time for paddlers to tackle the canals. We encountered very little in the way of big boats on our trips and met very few other paddlers, too. Lots of fishermen on the weekends and hunters on one trip, but few recreational boats. The disadvantage, mentioned above, is that the lock hours are shorter. We also found that, on the Rideau, the big rafts which are provided to assist paddlers in docking were being pulled out of the water in preparation for the coming winter.

Logistics

These are linear trips and necessitate car shuttling. Finding a place to park in the big towns where the trip starts and ends can be a challenge. We have parked at marinas, church parking lots and at campgrounds. On one trip, we paid a tripper's acquaintance to drive us back to the start where cars were parked. These arrangements require resourcefulness and foresight, as no one wants to deal with unexpected delays at the end of a trip. On one trip we all felt sorry for the paddler who arrived too late to take advantage of the car shuttle and ended up paying for a whole week of camping at a provincial park just to park his car there!

The Future

We have now paddled the main canals of Ontario and will need to look further afield to try a new canal. There is the Erie Canal. It is of a good length, but I have heard that it is a true canal, and possibly too canal-like to appeal to those of us who love the Ontario canals simply because they are not very canal-like, in that they join up lots of natural rivers and lakes, and so provide a varied experience for the paddler. We might have to go much further afield. Or perhaps we will go back and work our way through the list again. In any case, I am now a canal addict, an affliction I share with an increasing number of fellow sufferers.



photo by Jim Fitton

Bears and Boats

Tim Dyer

Bears were the bane of our existence last summer on the Bay. As we waken out of winter sleep and dream of heading out to the sparkling waters and pine clad islands, I can't help wonder if our four-legged friends are dreaming too?

Last spring a hard frost killed off much of the berry crop inland from the Bay. I guess the bears held a meeting and over a few beers decided to head west – a very Canadian thing to do. They quickly hit the shores of the Bay and found berries galore. Summering on the coast would be just fine thanks.

To their delight, the campsites speckled up and down the coast were great for swimming, relaxing and sorting out the curious antics of brightly coloured two-legged sillies. Even more fun – if they just pulled off a kayak hatch cover or rummaged in a canoe they were soon rewarded with a gourmet selection of fine fare. No reason to seek alternate accommodation with five star food, scenery and entertainment at their beck and call. They were living the dream...

So what's a paddler to do? The oft-repeated advice of keeping a clean, odour-free camp still goes. Making yourself larger and louder than life helps and bear bangers can deter. But when all else fails, the best bet is to get out of dodge. No sense in playing tackle cause they grew up on that game and really don't like touch football at all - you may as well scatter. For what it's worth, when push comes to shove, bear spray is still the gold standard. Nobody likes their face peppered, just make sure you take your best shot. This is no time for a failed attempt folks, so maybe you should practice huh?

Hanging food packs is still in the textbook and works – if you have big trees. Last time I checked there is a distinct lack at the moment on the Bay. Small bear barrels will help. You can tie them on your back deck but keep them empty or lightly loaded until you get to shore. One enterprising bear last summer succeeded in tearing a barrel apart, but he was probably a foreign student, much smarter than most. Storing wrapped food in a bulk-headed, tightly hatched kayak and strapping paddles/sticks over the whole shootin' match will slow things down a bit. If you've attached a few pots and pans then at least you can lay in your tent and know exactly what's going on, rather than being like Moses when the candle went out... in the dark.

Some of you are going to be thinking the spring bear hunt can't come quick enough. Well, she's back folks – but before you hoot and holler, please know there's NO evidence to back up its effect in preventing these bear encounters. This is their backyard after all and we're lucky they let us in to play at all. Remember your childhood school yard?

The big guy gets to make the rules...

Two years ago at rendezvous, Mike McIntosh from bearwithus.org gave an amazing presentation about bear ecology, and how to get along with them. Check out the website for lots of great information. One method for chasing them away is to fill an extra-large plastic bag with air above your head. Shake it to make yourself look bigger than the bear.



GLSKA Trip Survey Results

John Fitzsimons

Having completed a survey of past trips taken by GLSKA members over the period 1989 to 2012 (Twenty Four Years Behind the Shaft, Qayaq 2014), it was time to survey the current membership's trip needs. It was envisioned that the survey would serve the purpose of both determining current member needs but also provide an indication to potential trip organizers as to what destinations were most preferred and for what type of trip could they expect the greatest response. Having more trips that meet members needs would ideally contribute to retaining existing members as well as encourage new members to join. Here are the results of the survey.

Who did we talk to?

2015 Rendezvous participants and email input.
Response was approximately 20% of membership.

Why do people take trips?

Most respondents went for natural features.
Far fewer respondents went on trips for socializing, wildlife, or fitness.

How long should the trip be?

Three day weekend trips were preferred.
Less preferred were shorter or longer trips.
Little interest in day trips of any kind.

How difficult should the route be?

Distance, 10-20 km a day seemed about right.
Speed, 5-6 km/h seemed about right with slower speeds much less preferred.
Respondents preferred intermediate conditions with less than 1 m waves in protected waters.

Where should the trip take place?

Large lakes were preferred over small lakes or rivers.

Where are our favourite places?

Georgian Bay was the preferred destination.

Within Georgian Bay, central east (12 Mile Bay to French River) preferred over southeast, north or west. North Channel preferred over Lake Superior with little interest for Lakes Ontario, Huron, or Erie.

In addition to Rendezvous how many trips are taken in a year?

Most respondents took at least one trip with fewer taking two or three trips.

Does GLSKA need to offer more trips?

Most respondents thought more trips would be good. In 2015 a total of 19 trips were offered, an increase over 2014.

Are members willing to lead trips?

Of respondents, over 40% had run trips in past. In future, 75% of respondents would consider running a trip. Of the other 25% of respondents, 90% would run trips if duties shared.

How was the survey done?

18 questions with executive input.
Rendezvous and email responses.
20 respondents in total (approximately 20% of membership).



at rendezvous 2015

Joy of Paddling

Debbie Clayton

Memories of My 2015 Paddling Experience

As I dip my paddle into the water I think how lucky I am. The sun is shining, the water is calm. The only sounds are the slight splash as my paddle enters the water and the birds taking flight as I pass by. It is a beautiful day and I paddle harder, evaluating my stroke and how the kayak moves through the water. I wonder how long I can stay out enjoying the freedom, the peace, the happiness. As I look around me I see the beauty of nature alive and flourishing. Another paddler passes by and we wave to each other and say hello, both commenting on the gorgeous weather.

As the summer progresses, I continue to kayak whenever the opportunity is presented. I participate in a fund raiser for my kayaking association. I camp with my family that weekend and my nephews join me out on the water. Both of them love the lure of paddling. We all enjoy the day and are glad we could raise funds to assist the association while sharing in some quality family time.

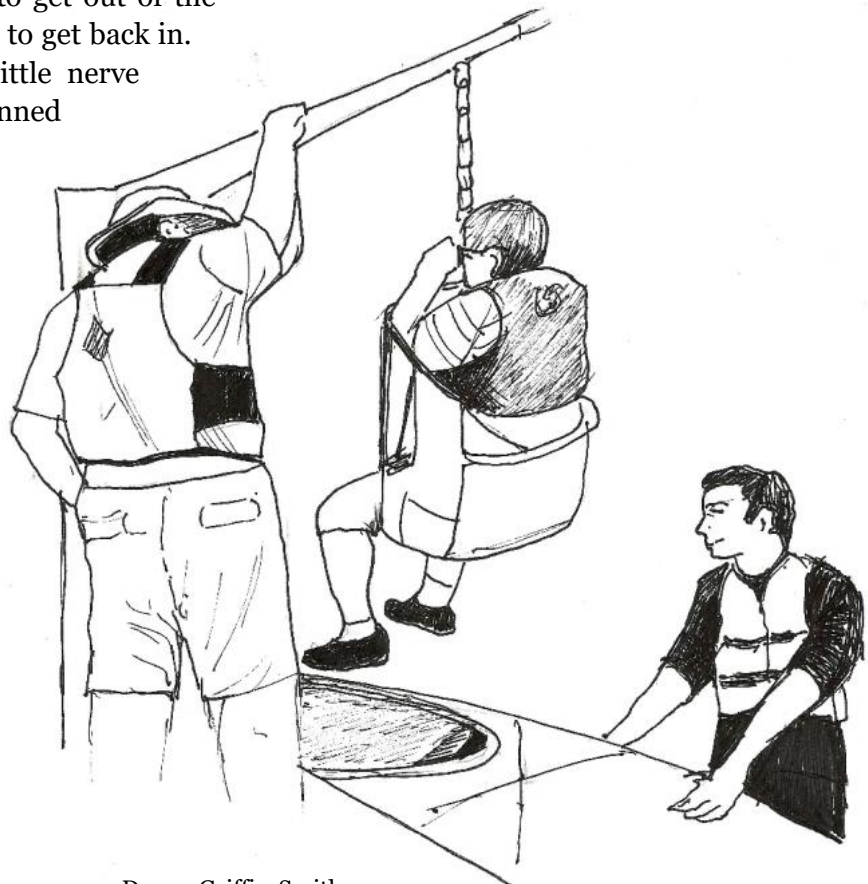
In August, I complete the ORCKA Safe Kayaking Program, with my sister joining me for support. That day I learn more about safety, how to get out of the kayak if it tips, and even harder, how to get back in. I have to say going under was a little nerve wracking, but better I learn in a planned event than in an emergency. I go home that day feeling a huge sense of accomplishment and am glad I invested in the program. And, of course I will recommend to everyone I know that plans to kayak.

In the fall, I participated in The Great Shoreline Clean-Up. Working with volunteers in kayaks and on the shore we rid the waters and shores of the mess left behind by a season of careless visitors to the Provincial Park. We gather bags of garbage, water bottles, plastic bags and other items all which damage the environment and harm wildlife. We share a BBQ lunch after and tell stories of the day.

The last paddle of the year is bittersweet. The trees are changing colour and the air is cooler. There are fewer paddlers out on the water and I can't stop thinking how it is still ideal weather for a kayak. It is sad that it will come to an end. I stay out as long as I can, but eventually I must make my way back to the dock. Back to reality. As I approach the shore, volunteers are there to assist me. When I reach the dock they grab the kayak and tie it up. One of them reaches down and grabs the ends of the harness that will lift me from the boat. Once the straps are attached to the hoist I am gently lifted from the boat and suspended in the air. Then they will swing me in over the dock and my independence is lost.

Two years ago I thought my days on the water were over. Then I discovered Abilities in Motion (AIM). AIM provides kayaking and canoeing opportunities for individuals of all abilities. As my disability progressed, the volunteers at AIM have provided me with an escape, some great memories and many hours of independence that I cannot get elsewhere.

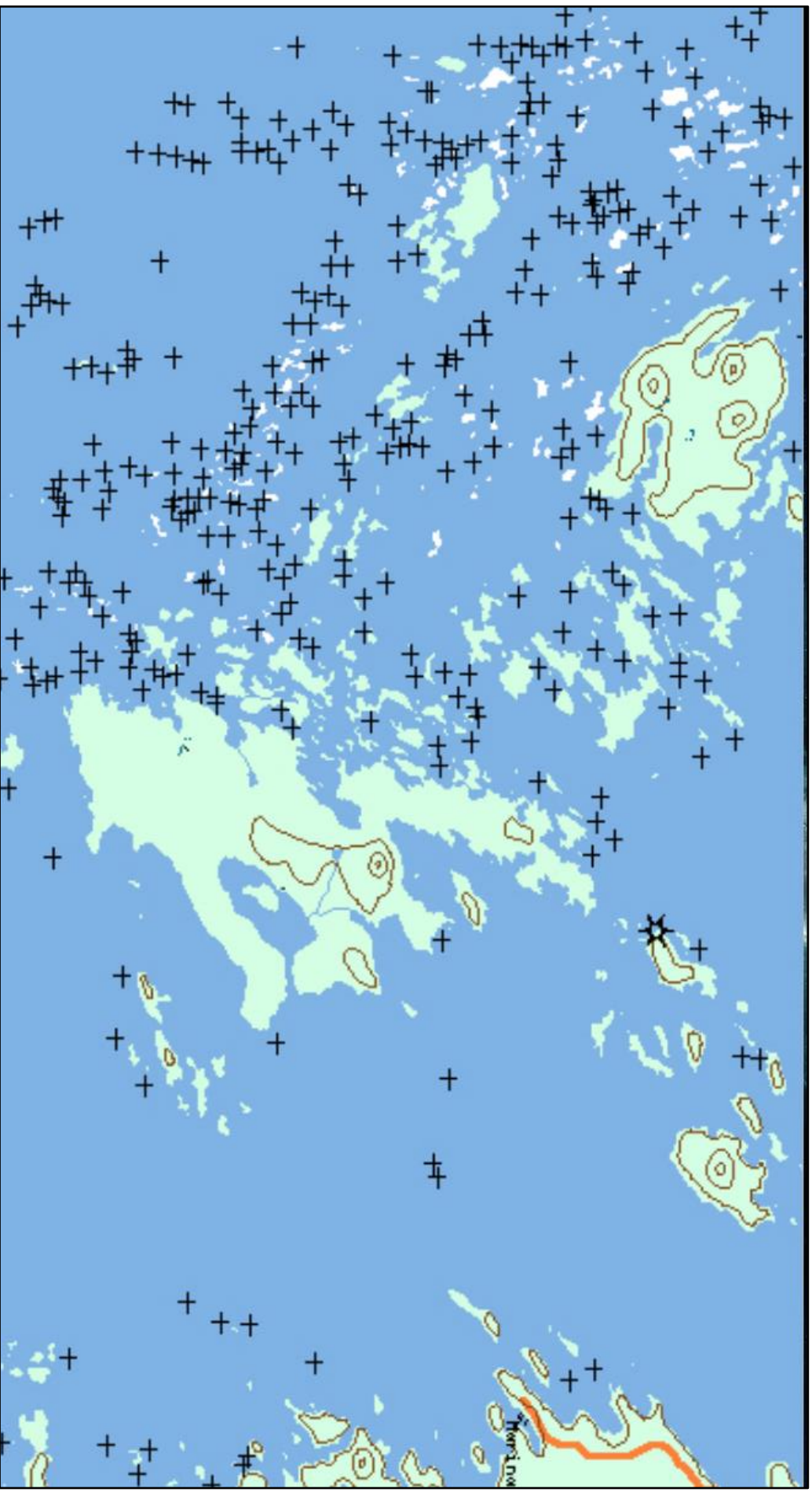
Is it spring yet?



Donna Griffin-Smith

Rendezvous 2016 ----- 4 page pull out section

Map is centered on Sandy Island. The campsite is at the eastern edge of the map, at the end of the road by the marina.



White Squall Sessions Information

1. For the White Squall Sessions you can indicate in advance up to three choices.
2. You will likely end up with only one, or two, of your selected White Squall sessions.
3. You can also wait and select from the remaining unfilled White Squall sessions on Friday evening after registration. The risk of waiting is that all of your preferred White Squall sessions may be full.
4. The session organizers will make every reasonable effort to allocate the White Squall sessions fairly.

Session Descriptions:

Precision Flatwater Turns	Timing, approach and co-ordination of strokes to create graceful, strong turns on flatwater will be the focus of this session. We will work on refining your turns to make them intentional and graceful.
Weather/Route Planning (Land Session)	Paddling on the Great Lakes is playing in the great mixing bowl of competing air masses, resulting in weather that changes in an instant. We can't pretend to be accurate forecasters beyond a few hours, so we need to know the basics of threatening weather signs and how to react. We'll work through some practical weather interp and apply that to simple route planning.
Powering Forward	The forward stroke is at once both the simplest and most complex paddling stroke. You can spend your entire paddling life working on making it more efficient. What we want to do is introduce you to some simple benchmarks for improvement and work with you on developing quiet, effective propulsion.
Bombproof Rescues	We want to emphasize simplicity in self and assisted rescue. When things are truly going bad, it's no time for fancy tricks where valuable energy can be lost. Safe, effective rescue is all about getting it right the first time, and goes well beyond just getting the bum in the seat.
Managing Wind & Waves	Working up and downwind requires different strokes, timing and cadence. It's akin to mogul skiing where you try to use the terrain to your advantage and now we're adding the forces of the wind to effect better movement.
Towing Tricks & Tips	Contact and line towing are fundamental skills for anyone venturing out on a trip. It doesn't have to be fancy - but it sure as heck has to work - quickly! We'll help you develop your own systems and offer up suggestions for ways to be more efficient.
Practical Group Leadership On Water	We will use the boats, water and group to work through scenarios that highlight common leadership issues on water. Be ready to paddle and participate in a lively forum where there aren't any easy answers. Kayak leadership flows out of knowledge, skills and judgment - but also very much depends on learning to adapt to changing conditions.
Alternative Rescue Options	Think of this session as simply adding to the tool belt. For most of us - in most situations - the key is to stick to the basics. But as you grow as a paddler, it's important to have other strategies to cope with out of the ordinary rescue situations.

GREAT LAKES SEA KAYAK ASSOCIATION

Rendezvous 2016 Registration Form (Page 1)

Name	Member or Guest?
	<input type="checkbox"/> GLSKA Member <input type="checkbox"/> Guest
	<input type="checkbox"/> GLSKA Member <input type="checkbox"/> Guest

Note: Every guest must submit a signed waiver. See instructions on reverse.

PLEASE INDICATE WHICH ACTIVITIES YOU WOULD LIKE TO PARTICIPATE IN: (Note: Sessions may change depending on level of interest by participants)

Friday June 17, 2016		
		Participant
Paddling trip: (Member led)	<input type="checkbox"/> Morning <input type="checkbox"/> Afternoon	<input type="checkbox"/> #1 <input type="checkbox"/> #2 <input type="checkbox"/> #1 <input type="checkbox"/> #2
Saturday June 18, 2016		
On-Water Workshops These are led by White Squall. Please Indicate your first three choices in your order of preference by marking 1, 2, 3. Times may vary depending on level of participation.	<input type="checkbox"/> Precision Flatwater Turns (8:30 -10am)	__ #1 __ #2
	<input type="checkbox"/> Powering Forward (10:30am - 12:00pm)	__ #1 __ #2
	<input type="checkbox"/> Bombproof rescues (10:30am - 12:00pm)	__ #1 __ #2
	<input type="checkbox"/> Managing Wind and Waves (1:00-2:30pm)	__ #1 __ #2
	<input type="checkbox"/> Towing Tricks & Tips (1:00-2:30pm)	__ #1 __ #2
	<input type="checkbox"/> Alternative rescue options (3:00-4:30pm)	__ #1 __ #2
	<input type="checkbox"/> Practical Group Leadership on Water - (3:00 - 4:30pm)	__ #1 __ #2
On-land Workshops: (See note above regarding the White Squall session)	<input type="checkbox"/> Weather/Route Planning - White Squall (8:30 - 10:00am)	<input type="checkbox"/> #1 <input type="checkbox"/> #2 <input type="checkbox"/> #1 <input type="checkbox"/> #2
	<input type="checkbox"/> The great outdoors as a spiritual endeavour- David Newland (10:30am - 12:00pm)	
Paddling Trips: (Member led)	<input type="checkbox"/> Morning <input type="checkbox"/> Afternoon	<input type="checkbox"/> #1 <input type="checkbox"/> #2 <input type="checkbox"/> #1 <input type="checkbox"/> #2
Sunday June 19, 2016		
Paddling trip: (Member led)	<input type="checkbox"/> All day <input type="checkbox"/> Morning only	<input type="checkbox"/> #1 <input type="checkbox"/> #2 <input type="checkbox"/> #1 <input type="checkbox"/> #2

CONTINUE ON REVERSE

Rendezvous 2016 Registration Form (Page 2)

The 2016 fees are listed below. These cover campsites event costs, parking, welcome reception and entertainment. They do not cover kayak rentals. You must bring your own tents and gear.

Fees	#	Before May 15, 2016	After May 15, 2016	On-Site
Members		X \$60 =	X \$70 =	X \$75 =
Family members under 18 years of age		X \$20 =	X \$25 =	X \$30 =
Guests of member		X \$70=	X \$80=	X \$85 =
Total to be remitted: (Canadian Funds only please)		\$	\$	\$

REGISTRATION INFORMATION:

- To attend you must be a GLSKA member or a guest of a member. To become a GLSKA member, please check the GLSKA web-site www.glska.com.
- Accompanied guests of GLSKA members are permitted to attend as long as a Waiver form is signed. Waiver forms can be downloaded from the GLSKA website ([www.glska.com/pdfs/glska waiver.pdf](http://www.glska.com/pdfs/glska%20waiver.pdf))
- Final program information will be *emailed* to all registrants in early June and will be posted on the GLSKA website.
- Kayak rentals must be arranged directly with White Squall at (705) 342-5324 who will deliver to campsite.
- If you have any questions please contact Erwin Buck (erwinbuck@hotmail.com) or Chantal Locatelli (see below).

Please complete and return this registration form along with your cheque or money order made payable to **GLSKA**, and mail to:

Chantal Locatelli
 90 Cadorna Ave
 Toronto, M4J 3X2
 416-546-5473
chantal.locatelli@gmail.com)

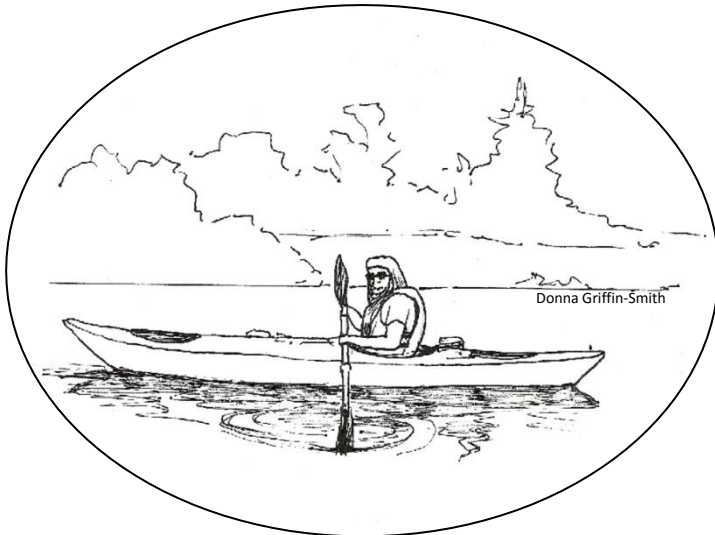
Kayak Safety Tips

Paula Huber

From my 40 years' experience as a cold water scuba diving instructor, cold water scuba diver and zodiac hard hull dive boat operator I have learned many lessons about safety in and on the water. These lessons are transferrable to kayaking.

COMMON SENSE

Be mentally and physically prepared for your paddle day. We all have stressors in our lives. A day on the water should challenge and refresh us not create anxiety, tension, and frustration that may put our safety and that of others at risk. If that little voice inside of you says don't do it then don't. There is always another time to paddle.



You and your paddle companions should respect each other and be able to openly and freely discuss the day's paddle without fear of ostracism. In a group situation all members' abilities, mental and physical, need to be respected. A safe compromise can always be achieved before leaving shore.

Have a plan B. Mentally rehearse worst case scenarios and how you intend to react to them. Plan B can also include spending the day ashore to savour your surroundings.

Maintain your equipment. Do a last minute check of your kayak and its equipment before entering it and leaving shore.

KNOW THE ENVIRONMENT

Educate yourself to not only perform paddle skills but also to respect and understand the cold water environment.

In our paddle environment high winds will often subside or decrease substantially at 12 noon or early evening. Listen to marine weather reports and plan your paddle accordingly. For instance, paddle into the wind outbound and with the wind inbound. A shore day can turn out to be very enjoyable, what's the rush?

Dress for the water temperature and conditions. Water conducts heat 25 times faster from our bodies

than does air. Practice re-entry into your kayak to reduce submersion time in the water.

KEEP WARM

Remember, a leak in your dry suit will allow it to fill with water to rapidly chill you and impair your mobility to get back into your kayak. A wet suit will ALWAYS provide thermal protection upon submersion in cold water and you will retain your mobility to facilitate re-entry into your kayak.

Synthetics are great, but wool will keep you warm even when wet. Your body heat will dry it from the inside out. Consider wool clothing for both hot and cold paddle conditions.

ALWAYS KNOW WHERE YOU ARE

Learn to use navigation aids such as compass, GPS, navigation/topographic charts. Always take and know how to use back up navigation devices. Practice your skills on each paddle and carry spare batteries if relying on electronics.

PANIC PACK

This is separate from trip gear. It is for emergency use. Even on short day trips I carry extra clothing, food, water in case I get stranded somewhere.

Contents can be put into a dry bag and stored inside the cockpit just past the foot pedals if there is room.

This is what I carry in my panic pack- wool socks, toque, mitts/gloves, neck warmer, foil blanket/bivy sack, large plastic garbage bag/small tarp, matches/lighter, dryer fluff to start fire with, metal cook pot/mug, spoon, rain/warm outer jacket, wool pants, top, wool sweater, dry food for one to two days.

And lastly, remember Murphy's Law – If anything can go wrong it will.

Ralph suggests some items that may be non-traditional items for first aid kits:

Reading Glasses

Duck Tape

81 mg Chewable Aspirin

Large Syringe (no needle) for cleaning wounds

Honey Filled Straws (Treating diabetic reactions)

straws filled with liquid honey that are sealed at both ends (found at better coffee shops)

Advil & Tylenol (one is an anti-inflammatory while the other is not) also some people cannot take Advil, some cannot take Tylenol

Gravol

Papaya Enzyme tablets (stomach indigestion)

Carried in PFD:

Extra Non-latex gloves (If you need to quickly apply pressure to a wound you may not be able to wait until the first aid kit is found)

THE *CHI-CHEEMAUN* AND THE MAN WHO NAMED HER

The *Chi-Cheemaun*, the ferry that runs between the Bruce Peninsula and Manitoulin Island, is a familiar sight to anyone who has paddled the islands of Fathom Five National Marine Park. It was built at the Collingwood Shipyards and launched in 1974. The province of Ontario held a contest to name the new ferry before it went into service. The winning name, *Chi-Cheemaun* – which means Big Canoe in the Ojibway language – was submitted by Donald Keeshig of Neyaashiinigiing (formerly Cape Croker). As well as naming the *Chi-Cheemaun*, Mr. Keeshig also sailed on its maiden voyage in September, 1974.

Mr. Keeshig passed away this past January, at the age of 86. (Many GLSKA members know two of his 9 children: Lenore, who is interpretive program coordinator at Bruce Peninsula National Park and has twice lead nature hikes at the GLSKA Rendezvous when it was held at Cape Croker Park; and Nathan, who is superintendent of Cape Croker Park.)

Last May, with Mr. Keeshig in failing health, his family took him out to the Cape Croker lighthouse to watch the *Chi-Cheemaun* sail past on its way from its winter harbour in Owen Sound to Tobermory to begin the 2015 ferry season. By prearrangement, as the ferry passed the lighthouse, the captain sounded two blasts of the *Chi-Cheemaun*'s horn in a salute to Donald Keeshig, the man who had named the ship.

The Owen Sound Transportation Company, that owns and operates the ferry, plans to make this a tradition. The *Chi-Cheemaun* will sound its horn off the Cape Croker lighthouse in tribute to Mr. Keeshig each spring on its way to Tobermory.



Bits and Pieces

Sources of Knowledge Forum

The 8th annual Sources of Knowledge Forum will take place **April 29 – May 1** in Tobermory. This year's topic is *Peoples of the Great Arc: Two Ways of Knowing*.

The Great Arc is the limestone escarpment that sweeps across southern Ontario, northern Michigan and eastern Wisconsin. The Two Ways of Knowing refers to the two sources of knowledge we have about early peoples and their activities: one is the ongoing archaeological research that is providing evidence about Aboriginal ways of life and activities on both sides of the border; the other rich source of information is traditional knowledge held by the area's First Nations.

The programme includes a visit to an archaeological site at Neyaashiinigmiing and visit with tribal elders, presentations by archaeologists, an historian, a First Nations story teller, and an artist among others. Other activities include an art exhibit, a mini film festival, and hikes.

The cost to participate is \$99, including dinner on Saturday. (There is an early-bird registration fee of \$90 until April 8.) For more information and to register, visit the Sources of Knowledge website: www.sourcesofknowledge.ca.

Sandy Richardson



Why the GLSKA Kayak Pool Sessions Matter

As the snow begins to melt, many of us begin to plan our kayak trips. Whether you are going out in the spring/early summer for a day trip in Lake Ontario or a weekend trip in Georgian Bay, it is important to have practiced your rescue techniques and other paddling skills in a safe environment. GLSKA offers members a set of 3 pool sessions in two locations, Burlington and East York (Toronto), that are guaranteed to help activate your muscle memory, hone skills and build confidence for those early trips where the water and weather are cold. Participants can work on their own, or in small groups, to improve stoke, edging, bracing, wet exists, re-entries, rolls and assisted rescues.

Some instruction may be provided by certified instructors and GLSKA members. Participants can also look forward to meeting up after the sessions to refuel

and rehydrate, exchange stories and plan trips. This is a perfect way to get ready for the kayak season.

These sessions are full for this season. Sign up early next year!

Chantal Locatelli



Lee Valley stocks a series of **inflatable solar lanterns** that I have found to be really useful all-round lights.

The Luci Emrg is my favourite of the 3 styles. A 4" diameter disk that squishes down to about 1" thickness, it is waterproof can be easily secured on deck to charge. It has 4 settings, can be used as a flashlight or area light and has a setting that flashes SOS. I hang it in my tent and it has never run out when reading at night. A bargain at \$12.50 at Lee Valley Tools.

<http://www.leevalley.com/en/garden/page.aspx?p=73196&cat=2,40731>

Ursula Foster

H.M.S. Erebus

Sandy Richardson

FRANKLIN'S LOST SHIP

The Historic Discovery of HMS Erebus

John Geiger and Alanna Mitchell

Harper Collins & Royal Canadian Geographic Society, 2015

The greatest mystery of Arctic exploration is the fate of the 1845-1848 British Arctic Expedition commanded by Sir John Franklin. The expedition set off in May 1845 with great promise aboard two ships, HMS Erebus and HMS Terror, specially strengthened and outfitted for the Arctic ice, and with provisions for three years. They were last seen, by European eyes, by whalers in Baffin Bay in July 1845; the ships and the 129 men aboard then simply disappeared.

When the expedition did not return in 1848, numerous searches were organized both by governments and privately – in fact over 40 in the next decade and a half. (One of these, a private search sponsored by Lady Franklin in 1851, was led by William Kennedy from Saugeen, now Southampton, Ontario.) Marked graves of three crewmen were found in 1850 on Beechey Island, but people in Victorian England knew nothing about the fate of Franklin and the rest of his expedition until John Rae of the Hudson's Bay Company returned to England in 1854 with artifacts from the expedition and stories he had been told by Inuit in the vicinity of King William Island of Europeans hauling sledges along the shore who had died of starvation. Because these stories included tales of cannibalism, his news was not well received by many, especially Lady Franklin.

By this time most people assumed the worst, but the searches continued. More artifacts and bones from expedition members were found over the years, but no trace of the ships. Searches for the ships and

archaeological land searches for relics have continued off and on in the decades since, hoping to find out exactly what happened to the expedition.

In recent years searches have been organized by the Canadian government in partnership with the Royal Canadian Geographical Society (RCGS) and a number of private organizations. And, as is now well known, these searchers, using modern side-scan sonar and traditional Inuit oral history, found the HMS

Erebus in the fall of 2014, right where the Inuit had said it would be found.

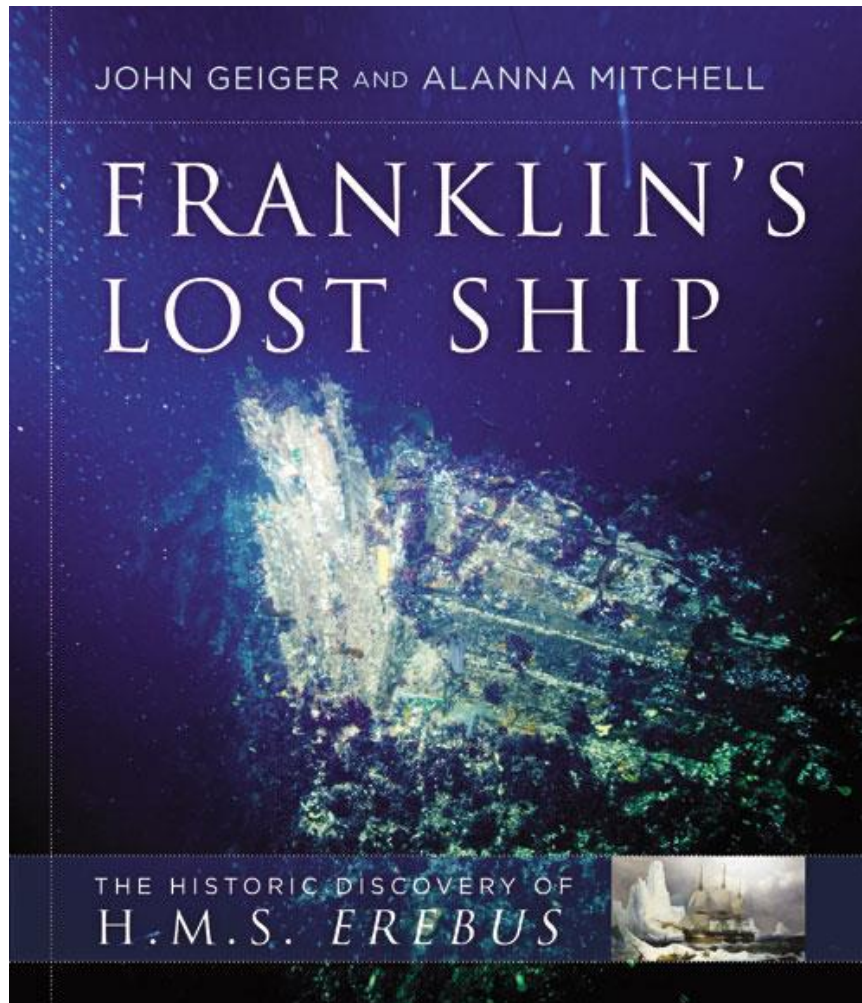
Franklin's Lost Ship tells the story of the 2014 discovery woven together with the story of the Franklin expedition – a blend of historical mystery and modern adventure. It is, as one would expect from the publisher of Canadian Geographic magazine, well and thoroughly illustrated with photographs (many quite fascinating) of the search, the wreck of the Erebus, historical artifacts, maps and drawings.

Co-author John Geiger is the chief executive officer of the RCGS so was in-

involved in the search and is able to provide an insider's view of events; he and Alanna Mitchell, a well-known science journalist, have put together a most interesting and engaging book.

The Franklin expedition has over the last 170 years inspired many books, articles and even songs. Franklin's Lost Ship is the latest in this tradition, but likely not the last. The search for HMS Terror continues, and as underwater archaeologists explore inside the wreck of the Erebus we will hopefully learn more about the fate of Franklin.

Franklin's Lost Ship is a wonderful book – something every Arctic aficionado will treasure.



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Qayaq newsletter needs to hear from you!
Published seasonally, submission dates are
the 1st of the month, June, September, De-
cember and March. We seek short stories,
trip reports, equipment reviews, and any
other topic of interest to kayakers. Get
published! Send your thoughts to Viki
Mather, editor, at kukagami@gmail.com
now, or any time throughout the year.

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.
www.swallowdalestudio.com



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