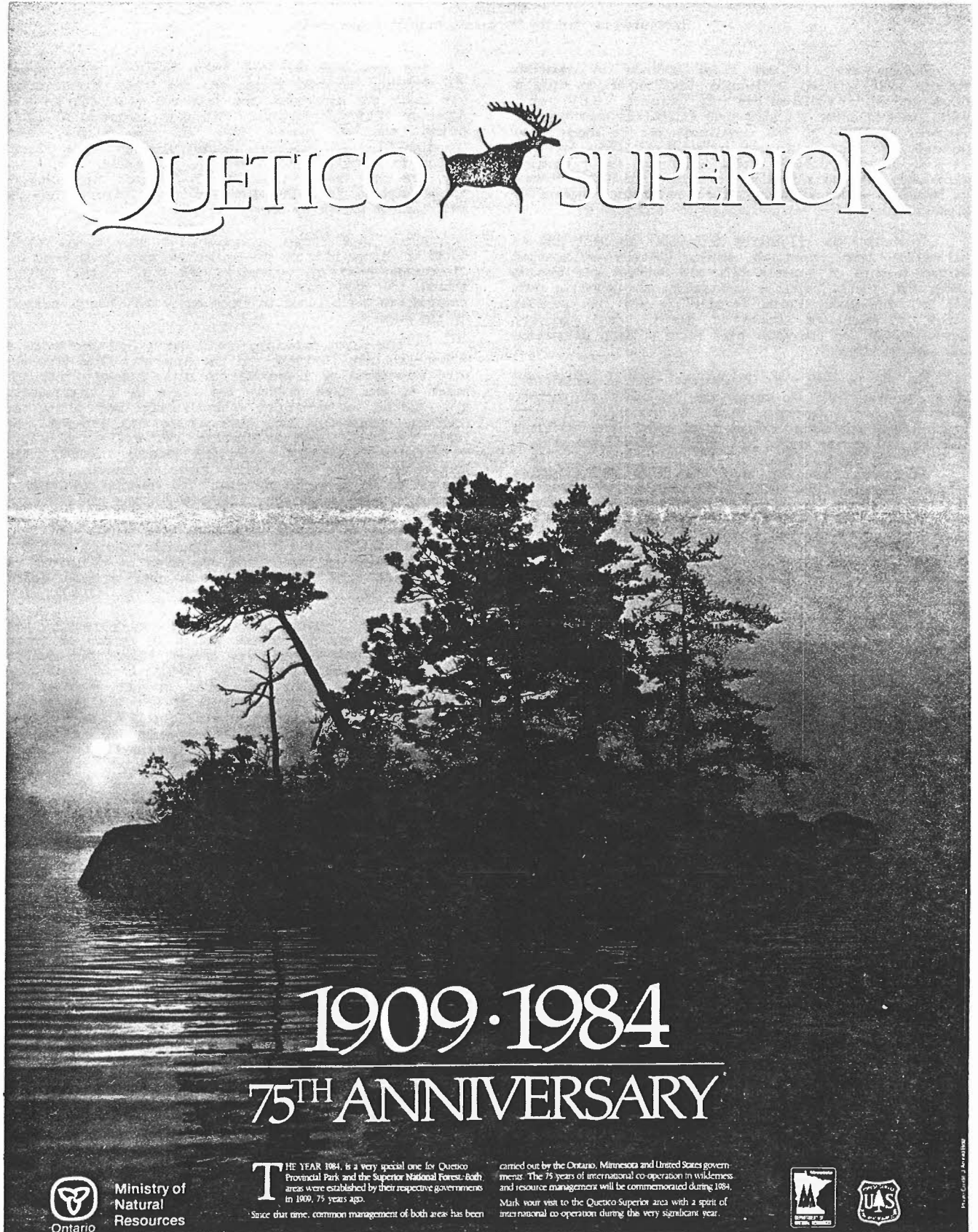


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quarterly journal of the wilderness canoe association

QUETICO SUPERIOR



1909·1984

75TH ANNIVERSARY



Ministry of
Natural
Resources

THE YEAR 1984, is a very special one for Quetico Provincial Park and the Superior National Forest. Both areas were established by their respective governments in 1909, 75 years ago.

Since that time, common management of both areas has been

carried out by the Ontario, Minnesota and United States governments. The 75 years of international co-operation in wilderness and resource management will be commemorated during 1984. Mark your visit to the Quetico Superior area with a spirit of international co-operation during this very significant year.



QUETICO SUPERIOR

1909-1984
75TH ANNIVERSARY

SAGA OF QUETICO-SUPERIOR WILDERNESS 1909-1984

75 YEARS OF INTERNATIONAL CO-OPERATION

Shan Walshe

(Assisted by Shirley Peruniak, History Researcher)

Chances are, if you asked someone in downtown Toronto what Quetico Provincial Park meant to him, a blank expression would be his only response. Sadly, this vast forested area, situated 1600 kilometres northwest of Toronto, is known to few Canadians; yet it undoubtedly provides the best wilderness canoeing in North America, if not in the entire world. Quetico is a genuine wilderness with no roads, no logging, no outboard motors or snowmobiles and with regulations carefully designed to preserve its natural beauty and remote atmosphere.

Stretching 95 kilometres from east to west and 65 kilometres from north to south, Quetico encompasses virgin forests of stately pine and spruce, picturesque lakes and rivers, majestic waterfalls, and towering rock cliffs. The park abounds in wildlife and the canoeist stands an excellent chance of seeing moose, beaver, otter, marten and the noble bald eagle (common in Quetico but rare elsewhere).

Quetico is also rich in history. Indian arrowheads, spear points, hide scrapers, and fragments of pottery found on sandy beaches, plus 30 locations of rock paintings (pictographs) remind us of those long ago times when various Indian tribes and cultures roamed the area.

In later times, two major fur trade routes passed through the park, one of which was reopened in 1870 for soldiers heading west to quell the Riel Rebellion and for settlers on their way to homestead the Great Plains.

Today, Quetico's overwhelming attraction is its eminent suitability as a wilderness canoeing area. With hundreds of lakes and rivers joined together by portages averaging less than 400 metres in length surrounded by a vast setting of pristine natural beauty unmarred by the works of man, the park is truly unique.

To celebrate Quetico's 75th anniversary in 1984, let us recall the people and events responsible for keeping Quetico as unspoiled as it is today.

When the white man first arrived in North America he was confronted by an immense, often hostile, wilderness. Indians and wild animals attacked him, and dense stands of huge trees stood in the way of his agriculture. Not surprisingly, he looked on the wilderness as an enemy to be fought and destroyed. For more than 200 years the battle raged, until, in the 1890's and early 1900's the effects of logging, mining, railroad construction, and homesteading threatened the last remnants of wilderness located in northern Minnesota and northwestern Ontario. Great stands of majestic red and white pine were falling before the lumberjack's saw or were being consumed by enormous forest fires caused by ever increasing human activity, associated with the opening up of this new land. Moose herds dwindled as "pine beef" graced more and more woodsmen's tables.

A few enlightened people began to realize that the seemingly inexhaustible natural wealth of this vast area was fast disappearing. Something had to be done to preserve at least a remnant of wilderness to be enjoyed by present and future generations. Interested citizens from both sides of the Ontario-Minnesota border banded together to persuade their respective governments to take action.

In Ontario, the Honourable Frank Cochrane, Minister of Lands, Forests and Mines, his deputy Aubrey White, W.A. Preston, M.P.P. for Rainy River, and Arthur Hawkes, a journalist, were instrumental in creating the Quetico Forest and Game Reserve in 1909, an area described as "containing one of the largest bodies of pine timber in Ontario".

The same year President Teddy Roosevelt established the Superior National Forest and the State of Minnesota set aside the Minnesota Game Preserve (included in the Superior National Forest). Situated adjacent to each other, one on either side of the border, the Canadian-American Reserves encompassed an area large enough to be considered a genuine wilderness. (To this day, the only other wilderness in Ontario, large enough to be viable, is Polar Bear Provincial Park, which is inaccessible except by air.)

After 1910 ranger stations and fire towers were built on either side of the border and patrols started to discourage poaching. Canadian and U.S. rangers often shared the same cabin on cold winter nights and the camaraderie established in those early days has persisted to the present.

In the years following World War I Quetico (made a provincial park in 1913) and the Minnesota Game Preserve were threatened by a proposal to build highways into the heart of the canoe country and plans by industrialist, E.W. Backus, to construct hydroelectric dams along the boundary waters from Lake Superior to Fort Frances. In 1927 the U.S. Quetico-Superior Council (which also contained a Canadian Advisory Board) called for protection of the whole Rainy River watershed, a major portion of which is in Ontario. The council developed a programme which called for a treaty between the U.S. and Canada which would guarantee the retention of the international wilderness area in a wild state. In 1929 the American Legion and Royal Canadian Legion endorsed the programme and urged that the area be dedicated to veterans of both countries as an International Peace Memorial Forest.

For many years international co-operation was encouraged by the periodical visits to Canada of three eminent U.S. conservationists, Ernest Oberholtzer, Sigurd Olson, and Sewell Tyng. In Canada these men were welcomed by the Right Honourable Vincent Massey, Mr. Clifford Sifton, and a succession of Premiers of Ontario and Ministers of Lands and Forests. In 1926, as a result of efforts by these men, the U.S. Forest Service created a roadless area adjacent to the International Boundary and, in 1934, the International Joint Commission recommended that the 1925 application by Backus for hydroelectric development be turned down, stating: "The Boundary Waters are of matchless scenic beauty and of inestimable value from the recreational and tourist viewpoints. The Commission fully sympathizes with the objects and desires of others who take the position that nothing should mar the beauty of this last great wilderness".

In 1934 President Franklin Roosevelt appointed the President's Quetico-Superior Committee which through the years helped the U.S. Forest Service and Quetico Park staff to initiate several safeguards to protect the wilderness. In 1941 timber cutting was prohibited on 362,000 acres of the roadless area opposite Quetico and the same year Quetico tightened its restrictions on shoreline cutting. In 1945 the Dept. of Lands and Forests prohibited the granting of leases for private development in Quetico and the U.S. Forest Service in co-operation with the Isaac Walton League began buying up private properties in the Roadless Area. In 1948 President Harry Truman established air space reservations which prohibited low level airplane flights over the Roadless Area.

In 1949 the Canadian Quetico-Superior Committee was established under the chairmanship of the Right Honourable Vincent Massey and vice-chairman, Harold Walker, K.C. This committee, working in close co-operation with the President's Committee advocated full protection of shorelines, prohibition of permanent

flooding, restoration to a natural state of areas logged or mined, closing of logging and mining roads when activities closed, and the best possible conservation management of fish and wildlife resources.

In 1952, the Northwestern Ontario Associated Chambers of Commerce established a Quetico Committee which immediately endorsed the preservation of Quetico, and, in 1955, furthered the cause of international co-operation by attending an international conference on the Quetico-Superior area held at the Quetico Superior Wilderness Research Center on the U.S. side of Basswood Lake.

During this period, the government of Ontario became much more responsive to the demands of both Canadian and U.S. conservationists, undertaking a purchasing programme for private lands in provincial parks and announcing new policy guidelines for Quetico which included the exclusion from the park proper of all permanent improvements and stricter control of logging operations to preserve recreational values. Aircraft landings in Quetico were prohibited except at the six designated entry points on the park's periphery.

In 1954, several famous Canadians, Dr. O. M. Solandt, Eric Morse, Denis Coolican, Blair Fraser, and the Netherlands Ambassador to Canada, Dr. A.H.J. Lovink, accompanied the great American author-conservationist, Sigurd Olson, on a canoe trip from Lake Superior through the Quetico-Superior Country to Fort Frances. Much international goodwill resulted from this trip.

In October 1954, the Canadian Quetico-Superior Committee was dissolved and a charter granted to the Quetico Foundation which pledged to promote wilderness areas and assist with educational and scientific studies therein.

It was also in the 50's that the Quetico-Superior Wilderness Research Centre, a privately sponsored institution on the U.S. side of Basswood Lake was developed to encourage all types of research by scientists from Canada and the United States.

In 1960 the government of Ontario and the U.S. State Department formed the Quetico-Superior Joint Advisory Committee made up of 3 Canadians and 3 Americans who would meet twice a year to exchange information and discuss mutual problems.

The 1960's saw crusades by conservationists from both sides to have restrictions on aircraft, eliminate more resorts, ban logging in Quetico, and reclassify Quetico as a primitive park where commercial exploitation would be prohibited.

Co-operation between archaeologists from the Royal Ontario Museum and the Minnesota Historical Society resulted in a programme of underwater exploration for fur trade artifacts along the boundary waters.

In 1964 the new U.S. Wilderness Act advocating prohibition of multiple use in the Boundary Waters Canoe Area, "an area where man himself is a visitor who does not administer", created conflict between hard core conservationists such as Sigurd Olson and the Sierra Club and the more conservative President's Committee and the U.S. Forest Service who had defended the multiple use programme for 30 years. Olson argued that cessation of logging in the B.W.C.A. did not mean the end of multiple use, as the B.W.C.A. was only a part of the multiple-use pattern of the Superior National Forest and one cannot have multiple use on every single acre. The same year the U.S. Quetico-Superior Foundation was founded with the help of conservationists Charles S. Kelly, and Fred Winston.

In the next decade, many reforms occurred in quick succession with Canada and the U.S. playing leap-frog, first one country taking the lead and then the other. In the Burton-Vento Bill of 1965 which set up the B.W.C.A as a complete wilderness, mechanical portages were prohibited, snowmobiles and outboard motors restricted to certain routes, and permanent tent camps and equipment caches banned.

The same year in Quetico, the Ontario government was reluctant to adopt complete wilderness measures but compromised by initiating skyline reserves rather than the former 400 foot shoreline reserves and also resolved to buy up all patented mining claims in Quetico.

The period 1969-73 saw a battle over logging in Quetico, the appointment of the Quetico Park Advisory

Committee (1970), a moratorium on logging (1971), and the eventual reclassification of Quetico as a wilderness park (1973) where logging, snowmobiles and outboard motors would be banned.

In the B.W.C.A. cans and bottles were prohibited (1971), large motor, small motor, and no motor zones established, a snowmobile phase out programme drawn up, and a visitor distribution system initiated (1974).

In 1975 the President's Quetico-Superior Joint Committee was disbanded but the field staff of the B.W.C.A. and Quetico continued to meet each year to discuss mutual concerns. Historical reference material on the two parks was updated by the U.S. Dept. of the Interior and made available to Quetico staff. The same year Quetico began work on a visitor distribution programme (quota system), relying on knowledge and information gained by B.W.C.A. staff who had pioneered the project in 1974. Phase I of Quetico's motor ban was also initiated in 1975.

In 1977, introducing the new Quetico Park Master Plan, Minister of Natural Resources, Frank Miller, said "meetings with United States government representatives concerning the adjacent B.W.C.A. proved of great value to the Ministry in conceiving the Quetico Master Plan". The plan called for implementation of a Visitor Distribution Programme, prohibition of outboard motors, snowmobiles, cans, bottles, initiation of a prescribed burn plan, and limitation of group size to 9 persons.

In 1979 the B.W.C.A. attempted to catch up to Quetico by introducing the pro-conservationist Fraser-Vento-Anderson Bill which called for no logging or mining in the B.W.C.A., reduced outboard motor use from 60% to 24% of the water area of the B.W.C.A. after 1999, and put severe restrictions on snowmobile use after 1983.

Quetico's Master Plan of 1977 and the B.W.C.A. Fraser-Vento-Anderson Bill of 1979 were indeed major victories for lovers of wilderness on both sides of the border!

A synopsis of the activities of 1983 illustrate the degree of international co-operation presently achieved in the Quetico-Superior wilderness. Radio communication between the U.S. Forest Service Voyageur Visitor Centre at Ely, Minnesota and Quetico Park's Prairie Portage Entry Station enabled instant communication concerning the visitor distribution programme. Each day, many exchanges of information occurred between the two points. During the summer formal and informal meetings were held between Quetico and U.S. Forest Service field and/or administrative staff at various locations in the two parks. Enforcement officers from each country often joined forces on border patrols and a Quetico Park naturalist guided a B.W.C.A. researcher on a hunt for rare and endangered plant species.

1984 marks the 75th anniversary of the founding of the two wilderness areas and Quetico intends to have many special events to mark the occasion.

1984 will also see the development of a volunteer programme in Quetico Park. The Quetico Wilderness Volunteers will work to help preserve the magnificent wilderness of the Park. In addition, local individuals are presently working together on establishing "The Friends of Quetico", a non-profit organization dedicated to the preservation of the Quetico Wilderness.

Everyone is invited to come to Quetico Park and the Atikokan area in 1984 to celebrate, as a visitor or a volunteer!



Author Shan Walshe is the Quetico Park Naturalist, a position he has held for the last 14 years, and knows the Quetico-Superior area like the back of his hand. He is the author of the recently published book: Plants of Quetico and the Ontario Shield. Shirley Peruniak is the Park Historian and is also very knowledgeable about the Quetico-Superior area from first hand experience. She has researched and written extensively on the cultural aspects of Quetico Park.

This is the first of a series of articles on Quetico and the Quetico-Superior 75th Anniversary.

QUETICO SUPERIOR

1909-1984

75TH ANNIVERSARY

VOLUNTEER OPPORTUNITIES IN QUETICO

The Ministry of Natural Resources is offering an exciting new programme where volunteers work to help preserve the magnificent wilderness of Quetico Park. Volunteers will accomplish tasks that the Parks can no longer afford to do without their help, and will face many of the same challenges as regular employees.

If you are interested in a challenge, and if you care enough about the Quetico wilderness to work as a volunteer, we encourage you to apply to be a member of the Quetico Wilderness Volunteers.

The jobs vary widely, from wilderness portage and trail crews, information teams, and campground workers to special guest speakers, artists and researchers. Some volunteers will receive extensive training in wilderness management and philosophy, and will serve for several weeks or months. Others may volunteer for a short period of time, perhaps a few hours, days or weeks. Regardless of the amount of time, your efforts will be recognized for contributing in a meaningful way, to the preservation of the Quetico wilderness.

CALENDAR OF EVENTS

- | | |
|-----------------|--|
| JULY 1, 1984 | - An old fashioned picnic in Atikokan as part of the Provincial Bicentennial Celebrations. |
| ALL SUMMER 1984 | - A photography contest and photography workshop sponsored by Monty's Jewellers, P.O. Box 1257, Atikokan and Quetico Centre, P.O. Box 1000, Atikokan. |
| JULY 27, 1984 | - A public picnic arranged by the United States Forest Service (location to be determined). |
| JULY 28, 1984 | - An open picnic at the Dawson Trail Campground in Quetico Park which will include a fur trade canoe brigade, native dancing and the Wakami Wailers Heritage Performers. |
| | - Free entry into Quetico Park for day use. |
| JULY 29, 1984 | - Pancake breakfast in Atikokan. |
| AUGUST 2-6 | - Atikokan sports days. |
| AUGUST 6, 1984 | - Free entry into Quetico Park for day use. |
| ALL SUMMER 1984 | - Quetico Tackle, Atikokan, Ontario will award a commemorative patch to anyone who paddles 75 km in Quetico Park during the summer. |
| ALL YEAR | - Free breakfast at the White Otter Inn for anyone who stays at the Inn, after skiing or canoeing from Ely, Minnesota to French or Nym Lake in Quetico Park. |

FRIENDS OF QUETICO

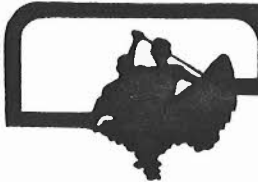
THE FRIENDS OF QUETICO will be a non-profit corporation of interested citizens who support the Park Goal of Quetico Provincial Park and who wish to enhance the surrounding recreational area. The objectives of THE FRIENDS OF QUETICO are as follow:

1. To support the Park Goal as stated by the Minister of Natural Resources in Quetico Provincial Park, Revised Park Policy 1982: "The goal is to preserve Quetico Provincial Park which contains an environment of geological, biological, cultural and recreational significance, in perpetuity for the people of Ontario as an area of wilderness that is not adversely affected by human activities.";
2. To encourage and support interpretive, educational, scientific, historical, protection, preservation, and non-profit programmes and activities in Quetico Provincial Park and surrounding Recreational area operated by the Crown;
3. To provide facilities and co-operative services for the sale of materials of interpretive and educational value and for the presentation of specified programmes, relating to the interpretive themes of Quetico Park and the Ontario Park and Recreational Areas System;
4. To sell interpretive, educational and related souvenir items, such as publications, maps, visual aids, and other appropriate items approved by the Board. To maintain a high standard of quality in all such items, and in all facilities, programmes, activities, or events in which corporation investments are made;
5. To produce and/or procure for sale items which have been approved by the Board and reviewed by a Crown representative to ensure editorial and design quality;
6. To function as a charitable, non-profit corporation for the purpose of fund raising in accordance with Provincial and Federal statutes on a continuing basis, and make available for inspection, by appointment, documents and records demonstrating currently valid charitable organization status;
7. To invest income from sales, membership fees, grants, and donations only (a) general administration activities of the corporation, (b) items produced or procured and sold, (c) facilities, programmes, activities or events which are of a capital or activities or events which are of capital or special nature and that support the Park Goal;
8. To take no part in political activity or political lobbying as a corporation or as individual members acting in the name of THE FRIENDS OF QUETICO;
9. To encourage Quetico/Atikokan tourism development, and the provision of high quality recreational facilities.

For more information on 1984 special events, the Quetico Wilderness Volunteers, or The Friends of Quetico, please contact.

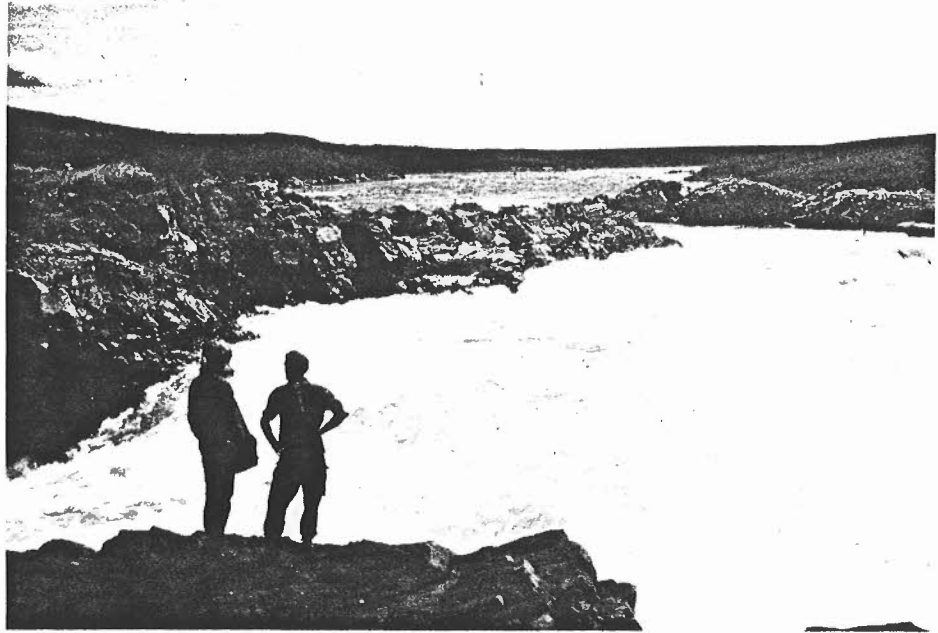
District Manager
Ministry of Natural Resources
108 Saturn Avenue
Atikokan, Ontario
P0T 1C0

807-597-6971



By: David F. Pelly

Photo: J. McKay



"Our trip ended in disaster." A phone call one summer morning brought the news, from an arctic community where my friends were recovering after their ordeal and rescue. This is a true story, and it's not unique. Every year the barrens takes its toll.

On this occasion the trip had been planned over the winter beforehand. It was to be a party of four, but one of the canoes dropped out at the last minute, leaving the remaining pair of trippers with a difficult decision. After all the anticipation and preparation, they couldn't bear not going. So they would chance it; they felt confident. Travelling in a single canoe is more risky in any wilderness area. It's doubly dangerous in the arctic, and the more so when neither member of the duo had experienced barren lands canoeing before. But they would be extra cautious, they argued, and would reduce the distance to be travelled, to ease the pressure of time.

So in early July the two trippers, with canoe and gear, boarded their chartered float plane for the flight into the heart of Canada's arctic wilderness.

It took only three days of travel on the unfamiliar waters of a swift arctic river, sweeping across the barrens, for the disaster to strike. The details of how it happened are not important, overshadowed in the minds of the victims by the events and stresses which followed.

Somehow, putting into shore just above a cascading 3-metre drop, the canoe filled and was swept away, nearly dragging one of the canoeists with it. The long rope attached to the boat was not accessible, allowing no chance of regaining control once it had negotiated the rapids on its own. The water was far too cold and swift to consider swimming after it. They ran and stumbled along the bank, in vain. The river was up to 400 metres wide, the canoe near the far side. Soon it outran them, and disappeared down the river.

They stood on the shore, alone in the barrens, their clothing wet, their gear swept away with the canoe. They had only some matches and a penknife - the extent of their collective ad hoc survival kit. Neither had carried a more adequate emergency pack on their person, so essential on a single-canoe trip. They were without the most basic of needs: fishing gear, bug dope, signal flares, emergency blanket. Fishing gear alone, in the renowned waters of the arctic, would have provided enough food.

So they waited. By day they tried to sleep with no protection from the bugs or the elements. They waved in

frantic vain to any aircraft passing high overhead, but no one saw them. By night they huddled together beside a fire. They didn't maintain a smokey fire to signal their position by day - indeed the wood supply could not have sustained one for long. Perhaps they could have caught some of the abundant trout by fabricating a fishnet or carving a bone hook and dangling it on the end of threads taken from clothing, or fashioning a willow fish spear, or building a weir. The activity alone, fruitful or not, is of psychological value, but implies a trade-off of energy spent.

The thing that saved them was their radio, though it too went down with the canoe. But they had arranged to call in every few days. So when nothing was heard, the search began. After six days of surviving on the barrens, they were picked up by a rescue helicopter - glad to be alive, though very hungry.

These two trippers have no doubt learned a multitude of lessons from their introductory experience on the barrens. Baptism by fire, you could say. They were not, however, inexperienced canoeists, but confident and competent paddlers who simply failed to measure the degree of challenge they were facing. That is a risk of venturing into the unknown.

Each summer the story's the same. The headlines read "Canoeists Rescued After Barrens Search." Last year, besides my friends above, there were two kayakers on the Back River who ran out of food, travelling behind schedule, exhausted, and were finally found after a \$33,000 search - much of which they had to pay. On the Thelon a large party (from the U.S. National Outdoor Leadership School) reportedly came close to losing a canoe in a dumping, but for the presence of six other rescue boats. And on it goes.

The moral is clear. It's a marvellous wilderness in which to travel, the ultimate, and for a very good reason. Because it is so powerful and so wild. The prudent canoeist never forgets that - he travels with respect for the environment. If he does, nature and the barrens may well permit his safe passage.

Arctic Journal, by WCA member David F. Pelly, is a series of articles on various aspects of barren lands canoeing. David Pelly is a freelance writer whose work has appeared in *Canadian Geographic*, *Outdoor Canada*, and *North/Nord* amongst others, and is author of the book *EXPEDITION, An Arctic Journey Through History on George Back's River*.



nastawgan published by the wca editor: sandy richardson printed by bayweb

nastawgan is an Anishinabi word meaning 'the way or route'

CHAIRMAN'S LETTER

Just about the most important job in our whole association is that of Chairman of the Outings Committee. It involves finding half a dozen others to help with the work-load, updating the list of "regulars" who traditionally organize trips, holding meetings, preparing the Outings announcements for publication, planning special events such as canoe practice sessions and making uncounted phone calls through the year. Norm Coombe did a masterful job last year, and we are all indebted to him for his unstinting devotion to the task. Now Tony Bird has shouldered the load for 1984-85 and we welcome his expertise and dedication to a very demanding role in the WCA.

For those perhaps not too familiar with events in the skiing world, the "Coureur de Bois" is held every January for cross country skiers. This 160 kilometre course runs from Lachute Quebec to the city of Ottawa, and must be completed in two days, with specific rules for travelling times through check points. Those meriting a bronze medal have to complete the endeavour on time. Recipients of the silver medals must carry a 12 pound pack with them on the course. A gold is earned by carrying camping gear and sleeping out on the trail all night. It gives me great pleasure to announce that our own Jim MacLachlin and Graham Barnett are now proud owners of bronze medals, and Tony Bird now holds his silver, all skiing under the adverse conditions of rain and deteriorating footing on the second day. Congratulations to the trio.

I wish to draw your attention to the section of our newsletter dealing with environmental concerns. It is an

area of our organization always undermanned, and yet we somehow manage to keep our fingers on the pulse of key issues. Bill Ness presented a very significant paper to the Ontario Provincial Parks Council hearing, in defense of the preservation of the Spanish River from further damming (an imminent and dreaded possibility) on behalf of the WCA. Your Board of Directors is also closely monitoring the Canadian Recreational Canoeing Association proposal to hold an international tour in Temagami this coming summer. We feel, that in its present form, this tour could greatly overtax the environment, and in our Summer issue, we hope to present an update of our endeavours to modify this project.

In closing, I can only express my great pride in the WCA and all it stands for. From the time of my joining in January of 1978, it has enriched my life, increased my knowledge, and I hope sharpened my skills with paddle, tump, compass and whatever. The very nature of what we do engenders a camaraderie difficult to match in other organizations, and the caring people who nurture lasting friendship, demonstrate concern for the preservation of the environment, and exhibit spiritual growth, all serve to reinforce and enhance in each other those qualities which give the highest meaning to life. I step down with a deep sense of gratitude too, for all the support I have received from every quarter over the past year, and happily take my place again among the members at large, after a challenging and very privileged year as your chairman.

Claire Brigden

news briefs

WCA WHITEWATER INSTRUCTION

From the enthusiastic response to last year's training trips it appears that there are a number of WCA members who are anxious to upgrade their paddling skills. For 1984 we will be setting up a comprehensive whitewater training programme to accommodate you. This course, for novices and beginners, will include several evenings of films, seminars, and local flatwater practice; and a couple of weekends on the river. The organizers' philosophy will stress the need for mastering fundamental boat handling skills; and this will translate into lots of hard work in your boat. The only requirements are a canoe capable of safely handling moderate whitewater, and a personal commitment to attend regularly and to participate actively. Our get-togethers will start tentatively on April 11. If you wish to take part, please call Bill Ness at 416-499-6389. Members only, please. (Instructors: Jim Greenacre, Howard Sagermann, Rob Cepella, Bill Ness, Jim Morris.)

MOISIE RIVER TRIP - AUGUST 1984

Two people, who will both be paddling solo, wish to hear from anyone who would be interested in spending approximately 15 days on this river. This is a rather demanding whitewater trip, and therefore only experienced paddlers should consider it. Please contact Del Dako in Toronto at 416-421-2108.

WEEKDAY PADDLERS

Most people, due to work, school, etc. confine their paddling to weekends except during summer holiday outings. However, some people, either due to the nature of their work or due to the fact that they have weekends off, are able to get out for a day's paddle during the week. I would be interested in hearing from anyone who is free on any weekdays so that I can compile a phone-contact list. Please call Del Dako in Toronto at 416-421-2108.

MEMBERSHIP NUMBERS

You may have noticed that the WCA has "gone computer"! The last two mailings have had beautiful computer-generated labels (thanks to Cash Belden). You may also have noticed a number in the upper right hand corner of the label. This is your personal number by which the computer will always recognize your membership. If you use this number on membership renewals and other correspondence with the WCA, it will make the computer very happy. After all, you don't want to make the computer angry, do you?

HIKING IN THE ALPS

Marcia Farquhar is planning a hut to hut hiking trip of about 4 weeks duration through the Alps this summer, and is looking for other hikers to join her. The exact dates of the trip will be determined by the group. Anyone interested in participating in this trip should contact Marcia in Richmond Hill at 416-884-0208.

news briefs

DEADLINE FOR SUMMER ISSUE

Articles, trip reports, photographs etc. are needed for our next issue. Material may be either typed or hand written, but should be double spaced.

Please send articles to the editor no later than May 27 for inclusion in the summer issue. Material received after this date will not appear in the summer issue, but will be held for use in a later issue.

BIRD ATLASSING TRIPS

In 1984 the Ontario Breeding Bird Atlas is considering subsidized trips similar to 1983's outing described by George Fairfield in the Autumn 1983 issue of Nastawagan, on the Winisk, the Attawapiskat, the Sachigo and parts of the Albany River. Trips will be at least three weeks in length and will take place during the period of mid-June to late July. Experienced canoeists and/or birders are still needed.

Also, canoe-atlassing outings varying in length from a weekend to two weeks are planned for Algonquin Park during June and July.

For more information about these trips, contact Mike Cadman, at the Ontario Breeding Bird Atlas, FON Conservation Centre, 355 Lesmill Road, Don Mills, Ontario, M3B 2W8, or phone 416-449-2554.

ATTAWAPISKAT RIVER - JULY 1984

We are looking for two to four people to accompany us on a 23 to 28 day canoe trip on the Attawapiskat River in July 1984. We will put in at a road access point northeast of Pickle Lake, approximately 350 km north of Thunder Bay, and take out 800 km downstream at the village of Attawapiskat near James Bay.

This wilderness river offers exciting whitewater alternating with relaxing flatwater stretches, as well as a wide variety of scenery, good fishing and an opportunity to visit a couple of isolated Indian villages. Although it is a challenging trip there will be time for nature study, for photography, for fishing, and for contemplation.

If this trip interests you and if you have whitewater canoeing skills, are experienced camping in remote areas, and are committed to minimal trace camping please contact us.

Bob Haskett
130 Lakeshore Drive
Toronto, Ontario
M8V 2A2

or

Peter Haskett
48 Briscoe St. East
London, Ontario
N6C 1W9

416-251-2073

519-434-7251
519-679-0922

WCA MEMBERSHIP LISTS

Membership lists are available to any members who wish one. Please send \$1 to the WCA Postal Box.

TRIP HOT LINE REMINDER

In Spring 1983 the Outings Committee arranged for Marcia Farquhar (416-884-0208) to offer a "trip hot line" service for members who were interested in putting together a trip on fairly short notice.

This service has been used by some members and has been a moderate success.

As a reminder, the trip hot line is intended as a means to contact other members where there is no WCA trip scheduled on a particular date, when the scheduled trips are full, or when last minute replacements are needed for unscheduled trips.

Marcia can also be called if:

- (a) members have not received their newsletter and want to know the outings programme,
- (b) members would like to indicate interest in a longer trip at a future date but missed newsletter deadline.

MID-WEEK CANOE TRIPS

Being a minister of religion, my Sundays are usually not available for WCA weekend outings. However I want to try to keep Wednesdays and Thursdays this April and May clear enough to be able to arrange trips on nearby rivers when the weather is good. This would be on short notice, like two or three days before. If your schedule would sometimes permit such mid-week time off and you are interested in being contacted, please leave your name with me, Phil Nusbaum, at 416-221-5345, (North York). Novice or intermediate.

THE GREAT HUMBER RIVER CANOE RACE

This annual event, sponsored by the Mohawk Rod & Gun Club is a very enjoyable 13 kilometre race on the Humber River consisting of easy grade 1 water. It is a great place to meet other canoeists and see the wide variety of boats people are paddling. This year's race will be held on Saturday April 7, 1984; entry deadline is around March 31, 1984. For more information call Howard Sagermann at 416-282-9570.

LITTLE MECATINA INFORMATION WANTED

Sidney Magee is planning a canoe trip this summer on the Little (Petite) Mecatina River in Labrador and Quebec, and would like to hear from anyone who has information about this river. If you can help please write to Sidney Magee, Town Farm Rd., Connecticut 06424, U.S.A.; or call collect 203-267-9731.

STORAGE SPACE NEEDED

The WCA needs a clean, dry place to store the materials for our Sportsman's Show booth when not in use. If any member has some space we can use, please contact Jan Tissot in Toronto at 416-489-5032 as soon as possible.



SPANISH RIVER

When Alan Pope, Ontario's Minister of Natural Resources, announced on June 2, 1983 the creation of 155 future provincial parks, the Spanish River was not on his list, despite its well-known recreational value as one of our finest easily accessible whitewater rivers. Instead, the Minister asked the Provincial Parks Council to hold public meetings in Sudbury and Toronto to hear the views of interested parties, and to make recommendations to the M.N.R. regarding its future status.

To help insure that our last opportunity to preserve this wild river would not be lost, WCA members Del Dako and Bill Ness met with Robin Fraser of the Algonquin Wildlands League, and Arlin Hackman of the Federation of Ontario Naturalists to form a Spanish River Committee which would undertake a co-ordinated effort to make canoeists and naturalists aware of the importance of these meetings, and to encourage them to attend and submit briefs. An information package was prepared and mailed to nearly a hundred groups and individuals to provide them with background material and to explain how to make a presentation to the Parks Council.

The WCA took an active part in promoting the conservationist cause at the Toronto meeting, along with the representatives and members of other major provincial canoeing and environmental organizations. Numerous WCA members took time from busy schedules to join the audience and provide our side with moral support. Jim Greenacre submitted a written personal brief, and Del Dako presented a narrated slide show. The Association's position paper which was presented by Bill Ness on behalf of the membership, follows.

To: Ontario Provincial Parks Council
Re: Spanish River Management Options
Date: January 24, 1984

PRESERVING OUR VANISHING HERITAGE: POSITION PAPER OF THE WILDERNESS CANOE ASSOCIATION

For over 60 years a workable multiple-use situation has existed on the Spanish River from which Inco Metals, E.B. Bdy, and recreational canoeists have all derived significant benefits. This compromise is now endangered by Inco's proposal to erect additional hydro dams which would convert the lower river into a lake system.

Why is The Spanish Important?

The Spanish is the only remaining major wild waterway flowing into the North Shore of Lake Huron. Throughout the summer it enjoys great popularity as a one week canoe trip due to its unique combination of rugged scenery, extensive runnable whitewater, excellent and frequent campsites, easy accessibility, and proximity to major population centres. For many novice canoeists it is their first major river trip, and for them it fulfills the important function of bridging the gap between their weekend outings in Southern Ontario and future journeys on remote northern rivers.

Its fine canoeing attracts the experienced paddlers as well. Eric Morse, the dean of Canadian wilderness canoeing regards it as one of the best runs anywhere, and our association has published trip reports of groups that have come from as far away as Ohio to experience it. Since 1979 we have organized three club outings on the river, and our members travel it virtually every year. These paddlers have described their impressions in our newsletter in words such as these:

The scenery is beautiful....and the campsites numerous and clear. The rapids too are numerous and can be challenging, even for intermediate and advanced canoeists. (Wayne Richardson, 12/81)

The river itself was a delight....A good trip to repeat another year....(Alma Norman 9/81)

This river may well be the best in north central Ontario....If ever a river deserved to live, this one does. (King Baker, 3/78)

Consequences of Further Damming

The Wilderness Canoe Association believes that damming of the Lower Spanish will lead to the permanent destruction of the wild beauty of this river.

It could result in the loss of habitat to a number of species that frequent the river and its environs whose existence depends upon its cold, clear, running water, and numerous shallows. Speckled trout, moose, mink, beaver, and certain migratory birds such as black ducks and common goldeneyes would all suffer from the radical alteration of the environment.

As water levels above the dams rise and fall in response to generating requirements an unstable shoreline could result, characterized by silt and rotting debris; uninhabitable by plant or animal and disgusting to the human eye.

The roads necessary for the building and operation of these dams can provide easy access to a now unspoiled area, bringing first the roadside campers; and then the developers, turning the impoundments into cottage lakes in a region where they already abound.

With the destruction of the natural environment and the whitewater on the lower river, the Spanish will lose much of its appeal to canoeists, for its real uniqueness stems from its existence as one of the few remaining major semi-wilderness whitewater trips that is easily accessible. Flood even half of its lower reaches and its essence evaporates. It becomes for most canoeists a three day trip with a take-out at The Elbow. No one will drive from Ohio for a trip like that. In fact, probably most paddlers in Southern Ontario would no longer be interested. Too far to go for a long weekend, but too short a trip to invest a week's vacation in would be their verdict.

Public Costs vs. Private Benefits

The Wilderness Canoe Association believes that in order to rationalize the destruction of this important public recreational area for its private benefit, Inco would have to be able to present incontrovertible evidence of a clear impending need for electric power without which it could not maintain its operations, and which cannot be obtained from an alternate source. We do not believe that it can do so.

We understand that in 1979 Inco used about 2.0 million megawatts of electricity, of which it generated 300,000 megawatts using its own facilities at four dams. The proposed new dams would enable it to generate an additional 45 megawatts; in other words, the equivalent of a drop in a bucket. We cannot conceive this minuscule increase in generating capacity as being of more than marginal significance to Inco's overall operating position.

But, supposing for a moment that this extra electricity was absolutely essential for its Sudbury refineries, with Ontario Hydro showing power surpluses for the foreseeable future, we do not understand why they could not purchase it from Hydro like you and I. When Inco built its existing dams between 1905 and 1920 they may have been necessary because of the absence of alternative sources of electricity; however, this is not the case today; and it is our opinion that the granting of hydro generating rights to private interests where Ontario Hydro is available is not in the public interest and establishes a dangerous precedent.

Lastly we should note that though the destruction of this river will be permanent, the needs of Inco as an extractive industry are but transient. One day the ore will run out and its refineries will lay silent, as silent as the rapids beneath the drowned-out valley it expropriated.

In the final analysis, we should regard the erection of any further dams on this river as conferring upon a private corporation a minor short-term economic gain, the absence of which would have no material effect upon its operations. For this, the people of Ontario are being asked to give up forever one of the province's last remaining easily accessible major whitewater rivers. To allow this to happen, in our opinion, is unconscionable.

The Wilderness Canoe Association maintains that the only adequate means of conserving the Spanish would be the granting of park status to the West Branch from Biscotasi Dam and the East Branch from Duke Lake downstream to the entrance to Agnew Lake. In doing so, there would be two significant issues to be addressed.

Firstly, a water management policy must be established which balances the legitimate interests of all users: E.B. Eddy, Inco, the tourist operators, cottage owners, and canoeists.

Secondly, the lumbering operations of E.B. Eddy must not be allowed to destroy the semi-wilderness nature of the area. A corridor where lumbering is not permitted should be created and it should be of sufficient width that logging operations would not be visible from the river. Access roads should not be open to the public, and when no longer needed should be decommissioned. Bridge crossings are especially intrusive and should only be permitted on the basis of proven need, and not mere convenience. Whenever possible they should cross at a point where civilization has already made incursions, such as at Sheahan, Pogomassing, The Elbow, or Biscotasi Dam. As a consequence we do not view with favour Eddy's current bridge proposals which would bisect two currently untouched sections of the river.

We realize that when we plead for the protection and preservation of this river we cannot offer the projected value of doing so. We cannot put a price on the awe that we feel listening to the thunder of Graveyard's cascades as the morning mist rolls off the river. Does this mean, as some would suggest, that it has no value? No, we would say that it is priceless and beyond value. Should this river be allowed to die, when our children ask us how could we have bartered away such a thing for a few trinkets and beads, what shall we tell them?

The Canadian Recreational Canoeing Association (C.R.C.A.), in collaboration with a number of government sponsored canoeing organizations, is planning to hold an International Canoe Tour in Ontario in August of 1984 and again in August of 1985. Participants are expected from the many member countries of the International Canoe Federation.

A news release from Canoe Canada described the event as follows:

"The events will take place in the Temagami District including, Lake Temagami, Lady Evelyn-Smooth Water River System and Algonquin Park. The event is expected to attract 7,000 participants and an audience of in excess of 100,000 in each of the two years. The Lake Temagami district has been chosen by the National Canoeing Association responsible for recreational paddling in Canada because of the circular canoe route management and the number and variety of canoe trails in both open and moving water conditions. The trails are both semi-wilderness and wilderness and span approximately 1,700 kilometres. Participants will have a choice of a variety of canoe trips, varying in both degree and intensity. Approximately 45,000 hours of recreational canoeing will take place as a direct result of this International event."

The WCA is seriously concerned that an event of this magnitude will have severe detrimental effects on the wilderness environment of both Temagami and Algonquin Park, as well as virtually closing these areas to individual canoe trippers for the month of August in both years. Letters have been sent to the C.R.C.A. and to the Minister of Natural Resources expressing our concerns, and a committee has been formed to study the situation and formulate a WCA position.

close call on the credit

Bill Ness

A week of unusually warm weather in mid-February caused southern Ontario's snow pack to dwindle quickly while local rivers rose to flood levels. Spring had temporarily sprung, and the call of sunshine and open water was irresistible. I phoned Mike Graham-Smith, Howie Sagermann, and Del Dako, suggesting that we should take advantage of the high water conditions to canoe the seldom runnable section of the Upper Credit from below The Forks. Del, in turn, invited fellow WCA member Paul Karpenko to join us.

Sunday the 19th saw us rendezvousing at the put-in spot across from the friendly landowner with the "Positively No Trespassing - Beware of Vicious Dogs" signs. We staged vehicles at three strategic spots on our route, and headed on down the Credit.

Now an unfamiliar stretch of river swollen with muddy ice water is not to be trifled with, and when it is very narrow with a steady, fast current, and lots of sweepers, you really have to stay on your toes.

About 1.25 km below the put-in, where the river swings south towards Devil's Pulpit, a fallen tree blocked the river from the left bank over to a silt and drift-pile island on the right. Some 7 or 8 metres downstream from the island was a downed cedar covering half the river. The correct manoeuvre to negotiate this obstacle involved pulling over the drift-pile, and heading smartly to the left shore to avoid the cedar.

I came out towards the left in a forward ferry, and started my downstream turn. But I had misjudged the current speed and my distance from the tree. The boat slammed sideways into the cedar, and I grabbed the trunk. In an instant the canoe was swept out from under me and sucked underwater below some large downstream branches, where it was held for some 15 seconds before being pulled free by the current. If I were to let go of the tree a similar fate awaited me. With a little luck, I would go under and be flushed out below; however, it was possible that I could snag in the branches and be held underwater. Not being a shy individual, I vigorously requested assistance.

Paddling the last boat, I was concerned lest the others had proceeded downstream beyond the range of my voice. The current was pulling me under the sweeper with surprising force, and the slippery trunk provided a poor hold. By locking my hands around a small upright branch I could temporarily stabilize my position. Thoughts raced through my head. Could the others hear me? How long could I hold on? If I let go, what were my chances of snagging?

My ruminations were quickly halted as Paul straddled the trunk on my right to grab me. Then Del waded through the shallows on my left to provide support. Some strenuous pushing and pulling against the force of the current finally landed me on top of the trunk. From here I worked my way to shore, some four or five minutes after dumping.

Meanwhile, Howie, in his C-1, had intercepted my canoe some distance below, and was pushing it towards shore when he was attacked by the property owner's two German Shepherds and forced to suspend the operation!

Eventually we found the boat some .75 km below the spot where I had dumped, caught by the front painter a metre off the left bank. Paul belayed me on a rope so that I could fix a line to it, while Del made his way to the bow to cut the painter. We threw the gear ashore and finally pulled out the boat.

I felt physically and emotionally exhausted.

We had lunch while discussing the morning's events, and decided to proceed with caution down to Inglewood where our first car was parked. It didn't look far on the map.

However, the river had not finished with us yet. Numerous sweepers and log jams barred our passage, and in one swampy spot the Credit petered out into several tiny channels. Repeatedly we dragged the boats across the snow around the obstructions.

Tired, and with my confidence shaken, I knew I shouldn't be on the river. I was a prime candidate for a second accident. We rounded another bend. Buildings came into sight - Inglewood. I gave a sigh of relief.

repairing an aluminum canoe

John Cross

Slowly, under the pull of eight pairs of arms, the twisted hulk which had once been a canoe reared out of the water and drifted free of the rock on which it had been pinned. The pressure of tons of water had pushed the bottom up to the centre thwart, split open three rents in the side, broken the gunwales in two places, half torn away the stern seat, broken the joints of the thwarts, and wrenched and wrung the hull along its length, so that the stern and bow leaned in opposite directions. Relief at not having myself suffered the same fate as my canoe in the ice-cold waters of the Skootamata River was tempered with despondency that my own boat, companion of so many rapid-runs, was now it seemed, just one more piece of twisted aluminum junk, doomed to adorn a garbage dump.

Some of my companions were reassuring, however. The very canoe John was paddling had been pinned on the same rock the year before; though not quite as badly damaged as mine, it had nonetheless endured terrible things, but had emerged to ride the rivers again. They pointed out the splices in the gunwales, the altered shape of the bottom, and the patches. We strapped the wreck on Jim's car, and began to plan.

It should be mentioned here that aluminum canoes have been regarded as the most difficult of all to repair. Fibreglass canoes, it seems, can be broken in half and still put together with liberal use of fibreglass cloth and resin. Wood and canvas canoes, because they consist of so many parts which can be individually repaired or replaced, can be restored after seeming destruction. Yet repair advice for aluminum canoes always seems to deal with minor damage, as if major damage were not worth attempting to repair. We hope that the techniques outlined below will inspire more people not to give up their ironboats. As far as we know, we invented some of the techniques; others were failures, and are described here anyway to save some of you from having to waste time trying them.

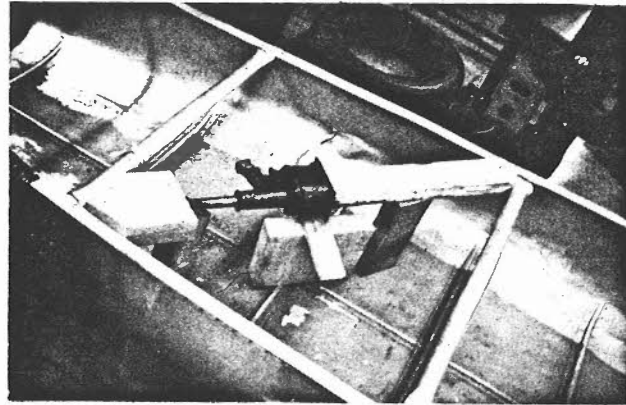
Before we could begin to deal with the breakage in gunwales and hull, it was important to restore the canoe to something like a useable shape. Here, we made our first mistake. Kicking, stomping, and bashing a canoe into shape is often done better in the woods near the accident site than back home in the city. The reason is that the canoe must be supported and cushioned from many directions while you are pounding it with your mighty boots, and support and cushioning, in the form of old dead logs, hollows in the ground, and even built-up sand piles, are easier to come by in the woods. Cameron and John had stomped their canoe into shape before ever they left the rapid. In the city, concrete blocks and old rubber tires were no substitute; we were afraid that the blocks would put new dents in the hull if we used them as supports, while the tires absorbed too much of the energy of our jumps. Hitting aluminum with a hard object, like a concrete block or hammer, may damage it; a rubber mallet is better. (We always take one on whitewater trips.)

Our second attempt to straighten the hull required the huge bar clamps Bob had in the school workshop where he taught. The gunwales had been broken and spread wide apart, so if we could squeeze them together again, and then splice the broken gunwales with angle iron, the spliced gunwales should hold the canoe in shape. Sure enough, the big clamps did temporarily squeeze the canoe into something like a normal shape; we then fastened angle iron to the gunwales with C-clamps, and released the bar clamps. Immediately, the hull sprang back into its deformed shape, which, apparently, it was now more comfortable in; the angle iron simply bent under the strain.

We tried again. Since the quadrangle formed by the gunwales and two thwarts had deformed in a way called "parallelogram collapse", we placed a car jack on the diagonal of the parallelogram and tried to force it into a rectangular shape. It went, sure enough, but sprang back again at the release of the jack.

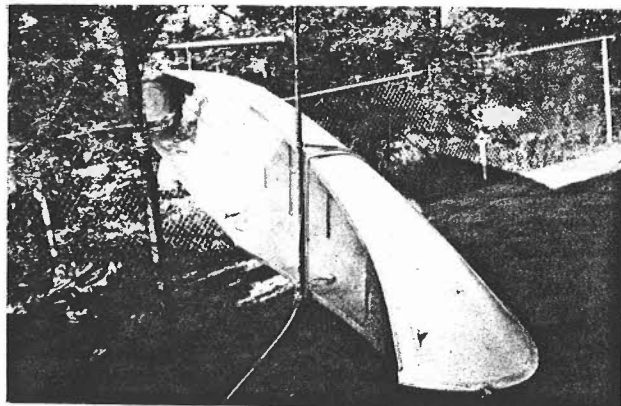
Every variation we tried failed; the canoe remained permanently, obstinately twisted. Only in one respect did we make progress: by placing angle iron from gunwale to gunwale, we were able to use the jack to force the bottom down to something like its original depth.

Days of thought produced a surprisingly simple solution. The hull, after all, was twisted longitudinally - wrenched as by a giant hand, the way you might wring out a wet sock. Why not simply wrench it the other way? Auto body shops, no doubt, have giant machines for doing this sort of thing, but poverty forbade resorting to paid help. We would have to improvise, with backyard materials and human power only.



A long piece of pipe from a neighbour's junk pile was lashed - very tightly - across the gunwales at the bow, to provide the leverage wherewith our two hands were to undo the work of tons of water. The canoe was then lifted up bodily and lashed on its side - again, very tightly - to Graham's clothesline pole, about 2 m above the ground. The stern now locked in place, we leaned on the "handle" at the bow, and twisted the entire hull. To our astonishment and delight, the bow and stern decks appeared almost parallel. We improved the method by inserting the car jack, to force the bottom out deeper, while again we twisted. The bow and stern were now parallel, and remained so.

So ludicrous does this technique appear, that no canoeing author seems to have mentioned it. We offer the Barnett Backyard Bow Bender to whomsoever will use it.



To splice the gunwales, we copied John and Cameron. A piece of angle aluminum was taped to the gunwale at a break, and C clamps were used to force them together. (By this time, the gunwales were straighter, and not so inclined to deform the angle bar.) Holes were then drilled, and the angle aluminum permanently bolted to the gunwales to form a splice.

The major structural components of the canoe were now sound. Bent or broken thwarts and seats can be replaced with new ones ordered from the canoe manufacturer. Since thwarts and bow seats are bolted to the gunwales, their installation presents no problems, although Cameron and John had to drill new holes in the gunwales for the thwarts; the width of the canoe had changed at the old location.

The stern seat had pulled a few of its rivets out of the hull; we replaced these with pop rivets (which have the advantage that you need work from one side of the metal only).

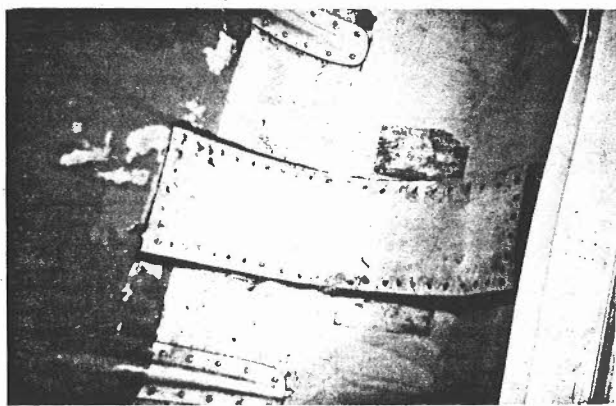
Minor holes can be repaired in a variety of simple ways. Gum (pine or chewing) is said to have been used in the woods in an emergency. Most whitewater canoeists are familiar with duct tape. Years ago, I acquired from an engineer at 3M a kind of tape which consisted of thick aluminum foil with a contact glue on one side. This stuff is excellent for patching aluminum canoes, although it tends to rub off during hard usage. An excellent "goo" for filling the holes and providing a little strength as well was recommended to me by Grumco, the Canadian distributor for Grumman canoes: Scotch-Weld Structural Adhesive (made by 3M). It is an epoxy, in two tubes. I have used it to repair canoes and toboggans, and to mount a camera lens in a setting.

The holes in my canoe, however, were well outside the capacity of glues and tapes to fill them. One gaping, jagged cut was 40 cm long, with deformed edges. They would have to be properly patched, with aluminum sheeting riveted in place. Scrap aluminum from a metal company was cut to size, and, to make the seal waterproof, gaskets made from old inner tubes were cut to match. John supplied a caulking "goo" called Boat Life Caulk, a sort of liquid rubber which would further ensure waterproofness. The edges of the cut were flattened with the rubber mallet and ground partly smooth with Bob's grinding disk. Holes drilled at the ends of the splits helped to relieve the strain in the aluminum and inhibit further splitting. Our main problem was to attach the patches.

To many people, home riveting means using the pop-rivet gun and kit, but Grumman advises against this. Whether it is because pop rivets are not strong enough, or because they are built with holes in the centre, or because they often leave a projection on the inside (not good for the floor of a canoe), aircraft rivets are recommended. Since they are hard to find in hardware stores, we ordered directly from Grumco.

Aircraft rivets must be inserted into the pre-drilled holes so that the shank protrudes on the other side. While the head is supported, the protruding shank is struck with a hammer so that it mashes down to form a "head" on that side. At the same time the original head mashes tight against the metal surface, and the shank mashes enough to fill the hole tightly. Obviously, then, access to both sides of the aluminum is required.

To prepare for riveting, I pounded the patch to the curved shape of the hull with the rubber mallet, then taped it in place. There I drilled four corner holes, smaller than required for the rivets. I then coated the gasket with caulking "goo", placed the gasket and metal patch over the hole, and bolted it in place with four very thin bolts. These would hold it in place while the other holes were drilled and rivets were installed; lastly, the four bolts would themselves be replaced by rivets. The patch must fit very tightly to the hull, so a final hammering with the mallets was applied to bend the patch to the hull.



My first attempts to support the rivets, and hammer, failed. I tried propping the whole canoe up on blocks so that the first rivet head was jammed against a flat piece of iron; then, I hoped, I could pound the other end of the rivet. It was difficult to get the first rivet firmly supported, and the job was messy, and, I suspected, not very strong. In any case, to make precise adjustments to the whole canoe hull for every one of 200 rivets was obviously ridiculous. I thought that a second person might hold the canoe in position on an iron sheet placed on the ground, and so provide firm backing for the rivet head. Graham tried this, and reported that the

head could not be held tightly, close the the hull. He found a better way.

Graham's canoe had long suffered from a broken rib. The continued flexing of the unsupported hull was fatiguing the metal, and was going a fair way toward splitting the hull. He had ordered new ribs from Grumco, and was now attempting to rivet them in place. The rivets were in some cases too close to the keel to allow contact with a metal sheet on the ground.

The solution was a second person with a hammer, held very tightly against the hull. The canoe was propped on its side. Graham wedged it tightly in place with his body. His father held the first hammer-head against the head of the rivet (outside the hull) and leaned on it hard. Graham leaned over to the inside of the hull and struck the rivet shank with the second hammer. The rivets mashed neatly into place.

It should be noted that two different types of rivets were in use. For the patching of hull holes, we used round-head rivets, which required no countersinking. To attach ribs to the bottom of the hull, where a perfectly flush surface must be presented to nasty rocks, Grumco supplied rivets with heads which tapered downwards, for which we had to countersink each hole. A countersink is an attachment for a drill which makes a cone-shaped enlargement at the top of a rivet hole. Care must be taken not to enlarge the hole too much, or the rivet will not fill it tightly. Even the round-headed rivets tend to flatten against the hull, but the tapered rivets presented a perfectly smooth surface on the outside.

Because rivet holes must be precisely placed, it is suggested that a punch be used to start the hole, lest the drill wander. The punch can also be used to enlarge the hole slightly for a perfect fit. Several sets of bolts should be used in the case of ribs, to hold the ribs and the hull tightly together while rivetting. In the case of patches, rivetting should be done while the caulking "goo" is still wet, so that it oozes into the holes; admittedly, this is a messy business.

We finished installing Graham's ribs, and my patches, and filled the boats with water from the garden hose. Underneath the hulls, we watched the rivets carefully. Not a drop of water was to be seen. Then, from the first few rivets which our amateur hands had mishit, there oozed slowly a few beads of moisture. We covered the spots with Scotch-Weld, put our tools away, and relaxed, the owners of two whole canoes again.

It is said that welding destroys the temper of aluminum, and so should not be used to make repairs. Yet there are firms which specialize in repairing aluminum floats for bush planes by welding. Perhaps there are some methods which are better than others, and most welding shops use the way which is worst for aluminum canoes. Whatever be the truth of the matter, I have seen a canoe which had been broken completely in half repaired with a welded seam right across the bottom. Perhaps the temper had been damaged - perhaps the joint was not as strong as the original canoe - but there was a useable canoe where there might have been none. People contemplating welding will have to consult a knowledgeable friend in the field. Grumman did not recommend welding to us, and, in any case, we could not have afforded it. The rivetted patches are strong and water-tight.

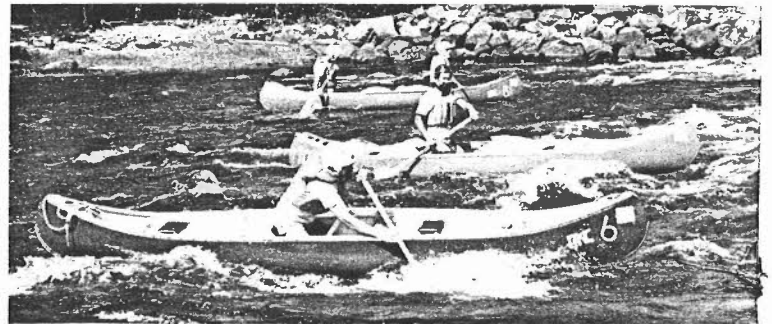
After an accident some years ago in a remote part of the north, I thought carefully about what repair techniques could be carried out (a) in the bush, using materials in one's outfit, and (b) in a remote Indian village, using a few tools perhaps borrowed from the Bay or the local mission.

A lone canoeist would probably not wish to burden himself with a hand-drill, but a large party might. The backs of two axes could be used as rivetting hammers. Small aluminum sheets, rubber patches, rivets, bolts, epoxy, caulking "goo", punch, and mallet can all be carried. Clamping and bending might be done with levers, using the resources of the woods. A Boat Body Bender can of course be improvised in the woods, but a jack cannot. We must bear the mirth of the canoeist of yesteryear, whose repair kits grew on the bank, as the price we pay for stronger, more durable canoes.

Let us not forget that more care on our part would prevent these accidents in the first place. Nonetheless, to those who do make mistakes, and then invent original ways of recovering from them, we wish luck, and hope that you will share your methods with us.

wild water skills

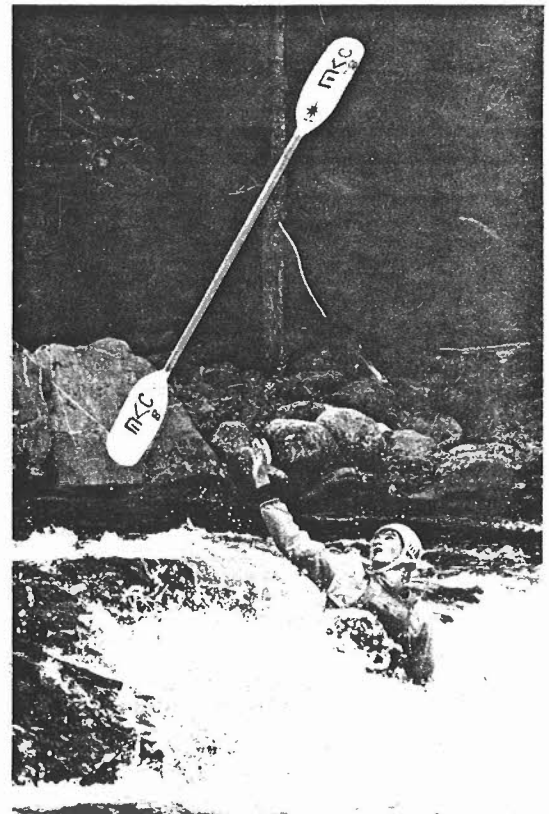
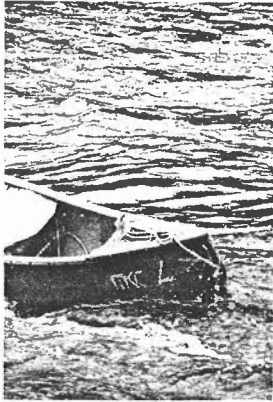
the more control, the more enjoyment



Your moving-water
programmes. For names

Photographs made
Information and photos

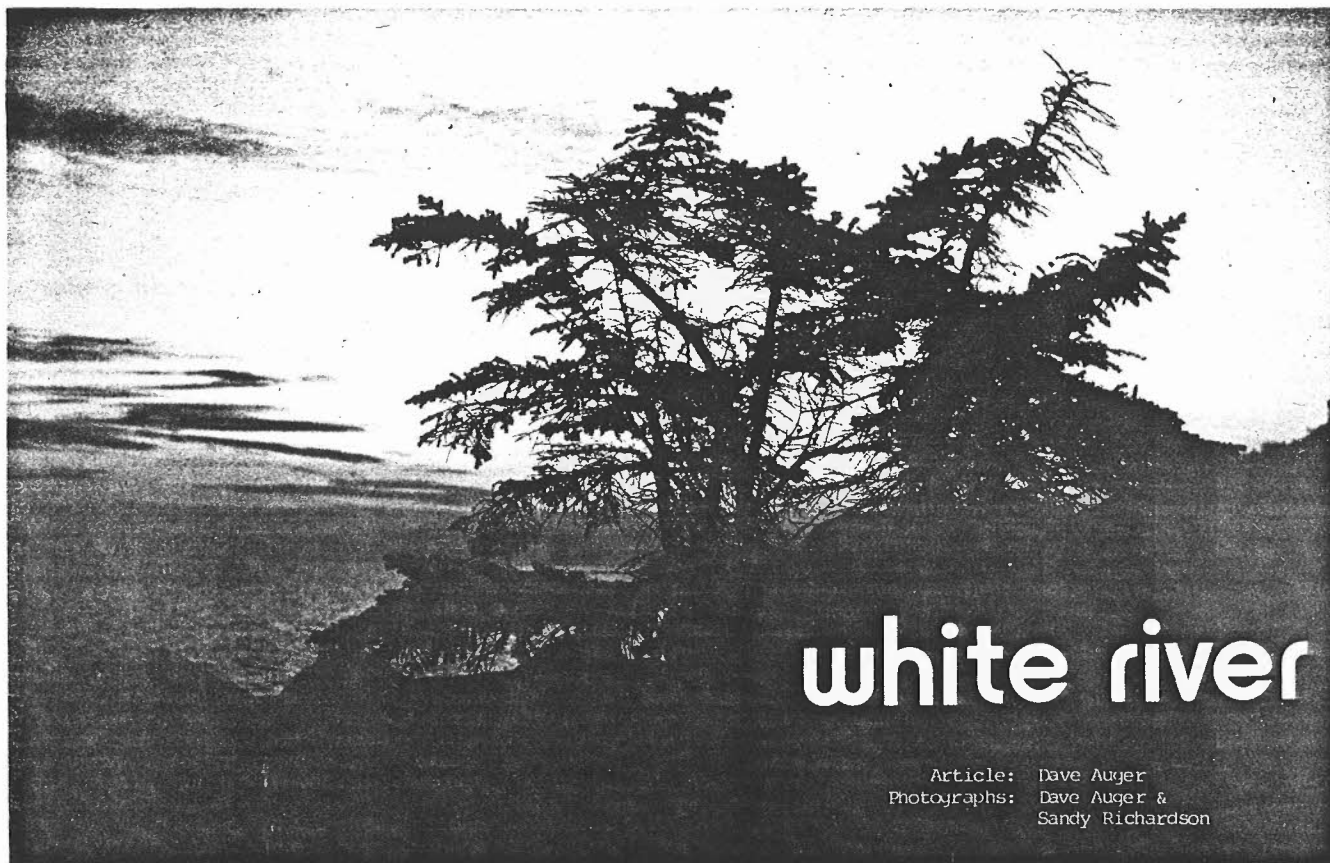
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paddling skills can be improved by taking a canoe or kayak course at one of Ontario's excellent instructional schools and addresses contact: Canoe Ontario, 1220 Sheppard Ave. East, Willowdale, Ontario, M2K 2X1. Phone: 416-495-4180.

at the Madawaska Kanu Camp on the Madawaska River below Bark Lake near Barry's Bay.

raphs by Toni Harting.



white river

Article: Dave Auger
 Photographs: Dave Auger &
 Sandy Richardson

If ever a river typifies Northern Ontario paddling, the White River is it! From its very name ("White" refers to the abundance of white water), to the tall spindly spruce lining the riverbanks, to the daily passing of the Canadian Pacific freight trains, to the spectacular waterfalls and numerous portages, this river has it all!

Last summer Sandy Richardson and I spent 9 days paddling from the village of White River on highway 17 to Hattie Cove in Pukaskwa National Park on the shore of Lake Superior. The trip included approximately 150 kilometres of river paddling followed by 10 kilometres along the Superior coast. Having only one canoe presented a logistics problem of getting our car from the starting point to the finishing point. We briefly considered taking two cars but felt that apart from the cost it just wouldn't have been "Gezellig". (For those who don't understand my wife's Dutch vocabulary, the closest English translation is "sociable"). We solved the problem by renting a car in White River to accomplish our car shuffle.

The place we chose to put in (beside a gas station in the village of White River) was convenient - and that's about all you can say for a small marshy pond which led to a rocky stream strewn with miscellaneous odds and ends (such as part of an old baby carriage) which flowed, though just barely, through a culvert under highway 17 and which was so shallow that we had to drag our canoe into the White. During the first 3½ days, from White River to White Lake we found that the low water level left rocks in the river quite exposed. Consequently we found ourselves lining or portaging around rapids which with a little more water might have been run.

The numerous rapids in this first section gave us a chance to try the "1½ portage" system. We had 2 Woods packs, one small day pack, a camera case, 4 paddles and a map case to portage. The system worked like this: Person A carried load #1 (one Woods Pack, map case and camera case) halfway along the portage and left this load at the half-way point. Meanwhile, person B carried the canoe and kept going to the end of the portage, and then returned to the half-way point where he picked up load #1 and took it to the end. Meanwhile, person A returned to the start to get load #2 (the other Woods Pack, paddles and day pack) and carried it right to the end. As you

can see each person travelled the portage fully loaded only 1½ times. (Whew! ...it takes as long to describe the system as it does to use it!) On longer portages we found the system most useful. Of course the fun came in trying to decide where the halfway point was - it was helpful to have some idea of the length of the portage before we started it.



Despite numerous rapids, the river did not stray far from civilization for several days. The river passed under highway 17 twice and under railway bridges several times before it began its southerly descent to Superior. The trains which we heard regularly were at the same time comforting, yet intruding. Red and blue plastic tags dotting the river banks indicated the areas where claims had been staked. These related to the recent Hemlo gold discovery.

In one of these staked out areas we found a good cleared-out campsite full of delicious blueberries. Campsites weren't really plentiful on the trip. Yet apart from our first night (when we scouted several campsites and finally chose the least lumpy and least cramped of the bunch) and our Umbata Falls campsite (Whatever you do, don't plan to camp at the top of Umbata Falls - it's a virtual garbage pit.) we fared well with our sites.

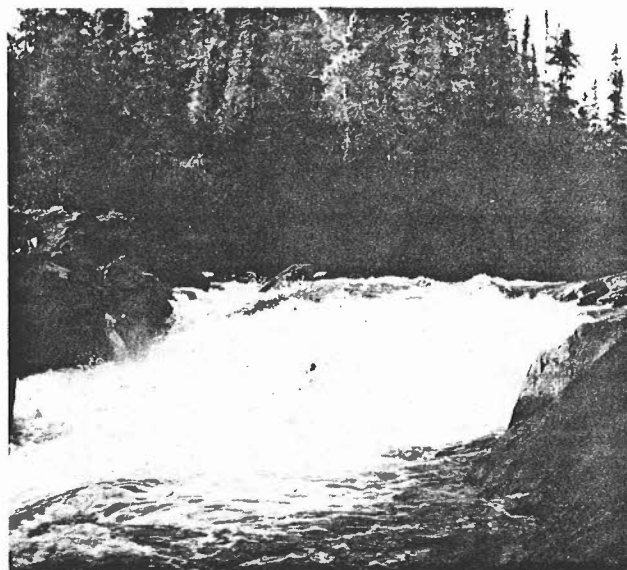


Our third campsite was on the shore of Elora Lake. A mild, slightly cloudy evening with the moon peeking through from time to time didn't forewarn us of the next day's weather. We awakened to the soft pitter-patter of rain on the roof. The drizzle eased slightly for breakfast, but then continued as a steady day-long rain. A 1400 m portage along the railway tracks took us into White Lake. Despite our raingear and hats we felt chilled and bedraggled as we paddled on through the steady rain. Our own discomfort was jolted into perspective as 3 canoes of Indians approached us. The ten people in the canoes had not one rainsuit among them - only warm jackets. And though they appeared thoroughly soaked, none complained of the weather as we passed. We had difficulty getting a fire started that night, but once it was going, chili con carne never tasted so good.



Next day dawned much drier and we looked forward to paddling in the sunshine. As it happened, we got a chance to paddle one 3 km stretch of river twice. One member of the party, who shall remain nameless, left his hat at the end of one portage, and didn't discover it missing until the next portage. Now this wasn't just any hat. No, this old hat which had served so well in yesterday's rain, had been on many canoe trips and had become almost part of his canoeing. So, realizing the strong emotional ties to this hat the other member of the party willingly agreed to paddle upstream to help search for the missing headgear. Fortunately, we found it easily, and happily reunited with the hat proceeded downriver. However, misfortune was to deal another untimely blow (pun intended). About 2 hours later we stopped for lunch at a particularly scenic (and windy) bend in the river. Can you imagine the hat owner's dismay when, as he was poised to capture a scenic shot on film, the capricious wind plucked his favourite hat from his head and hurled it into a swirling eddy just out of his reach? And can you picture his utter horror as the current finally caught the hat and whisked it downstream, under water and out of sight? Well, I was witness to these distressing events and must report that despite repeated solo searches that old beloved hat and its owner are now forever parted.

The White River which drains White Lake is very different from the White River which enters it. Two other rivers flow into White Lake, but only the White leaves it. The river below White Lake is much wider, deeper and more powerful, the shores much rockier, and the rapids more scenic. In many cases, one long portage trail took us around several drops in the river. Sometimes none of the stretches was runnable, but we liked to scout each one and get pictures where we could. At other times, last summer's low water level provided us with more runnable rapids than we'd anticipated. One such place was at the "real" Angler Falls. A word of explanation is necessary: depending on which authority you believe (the regular top map, the Ministry map of the White River canoe route or the printed explanation which accompanies this map) Angler Falls could refer to any of 3 falls - the other two were unnamed. Once we saw the 3 choices, there was no doubt in our minds - we each took half a roll of film there! Yet, as mentioned, we were able to run several stretches immediately above the falls and just below the falls next morning.



Downstream from Angler Falls the scenery was just as spectacular as it had been above it. Rugged drops made for good pictures, and eventually we saw more wildlife. We saw beaver, nighthawk, ducks, and watched a mother bear and 3 cubs swim across the river, walk on shore, shake themselves and head quickly for the cover of the woods. About halfway between Angler and Umbata Falls, the river flattened out - preparing for its thunderous 200 m drop over the Falls into a narrow winding canyon below.

The portage around Umbata, while long (2200 m), was not difficult since it followed a hydro road for most of the way. One disappointment about the Falls itself was that, having hiked back up along the shore to the Falls, it was impossible to see it face on - there were simply too many trees blocking the view. Another possibility might have been to bushwack up the opposite shore from the hydro road, but we didn't think of that at the time.



The final portage of the trip not only had the longest name; Chicagamiwinigum, but also was over the most difficult terrain: narrow winding trails with several steep rocky sections. The portage trail swung away from the river, cutting the corner, so to speak. But it's worthwhile making a 200 m detour along the Pukaskwa Hiking Trail to where it crosses the White River via a suspension bridge. Being suspended high above the river on a swinging bridge, watching and listening to the powerful White River pound its way through a deep gorge was a breath-taking experience. What a spectacular way for the White River to end!



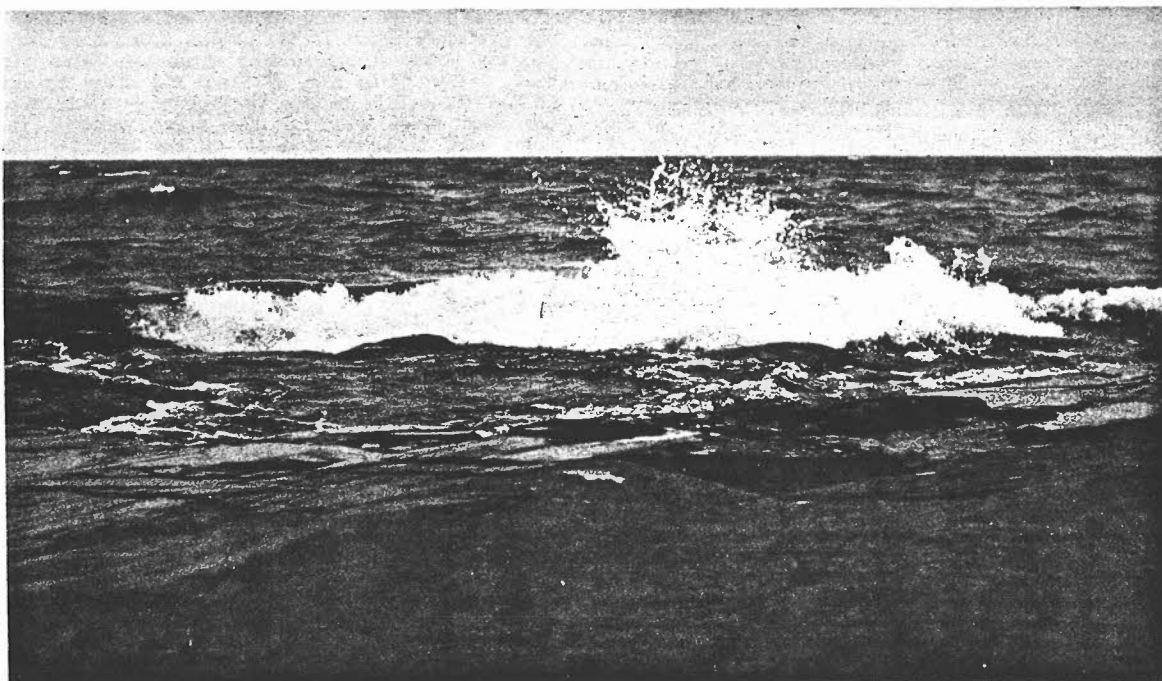
Well, it was really another 4 or 5 km before the river emptied into Superior. We made our final campsite on the peninsula between the White River and Lake Superior. What a contrast: on the one side the waves of the lake crashing against the rugged shoreline, while on the other side, the calm quiet waters of the river

lapping against our canoe. We had an extra day to appreciate the beauty of our surroundings since, when we awoke early the next morning, the wind on Superior was still blowing hard. But the wind didn't stop us from taking lots of pictures, catching up on our cryptic crosswords, writing in our logs, and exploring the inhospitable shore of Superior. Looking back on the experience, it's much easier to write that we didn't mind being windbound. Even reading beforehand that there was a one in three chance of being windbound on Superior, didn't prepare me for the reality when it faced us. At the time, it was a constant concern - evaluating whether conditions would be suitable for starting off, trying to predict the weather for the next 2 or 3 hours (the minimum we felt we'd need to get to Hattie Cove), and attempting to ration our food for an unknown length of time.



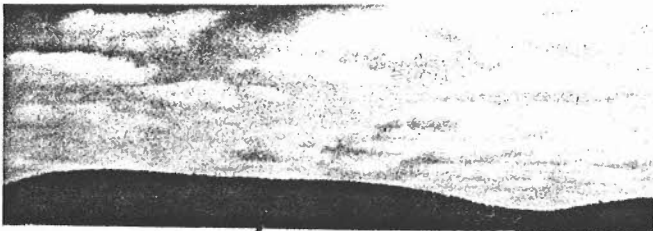
Next morning, the wind had subsided enough to allow us to paddle the remaining 10 km to Hattie Cove in 2½ hours. After showering at the Pukaskwa Park campground, we headed off on the long drive home.

There were trade offs paddling the White late in the summer: more runnable rapids on the lower section of the river instead of on the upper part (due to the lower water level), and sweet juicy blueberries instead of mosquitoes. And the August nights last summer must rank among the warmest in many years - warm enough to be awake at 11:00 p.m. taking pictures in shirtsleeves on a clear, starry moonlit night at Angler Falls. Northern Ontario - a memory which lasts.



man's best friend

Story & Photos: Dan McGuire
Reg McGuire
Henry Pasila



Weariness showed in the bent-forward postures as the eight of them trudged across the small lake, the heavy snow making each step a deliberate labour as they pushed themselves toward the shoreline in the lowering dusk. They were headed toward a grove of white spruce a short distance from the shore, a tough uphill struggle even after several trips back and forth with the snowshoes to pack a trail for the sled. Sandy looked over her shoulder, silently questioning the wisdom of this particular manoeuvre, then, upon receiving no reply, leaned into the trace to get the job done.

Under the trees it was rapidly growing dark as camp-setting was begun. The first task was to look after the dogs, removing their harnesses and attaching a short chain to the collars of four of them while Sandy roamed freely around camp. An area was chosen for the tent and firmly packed down with snowshoes while three small spruce trees were cut down and limbed, then used as the ridge pole and two eave poles. These were inserted through loops previously attached to the tent, then lashed to trees. The floor had been cut in an "X" shape from corner to corner and these triangles were flipped outside to be weighted down with snow so as to prevent the wind from blowing in under the sides and back. A small area was stamped down with boots just inside the entrance of the tent, four small stakes driven into the snow and frozen ground and the stove set upon them. A welcome fire was soon crackling within. The spruce boughs were handed inside and spread over the raised sleeping platform, the sled unloaded and the rest of the gear put inside. While standing deadwood was felled and cut into short sections for the sheetmetal stove the first important task - preparing food for the dogs - was accomplished. Dry dog food is the easiest to handle and when covered with a pound of melted margarine provides a nutritious meal.



Chimo and Arco are full brothers, both large 75 pound male Siberian huskies, gentle and friendly. Chimo is the lead dog and a willing worker while Arco is a little lazy on occasion. Shandy is a small female Siberian - 42 pounds - gentle but skittish, while Benny is a mongrel with enough Siberian to have inherited a curled tail, and is without doubt the hardest working animal we have ever had in harness. Sandy is a large female of mixed German shepherd and wolfhound ancestry, very strong but without the feet and fur to ideally suit her for sled work. She felt the cold more than the others, so this entitled her to sleep in the tent. Most of these dogs had never met before being put in the back of two cars and driven for several hours from Hamilton to the Huntsville area but after a few minutes of suspicious sniffing they all settled down for a good rest which would prove to be needed later.

Dinner was prepared and eaten by candlelight and the dishes cleaned up, then damp clothing was hung on ropes rigged from the roof of the tent. For sheer physical exertion a winter weekend dog-team trip makes a canoe outing seem like a picnic, so damp clothing is a fact of life and must be dried. The concept of "cold camping" is unappealing to us, since even with a stove along a person is cold often enough. The evening passed quickly in shirt-sleeved comfort around the stove with its permanent pot of hot tea. We spread our ensolite pads on the boughs and the down bags on top of these and gratefully crawled in to drift off to a sound sleep punctuated only by the sharp crack of frostbitten trees. The glow from the front of the stove provided enough light to identify objects in the tent which was kept at a reasonable temperature by periodically reaching out of the warmth of the sleeping bag to adjust the draft control with a stick.

About 2:00 a.m. the dogs began talking softly to each other in a series of whines and whimpers, very unusual for animals that should be curled up sleeping away the fatigue of a hard day. Clambering out of the tent, the cold was a palpable thing, searing the nose and throat and numbing fingers and toes. The thermometer mounted on the sled showed -24 F and the dogs, all family pets, were unable to remain comfortable in such unfamiliar bitter conditions. So they were unhooked and led into the tent whereupon they promptly lay down on the vacant sleeping bag and with sighs of contentment curled up and slept. Since there certainly was not room for eight fairly large animals to lie down, even with five of them curled up in a ball, it meant one person was up tending the fire until dawn, which edged into the little clearing crisp and clear.



The dogs were put outside again, breakfast made and the warm, dry clothes put on. The business of striking camp went quickly, the tent coming down while each dog had its harness put on. The gang line was lead from the front of the sled; the two wheel dogs were attached directly to the sled; the point dogs to the gang line, and Chimo took his position in the lead. The trail so laboriously broken in deep snow a day before had now set like concrete in the bitter cold and the dogs revelled in the easy going. The trip back to the car was one of the few occasions when it was possible to ride the runners most of the way, even using the brake occasionally on downhill sections.

The load was delivered, the dogs turned around to pick up the two walkers, the trailer was loaded and we piled into the cars for the journey home.



five winds hike



Photographs by Glenn Spence



linda lake trip

Howard Sayles

I have decided to describe the 1984 Linda Lake trip from the standpoint of trip experiences and happenings rather than geographical descriptions since one can refer to the article by John Cross in the Spring 1983 issue for a geographical description. Winter conditions were good this year, conducive to the intended mode of travel - odawban and snowshoes.

At 3:00 a.m. on Saturday, Rob Butler pulled up to load my gear, and we were off for a good weekend trip with clear skies and pleasant cool weather. By 8:30 a.m. all had arrived at the start - Herb Pohl, our fearless leader; Dave Berthelet, with his high-tech ski patrol toboggan; Bill King; Rob Butler and myself. The good snow conditions made snowshoes an absolute necessity, and one member without them was forced to return to Toronto rather than wade thigh-deep in snow.

Dave took off first as he was getting cold waiting for the less organized. For the next while he remained out of sight as he broke trail across lakes and portages; only his snowshoe tracks let us know of his presence. On rare occasions we saw deer tracks and more frequently moose tracks. The clean white beauty of untouched snow glistening below blue sky and bright sun prevailed for us to enjoy all day. The portages allowed for pleasant chatter as travel slowed due to the more difficult terrain.

Dawn was at 7:00 but, as it had clouded over, was without sun. Dave got up and lit the fire and we ate a truly nourishing WCA breakfast - dumpling porridge - porridge with the addition of the left-over dumplings from supper. We ate at a leisurely pace as the temperature was warm and there was no need for intense activity. Coffee and prolonged conversation delayed breaking camp at the usually early hour. Herb had no whip along on this trip, contrary to the rumours veteran club members circulated about his past trips.

After camp was broken, Dave again took the lead as trail-breaker through brush and along a creek bed. We saw fewer animal tracks, but were surprised to see bear tracks crossing Canisbay Lake. The size of the tracks left little question that they were made by a bear, but why a known hibernating animal was out in winter no one could explain. An easy trip down a road to the highway completed a pleasant winter trip.

For those who want to see your canoe routes all year round, you must not forget the pleasures of winter travel. Crossing a lake, usually traversed by canoe, with snow falling, a white expanse encircling you and a white tree-line marking the perimeter is a truly beautiful experience. A trip at 3:00 a.m. to "northern climes" is well worth the winter effort. The WCA gives us the opportunity, and more members should experience the joys of all-season travel.

We reached our objective by mid-afternoon and selected a campsite at the portage, rather than crossing the lake to the swamp as last year's trip had done. After camp was set up, wood collected for both evening and next morning and a fire started, the hardier members went off on a side trip. While they were away I stoked the fire and analysed Herb's set up: "warm camping without tent or woodburning stove. He had set up a lean-to facing the fire pit; his ground sheet, sleeping bag and toboggan were all placed to catch the heat reflecting from his lean-to.

When the others returned we had dinner and coffee. Herb had prepared a dumpling stew at home for five, but the four of us almost succeeded in completing it in one sitting. The remaining few dumplings were put in a pot of snow for the next morning. Evening conversation covered the pleasures of winter travel, natural foods and friendships missed as members have become inactive. We retired about 7:00 p.m.

FISHING TECHNIQUE FOR THE NON-FISHING CANOEIST

Suus Tissot

If you are a canoe-tripper who gets tired of eating freeze-dried meat and has no experience with fishing, you may be interested in our simple technique.

On our first trip we paddled in with some fresh meat and lots of freeze-dried. It didn't take us long to realize how crazy this was. Here we were eating all this expensive meat while free fish were jumping all around us. And we love fish! It suddenly dawned on us that if we could catch fish it would mean a change in menu and provide us with a very rewarding free meal.

Fishing as a sport had never appealed to us. We didn't know the first thing about it; but we did realize that it could be an expensive sport which required knowledge, skill and patience. We wondered if there would be a way around this.

Before our next trip I went to Collegiate Sports. After a short consultation I bought the following items:
1 Rapella lure, floating model, silver, 9 cm (\$4.69)
1 spool of 15 lb test line (\$4.98)

On our next trip I threw the lure into the water with much apprehension, while I was teased by my fellow canoeists. They had no faith in this primitive approach. To everyone's surprise however, I pulled an 18 inch pickerel out of the river within 5 minutes. I had no idea what to do next. Luckily Jan took over and killed the fish in the canoe using a boot.

Since then our technique has been refined.

My line is about 2 canoe lengths long. I have it fastened to a piece of wood (9" long and 2" thick), which I secure under a strap of the pack in front of me. I run the line behind my right knee so I can feel the line move. (I paddle the stern on the left side.) From experience I know that when the line jerks straight behind me a weed has been caught, but when it jerks and moves sideways it is a fish. If at all possible we canoe to the bank where Jan pulls out the fish. If it is too far to shore he uses the bailer to control the fish, but this can be nerve-racking. Jan takes the hook out and then loops a string through the gills. The fish is then tied to the canoe at the stern and prepared at our next campsite. (We make sure that we don't run rapids or portage with a fish.)



Our experience is that fishing is most successful in areas where you see birds fishing (pelicans, blue herons, kingfishers) or where you see fish jumping. So far we have enjoyed northern pike and pickerel. Northern pike have very many bones but still make a good meal.

I am always careful to put the lure away in a proper box. I use a small plastic box and leave the line tied on the stick. I just wind the line on the stick and keep everything in a small plastic bag. The same lure has served us on three big trips.

I hope that if you don't fish but like eating fresh fish that you will give our simple technique a try. Believe me it is worth it and it doesn't interfere with paddling.

SPRING CANOE TRIPSMarch 25 UPPER CREDIT RIVER

Organizer: Mike Graham-Smith 416-877-7829
Book after March 1

The upper Credit with its many swifts, shallows and rocks is a pleasant challenging spring run. The actual location will depend upon conditions at the time. Suitable for novices with intermediate partners. A great warm-up for more challenging runs later in the spring. Limit 6 canoes.

March 31 BRONTE CREEK & OAKVILLE CREEK

Organizer: Herb Pohl 416-637-7632
Book after March 20

If possible, we'll try to run sections of both creeks. At high water levels, either of these is tricky because of the possibility of obstructed channels as well as substantial turbulence. Consequently, only experienced paddlers should consider it. Limit 4 canoes.

April 1 CREDIT & HUMBER RIVERS

Organizer: Duncan Taylor 416-368-9748
Book after March 10

An exciting run on the continuous rapids of the lower Credit will be followed, if time permits, with a run on the Humber from the 401 to Dundas St., a scenic area of Parks, golf courses and, in spring, some "hairy" sections of whitewater. Suitable for intermediates and trained novices with better partners. Limit 5 canoes.

April 7-8 BAYFIELD CREEK - MAITLAND RIVER

Organizer: Herb Pohl 416-637-7632
Book between March 20 and April 2

The Maitland at the high water level can be both intimidating and exhilarating. Ledge rapids give rise to large standing waves which requires strong back paddling to avoid swamping. A spraycover is an asset but not essential.

The upper Bayfield is a narrow, fast flowing stream with tight turns; the possibility of sweepers obstructing progress exists. The lower section is akin to the Maitland below Bernmillier. Limit 4 canoes.

April 7 OAKVILLE CREEK

Organizer: Mike Wills 416-293-9067
Book between March 26 and April 2

In early spring when the snow is melting, Oakville Creek, which is narrow and tortuous, offers the intermediate canoeist some fast water, moderate waves and tight bend. Intermediate or better. Limit 5 canoes.

April 8 SPRING CLINIC ON UPPER CREDIT

Organizer: Jim Morris 416-793-2088
Book between March 12 and 29

This one day trip will give us an opportunity to review and practise our backpaddling and eddy turn techniques before tackling the more challenging Spring rivers. The water will be too cold for beginners but those who took the whitewater workshops last summer and others interested in improving each other's technique will find this an enjoyable day. Limit 6 canoes.

April 14 ANSTRUTHER LAKE LOOP

Organizer: Rob Butler 416-487-2282
Book between April 1 and 9

This 28 km one day loop involves traversing nine scenic lakes north of Peterborough. Suitable for novices or better in good physical shape. Limit 4 canoes.

April 14-15 SALMON & MOIRA RIVERS

Organizer: Glenn Spence 416-355-3506
Book between March 24 and April 7

Once again, as so many times in the past, the redoubtable Glenn Spence offers intermediate paddlers a chance to join the annual spring migration to the Belleville-Marysville area. Good scenery, good paddling and short portages will be on tap. The Salmon in high water offers a consistent gradient and numerous limestone rapids with strong current and large standing waves, while the Moira has many flat sections interspersed with steep drops that require precise manoeuvring. If so desired participants may camp in the organizer's backyard. Limit 5 canoes.

April 21 LOWER BLACK RIVER

Organizer: Bill King 416-223-4646
Book between April 3 and 14

A gentle trip through pretty countryside near Washago. At high water there will be at least one portage and some areas of moderate sized waves. Suitable for families and beginners with some sense of adventure. Trip time is about 4 hours. Camping is available in the area for those who would like to do the Head River the next day. Limit 6 canoes.

April 22 UPPER HEAD RIVER

Organizer: Bill Ness 416-499-6389
Book between April 1 and 15

On this day trip we will paddle the Head River from Hwy. 505 down to a little east of the village of Sebright. The river is narrow and winding here and has a number of tricky ledges to negotiate, making this outing an interesting challenge for good intermediates with solid whitewater skills. Limit of 5 canoes.

April 20-22 CANOEING IN THE HAVELOCK-MARMORA AREA

Organizer: Graham Barnett 416-651-5496
Book Before April 16

Depending upon the interests of the participants, we will canoe some of the rivers in the Havelock-Marmora area, either the Crowe, Beaver Creek Black or Upper Moira. If, because of an early runoff, water levels are low, we could try rivers farther north, possibly the Madawaska or Opeongo. Suitable for intermediate whitewater canoeists. Limit 4 canoes.

April 28 IRONDALE RIVER

Organizer: Bill Ness 416-499-6389
Book between April 8 and 22

The 16 km stretch of the Irondale between Gooderham and Devil's Gap Dam is rumoured to have some excellent Grade 2 to 3 whitewater with a number of good chutes and eddies to play in. The trip is neither long nor remote, which means that if it lives up to expectations we should have ample opportunity to romp in the white stuff. Care to join us? Suitable for good intermediate whitewater paddlers. Limit 5 canoes.

April 29 GRAND RIVER

Organizer: Dave McMullen 416-766-9643
Book between April 8 and 21

Just north of Kitchener, the Grand is a fast flowing river at this time of year with enough riffles to make it interesting. Suitable for novices. Limit 6 canoes.



April 28-29 MADAWASKA RIVER-SNAKE RAPIDS

Organizer: Duncan Taylor 416-368-9748 (res.)
416-965-4589 (bus.)

Book before April 17

An exciting whitewater trip, possibly in spring flood conditions. Suitable for intermediates or better. Limit 4 canoes.

April 28-29 SEGUIN RIVER

Organizer: Karl Schimek 416-222-3720
Book between April 9 and 13

This will be a repeat of last year's successful trip. We will start near the village of Seguin Falls and finish at Mill Lake near Highway 169. Suitable for intermediate whitewater canoeists. Limit 4 canoes.

April 28-29 MISSISSAGUA RIVER

Organizer: Paul Barsevskis 416-239-2830
Book between April 1 and 19

The Mississagua, north of Peterborough, is a scenic river flowing from Mississagua Lake to Buckhorn Lake punctuated by several rapids and waterfalls. We will camp out on Saturday night, thus making this a very leisurely weekend trip. The organizer will be providing lots of good food for all of the meals. Due to the cold water conditions at this time of year, this trip is suitable for paddlers with intermediate whitewater skills. Limit 4 canoes.

May 5-6 BICYCLE TRIP OWEN SOUND TO CAPE CROKER

Organizer: Robert Knapp 519-371-1255
Book before April 15

A 2 day bicycle trip from Owen Sound to Cape Croker and return the next day, total distance of 100 kilometres. Bicycling will be mainly on paved secondary roads. We will sleep in a cabin Saturday night so participants need bring only a sleeping bag and food. There should be time to explore once we reach our destination. Cars can be left at my house in Owen Sound. Participants should arrive Friday night for an early start Saturday morning. Limit 8 cyclists.

May 5-6 ALGONQUIN IN SPRING

Organizers: Gail Vickers 416-895-9976
John Wilson 416-451-4492
Book anytime

We'll paddle from Canoe Lake around to Little Doe or Tom Thompson Lake. There should be plenty of time to search for wild flowers or other wild-life and enjoy the newness of spring. Please be prepared for hungry bugs, mud, rain, sun, and cold water. A flat water trip (hopefully). Limit 4 canoes.

May 5-6 MISSISSAGUA RIVER - EELS CREEK

Organizer: Bob Haskett 416-251-2073
Book between April 15 and 29

The Mississagua River, north of Peterborough, tumbles from its source in Mississagua Lake south to Buckhorn Lake in a series of scenic falls and rapids separated by sections of quiet water. For intermediates with good whitewater skills it makes a challenging, strenuous six hour trip.

Rocky Eels Creek to the east, which we will do on the Sunday, has more frequent and more difficult whitewater, and requires the ability to manoeuvre a boat skillfully in tight situations.

Participants can sign up for either day or both. For the overnights, we have booked housekeeping cabins, and communal meals will be arranged. Suitable for intermediates or better. Limit 5 canoes.

May 12-13 OPEONGO - UPPER MADAWASKA RIVERS

Organizer: Mike Riddell 416-335-0349 (res.)
416-827-0939 (bus.)

Book before May 4

These are two of the better rivers at this time of year. We will canoe the Opeongo on Saturday and a section of the Upper Madawaska on Sunday. Solo canoes welcome. Suitable for intermediate to experienced whitewater canoeists. Limit 5 canoes.

May 19-21 EAST RIVER (HUNTSVILLE REGION)

Organizer: Herb Pohl 416-637-7632
Book between May 1 and 10

This "adventure" trip will start at an access point on Rainy Lake and proceed towards the East River through a series of lakes (read portages). The middle section of this journey, which includes McCraney Creek and the upper East River, is not part of a canoe route and likely involves bushwacking, dragging and lifting. Needless to say the organizer doesn't know what is in store but wants to find out. He does know the river below "Distress Dam" (see topo map 31E/6) where it is fast, tricky and visually pleasing. Intermediates, who promise not to grumble if things get tough, solicited. Limit 4 canoes.

May 19-21 FISHING TRIP

Organizer: Norm Coombe 416-293-8036
416-751-2812

Book anytime

We will use our equipment and tripping experience to get back into a prime speckled trout and/or pickerel fishing area. Location and length of the trip to be determined by the participants. Any suggestions welcome. Limit 4 canoes.



May 26-27 WOLF & PICKEREL RIVERS

Organizers: Jan & Suus Tissot 416-489-5032
Book between May 13 and 19

A 51 km circular flatwater river trip, very suitable for fit beginners and novices wishing tripping experience and who are prepared to paddle a full day. A scenic trip with only one portage. Participants will meet Friday evening at Grundy Park. The organizers will provide guidance and arrange a pre-trip meeting if desired. Limit 3 canoes.

June 2-4 MAGNETAWAN RIVER

Organizers: Mike and Diane Wills 416-293-9067
Book between May 17 and 25

Starting at Harris Lake we will paddle up South Channel and into the North Channel just below Canal Rapids with the idea of running Canal Rapids with empty canoes. Then, depending on water levels, we will paddle downstream to highway 69. Suitable for intermediates with good whitewater skills. Limit 4 canoes.

June 2-3 MOON RIVER LOOP

Organizers: Shirley and Jim Williams 416-628-8324
Book between May 13 and 17

A 34 km flatwater trip including lakes and rivers with spectacular scenery and little driving. Suitable for novices in good condition willing to do a few portages. Limit 4 canoes.

June 16-17 WHITewater WORKSHOP - PALMER RAPIDS

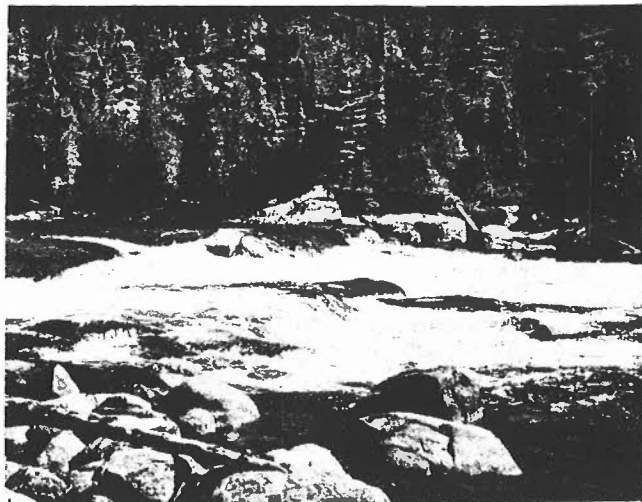
Organizer: Jim Morris 416-793-2088
Book between May 30 and June 8

We will have a preliminary session on Tuesday June 12th on the Humber River to meet each other and review basic paddling strokes. At Palmer Rapids, Madawaska River we will learn whitewater techniques with emphasis on backpaddling, upstream and downstream ferries, eddy turns, reading the rapids and canoe safety. Open to beginners and intermediate paddlers. We will all learn from each other. Jim Morris and John Downs will again instruct this course. Limit 8 canoes.

June 16-17 HONEY HARBOUR TO THE MUSQUASH RIVER

Organizer: John Garbraith 416-725-9812
Book before June 8

This will be a basic flatwater trip for less experienced members. We will go to Bone and Dear Islands. Limit 4 canoes.



June 17 THE WILDCAT LOOP IN ONE DAY

Organizer: Rob Butler 416-487-2282
Book between June 4 and 12

With a dawn start going south from Bear Lake, this beautiful 50 km loop southwest of Algonquin Park includes portages totalling 10 km going over the height of land and down the Golden Stairs. This schedule calls for intermediates in good physical shape. Limit 3 canoes.

June 23-24 UPPER MAGNETAWAN

Organizer: Duncan Taylor 416-368-9748
416-965-4589
Book between May 27 and June 13

Ahmik Lake to Wahwashkesh Lake. A scenic mix of flatwater and whitewater suitable for whitewater novices or better. A good area for naturalists. Limit 4 canoes.

June 30-July 2 FRENCH RIVER - RESTOULE LOOP

Organizer: Judy Wahl 416-225-2870 (after 9 pm)
Book between June 10 and 16

This trip will be a strenuous three day paddle through a series of rivers and lakes. Great swimming and fishing. Experience in flatwater tripping required. Limit 4 canoes.

June 30-July 2 WHITewater WORKSHOP - FRENCH RIVER

Organizer: Jim Morris 416-793-2088
Book between June 20 and 27

This will be a static camp around Commanda Island from where a variety of rapids can be reached and run repeatedly. An excellent opportunity to practise whitewater canoeing in more challenging rapids. Upstream techniques of lining and poling will also be demonstrated. Limit 8 canoes.

July 14-21 KILLARNEY PARK

Organizer: Bob MacLellan 416-488-9346
Book as early as possible

This pristine wilderness Provincial Park offers the ultimate in Ontario scenery; crystal clear greenish-blue lakes that are a delight to swim in contrasting with the stark white hills of the South La Cloche Range. The pace will be leisurely, suitable for flatwater paddlers with some tripping experience. Dates tentative. Limit 4 canoes.

guidelines for wca trips

1. The Outings Committee shall arrange a schedule of appropriate wilderness trips organized by unpaid volunteers from the membership of the WCA, to be published in the newsletter.
2. All trips must have a minimum impact on the environment. To ensure this, trips organizers will limit:
 - a) the number of canoes (or participants) permitted on the trip,
 - b) the type of equipment and supplies used for camping.
3. Participants must register with the organizer at least two weeks (but not more than four) prior to the trip. This is necessary:
 - a) for participants to get detailed information about meeting places, times, changes of plan etc. (It is suggested that organizers send out written information),
 - b) to avoid having too large a group,
 - c) to screen participants as to skill, if necessary.
4. Food, transportation, canoes, camping equipment, partners, etc. are the responsibility of each participant. (In some cases, however, the organizers may be able to assist in these areas; particularly the pairing of partners.)
5. Participants are responsible for their own safety at all times, and must sign a waiver from. (Organizers should return completed waivers to the Outings Committee to be kept on file.)
6. Organizers reserve the right to:
 - a) exclude participants based on experience level,
 - b) determine paddlers' positions in canoes by experience,
 - c) exclude any canoe deemed "unsafe" for any particular trip.
7. In the event of any dumping or other potentially dangerous situation occurring on a trip, the organizer and participants involved will fill out a Mishap Report to be sent to the Outings Committee, immediately after the trip.
8. Lone paddlers and / or Kayaks are permitted on trips at the discretion of the organizer.
9. Non-members are permitted to participate in only two trips.
10. Organizers should write a brief description of the trip (or arrange to have this done) and send it to the newsletter editor as soon as possible after the trip.

trip ratings

In order to avoid confusion over the level of difficulty of WCA canoe trips each newsletter description will state the level of experience required. The following international river rating system, advocated by the Canadian White Water Affiliation, should serve as a guide.

CLASS	DESCRIPTION	MINIMUM EXPERIENCE REQUIRED
	<u>Very Easy</u> : moving water with no rapids, some small riffles, and wide passages.	Beginner (with some instruction)
I	<u>Easy</u> : some small rapids with small waves and few obstacles. Correct courses easy to recognize. River speed is less than hard backpaddling speed.	Novice (beginner with some practice)
II	<u>Medium</u> : frequent but unobstructed rapids. Passages easy to recognize. River speed occasionally exceeds hard backpaddling speed.	Intermediate
III	<u>Difficult</u> : numerous rapids, large waves, and many obstacles requiring precise manoeuvring. Courses not easy to recognize. Current speed usually less than forward paddling speed. General limit for open canoes.	Advanced
IV	<u>Very Difficult</u> : long rapids with irregular waves, boulders directly in current, strong eddies and cross-currents. Scouting and fast precise manoeuvring is mandatory. Courses difficult to recognize. Current speed often exceeds fast forward paddling speed.	Expert
V-VI	<u>Exceedingly Difficult</u> : very strong current, extreme turbulence, big drops, steep gradients, many obstacles. <u>Limit of navigability!</u>	Team of Experts in covered canoe)

NOTE: This rating system is flexible, and just a rough guide. It is not based exclusively on the above descriptions. Factors such as remoteness, water temperature, river width, etc. can make a river more or less difficult, and vary the level of skill required. Further, a river may change its rating drastically depending upon the time of year. Finally, a stretch of river may be classed as easy, but may contain rapids of any grade which may influence the overall rating of the trip very little.

Lake trips cannot be so readily rated for difficulty. Generally, lake trips are suitable for beginners; however, strong winds on a large lake can be dangerous for any canoeist, no matter what his experience.

THE RATING OF TRIPS IS THE DECISION OF THE ORGANIZER.

canoe safety rules

(These rules are to be applied at the discretion of the trip organizers.)

- 1.) Paddlers will not be allowed on any trip without:
 - i) a flotation jacket that can be worn while paddling,
 - ii) a "safe" canoe (minimum length 15 ft for 2 paddlers),
 - iii) lining ropes (at least 25 ft) on bow and stern.
- 2.) Paddlers should always bring:
 - i) spare clothing, well waterproofed,
 - ii) extra food,
 - iii) matches in waterproof container.
- 3.) The signals used on WCA river trips should be known ahead of time.
- 4.) On rivers, canoes should maintain a definite order. Each boat is responsible for the one behind, giving signals after finishing any rapid, and positioning itself below the rapid ready to assist in case of trouble. Always keep the canoe behind in sight.
- 5.) Canoes should keep well spaced in rapids. Do not enter a rapid until the preceding canoe has successfully completed its run and signalled.
- 6.) The organizers' decisions on all trips are final.

SIGNALS



difficult - use own judgment



danger - do not run



all clear - with caution

products and services

Bluewater Canoes:

New this year! We have a few models available in an ultra-lightweight vacuum bagged honeycomb-Kevlar laminate. Jensen has designed for us a new 17' tripping canoe, rather bulky by Jensen standards, but with a higher profile and larger capacity. Barry Leslie has designed a new touring Kayak. Please visit us in our new shop. Rockwood Outfitters, 699 Speedvale Ave., West, Guelph, Ontario, N1K 1E6. Phone 519-824-1415.

Rockwood Outfitters offers a 10% discount to WCA members on merchandise and rentals.

Odawban Winter Travel Equipment:

Explore Canada's wilderness using proven methods for comfortable winter travel. Fully equipped tent stove units: \$230; trail tobaggans: \$100; trail sleds: \$130. Instructions included. Contact: Craig Macdonald, Frost Centre, Dorset, Ontario, POA 1E0; phone: 705-776-2885.

Nastawgan Index:

A cumulative index to NASTAWGAN (and its forerunners), from 1974 updated to the current issue, is available for \$5.00. (The index is computer stored, and special searches for articles on various topics, trips, etc. are also available.) Contact Sandy Richardson, 5 Dufresne Cr., Apt. 2705, Don Mills, Ontario, M3C 1B8.

Coleman Craft Canoes:

Coleman Craft Canoes, of hand-layed-up fibre-glass, are available in 12'8", 14'8", and 16' L.O.A., with either a lake keel or shallow keel for river use. Custom made and sold only at our shop. Maximum production is limited to 100 per year. Please phone if you are interested in viewing films of our canoes and discussing their features. Bill Coleman: 519-623-1804/1849. Shop located at 333 Dundas St. (Hwy. 8), Cambridge (Galt), Ontario.

Discounts on Camping Supplies:

WCA members who present a membership card will receive ten percent discounts on many nonsale items at:

A.B.C. Sports, 552 Yonge St., Toronto.
Rockwood Outfitters, 699 Speedvale Ave. W., Guelph.
The Sportsman's Shop, 2476 Yonge St., Toronto

Members should check at each store to find out what items are discounted.

The Sportsman's Shop:

For Hiking, Camping, Working or Recreation. We are The Sportsman's Shop, and are offering your club a 10% discount on any purchase at our store. (Please have proof of membership.) The Sportsman's Shop, 2467 Yonge Street, Toronto, Ontario. Phone 416-481-5169.

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WILDERNESS CANOE ASSOCIATION MEMBERSHIP APPLICATION

I enclose a cheque for \$10 — student under 18
\$20 — adult
\$30 — family

for membership in the
WILDERNESS CANOE ASSOCIATION. I understand that this entitles me/us to
receive Nastawgan, to vote at meetings of the Association, and gives
me/us the opportunity to participate in W.C.A. outings and activities.

NAME: _____ ADDRESS: _____

_____ phone _____

Please check one of the following: () new member application
() renewal for 1984.

Notes: -This membership will expire January 31, 1985.
-Please send completed form and cheque (payable to the Wilderness
Canoe Association) to the membership committee chairman.