

THE PORTHOLE

October 2019

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Canadian Power and Sail Squadrons

Published by Authority of the Board of Directors

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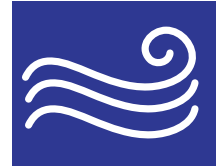
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Published 6 times per year: February, April, May, June, October, December, Copy deadline is ten weeks prior to publication. Editorial copy and correspondence should be sent to theporthole@cps-ecp.ca

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wind Shifts



R. John Garside, AP, Editor-in-Chief
Prince Edward Power and Sail Squadron

Once again our National Conference is being held on the West Coast and it is a real treat to be having it in another capital, the city of Victoria. I have had the pleasure of visiting this city several times and even in the wet months of November or February the city is full of interesting things to see and do. I would like to compliment the organizers of this conference for their selection of the famous Empress Hotel, as it is one of those must see buildings that form part of our country's fabric.

In this issue you will get to read about my promised Searching for Shipwrecks in Hardy Bay and what I found there was not what I was expecting. I have also included three books in my Recent Reads that are very diverse but all worth considering. If not for your own reading pleasure, they would make an excellent gift come December 25 for your children or grandchildren! Another interesting article involves the very active Brentwood Bay Squadron, where their Boating Course Valedictorian provides us with a very vivid illustration and appreciation of why we are "Volunteers Teaching Safe Boating".



Recently my 92-year-old father presented me with a package of nostalgia. Opening the package revealed the handmade knitted sailboat sweater that my mother had made me when I was about nine years old. I vividly remember opening the present box all those years ago and being delighted not only in the colours, but also the design. This sweater was well worn for many months and each day I put it on I dreamed of the day when I too might go sailing off into the blue waters of Lake Ontario on my own boat. Eventually I grew out of the sweater and my mother carefully washed and stored it away for me all those years ago. Now it is back and I am thrilled. Which leads me to another topic.

On January 1, 2020, I will retire and as a result this will be my last issue as me being the Editor of The Port Hole. I would like to thank all the people who have worked with me over the last few years as I came to the job rather suddenly and only with their help and guidance and excellent editing skills did we have a continuation of this very successful and hopefully well-read magazine. And though I will not have the title of editor anymore I look forward to continuing my involvement with CPS-ECP as it is more than just an organization of Volunteers Teaching Safe Boating, there are a lot of good friends and many more fascinating stories to write about in the future.

So do you have a story to tell? Has your Squadron done something of interest? If so, do send us your stories and information and look for them in a future edition of The Port Hole. The next deadline for submissions is **January 10, 2020.** ■



PETERBOROUGH 60 YEARS!

Power & Sail Squadron celebrates
By Susan Mellow - PRO Peterborough Squadron.

It all started when Mark Johnson and his wife Dora moved to Peterborough after Mark was transferred to work at Canadian General Electrics in 1956. Before landing in Peterborough, he was an instructor in the Toronto Squadron and National Chairman for Advance Piloting in 1954. Upon arrival he was surprised to learn that there was no Squadron despite being in the “Heart of the Kawarthas” and home to Outboard Marine.

It wasn't long before Mark was able to gather a group of like-minded boaters together in 1958 to form a group called the Peterborough Piloting Club. It was a year later June 17, 1959, that a charter was granted at the Rockhaven Motel, to form the Peterborough Power and Sail Squadron. All boating courses at that time were held in the basement of Mark's home. The first boating exam was written in the lunchroom of CHEX Radio.

Throughout the years Mark continued ties with the Lindsay, Toronto and Peterborough Squadron and

was also the Assistant National Training Officer. He completed the rewrite of Canadian courses for which Peterborough served as a trial site. Being self-taught Mark carried the grade of Senior Navigator.

Founding Commander Mark Johnson was on hand to celebrate the 40th anniversary of the Peterborough Squadron in 1999 with many of the past commanders serving after him in attendance. Historical archives show that forty-nine commanders including our current commander have served since receiving our charter in 1959. Mark Johnson passed away on June 11, 2003, leaving the Peterborough Squadron with a legacy to be proud of.

Historical information was received from Mel Little, Historical Officer and notes that were prepared by Past Commander Catherine McLeod which appeared in the 50th Anniversary Directory for the Peterborough Power and Sail Squadron. ■



Photo by Gabe Retei

Celebrating 100 Years!

At the recent Pacific Mainland AGM, five members of the White Rock Squadron received their Life Memberships, which represents 100 years of dedicated service to CPS-ECP.

Pictured above are the happy recipients: Harald Hansen SN, Shirley Shea Okamoto AP, Andrew Pothier SN, Janette Magnusson S, and Dave Magnusson SN. ■



THE SPRING EDUCATION MEETING

By Jean-Robert Lavergne PA National Education Officer

The National Education Department held its historic spring meeting in Toronto at the Hilton Airport Hotel on March 22 – 24, 2019. This year has been a bit different from one held in the near past, as the National Membership Committee held a meeting at the same time in the next room and met with the Education Committee in a joint meeting Saturday afternoon.

The Education meeting has been very inspiring, the DEOs' and Course Chairs were presented with all the changes to come in the Department. They had the opportunity to sample most of the seminars that are now available and the new ones to be delivered shortly. They were also informed of the status of the new ROC-M course manuals, presentations and exams. They were able to discuss their concern with the obligation to register to have access to the new Online Study Guide and were explained the reasons why they had to register. Some attendees were still concerned about with this obligation to register and it has been decided to produce a short video showing the "how to process."

The Outreach Committee was able to provide a sample by Eileen Germain on how the new tools part of the Instructor Tool Kit could be used in the field. The Education attendants were able to participate in a SWOT analysis session held by Eileen and Murray Richmond, both part of the Outreach Committee. This exercise allows everyone in the Education Department to realize the:

- Strengths • Weaknesses • Opportunities • Threats

Five teams were created to discuss each points separately and to share with the other teams at the end of each session.

Tom Beaver offered us a "Progress Report" on the Online Training, giving us a backgrounder, how online course delivery works, what has been accomplished to date and an outlook on the opportunities and challenges to come. Immediately after, everyone was handed out a copy of

the price structure and presented with a Power Point detailing all the prices for online courses. Environment Thrusts of the Future was also presented, this is a very important aspect of our boating life and we think that it is important that all boaters realize the impact of plastic pollution in our water. CPS-ECP has produced a short seminar on the matter using information received from two of our new and younger members, Jennifer Pate and Jackie Hildering.

John Kabel, Chair of the Electronic Navigation courses met with as many people as possible from different areas and position within the CPS-ECP, to create a new manual that would meet our needs. He was also available at the Hospitality Suite sponsored by York East District to answer any questions anyone could have.

Don Macintosh gave us an update on the RVCC program and on the Flare Recovery Program. We have not yet received confirmation that our two programs budget requests were accepted. So far we have all the stickers and forms for the RVCC program, but no shirts or signs were approved. Don told us we could move on this program but only with the basics. However, for the Flare Recovery Program, Squadrons are not to initiate anything on this program because there is no funding.

Vanessa Schmidt and Nour Bawab for the Graphic Department at the National Office were available at the Hospitality Suite to meet everyone and answer any questions related to their works and on the use of Pressbook on the editions of our manuals.

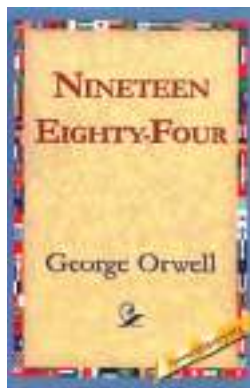
The joint meeting with Membership was also very interesting as we discussed ways to:

- How to Promote Membership in Course Notes?
- How to Promote Membership in Class and Events?
- How to Promote Education at Member and Other Events?

It was a most productive and engaging weekend for all! ■

RECENT READS

- Reviewed by R. John Garside AP



Author: George Orwell
Pages: 387
First Published: June 1949
Publisher: 1st World Library
ISBN: 1-4218-0832-3

I first read this book back in the 1970s and it left quite an impression on me. The future at that time was looking good as we had gone to the moon and the medical world was now expanding its knowledge and exploring new frontiers. However, there was one area that was not good, the Cold War was on and in the next few years the world's situation would be getting much more complicated. Along with that was the new advent of public surveillance. Cameras, simple ones at that, were now beginning to appear and record our movements. When I pointed this out to a few people, they laughed it off and said it was "Just a fad!". Now forty years later it is no longer a fad but a fact.

Hence I find rereading Orwell's book these many years later even more revealing than ever, as now with our pocket cameras (phones) we can record and report on so many things. Privacy is no longer the norm. Our private lives can become very public very quickly and there in the pages of Orwell's book you get to read about the life of Winston Smith as he navigates the path of life one grinding day at a time. There are so many good lines and phrases in the book that are so applicable to today and every time I see that someone has launched a new phone or app I know that "Big Brother" is doing just fine. So I encourage you to give the book a serious read and you too may feel the eyes of Big Brother are not only tracking you but also guiding your wants and wishes.



Author: William Shakespeare
Pages: 149
First Published: 1623
Publisher: Forgotten Books
ISBN: 978-1-4400-8124-8

I have always found trying to read any Shakespeare play a great burden. It all started in grade nine when I first encountered the author and his play The Taming of the Shrew. Not only was the language very odd and but the names of the characters were almost unbelievable, and the plot was well, very hard to fathom. This plague of Shakespeare stuck with me all my high school days and once I discovered that he had actually written a play about my very favourite monarch (King John), try as I might, the task of reading and understanding the play was not within my reach. On top of this the play was very seldom performed and I have not met anyone in the last fifty years that has actually seen a production of it.

However, "It is better late than never," they say, so with the birth of the internet came my promised land. I now encourage all of you that have been challenged like me to comprehend the Shakespearean language that relief is on hand in the form of the various videos that are posted on the internet. Each play the author wrote is available for your viewing and reading pleasure, and for me I find the video not only helps me understand the language and who is saying what, but also when confusion enters, it is very easy to rewind and to take in the scene again. Now I am looking forward to viewing my favourite King again, maybe this time with a mug of warmed cider.



Author: Jules Verne
Pages: 493
First Published: 1918
Publisher: Charles Scribner's Sons
ISBN: N/A

This was the very first large book that I read. I was in grade 6 at the time and looking along the shelf of the local public library when I spotted the volume. The librarian did give me an odd look when I signed it out but I was fascinated by the book's cover and could hardly wait to read it. When I got home, I began and each page unfolded a wonderful story for me. One that spoke to me on many levels and one that made me aware that there was a big world out there to explore. Now Verne was a very prolific author and wrote many well-known titles including Twenty Thousand Leagues Under the Sea, and as famous as that book is, this book is actually the sequel to it! In the final pages, you finally find out what happens to Captain Nemo and his infamous "Nautilus."

Now that I am much older I find that this book still fascinates me not only for its well-crafted story line but also that it affords a look into how people viewed the world when the book was published. Of course the original is written in French and most English translations are fairly faithful to the original but I find this 1918 version to be one of the best. And every few years I like to re-read the pages and follow the exploits of the characters on their island and while doing so remember that time long, long ago when I first saw the book and took the bold step of signing it out. I would encourage you to at least read a few chapters and maybe you too will be hooked like I was, all those years ago.

WHY DO WE DO THIS – REFLECTIONS FROM A BOATING COURSE GRADUATE

Brentwood Bay Power Squadron Graduation Ceremonies Spring 2019

Valedictorian Speech by Coral Payne

Good evening. I am not really sure why I was asked to talk at our event this evening, but I am aware of the friendly rivalry between power boaters and sail boaters, so I can only guess is that I am being punished for being the only sail boater in this group of fine graduates.

I feel that I need to confess something right up front here. When I signed up for this course, I had absolutely no idea (as in pretty much clueless) about what I was really getting myself into. I had read the course outline, called Dawna and asked her a few questions, talked to a friend who had taken the course, and blindly signed up, thinking – OK this will be a nice refresher, four months in the middle of the winter, no big deal. Wow, was I way off the mark on that one. It didn't take long for me to realize that this was a serious undertaking.

Three hours of class time per week (running into the evening hours that I must confess actually extended past my normal bedtime), and then an additional 2-3 hours of reading and homework each week. And I will tell you that I came in a bit arrogant, thinking most of this would be reviewed for me considering my extensive boating experience.

I have been on the water my entire life. Growing up, we had a cabin cruiser, and we spent all of our holidays and most weekends in the summer exploring lakes and rivers in Ontario. It wasn't until I was well into adulthood that I discovered the joys of sailing, and in particular the racing of big sailboats all around the cans on Wednesday nights all the way up to long-distance races including a 15-day race all the way around Vancouver Island – which I have done twice now. I have also been a boat owner for over a decade, but lacked some critical skills which included navigation and radio handling. This is something I left to my partner to take care of, and now that he is not that interested in boating anymore, I find myself lacking in those departments, so I signed up.

I am giving you a bit of background on my boating experience because I think it is relevant to this next part of the story, and the reason we are here today. Over the weeks and months of the course we have just finished, I cannot tell you how many times I was silently screaming in my head – I can't believe I owned my own boat, and have been

on the water my entire life, and I did not know this stuff. It was actually a very humbling experience, and one I hope to never forget. It doesn't matter how much you know, there is always more to learn. And I actually think that is one of the attractions of boating. It keeps us engaged and hungry for more.

I can probably guess why the majority of us signed up for this course. We may be new to the sport and want to have some sense of what we are doing out there on the water. We may have found ourselves the owners of a new or new to us boat, and want to feel more comfortable when we venture away from the dock. We may be venturing out with family and friends, and the weight of the huge responsibility of keeping everyone safe was keeping us up at night. We all have our personal reasons for taking this course and I am sure that a major motivator is to be as safe as possible out there on the water. Although boating can give us the most amazing adventures and happy memories, it can also be absolutely terrifying when things go wrong, or the weather decides to throw us a curveball, or we find ourselves in a dangerous situation.

So while I can make an educated guess on why the graduates are here tonight, what really piques my curiosity is all the other people in this room tonight, and countless others who relentlessly give of their time and energy, to teach what they know about boating safety to the rest of us. Week after week I could feel the silent presence of people who were not actively enrolled in the course. Yes, there were the students, sitting in our high-school desks, paying attention, and trying to absorb as much as we could. But what about the others. The revolving cast of characters at the back of the room? The proctors. What would possess them to give so generously of their time, always happy to help us with any questions, checking our homework for accuracy, filling in the blanks if we missed a point or two and responding to raised hands and puzzled faces with patience and encouragement.

And what about the people who stood in front of us week after week, enthusiastically and patiently teaching us the course content. Often with pictures, stories, and props. Remember, I think it was our first week, when they had those ships and beacons on the floor outside the classroom? And

remember the electrical demonstration with fried cords, and the sailing demonstration with the fan and real sails and sheets, and all the boat parts that were passed around the room, including holding tank pipes (OK they had not been used yet, but I could have done without that one)?

And Len, the leader of the instructor pack. Showing up week after week, making it as real as possible for us. Sharing his lifelong love of the water and boating. Little pre-class slide shows of engine room photos of some of the ships he has worked on during his career on the water. And a shout out to all of the other instructors who showed up on Wednesday nights to share their knowledge and expertise on the various topics, not to mention answering all of our questions. I am afraid to name names for fear that I will miss someone.

And what about Dawna, whom I like to think of as our den mother. Collecting our homework each week and putting those little sparkly stickers OK (which I must confess, I rather enjoyed receiving a little more than I like to admit). Answering our questions via email.



Clarifying what homework was required each week. Making sure we had all the tools that we needed, protractors, parallel rulers, magnifying glasses, mechanical pencils and erasers, charts, name tags, and on and on. And lugging in a coffee pot and some sugary treat week after week? I don't know about the rest of you, but I felt so cared for and supported and looked after while I was taking this course.

And if this was not enough, remember the day on the water and our trip to Genoa Bay? When Brentwood Bay Power Squadron members gave of their time, their boats, their wisdom, not to mention their fuel to take us out on the water to experience firsthand what it is like to navigate while under way? To give us a real- life experience of looking for buoys, locating them on the chart, taking compass readings, etc. As I mentioned earlier, I was the only sailor student, so Rod and Roland (who did a stint in the navy) took me out on a beautiful Catalina and patiently guided me through the entire day. I am not going to lie, it was at times very stressful, being the only student and all, because there was no hiding behind anyone, it was all on me. I learned so much and it was great to have the hands-on real -life experience. And what about the barbeque waiting

for us when we arrived at the marina. Someone actually drove to the Genoa Bay Marina ahead of time and set it up so it would be ready when we arrived. Really? I find that rather incredible.

And a shout out to the SARs group that gave us a memorable demonstration – including a real live emergency of a boat sinking at the dock? Honestly, way beyond the call of duty.

To find out more about the people I have been talking about and the organization that promotes safe boating, I had a look at the Canadian Power and Sail Squadron website. If you haven't visited the website, I highly recommend you do. This not-for-profit group is a committed community of experienced boaters inspiring others to adopt a safe boating attitude through education and training. It started in 1938 with the formation of the Windsor Power Squadron. And in 1985 the name was changed to include sailors as well as power boaters. In 2013 when they celebrated their 75th anniversary, there were 26,000 members in 155 squadrons across this country.

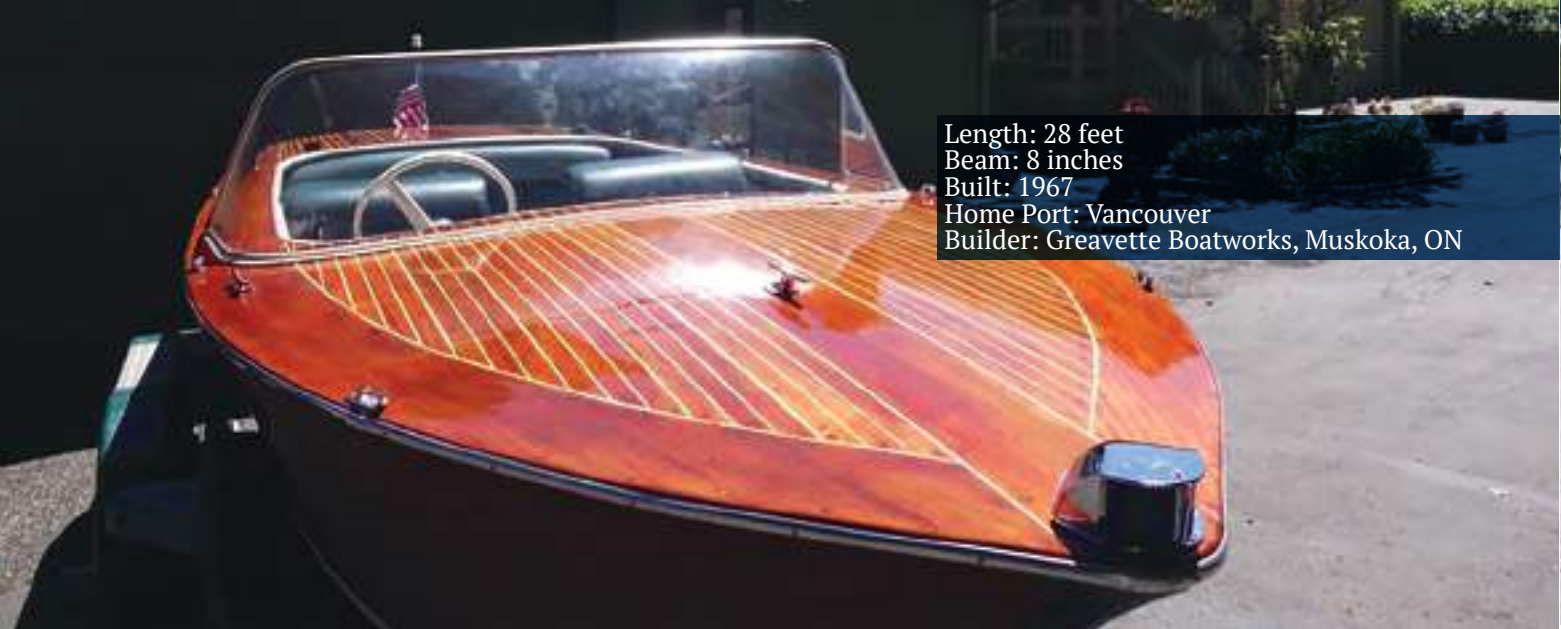


Core values of the group include Safety, Education, Environment, and Community. And this is where the volunteers come in. They depend on volunteers of all ages, levels of experience, and skill.

And I think the Brentwood Bay Power Squadron has shown us that they live by these core values. They show up, they share, they encourage, and I am sure they would be happy for the rest of us to follow suit so this organization can continue to do this good work. If you haven't become a member, you might want to consider it. First-year membership is only \$35. A few of the benefits include a subscription to the Canadian Yachting magazine, discounts on group insurance, hotels, boating equipment, C-tow, and future courses. And also the opportunity to join a group of enthusiastic boaters out on the water.

So on behalf of my fellow students, thank you to all the instructors and proctors and all those who made this learning experience a pleasant and fruitful one. I wish everyone an excellent boating season. Stay safe out there.

Thank you. ■



Length: 28 feet
Beam: 8 inches
Built: 1967
Home Port: Vancouver
Builder: Greavette Boatworks, Muskoka, ON

GREAVETTE SUNFLASH II

- by Sean Longhi - Alouette Power & Sail Squadron, PMD

Born in Vancouver, I grew with summer vacations on Hunters, San Juans, Chance 30s and likely another dozen sailboats boating in the Gulf and San Juan Islands. It seemed every year we would prep a boat for summer, use it, and then decide to sell it later, as the boat just wasn't quite what Dad wanted. And then Dad would get an itch for another boat in December and voila, next one purchased - rinse, repeat, redo.

I didn't have the Disneyland vacations or the Mexico trips growing up, but I did see some of the best nature that BC has to offer. It truly is spectacular. I also had a best friend with a lake house at Cultus Lake in Chilliwack, BC. A quick jaunt to the lake for tubing and water-skiing was immense fun, and thus started a nice comprise for me as I grew into adulthood.

So, at age 24, I started to look for a vintage 1940s Streamliner, Hackercraft or Chris Craft lake boat. I was also restoring a Porsche 356 at the time, so having two projects seemed like the worst idea possible, thus, I spent 16 years searching Craigslist every week, looking for a deal on a classic wooden lake boat, and then I found one! I came across a 1967, 18-foot wooden boat made by Greavette Boatworks in Muskoka Ontario. The boat, however, was in the Seattle, Washington area. What became a few emails back and forth off a Craigslist inquiry, morphed into a great story of a one family owned Canadian boat?

The boat was originally sold to a C.C. Fullerton of Toronto for \$4,900 in 1967 and resided on Lake Joseph in Ontario. The HIN is 18-67-3, where the 18 depicts the length, the 67 indicates the year and the #3 represents the 3rd Greavette Sunflash II made out of only apparently 20 Sunflash II models made from 1966 to 1968. The original engine was a Mercruiser 120 hp.

In late 1967 the Mark III was being built as a 1968 model. Although Greavette Boatworks would make whatever you wanted (and paid for) the Mark II was less expensive and the Mark III was unproven, so they were produced side by side for a time.

This Greavette remained on Lake Joseph from 1967 until 1997 when the original purchaser passed away leaving the boat to his granddaughter who had married a Seattle resident. She moved the heirloom to the Seattle area and she and her new husband enjoyed the craft for years, raising 2 children and purchasing a lakefront house to enjoy the same Lake Joseph lifestyle that she had growing up.

In 2015 the Greavette was taken out of the water, and the hull had every panel replaced and had new stainless fasteners that replaced the brass ones. A new 3 litre 4 cyl Mercruiser was added and the older torn seats were replaced with green vinyl.

The top deck was not replaced, but sanded down and re-varnished. The boat was used in 2017 for that summer and the family then purchased a second faster boat for their growing teens.

Fast-forward until January 2019 when I was looking on Craigslist, when I stumbled across a posted ad selling a one family owned Canadian owned Greavette that had been sitting in a heated garage for the last two years.

The listed price was still higher than what I had been looking for, but after several phone discussions, the family decided that passing the heirloom to another family was the right thing to do. We struck a deal and the 1967 Greavette returned to Canada after over 20 years of being out of the country. ■



CANADIAN BUILT BOATS

Length: 20 feet
Beam: 8 inches
Built: 2005
Home Port: Oakville, ON
Builder: Bridgeview Marine, Delta, BC

THE BRIDGEVIEW MARINE 20

- by Peter Ladouceur - Oakville Power & Sail Squadron, York West District

My family and I have been plying the salt chuck and Great Lakes for a number of years in my 2005 Bridgeview Marine 20' Walkthrough boat. It is a family-friendly, safe boat ideally suited for fishing in Canada's waters. For the last 12 years, its home port has been Oakville, Ontario. The boat is made by Bridgeview Marine, a leading maker of custom boats based in Delta, Prince Rupert and Sandspit, BC.

We are searching for a **Fairline 32 Sedan** power boat built in Vancouver in the 1980s. **Do you own one?** If so please send me some pictures and notes about your vessel to theporthole@cps-ecp.ca



CPS-ECP Cowan Insurance Announcement



For over 25 years, Cowan Insurance Group has proudly partnered with the CPS-ECP to offer an exclusive Pleasure Craft Program to its members across Canada.

Effective May 1, 2019, Cowan will begin working with a new program provider to ensure that we continue to bring you superior pleasure craft coverage, and recognition and rewards for CPS-ECP membership and adherence to safe boating measures.

What this means to members:

Our current exclusive benefit offerings will continue unchanged with the new program provider, including:

- A savings of 15% available to all CPS-ECP members who qualify for the program
- An additional savings of 10% if claims free
- The disappearing deductible: 10% reduction for each year

insured with the program and claims free, up to a maximum of 50%. Over the next few months, we will review and enhance the range of benefits that are currently offered to CPS-ECP members.

To obtain a quote, please contact Cowan Insurance Group.

Eastern Ontario & Quebec:

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Najid Mansoori, ext. 41502

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1866-912-6926 or 519-650-6360

Mike Vokey, ext. 41328

Ashley Nietlispach, ext. 41631



SEARCHING FOR SHIPWRECKS: PART 4

Only the debris... - by R. John Garside AP

The month of August is my boating month and each year I travel six hours to Wades Landing on Lake Nipissing and take the "Lady Mac" to my favourite remote fishing camp, Camp MacMac. Once there I unpack my bags and charts and then begin to plan my outings, not to fish, but to explore the waters and inlets of this fascinating lake. This year my quest was to probe the waters of Hardy Bay and look for another seldom seen shipwreck.

The perfect day for this arrived as the sun was shining and the breeze was light, so with my local charts in hand I set off in the morning and headed for Hardy Bay. The local folklore suggested that back in the 1940s lumbering was still quite active in the area and during the last year of World War II, two barges of cut lumber were readied for export but got stuck in the December ice, so they were left to wait for the spring thaw. Well, spring came, but no one returned for the barges as the demand for this type of cut lumber had dried up now that the war in Europe was over. So the barges sat in the water ignored by their owners and time marched on. So setting out that morning I was curious to see what would

The bay was very calm and protected so I could see the reason for using it as a holding site for the barges but as I turned the corner of Hardy Island two huge concrete structures welcomed me out of the trees. They were quite impressive and had been abandoned long, long ago. At one time they had obviously been a busy industrial centre but no longer, and I got to thinking that it was just possible that they might have something to do with the barges and the cargo. Could these be the ruins of a sawmill? I continued to move closer to the shoreline and soon was directly in their shadow.

The structures were very old for sure and had been well made as their thick concrete walls still stood and only the wooden roof and floors were missing. Had there been a sawmill here I wondered and what had happened? Or was it just left to the elements, or had a fire taken its toll? I continued to move closer to the shoreline and slowly the bottom of the bay came into view. The water was very clear and in the depths I could see lots of weeds and small fish but no trace of a barge. So consulting my chart again and the



be left of the barges and their cargos. The water was very clear and the water temperature was almost warm, so I proceeded directly to the bay and began my search. Entering the bay, I was surprised to see what I thought was a dog swimming across the channel entrance until it reached the shoreline. The dog turned out to be a local black bear out for a swim so I decided that any on shore exploration was certainly not in the cards. So I continued on my course and slowly entered the bay.

prominent land features I began to explore the shoreline further to the east.

Suddenly the weeds were displaced and the bottom of the bay came much closer, in fact, less than a foot of water was now between the keel of the boat and the bottom. So not wanting to have an unpleasant event I cut the outboard motor off and tilted it upwards. With the boat now ghosting across the water, I carefully began looking over the side into the water to see what was there. There certainly was



no evidence of a barge wreck, but now with the sun in front of me I could see that there were hundreds if not thousands of cut boards lying on the bottom. I had found the site of the wrecks!

I spent the next half hour slowly examining the mass of cut lumber and true to the local legend there were two distinct piles that would correspond to the two abandoned barges. Each pile was basically at right angles to the shoreline and

the cut lumber was about two inches thick and six inches or more in width. Today this lumber would be highly valued as it was from the old-growth forests that covered much of the Nipissing area, but now lying at the bottom of Hardy Bay it was just a small mark on the local chart. A mark that I had found and explored and now could better appreciate the vast forest wealth that had once been lining the shores of Lake Nipissing. ■



COVER PHOTO OPPORTUNITY

If you have a great photo that you would like us to consider for The Port Hole's next issue, please send it to us at theporthole@cps-ecp.ca

Images must be uncompressed, original size and are of a minimum of 3 MB.

If there are people featured in your boating related photos, they must be wearing their life-jackets.



For past issues visit: <https://www.cps-ecp.ca/membership/magazine/>



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