



West Carling Association Spring 2018 Newsletter

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PRESIDENT'S LETTER

By Pam Wing

I am beginning to think spring has finally arrived! The sun has been shining for a few days and as I look out onto the Bay I see the ice shrinking bit by bit around the edges while the centre is getting darker and darker. So happy to see this!

Possibly the first thing on everyone's mind will be the water level for this year. The last report on April 6th from GBA indicates that the Corps of Engineers is anticipating water levels to be at about the same level as last year. I hope that means that all our docking changes last season will still work this year.

The GBA (Georgian Bay Association of which West Carling Association is a member) held its AGM on April 7th in Toronto. There was a good turnout and much information shared. We were advised that Hydro One did not eliminate the seasonal rate which is good news. Also the Ontario Municipal Board (OMB) has been replaced by a new organization – The Local Planning Appeal Tribunal (LPAT). The reason for this change is to give local communities a stronger voice in local land use planning. A brief summary of GBA's interpretation of the main changes are on our website.

The complete minutes of this meeting will be posted on our website. It should be noted that there are some committees where new members are being sought. You do not need to be a representative to GBA but a member of one of its member Associations.

Bob Donaldson, the executive Director of GBA is stepping down after 10 years of exemplary and much appreciated service. Rupert Kindersley, current President of GBA, has been appointed the new Executive Director. John McMullen, Past President will take over as President for the coming year.

Your Board of Directors appointed a Membership Committee last fall to develop strategies to increase our membership. We are at 116 members and our high was once 300. So there is work to be done and the Committee has been doing just that. The first report came to the Board this month.

There were five initiatives recommended and these were approved by the Board. These were:

- Develop Road/Area Reps
- Establish Associate Membership Category
- Create New Membership Brochure
- Establish and Maintain Message Boards at Strategic Locations
- Hold Events that Focus on Nature and/or the Environment

Work has begun on all of these and if anyone has an interest in working on one or all of them, please let me know. Board members may also be reaching out to you for your help. You will hear more about this in the coming weeks.

Our Annual Picnic and Regatta will be held again this year. You will remember last year's had to be cancelled because of the weather. This year we will also have a rain/wind/weather date. The event

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will be held on Saturday August 4th and the rain date will be Sunday August 5th. I do hope you will join us. More information will be available in the coming weeks. Keep checking the website.

As you know, our newsletter is only in digital format and I encourage you to forward it to your relatives and friends and print a copy for your coffee table.

I look forward to our summer on the Bay. I hope it's a good one!

All the best,

Pam Wing

SIGNIFICANT DATES

Please note these dates on your calendars and check the WCA website for updates and additions.

| | | | |
|-----------------|---------------------------|-------------------|----------|
| May 27, 2018 | WCA Board Meeting | President's house | 9:00 am |
| June 24, 2018 | WCA Board Meeting | President's house | 9:00 am |
| July 22, 2018 | WCA Board Meeting and AGM | Location TBD | Time TBD |
| August 4, 2018 | WCA Picnic | Location TBD | Time TBD |
| August 5, 2018 | WCA Picnic Rain Day | Location TBD | Time TBD |
| August 26, 2018 | WCA Board Meeting | President's house | 9:00 am |

KIDS IN THE BIOSPHERE

Looking for some fun activities for your kids or grandkids this summer? Help them to learn about science and nature and how to be guardians of this beautiful place that we are privileged to share.

<https://www.gbbr.ca/education/booklet-2/>

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WATER LEVELS UPDATE

By Bill Bialkowski

GBGLF January 2018 meets with Canadian Section IJC Chair Walker and staff

On January 24, Mary Muter, Chair of the Georgian Bay Great Lakes Foundation' arranged a meeting with the International Joint Commission (IJC) in Ottawa, so I could present the latest results of hydraulic modeling work on the St. Clair River and the potential impacts on the water levels of Lakes Michigan-Huron (MH).

Present were Commissioner Gordon Walker, the Chair of the IJC Canadian Section, Commissioner Benoit Bouchard, and David Fay, Senior Engineering Advisor to the IJC Canadian Section, and by video link with Washington, D.C. Dr. Mark Colosimo, the IJC US Section Engineering Advisor. David Fay had enabled my hydraulic modeling work to start in 2009. At this meeting, I reported on the engineering feasibility of the IJC's 2013 advise to governments.

Background History

But first a quick refresher. Recall that since 1850, navigation dredging and gravel mining, expanded the St. Clair flow capacity year-by-year until 1962, when the last dredging project was completed and the Seaway opened. By 1962, this expanded capacity had lowered the level of Lakes MH by 40 cm (16 inches) based on IJC records. The IJC's mandate is to advise the American and Canadian governments on how to restore water levels on Lakes MH after dredging has lowered them. By 1970 this work had been completed right along the Seaway, except for Lakes MH. Finally, in 1970 the US Army Corps was tasked to design the hydraulic compensation works for the St. Clair River to restore Lakes MH lost level – sills or speed bumps were to be located along the river bottom near the Blue Water Bridge. In 1977, just as work was starting, water supplies rose sharply causing water levels to rise until they reached an all-time high in 1986. The project was abandoned.

Enormous damage resulted from the 1986 high water. Along the southern shores of Lake Michigan, houses built on high bluffs toppled into the water after storms eroded the bluffs below. A politically powerful group formed to oppose any structures in the St. Clair River and threatened that any such proposal would face fierce litigation. The US Army Corps sills were designed to raise water regardless of low or high water.



Baird Report and resulting IJC's International Upper Great Lakes Study Outcomes

The 1962 dredging triggered ongoing erosion of the St. Clair River bottom, which further lowered Lake MH by a total of 50 cm (20 inches) based on IJC records. This erosion was finally uncovered by the Baird Report of 2005, which was initiated by Mary Muter, then GBA Vice President. The International Upper Great Lakes Study (IUGLS) of 2007, was tasked to prove or disprove this Baird - alleged erosion and Lake MH lowering. The study was led by a US Army Corps official, and concluded that the erosion in the St. Clair River and the lowering of the water level of MH lowering did in fact occur, but far less than claimed by Baird. Nevertheless, the study recommended that NOTHING BE DONE in the St. Clair. Could the threat of litigation trump science?

In 2009 I attended the IJC public hearing in Midland, where the DO-NOTHING recommendation was announced. Having retired from an engineering career dominated by mathematical modeling, I stood up and questioned the accuracy of this result and asked "Would the study board allow an independent assessment of this result? Could the study board provide the discharge equations for the St. Clair, Detroit and Niagara rivers, along with water levels and flow data?" To my surprise the answer was yes. David Fay provided me with the needed hydraulic equations for the rivers. He then was the Canadian member and chief hydraulics engineer on the bi-national Coordinating Committee on Great Lakes Basin Hydraulic and Hydrologic Data.

I created a working hydraulic model of water levels and flows from Lake Superior to Lake Ontario. The trickiest part was accounting for the expanded flow capacity of the St. Clair River between 1900 and the present. With this challenge conquered, the model was able to closely duplicate actual data for each month for over 100 years. The model was then expanded so that downstream impacts all the way to Montreal could be considered. It became apparent that using fixed structures to restore low water on Lake MH could only be done at the expense of exacerbating high water when this occurs. To simultaneously address both extremely low-water and high-water levels, some form of flexible structure was needed that could be turned on and off. Power turbines appeared to be most attractive. However, in 2010, a research report identified that as long as a shipping channel remained in use, turbines would hardly raise water levels or generate much electricity, as most of the water would simply flow through this open and wide channel. Many ideas were tried and reported to the IJC.

Finding a viable solution

A control design strategy to effectively deploy flexible structures as water levels naturally fluctuated between high and low levels appeared to be a far greater challenge than that of the workable flexible structure itself. Fortunately, the IJC's 1993 Level Reference study laid the foundation for this concept in their Annex 6 – "Crisis response measures". The simple use of the then established Crisis high and low levels that the IJC defined for each of the Great Lakes appeared to provide the promise of a working model. Deploying the flexible structures to slow the water only as long as the MH level remained below the "Low Action Level" of 176.8m above sea level, appeared to be a promising start. Then, as soon as the level exceeded 176.8m, the structures would be lowered to a very low drag position to prevent high water levels from rising further. My January 24 presentation to the IJC demonstrated that this was in fact a feasible control strategy.

Back now to 2012: the IJC still accepted the IUGLS “Do-Nothing” recommendation – until the moment came when they changed their mind. I was at the final IJC public hearing in Midland on July 16, 2012 when this happened; crammed into the IJC meeting room were well over 600 people, many wearing blue “Restore our Water Levels” T-Shirts.



After many impassioned presentations and heated arguments, the Canadian IJC Commissioner, Lyall Knott, declared over the PA System: “We hear you loud and clear: Restore our Water Levels, Restore Our Water Levels NOW”. It took another year, but on April 15, 2013, the IJC’s Advice to governments was delivered, and includes two key statements:

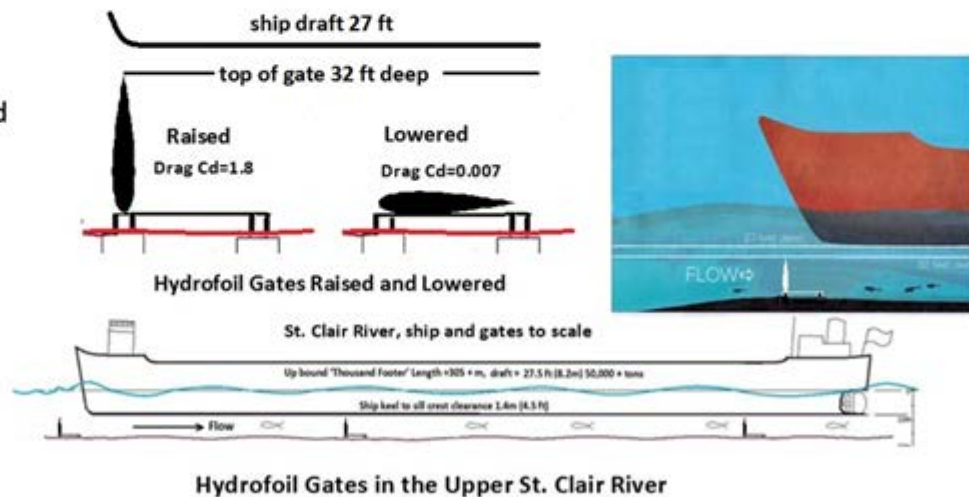
1. **“The Commission recommends that the Governments undertake further investigation of structural options to restore water levels in Lake Michigan-Huron.**
2. **The Commission encourages the Governments to focus on an option that would not result in a permanent restoration change that could exacerbate future high-water levels, but rather one that could primarily provide relief during low water periods.”**

The first statement finally reverses the IUGLS “Do-Nothing” recommendation. The second statement recommends some form of flexible structure that can raise the level during low water, and can be turned off during high water. Below is the slide from my January 24 presentation which speaks to this concept.

‘What-if’ flexible structures restored MH in LW

Experiment : Explore the potential for flexible compensation structures that hold water back when levels are low, but not when levels are high. For this concept to work, the structures must have very high hydraulic drag when deployed, and almost none when not. The hydrofoil gates shown below are designed to meet this criterion.

The gates are raised and lowered hydraulically



Georgian Bay Great Lakes Foundation

Will hydrofoil gates work? And could both US and Canadian stakeholders support them?

The following image confirms that the IJC’s 2013 “Advice to Governments” is feasible. Illustrated is the actual sequence of high and low water levels on Lake MH from 1935 to 2017. In 1935 the dredging of the 25-foot channel began. In the model, flexible ‘hydrofoil gates’ are deployed in the St. Clair River above the Blue Water Bridge in 1935. More are added in 1962 for the Seaway dredging, and still more in 2000, to account for the erosion. By 2000 there are enough gates in the river to raise the water level by 50 cm when all are raised.

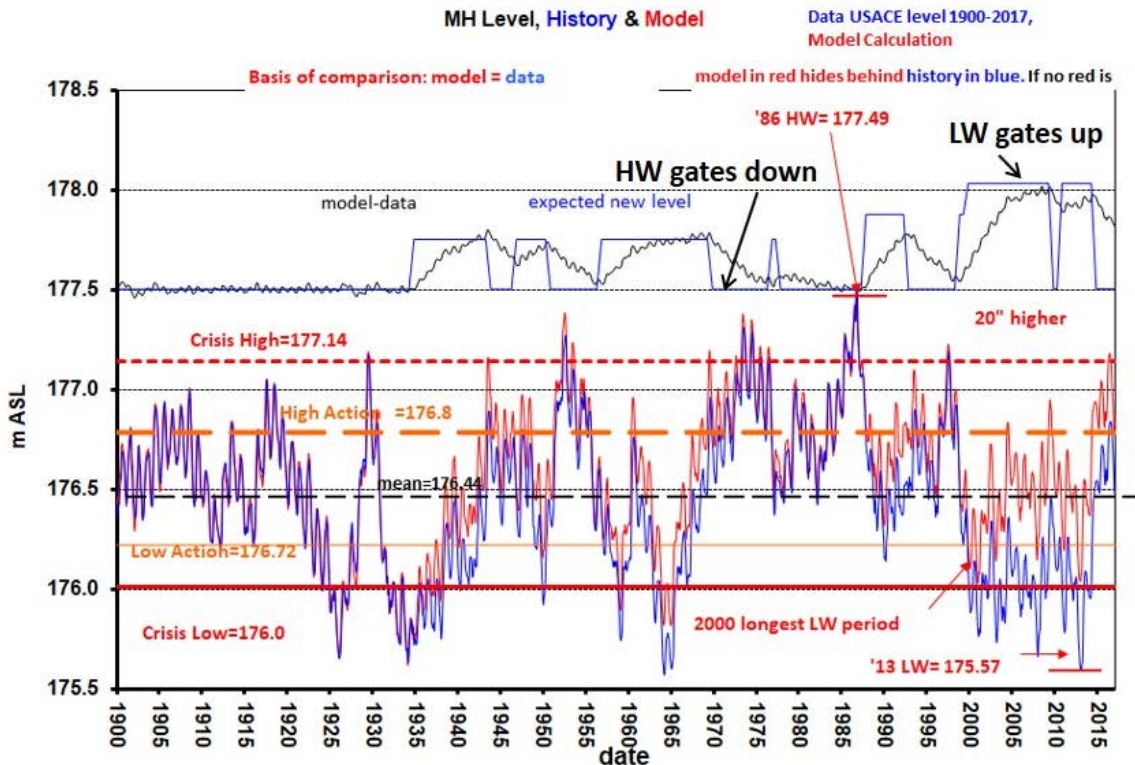
The blue graph shows the historical monthly water levels as recorded by the US Army Corps of Engineers. The red graph shows water levels predicted by the model with the hydrofoil gates in place. The gates are raised to their vertical position to slow the water when the water level is below the “High Action limit of 176.8m” - the bold dashed orange line. When the water level exceeds 176.8m, the gates are lowered to the ‘down’ position, to provide minimum flow resistance. There are two critical time periods of interest:

- 1) The record high water of 1986 reached a level of 177.49 m above sea level. For this concept to work, the water in 1986 must never go any higher. **It does not.**

- 2) The low water of 2000 to 2013 represents that period when Georgian Bay lost 24% of wetland habitat according to McMaster University’s Prof. Pat Chow-Fraser. This water level should be raised gradually by 50 cm (20 inches). **This raising is achieved quite well as demonstrated in the graph below.**

The thin black line is the difference between the model and data, and clearly shows how the water level changes dynamically. The thin blue line represents the expected final level. It is a useful indication of when the gates are in the Up or Down position.

Lake MH level - Restoration using flexible structures



- The gates are raised for LW & lowered for HW above 176.8m.
- The 1986 HW is NOT exceeded. The 2008 LW is raised by 50cm

Canadian Section IJC Support

In conclusion, the IJC was presented with this proof that the concept at the heart of its advice to governments can in fact work. A range of other options for lowering excessive high water by using diversions and ice booms was also evaluated.

We have just received a response from Gordon Walker that in part says:

“Mary, thanks for providing the assessment on options for restoring Lake Michigan-Huron levels. ... I think it will be invaluable for the ultimate assessment that will need to be done by ... probably the Corps of Engineers. However, that is a long way off.

We now have an accumulated dossier on the question of ‘compensating works’ in the River St. Clair and their impact, and what might be achieved by the various options. Your extensive submission, as created by Bill Bialkowski, will further that debate immensely. So, thank you for that.

The real issue right now is getting the US Government to ‘weigh in ‘on this topic.

Thanks again Mary and Bill for making the trek to Ottawa to give us the presentation.

Regards.

Gordon W. Walker, Q.C.

Chair, Canadian Section, International Joint Commission”

Currently, then, our Georgian Bay Great Lakes Foundation as a member organization of Restore Our Water International, is challenged to bring all Great Lakes stakeholders and especially the US government onside with the above proposal. United action will finally right a wrong created over the last century and half by installing in the upper St. Clair River flexible structures which, facing climate change, will protect all interests around all the lakes. The voiceless interest – the most important one - is the wildlife, which depends on the wetlands.

By Bill Bialkowski

Bill is on the GBGLF board (<http://www.georgianbaygreatlakesfoundation.com/>) donations to the work of bringing US stakeholders on side would be appreciated.

NOT HAVING THE FOGGIEST

By Bruce Davidson

I took this photo 5:37 pm Thanksgiving Day, October 9th, 2017 (The sun sets one hour later at 6:39). It shows two guys, undoubtedly qualified to star in the next sequel to the movie *Dumb and Dumber*, emerging from behind Snug Island and having the opportunity to **behold for the first time what awaits them in the open Bay**. As you can plainly see a monstrous wall of fog is rolling in *apparently* from the south-west and rapidly consuming everything in its path.



Now do they:

- a) STOP, check out what is happening and make a plan? *Of course not, that would be sissy.*
- b) Execute a quick u-turn and head straight back to Snug Harbour sticking as close to shore as possible, thanking their lucky stars should they make it? *No way man, we're not going back!*
- c) Make a hard right figuring that with their mighty 10 hp motor they will outrun the beast? *But of course, what's a little cloud gonna do?*

And how did that fine decision turn out, you might well ask?

Well truthfully, I really don't know. What I do know is that I heard the motor going at the same pitch for a minute or so until they were quickly swallowed up by the primary fog front cascading unseen from the west right over the rocks and trees of Franklin Island. The pitch then reverted to a much lower and quieter whine which I could hear for quite a while, then nothing. It's very quiet in a pea soup fog in dead calm conditions. Scary quiet. In a 'tin' boat without a compass, no wind and no sun you have no clue where anything is.

As you might expect now comes the lecture. I'm not going to embarrass myself by telling you about the occasions when I, myself, have made similar bone-headed decisions in the fog. What I can admit to is that I have gained immense respect for the peril of the clammy grey beast and have no desire to encounter it again under any circumstances. It's a real ego-crusher because no matter how carefully you try to steer in a straight line, you eventually end up crossing your own wake. Not that you will admit it at first, anything but. *There's no way that can be my wake, I've been steering dead straight,*

you claim. And then the awful realisation takes hold—there's nobody else around! *It has to be my wake!* And isn't that the most sickening feeling imaginable?

Not to leave everyone up in the air, I have to reveal that in this particular occasion the fog bank lifted after about a half hour, leaving about 30 minutes until sunset, so our heroes doubtlessly survived the ordeal. But they were very lucky. They could just as easily have spent the night freezing on some barren rock or worse huddled in their tiny 14 ft. aluminum boat without heavy overcoats or sleeping bags.

So the next time you see a fog bank rolling in, remember that Mother Nature doesn't have to play by our rules, or any rules at all for that matter. A rolling fog bank can close in from more than one direction with surprising rapidity. When it overtakes you, you will be humbled just as surely as God gave us the wondrous Georgian Bay. Best not learn the lesson.

GUARDIANS OF THE BAY

Last year as part of its 100th Anniversary Celebrations the Georgian Bay Association (GBA) held a symposium to look out at the next 100 years and discuss what the GBA needs to do in order for our grandchildren's grandchildren to enjoy the Bay as much as we have the privilege to do.

They concluded that it is critical to have everyone on the Bay, and those that make decisions that can affect the Bay, take responsibility to act as guardians of the water, air and land in and around Georgian Bay. GBA has made a commitment to work with variety of stakeholders including the Georgian Bay Biosphere Reserve, Georgian Bay Forever, Eastern Georgian Bay Stewardship Council and the Georgian Bay Land Trust to protect the unique ecosystem of Georgian Bay.

Greater detail about this initiative can be found at: www.georgianbayassociation.com/what-is-guardians-of-the-bay - **We need everyone to step up and be a Guardian of the Bay.**

FRANKLIN ISLAND CHALLENGE

Please support the Franklin Island Challenge - a fun and worthwhile event with proceeds going to the Georgian Bay Biosphere Reserve for Franklin Island and area clean up.

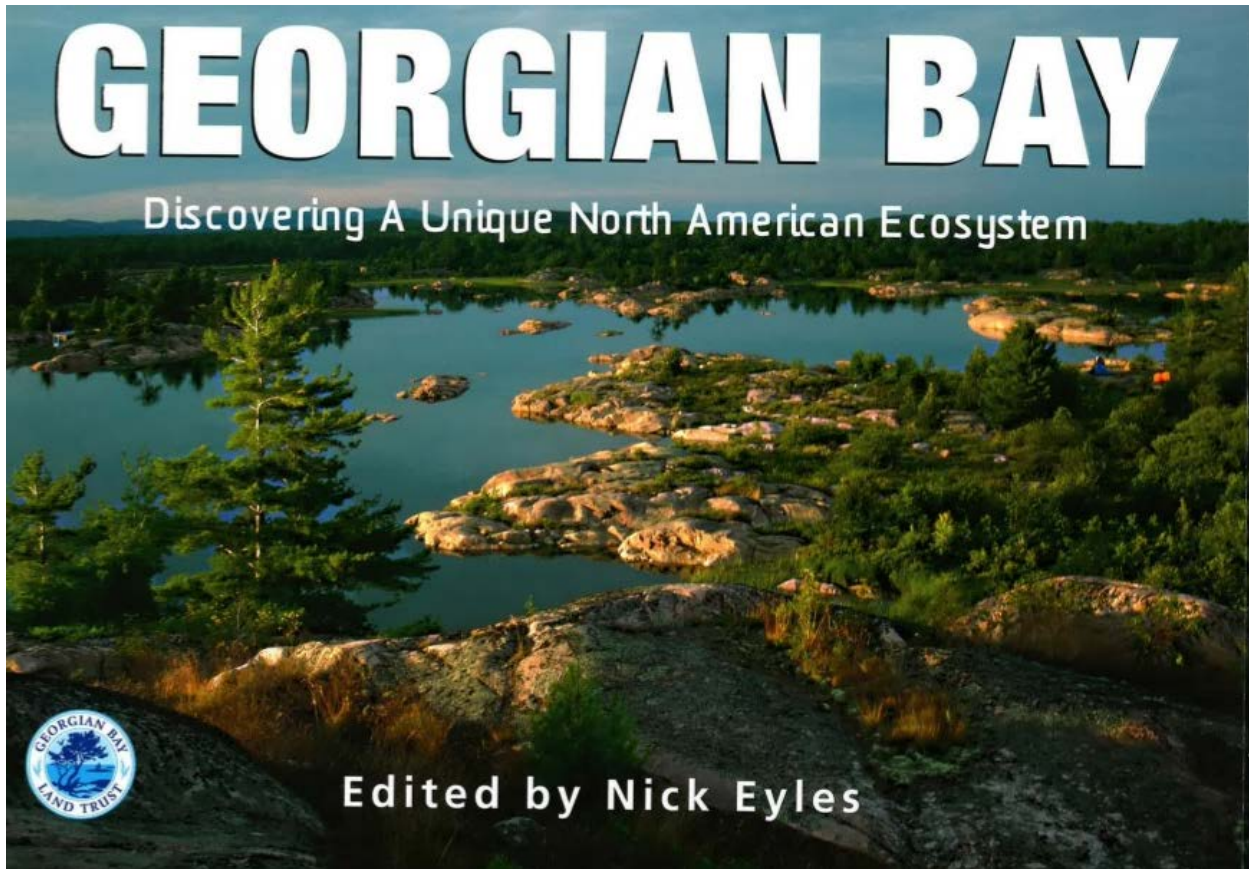
Sunday June 24th

This Years Proceeds To Franklin Island and Area Clean Up
GBBR – Support partner receiving funds
Register online at www.whitesqual.com



**IN PRAISE OF “GEORGIAN BAY –
DISCOVERING A UNIQUE NORTH AMERICAN ECOSYSTEM” BY NICK EYLES**

By Bill Bialkowski, Snug Harbour



If you have not yet held this magnificent book in your hands and flipped through its beautiful pages I recommend you do so - you will be richly rewarded. It is available in most bookstores at \$60 and is worth every penny. The copyright is held by the Georgian Bay Land Trust and was published by Fitzhenry & Whiteside in 2017. The photography is spectacular. Nick Eyles, professor of Geology at the University of Toronto, and director of GBLT is the editor. He is also the author of three of the 13 chapters. He has assembled a team of eminent authors including Karl Schiefer, expert on freshwater ecosystems, and archeologist Ron Williamson, plus nine others, to weave a tale of Georgian Bay from early geological time, through the last ice age, to our current flora and fauna, the arrival of humans, and through to the present day. This truly is the story of Georgian Bay, and in my opinion, it has never been told so well before.

The range of topics spans: the 30,000 islands - largest freshwater ecosystem in the world, Manitoulin, the largest fresh water island, Wasaga, the longest freshwater beach, rocks and banded gneisses, trilobite fossils, water pH, wetlands, walleye and gar, loons, gulls, mergansers, notched spear points, rattlesnakes, bear, moose, deer, lake Hough at the bottom of the present 'Bay', indigenous peoples both pre-and-post contact, arrival of settlers, and finally the art of Georgian Bay. It is hard to put down., if you have spent any time admiring this wonderful place.

**CONFEDERATION TRIBUTE:
THE BIRTH OF PARRY-SOUND-THE-GOOD AND OTHER STORIES
By Bruce Davidson**

The relative youth of Canada is nowhere better illustrated than by delving into the early days of Parry Sound. In 1867 the Town was scarcely even a settlement. Maybe not so astonishing when one realises that the newly born Canada consisted of only four provinces in the east and nothing beyond Ontario to the west. It wasn't until 1869 that Canada purchased the vast tract of land extending all the way to the Pacific Ocean held by the Hudson's Bay Company, known as Rupert's Land for the sum of L 300,000 plus land considerations. Imagine: many Canadians have been around for more than half the time Canada has been a Nation!

In this context, we can better appreciate the fact that with no roads into the swampy, rocky Canadian shield of central Upper Canada, what was to become Parry Sound was largely inaccessible to all but the voyageurs and trappers of the time. **The turning point of development, as certainly must have been intended was the completion in 1855 of the Canadian Northern Railroad linking Toronto and Collingwood.** With Collingwood now the focus of western development for Upper Canada, shipping provided access to the eastern shores of Georgian Bay, albeit in the face of some of the greatest number of uncharted rocks and shoals on the planet. (The huge number of ships lost in those early years begat the construction of lighthouses up and down the Georgian Bay in the late 1800's)

Significantly the year following the completion of the railroad a young surveyor named William Gibson arrived in Parry Sound and, recognising the potential of the unlimited pine forests stretching to the horizon, applied for a timber limit and erected a sawmill at the mouth of the Seguin River.

In 1863 businessman William Beatty and his two sons William and James, sailed up to the mouth of the French River in search of timber limits. As one story goes, a storm drove them to seek shelter in Parry Sound whereupon they heard that the Gibson timber limits were for sale. The result was that James and William Beatty bought the 'Parry Sound Estate' from the Gibsons. The estate consisted of a small mill taking its power from the lower falls of the Seguin River, a few cabins and a fifty-square-mile timber limit. (The Beattys also bought the land where the Town of Parry Sound now stands and on May 14, 1867 bought 2,200 acres at the mouth of the Seguin River for \$439.) Perhaps it's surprising that the Beattys didn't change the town name to Beattytown when Confederation occurred just six weeks later.

The Beatty partnership was organized through the J. and W. Beatty Company in 1865. The Beatty prominence became so large in Parry Sound that William became known as the "Governor". In the deed of every building he subsequently sold he inserted a clause prohibiting the sale of liquor. (The "Beatty Covenant" remained in effect until 1948.) Beatty had the site of the Town of Parry Sound surveyed in 1869 and built a store, gristmill, a church, a shingle mill and roads linking his settlement to others in the region. The 'Governor', firmly in control set about creating a Methodist Utopia in subsequent years relegating Catholics and drinkers to the south shore of the Seguin River.

Of particular interest to West Carling members, Beatty was so keen to improve access to his town from Georgian Bay that he agreed to pay half the cost of constructing a lighthouse in the Mink Islands if the government would pay the rest. Not surprisingly, J and W Beatty was subsequently contracted to build the original lighthouse on Mink Island, which was placed in operation on November 3, 1870. Almost immediately this structure was deemed inadequate and too far away from the main shipping channel. It was replaced by an octagonal structure on nearby Red Rock Island in 1881. Alas, the engineers of the time failed to adequately consider that during powerful storms the raging seas could break right over the entire structure. So in 1884 the wooden cribs of the base were replaced by a steel cylinder 12' tall and 45' in diameter. The riveted steel plates of the new base were then filled with stone masonry and cement. Finally, in 1912 a 57' tall cylindrical tower built of reinforced concrete was erected on this solid base. Ugly maybe, sturdy for sure, Red Rock Lighthouse housed legendary keeper Adam Brown for 40 years and stands today as a Carling legacy.

CREATIVE WRITING ASSIGNMENT
by Quinn Tierney September, 2017

I wake up to the 'alarming' bull frog outside my bedroom window, ribbiting at me to begin the day. Outside the cottage are the still waters of Georgian Bay with only a few paddle boats out early in the morning. All the curtains are drawn open allowing the sunlight from the beautiful summer's day to stream through. I stroll down the hallway into the kitchen following the sweet smell of steaming pancakes that Papa has made, waiting at the table ready to drench in maple syrup and pile on the fresh blueberries. Sitting at the table looking out onto the quiet bay watching the Canadian flag rippling in the light breeze makes me pinch myself to make sure I'm still not dreaming.

My bare feet step outside onto the back porch holding a handful of peanuts to meet the furry chipmunks waiting for their breakfast. I hold them in the palm of my hand and wait for Chippy to jump up and squeeze one peanut in each cheek and then scramble back down his hole to his fellow furry friends. To escape the stifling summer's heat, the only thing possible is to dive into the bay for a refreshing dip. A daily swim out to the floating pontoon and back is the only exercise needed at the cottage to burn off the pancakes for breakfast and a later ice cream from the trip to the Dillon Cove Marina.

When I wake up to snow pattering down on the roof in the morning, my first thought is warmth. Out of bed, my cold feet scurry across to the crackling fireplace where Grandma has the hot chocolate piled with fluffy marshmallows waiting for me. The curtains are still pulled back, only this time the bay has a clear glass sheet covering it, the bare maple trees stand alone shivering in the bitter cold and the pine trees are wrapped in snow. Chippy has stolen the peanuts left out the night before and is hibernating down in his house. In the colder months, the only sign of wildlife at the cottage is the red fox that trots over the iced bay. The black bears are no longer picking blueberries from the shrubs in the driveway, and the screeching Canadian geese have flown south. There are no daily swims out to the pontoon boat, instead just the sound of the children pestering Mum to go play in the snow. On go the woolly thermals, snow jacket and mittens.

We step out into the winter wonderland trying to catch the delicate snowflakes falling gently on our tongues. A red 'closed' sign hangs down from the window at the Marina and the boats are away hibernating in the sheds for the winter. It doesn't matter how cold it is, we could spend the whole day making snowmen and ice skating on the glistening bay, but when our noses start to glow red, we know it's time to rug up next to the blazing fireplace and help Papa finish off the latest jigsaw puzzle he's been working at all day. Summer or winter, no matter the seasons, the wooden cottage standing on Georgian Bay's edge, still holds the same memories treasured forever.

Quinn Tierney, 14, is the granddaughter of Sheila and Ed Tierney. She lives in New Zealand with her parents Drew and Susan Tierney and her sister, Ciara

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