



THE



RIPPLE



Paddle Manitoba Newsletter



By Rod Delisle

The year was 1808 and David Thompson (often called the “greatest geographer the world has ever known”) had just completed a year of travel in the Kooteney’s in what is now British Columbia. Having found a passage through the Rockies to trade with the native people’s of the B.C. interior, he had discovered the headwaters of the mighty Columbia River, linking the trade routes from the east and west for the first time. It was another of his many accomplishments and worthy of a trip east to Fort William at present day Thunder Bay, Ontario to report his findings.

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fall 2008

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(Paddle Manitoba)

Welcome New Members!

If you would like to be part of Paddle Manitoba and join in our activities both on the water and off, sign up as a member today!

Contact our Membership Convenor,
Peter Loewen, at 332-0121

Contact Paddle Manitoba
Seeking information on Paddle Manitoba?
Three routes will take you there:

Website: www.paddle.mb.ca

Phone: (204) 338-6722

Directly contact Convenors for information
on specific programs
(e.g. instruction, indoor program, etc.)
contact the appropriate Convenor.
See page 3 for their phone numbers and
e-mails.

Paddlers' Forum

Pose a question on our on-line **paddlers' forum** by following the links on our website, at:
<http://www.paddle.mb.ca/communication/forum.php>

Other Paddling Connections

Paddle Manitoba is affiliated with the following organizations:

Paddle Canada

(613) 269-2910 or 1-888-252-6292

E-mail: staff@crca.ca

Website: www.paddlingcanada.com

Manitoba Whitewater Club

www.mbwhitewaterclub.ca

Manitoba Paddling Association

(204) 925-5681; mpa@sport.mb.ca;

www.mpa.mb.ca

MPA is focused on competitive paddling.

Newsletter Submission Guidelines

This newsletter is published quarterly).

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Advertisements must be prepaid. Classified ads cost 25 cents per word, per issue, with a minimum of 12 words. Individual and family members may place up to 40 words free.

The cost for corporate ads per issue and per four consecutive issues are as follows:

eighth page	\$25	\$90
quarter page	\$35	\$125
half page	\$45	\$160
full page	\$75	\$270

Ad copy and/or camera ready copy and payment must be received by the editor the month prior to the issue date. Receipts will be mailed with a copy of the issue each quarter.

Other Submissions

The editor welcomes submissions of articles, trip reports, paddling tips, recipes, photos, jokes, and other materials of interest to local paddlers. Photo captions should be provided, although photos need not relate directly to an article.

Send submissions by E-MAIL, SNAIL MAIL, or FAX.

The Ripple Newsletter

Phone: (204) 388-4465; E-mail: theripple@nlisnet.com

Format Note: Photos submitted electronically should be scanned at a setting of 250 dpi, at minimum. For electronic submissions of text, writers are asked to either provide text files in Microsoft Word format, or send text within the body of an e-mail.

Deadline for Winter Issue

November 30, 2008

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Canoe Atlas of the Little North Presentation and AGM

Date: Saturday, 17 January 2009

Location: Fort Whyte Alive Interpretative Centre

Time: AGM 6:00 – 7:00 pm

Presentation: 7:00 – 9:00 pm; (doors open at 5:30)

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President's Message

By

The Paddle Manitoba Board is currently operating without a President or Vice President.

Editor's Message

By Eric Gyselman

Fall is always a time of mixed emotions for me. The paddling season is winding down but the few warm days left can provide some of the most pleasurable days on the water. Such is the paradox of living in Manitoba.

In this issue, some of the season's adventures are put into print. Rod Delisle writes about his experiences on the David Thompson Brigade. For those who missed it, the Brigade – 16 canoes strong, started in Rocky Mountain House and paddled 3600 km to old Fort William. Watch for full coverage in Kanawa later this winter. Yvonne Kyle looks at the proposed changes to the Navigable Waters Act. These changes may have a significant impact on the rivers we, as canoeists and kayakers, love so dearly so read this article carefully and consider becoming involved. In the Natural History column, Charles Burchill writes about the Jack Pine, arguably the tree that defines the Canadian Shield. I will put you to sleep with navigation definitions in the Navigation column. Dusty Molinski also continues with his 'what's in a name' column.

As the paddling season closes for 2008, be sure to look at our indoor program for the winter. PM has an interesting line up of speakers and events. Also, don't forget the AGM is in January. Paddle Manitoba has more members and resources than we've had in a long time but we need volunteers for the Executive and to look after some of our favourite events like Waterwalker and PaddleFest. You don't have to commit to massive amounts of time but if PM is to continue to be successful, it must have the help of its membership.

Enjoy the last of the fall paddling and I'll see you at the indoor events throughout the winter.



(continued from page 1)

THE DAVID THOMPSON BRIGADE A Personal Experience



Two hundred years later and the 2008 David Thompson Brigade sets out from Rocky Mountain House to commemorate the anniversary, bring attention to the ecology of the river system and to educate people on the contribution Thompson, his wife, and the fur brigades brought to the settling of Western Canada.

The modern day voyageurs started on May 10th with 18 inches of snow on the ground. Nine weeks and 3600 kilometers of paddling lay ahead of them. They had 16 North Country canoes with at least 6 paddlers in each. Each canoe was independent as far as manning and support but the brigade as a whole came together in each community visited. They had a schedule to keep. Communities along the way had planned their arrival to the minute. For some, the Brigade was the biggest event to come through in years. You will be reading about the whole journey in upcoming issues of Kanawa. I'll tell you about the five days I spent on the journey.

I joined the brigade for a stretch from Kenora to Fort Frances, across Lake of the Woods and up the Rainy River – a stretch too dangerous for my little 16 footer but no problem for the 24 foot North Country canoes.

My first day, June 23, dawned calm and clear, weather that would continue throughout the day. My first day on the water would be a long one – 75 kms to South Dog Island where David Thompson spent a night in 1808 and again in

1810 and had lunch in 1823 (history is very precise when you follow a surveyor's route using his own notes!). On open water, we could maintain 8.5 kph at 40 strokes per minute. Still, it took 10 hours to reach our first camp. My back was feeling the pace but after a cool evening soak in the lake, all was well – my weeks of physical training prior to joining the Brigade paid off.

South Dog Island was used regularly by the fur brigades, so even after 200 years, a nice meadow trampled flat by the travelers made an ideal spot to pitch our tents. The campsite was made perfect by a pair of bald eagles whose nest overlooked the meadow. Their twin eaglets dined on a fish fresh from their mother's beak.

Day 2 brought an overcast sky threatening rain. As the canoes came out of Painted Rock Channel (named for the pictographs from another era), the wind began to pick up from the west. Soon, the waters were blown into 1-metre swells. Most of the boats took refuge behind a loose string of islands to the north east. The modern day Voyageurs in my boat had a different idea. By hugging the lea side of a large island, we thought we could get far enough south so that a left turn at the end of the island would put the wind to our backs. Then we could cut across an expanse of exposed water, cutting off a couple of kilometers of paddling. The wind increased and the waves continued to grow. I described the crossing later as like being on the log



ride at an amusement park for a full half-hour. We crashed through the waves, water pouring in over the bow, and even in Seat #2, spray clearing my head. What a rush! We eventually ducked in behind one of the last islands in the string. We needed to bale and take a breather. We had no idea where the other boats were. They could have all been behind us or hiding behind the next set of islands. Just as we were becoming concerned, the lead boat came around the point into view. Our little “shortcut” had shot us from the back of the flotilla to the front. We pulled out to join the lead two boats and, of course, decided to make a bit of a race out of the final kilometer to the mainland.

The wind had become too strong by the afternoon and the next leg was all exposed shoreline. We were wind-bound or “dégradées” (degraded) as they would have said in the fur brigades. The canoes came out of the water and we drove towards that night’s camp.

Even though we “road portaged” to the campground, we knew that our supporters needed a show, so we put the canoes back in the water just out of sight of their main beach, dressed up in our voyageur costumes, and made our grand arrival right on time. A teacher had brought a handful of her students out to learn about the fur trade, David Thompson and our modern brigade. It was my first welcoming ceremony and my team captain made me the “Avant” (front) paddler. I was honored!

As we came around the point, the beach in view, the wind driven seas hit us broadside. It was then that I realized that my role as Avant was more than ceremonial. I had to take some quick heavy draws in order to stay close to the boat in front and maintain our formal arrive show which consisted of a couple of circles or a figure 8 followed by lining up just offshore. A black powder gun was fired in the air to request permission to land. Traditionally, the land party would return a shot and as long as it wasn’t pointed at you, permission was granted. All the boats then rushed the shore, stopping hard just inches from the beach. A final salute involved hoots and paddles rattling the gunnels before everyone hopped out and carried the canoes ashore in double time. When done right it’s quite a spectacle – on that first day we discovered we needed more practice.

The following day dawned clear and calm. We left Lake of the Woods and started up the Rainy River. The current

was strong but by hugging the shore, we were still able to maintain 8 to 9 kph. Our arrival ceremony at the town of Rainy River was much improved over our efforts the previous day. The turnout was fantastic. After the arrival, we were all invited to the town arena for showers, a pork roast and beer garden that included stage performances by 2 artists. The first was Rodney Brown, the folk singer from Thunder Bay. His performance is featured on the brigade’s U-Tube videos (links at www.2008thompsonbrigade.com). The second was a local band playing a great mix of dance tunes for those not too tired from the paddling.

The next afternoon, the reception in the town of Emo was similar but they fired off their Canada Day fireworks 5 days early in our honor.

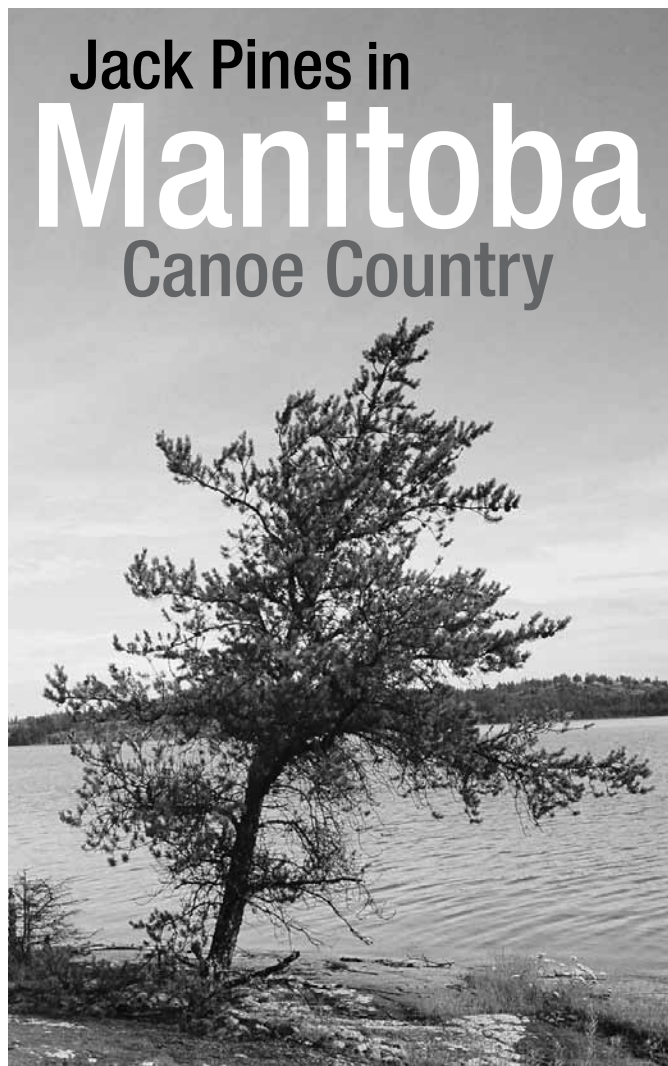
My last day with the brigade started with a thunderstorm breaking just as we were preparing to pull off shore. Prudence required we wait until the lightning had passed and deluge had turned to light rain. Unfortunately, we were going the same direction as the storm and kept catching up with the lightning. Not wanting to be “lit up”, our boat and a couple of others turned back. We ferried our canoes to the next rendezvous point by road and waited to see what the weather would do. It improved and we were back on the river by 10:30. Because a lot of the boats waited out the storm on the river, we were now miles ahead and had lots of time to enjoy a leisurely pace into Fort Frances. The slower pace gave us time to sing camp songs and share our favorite jokes and stories. We were surprised that this easier pace only reduced our speed by about 1 kph. A lesson learned! The team members continuing on through Quetico vowed to do more of this type of paddling, enjoying the trip more. Sometimes you need to focus on the journey and not just the destination.

My 5 days with the 2008 David Thompson Brigade took me 288 water kilometers from Kenora to Fort Frances following in the wake of countless Voyageurs. The paddling was fantastic and scenery stunning but it was the friends I made and the people I met along the way that I will remember the most. My only regret is that I didn’t go for the entire 9 weeks from Rocky Mountain House, Alberta to the rendezvous at Old Fort William (Thunder Bay), Ontario. Maybe next time! **R**



Natural History

By Charles Burchill



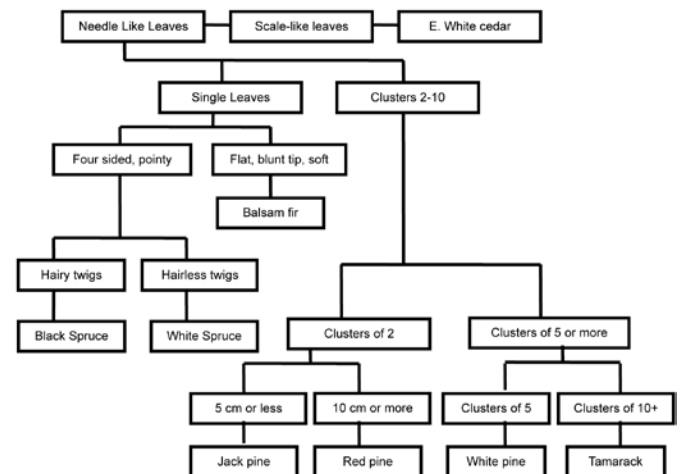
When I was a teenager, I remember portaging through a forest on the east side of Lake Winnipeg that had been burnt about 60 years earlier. The path meandered across a gravelly sand ridge through a moderately dense forest with little in the way of mid-layer shrubs but had a wonderful bed of mosses. I knew the trees were Jack Pines and there was something special about the relationship between these trees and fire but that was about it.

I also remember being amazed at the uniformity of the size and distribution of these trees, almost as if they were intentionally planted every few meters. It was not until much later when working as a research assistant in

botany looking at the growth, recovery, and distribution of Jack Pines that I gave much thought to this interesting tree and the important place it holds in the uplands of the boreal forest.

In the late fall, I look out from my canoe for one last time and think about the winter to come. The aspen and poplars have mostly lost their leaves and stand like skeletons on the shore, white and bare; waiting as ghosts until sending forth green shoots next spring. Among these deciduous trees stand green sentinels a promise of rebirth; something to hold onto through the long winter months.

The Jack Pine dominates the rocky surfaces while the Black Spruce fills the lower wetter bays. Many of us are caught calling these species and the other generic cousins “evergreens” without a second thought. However, this group of trees is comprised of not only of spruce and pine but cedars, and firs as well. An additional coniferous tree, the tamarack, turns a brilliant gold in the fall and losses its leaves. The following figure shows how to tell them apart.



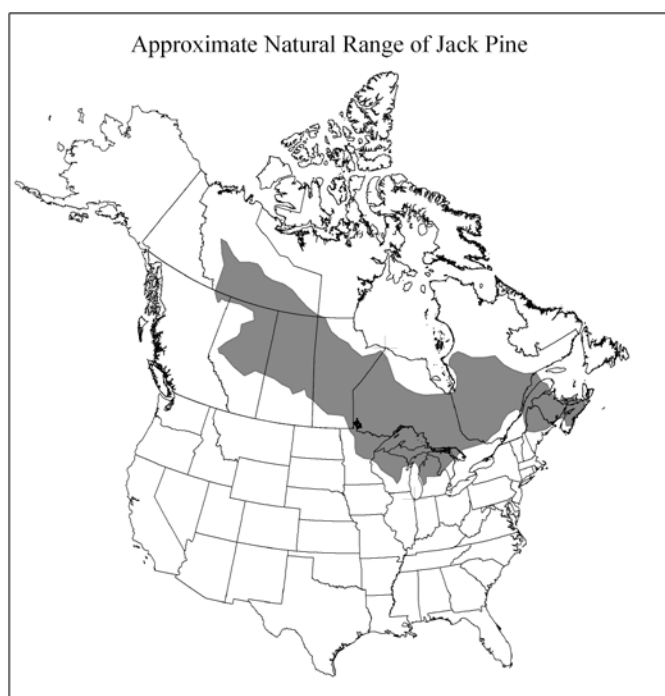
Eastern White Cedar is the easiest to identify because it is the only species that has scale-like leaves. The rest all have needles with pine growing in clusters of two or five, firs have flattened blunt needles growing singly, and spruce have four sided needles with pointy tips.

So the next time we're paddling together, expect a friendly question or two about the species of coniferous tree we're passing. Think of it as mid-term quiz!

In Manitoba there are three kinds of native pine trees. Red pine, is found only rarely in south eastern Manitoba and on Black Island in Lake Winnipeg. It is a large tree with smooth reddish brown bark made of broad scales. The needles are long (8-10cm) and grow in pairs. The second species, White Pine, is also rare in Manitoba, found only in the south-east but a good place to see them is on the Hunt Lake trail east of Westhawk Lake. It is a medium-to-large tree with an open crown. The needles are 5 to 8cm long and grow in clusters of five. The number of needles in each cluster gives the tree a 'puffy' look from a distance. The most common and ubiquitous pine in the boreal forest of

Manitoba is the Jack Pine. It is a medium sized tree with a more scraggly look and often grows in dense pure stands. The needles are 2-5cm long and grow in pairs. The Jack Pine's scientific name is *Pinus banksiana* after the British naturalist Sir Joseph Banks who encountered it while exploring the east coast of North America. The common name 'Jack' still remains a bit of a mystery.

The Jack Pine is the most widely distributed pine species in North America stretching from the east coast of Canada to the Yukon. It is typically found on sandy well drained soil or on rock outcrops; places that are dry and usually nutrient poor. The species is short lived reaching full maturity in about 80 years. Although Jack Pines have been found older than 200 years they typically reach the end of their lifespan at around 150 years. However, it rarely reaches old age because of fire, common throughout the boreal forest. Because fire is so common, the Jack Pine has evolved to co-exist with what would appear to be its natural adversary. In fact it needs fires to reproduce. The cones, normally sealed tightly shut, only open with heat of fire, releasing the seeds. The technical term for this adaptation is 'serotinous'. The sealing resin begins to melt at temperatures over 50°C but the cones can withstand heat as high as 482°C degrees for 30 seconds and instantaneous blasts of 700°C. Without the heat of fire, the seeds are rarely released. When the cones open the light, winged, seeds are carried upward by the fire's drafts and are widely distributed. In this evolutionary paradox, the success of Jack Pine is dependent on the destruction of each generation. The next time you have a fire on a canoe trip drop a couple of the curved light brown cones next to the fire to see what happens!



After a forest fire Jack Pine seeds find an excellent environment to germinate and grow. The species is highly intolerant of shade – the lower branches can't even tolerate the shade from its own (and neighbours) crown. The dark ground, exposed after a fire, is warmed by sun light and the newly released seeds sprout quickly. By the end of the second season after a fire, seed germination is virtually complete. Initially, competition for sunlight is low and the young trees grow quickly. This wide distribution of seed, quick germination, and rapid colonization explains why Jack Pines are often found in large mostly pure stands of uniformly aged trees.

Because of their intolerance of shade, Jack Pine stands are self thinning creating a forest with trees of similar size and almost equally spaced. Smaller or younger trees are shaded and quickly die. The dense population of uniformly spaced Jack Pine also prevents the growth of other species. This explains why shrubby undergrowth is not normally seen in Jack Pine stands. Aspen is often found mixed into Jack Pine stands on deeper soils as it is another species that recovers well after fire.

Pollen production from coniferous trees, including Jack Pine, is substantial in the late spring and early summer covering the lakes of the boreal forest with a fine yellow film. A remnant of this film can often be seen as a yellow line above the summer water level weeks, even months, later. As with most coniferous trees Jack Pines are wind pollinated with the seeds ripening in the next year after pollination. Each cone has 15 to 75 seeds. The straighter cones generally have more seeds than strongly curved cones.

Once considered a nuisance or 'weed' tree, Jack Pine is now heavily harvested for pulp wood and some lumber production. This practice may seem to be self defeating because it interrupts the natural fire/re-seeding cycle. However, some foresters believe that with the current fire control and suppression practices, mature Jack Pine stands on sandy level soils should be clear cut. They believe with appropriate ground preparation and replanting a healthy successful forest can be maintained.

Interestingly, the inner cambium layer (bark) of Jack Pine can be eaten. But be warned, it tastes like Pinsol or turpentine and is barely a subsistence food. Best in the spring, the flavour gets stronger through the summer. Young male cones can also be nibbled in the spring and have a better taste than the inner bark. Boiling has been suggested as a way of removing the resin from these cones but I have never tried it.

Jack Pine has been used for traditional medicines. The gum when chewed has been suggested as a cold medicine. I have tried it – the taste only made me forget I had a cold. The inner bark, soaked and softened, has been used as a poultice to help heal wounds. Powdered needles have been used as a poultice to treat frostbite. Pine oil and pine tar have been used to make disinfectants, antiseptics, and insecticides.

(continued on page 9)

navigation

By Eric Gyselman



GPS and Navigation Terminology

Moving into the world of electronic navigation requires learning the lexicon that goes along with it. As boring as this may be, it's essential to avoid confusion. Therefore, I decided to devote this, the first of a series of articles on actually using the little electronic gizmos, to presenting a glossary of the basic terminology. This will not be an exhaustive list (I still want to keep my paddling friends) but it will provide enough terminology to make the subsequent articles understandable. Most of the definitions comes from the world of marine navigation but this makes sense since canoes have been defined (rightly or wrongly) as 'the poor man's yacht'.

So, my recommendation is you save this article for a bedtime read. I'm sure it will cure your insomnia.

The System:

The Global Positioning System-GPS: A series of more than 30 satellites in earth orbit transmitting information that can be used to calculate a location on the earth's surface. In North America, we use the American military Navstar system.

GPS Receiver: The electronic box earth-bound travellers use to receive the signals from the GPS satellites and which then calculates position and elevation.

Constellation: The group of satellites (in this case the Navstar) working as a coordinated system to provide position information to land-based receivers.

Almanac: The satellites 'visible' to the GPS receiver at any given time. Typically, crude location information is included as part of the Almanac.

Ephemeris Data: The precise information about the location of each satellite in space plus any tiny errors associated with its atomic clock.

Selective Availability- SA: Intentional errors programmed into transmitted satellite time data to degrade the precision of the position estimates from the GPS satellites. Navstar is a US military creation and SA was used as a method of reducing the possibility of the having enemies use the system against the United States and its allies. SA has been turned off since 2000.

Datum: The geographic reference system used to measure positions on earth. Dozens exist. In North America, we use NAD 83 (WGS 84) most of the time; older topo sheets may still use NAD 29.

Wide Area Augmentation System – WAAS: Information transmitted by a limited subset of the Navstar satellites that contain differential correction information used by the receiver to reduce position errors. Maximum position accuracy typically has less than a 2-meter error with WAAS compared to approximately 10-meters without it.

The Receiver:

Channels: The number of satellites that the receiver can track at any one time, each channel represents one satellite. Older units were 9-channel; the newer receivers are almost always 12-channel. Some models boast more but this is mostly hype since only rarely are more than 12 satellites visible at any one time. The receiver looks at all 12 channels but uses the 4 'best' to calculate position and elevation.

Location: The calculated position (UTM or Lat/Long) based on the information from the satellites and the datum selected. This is an estimate only. 'Precision' may be high but 'accuracy' may not (see EPE).

Estimated Position Error - EPE: The potential error in the calculated position made by the GPS receiver. This error is based on the 'imperfections' apparent to the receiver when it calculates position. It is a calculated estimate only. The actual position error is likely to be less and unlikely to be more than this value.

Refresh Rate: The time between changes in the position displayed by the receiver. Most consumer grade GPS receivers update the displayed position once every second or every 2 seconds (1 Hz or 0.5 Hz is the terminology used) depending on the model. The refresh rate is usually fixed in consumer grade receivers.

Navigation:

Waypoint: The basic unit of electronic navigation: a single point with its associated position and time.

Track: A group of waypoints that are organized by time. The receiver will collect waypoints sequentially at intervals programmed by the operator and store them according to time ('temporal sequence'). The logic is that waypoint #2 must be after waypoint #1 and before waypoint #3 if their times are in sequence. The track is the connection of the waypoints by interpolated straight lines. The Receiver assumes the traveller went in a straight line between waypoints even though, obviously, he/she may not.

Route: A route is a series of predefined waypoints entered by the operator connected by straight lines by the receiver. Whereas a Track is record of where the traveller went, a Route is a plan of where the traveller wants to go.

Course Over Ground – COG: The geographic direction (compass heading) the receiver (and hence the operator) are travelling over the ground. COG can be programmed relative to either magnetic north or true north. In some GPS receivers containing a magnetic compass, the COG is calculated magnetically a slow speeds and electronically (connecting the waypoints) a higher speeds. If the receiver does not contain a magnetic compass, the unit must be moving in order to calculate COG.

Course to Steer – CTS: The heading that you need to steer to reach the next waypoint.

Cross Track Error –XTE: the distance, left or right, off the planned route line. Effectively, how far off course you are.

Distance – DST: Distance to the next waypoint or destination. This is the measured distance. The effective distance may larger or smaller dependant on currents and wind (see DMG and SMG below).

Distance Made Good – DMG: The distance traveled after correction for current, leeway and other errors that may not have been included in the original distance measurement. If you are paddling downstream on a river at 6 kph for 3 hours you would expect to travel 18 km. However, if the current is 2 kph, your true speed would be 8 kph. Consequently your DMG would be 24 km (18 km from paddling and 6 km from the current).


Estimated Time of Arrival – ETA: An estimate, calculated by the receiver, of the time of day you will arrive at the next waypoint or your destination. This is a little tricky because the calculation assumes you will continue to travel at the same speed as you have been. If the wind or current changes, so will your ETA.

Estimated Time Enroute – ETE: This is time it will take to reach your next waypoint or destination. ETA is time of day (clock time); ETE is how long it will take (paddling time in hours and minutes).


Leeway: The lateral or sideways movement of canoe or kayak relative to the heading. Basically sideways drift caused by wind or current.

Speed over Ground – SOG: This is similar to DMG except it is a velocity (speed) rather than distance. SOG is the actual speed you are travelling not necessarily the speed you are paddling. Using the same example as in DMG, if you are paddling downstream on a river at 6 kph and have a 2 kph current, your SOG will be 8 kph. Pick up a headwind and your SOG will drop.

Are you asleep yet?

Keep this glossary handy for subsequent articles when I will start to write about the practical aspects of GPS navigation. 

(continued from page 7)

So, the next time you have a chance to walk a portage over an esker or an old sandy delta in the boreal forest take the time to stop and observe the forest around you. Likely it is almost completely Jack Pine or a mix of pine and Aspen all of a uniform size and age. Think about the importance of this tree to the boreal forest and how it has evolved to succeed with fire. 

References for more information on the growth and uses of Jack Pine:

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Rudolph, T.D. and P.R. Laidly. Jack Pine. USDA Forest Service. 1990. http://www.na.fs.fed.us/pubs/silvics_manual/volume_1/pinus/banksiana.htm. (as of Oct 17, 2008)

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Its all in the Name



As paddler's, we try hard to ensure the places we have worked so hard to reach remain in the pristine manner we had encountered them so that others following may experience them much the same. Arriving at a clean campsite is always a welcome end to a day on the water and a testament to the ethics of those who had camped prior.

There are, however, those days when arriving at a campsite is like arriving at a back-alley dumpster, testing your faith in your fellow human beings and calling into question their ethics in a language not suitable for anyone with children along. The worst being the use of fire pits as trash receptacles and toilet-paper seemingly placed everywhere, among others.

It is true that not all found at campsites, or portages, is strictly trash. Forgotten items left inadvertently or purposefully, fall into this category as well. Often to one person's dismay and another's delight.

Reflected in lake, river and ridge names here in Manitoba are some of the trash and items left and then found by others, permanent reminders of what has been forgotten out there.

Askipocha Lake

Cree for boot or wader, which was found on shore.

Broken Stove Lake

An old stove was found here in the 1930's.

Cart Lake

A discarded cart-wheel was found on shore.

Cat Lake

A sunken bulldozer (cat) rests on the bottom.

Deadhorse Creek

Difficult crossings lead to many dead horses left on the banks.

Lost Tooth Island

False teeth were lost in the water here.

Mattress Ridge

Locals discovered an old mattress while hunting.

Oseekan Bay

A skirt (oseekan) was found here hanging in a tree.

Pancake Lake

Legend tells that Natives spilled flour while crossing the lake.

Pakisikan Rapids

Cree for gun, one was discovered here.

Tar Lake

A tar covered boat rests at the bottom.

Tin Pan Bay


Found on shore, tin pan became the bay's name.

While these places are now part of our landscape, let's be sure as paddlers it doesn't grow to include Bread Bag Tag Lake, Plastic Wrapper Portage or Toilet Paper River. Leave no trace and leave sites better than you find them!

For more information on the origins and whereabouts of these places, check out the following:

Manitoba Conservation. 2001.

Geographical Names of Manitoba. 



Proposed Changes to the Navigable Waters Protection Act Pay Attention!

By Yvonne Kyle

The Navigable Waters Protection Act (NWPA), written in 1882, is one of the oldest pieces of legislation in Canada. Essentially, it states that if any vessel, regardless of that vessel's power source, can navigate a waterway, the waterway is considered to be navigable and any type of work that might have an impact its navigability is subject to regulation. For all projects that will go "in, on, over, under, through or across any navigable water", the person or corporation proposing the project must have their plans approved by the Minister prior to commencing the work and must ensure, upon completion, that the project maintains its compliance with the act. The act grants an exception to any work that does not, in the opinion of the Minister, substantially interfere with navigation, although the exception specifically excludes bridges, dams, boons, and causeways.

In recent times, the number of permit requests for work on Canada's navigable waterways has grown to an average of about 2000 per year for projects ranging in scope from building or enlarging a private dock to construction of hydro generating stations. The approval process, which begins with a site visit to determine if the waterway in question is, in fact, navigable, averages about a year before a permit is issued. Applications under the NWPA may also trigger the need for a full environmental assessment to address potential issues with fisheries, shorelines, and other systems affected by the proposed work. An ever-increasing need to mend Canada's infrastructure is expected to further increase the number of permit requests and applicants have asked for changes to the act that would allow for a more efficient permit granting system.

In response to requests for change, a parliamentary committee was struck in February 2008 to review 7 points in the NWPA. Several of the points involve enforcement of the act, including a proposal to increase fines for non-compliance, and one point suggests that it may no longer be necessary to include a reference to impediments to navigation caused by ship wrecks. What will potentially

have a greater impact, both on those wanting to build new projects and on those wanting to navigate the waterways, are proposals to remove "minor" waterways and "minor" works from the act and to eliminate the reference to bridges, dams, booms, and causeways.

Proponents of change suggest that removing the four named works will allow for greater flexibility in interpreting whether a permit is required. When the Navigable Waters Protection Program circulated a brochure underlining the clause in the NWPA that allows an exception for projects deemed not to have a significant impact on navigation, applications under the act decreased. The program manager believes that if the four named works were removed, applications would be reduced even further and resources could be more appropriately allocated to works that more clearly require assessment. Advocates further assert that while the named structures may have had a serious impact on navigation in 1882 when the act was created, modern construction means that this is no longer necessarily true.

(continued on page 12)

(continued from page 11)

Those opposing the amendment argue that removing the named works would dilute the act's relevance. It may be possible to travel on a waterway that has a bridge but how, they wonder, could it possibly happen that a dam, boom, or causeway could ever be considered to not interfere substantially with navigation? Equally troubling is trying to define a "minor" work. While it may be easy to accept a cottager installing a diving platform as a minor work, it is considerably more of a stretch to see a "micro hydro-electric project" in the same light yet stakeholders appearing at the parliamentary committee examining the issue, suggest that such a project should be allowed to proceed without a permit under the NWPA. The gray area in defining what constitutes "minor" works is immense.


For the paddling community, the greatest difficulty with the proposed changes to the NWPA may be the proposal to designate "minor" waterways. While the committee did not, in its report, go so far as to define a minor waterway, it did offer several possible parameters including the purpose of the navigation, the type of vessel being used, and the physical characteristics of the waterway. One brief to the committee suggested a definition of "navigable" as a waterway that is at least two kilometers in length and is able to support vessels with at least a one meter draft for at least three consecutive months in a year. This would eliminate huge numbers of waterways travelled by users of people-powered vessels, including most whitewater rapids, from protection under the NWPA. There is also a suggestion that a waterway could only be designated navigable if it first underwent an approval process that included public consultation and provincial authorization. Proving that a waterway is navigable by navigating it would no longer be adequate.

The fear in removing the protection of the NWPA is that it opens the door to unfettered development on or near waterways. Though it is intended to protect navigation and is not explicitly an environmental act, the NWPA serves,

in some cases, as the only legislation requiring a review of projects that may impact the integrity of smaller water systems. It ensures developers must give consideration to the effect their project will have on a waterway and it can be, and has been, used to force a more thorough investigation of the potential environmental ramifications of proposed works. About 5% of applications for NWPA permits are rejected and a significant number are approved only after changes to the original plans. If the proposed amendments are accepted, those projects currently being vetoed or modified to protect the waterways could proceed without regulatory approval. And what some would consider a "minor" work on a "minor" waterway, others would consider an environmental disaster.


The report on the review of the NWPA was presented to Parliament in June but died on the order paper when the federal election was called. Considering the strong lobby in its favour, it is likely to be re-introduced. As a 125 year-old statute, a review of the NWPA is certainly appropriate. Not all development is bad, even if it is along a waterway, and there may be just cause in reducing some of the roadblocks that prevent or impede projects whose impact on either the navigability or the environment of a waterway is minimal. Those who navigate the waters need to be willing to share them with those who have other uses for the same water. But there is really no such thing as minor waterway. Little streams become big streams that become mighty rivers. They all deserve protection.

For the ambitious, you can find the Navigable Waters Protection Act at <http://www.tc.gc.ca/acts-regulations/GENERAL/n/nwpa/act/nwpa.htm>. The committee report on proposed amendments is at

<http://www2.parl.gc.ca/HousePublications/Publication.aspx?DocId=3566517&Language=E&Mode=1&Parl=39&Ses=2&File=18> If you want to add your name to an on-line petition opposing amendments to the NWPA you can find one at <http://www.ispeakforcanadianrivers.ca/> 

Advocacy

Pictograph at Risk

Well known, this iconic canoe pictograph is facing an uncertain future. Situated on Pictured Lake, south of Thunder Bay, a developer currently holds possession of the land surrounding the lake with plans to subdivide and install road access. The Thunder Bay Field Naturalists are currently in discussions to purchase the property. Check out www.tbfm.net/reserve9.htm for more information. 



Me and My Canoe

The Gripping Story of Paddling the Hayes and Mississippi Rivers to Span the Continent

by Brad Bird with Mark Bergen

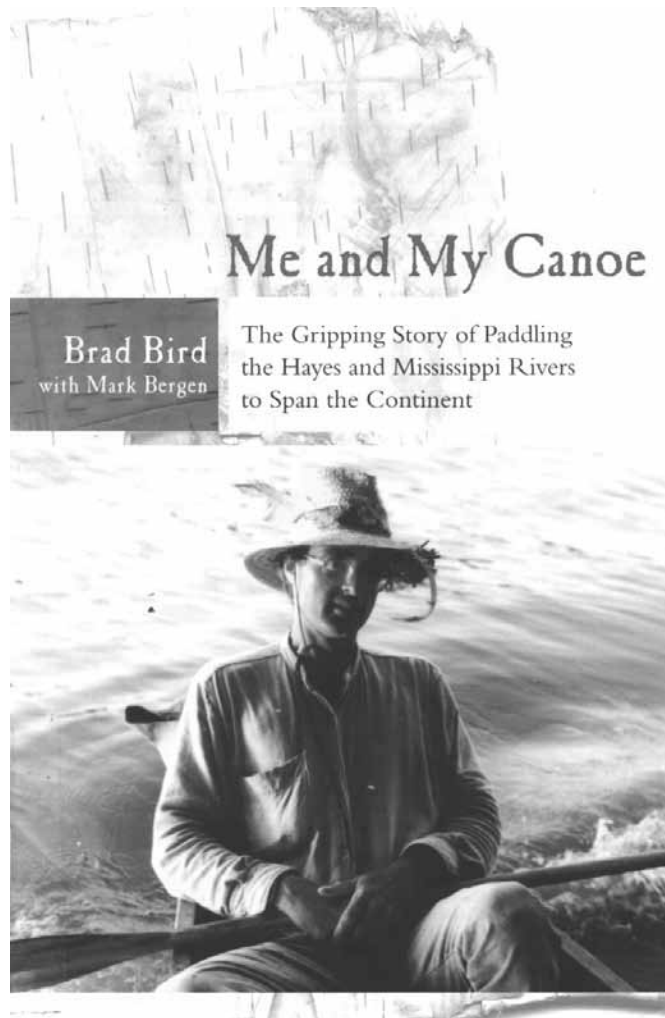
Pemmican Publications, 138 pages,
\$20.95 at local book retailers

For the author, the prospect of merely covering the stories of other people's paddle-powered adventures was not enough. Becoming a paddler in his own story was the dream. So begins the book *Me and My Canoe* by Brad Bird with Mark Bergern.

The journey that eventually takes the author north to Hudson Bay and south to the Gulf of Mexico begin in The Pas, Manitoba. Bird recounts the experiences that led him there and his initial contact with the canoe that turns into a life-long passion, something that will stir memories of any reader's first paddle.

From The Pas, Bird heads south along waterways familiar to any paddling in Manitoba - The Saskatchewan River, Cedar Lake and lakes Winnipegosis and Manitoba. Many of us have stared at these blotches of blue on a map but his accounts of paddling here were a highlight, stressing the delights and dangers.

On the Red and Mississippi, the story unfolds further as weather, current and characters met along the way direct the journey. Some of this makes it impossible to continue



as planned, forcing a return to complete an unfinished section at a later time.

Returning to The Pas after reaching the Gulf, a voyage on the Hayes which initially starts with a partner met on the southern trip, turns into a solo odyssey to Hudson's Bay. With both voyages commencing at The Pas, Brad Bird effectively covers the centre of the continent by paddle.

Brad Bird makes his journeys appealing by almost bringing the reader into the canoe as he travels. It is as if you are facing his problems and joys and meeting the people he meets along the way. Any paddler will be sure to remember the advice offered, hopefully not making the same of the mistakes as the author. My personal favourite was his advice not to use the water from boiled macaroni to make tea! **R**

Glories of Summer

Wednesday Evenings at La Barriere Park By Charles Burchill



Once again it was a beautiful spring, summer, and fall with perfect paddling weather each week. I looked forward to every Wednesday and the chance to head out to La Barriere Park to meet new and experienced paddlers alike. There were only 18 paddles this year, I missed several weeks while away on trips with my family. Over the summer 179 participants joined me for many pleasant evenings down the La Salle River.

This year paddles in August were moved to 6:30 allowing for a slightly longer paddle before the sunset. This unfortunately caught a few people by surprise on the first week for which I can only say it was still a beautiful evening to enjoy the park and a chance to go for a walk. I was touched by the concern of a few individuals, who having forgotten the earlier start, called to see if I was all right.

A few people bought new canoes over the summer and brought them for their maiden voyage on a Wednesday paddle. I am not sure who was more excited - the new proud owners or myself to see a new canoe being paddled by an owner obviously thrilled to show off their skills in a new boat.

I had an excellent paddling year and enjoyed meeting many new people. It was a delight to have people come out

after taking a course to work on their skills. I was glad to be able to make a small suggestion or two, or just to watch as they developed and practiced until they had perfected the skill or manoeuvre.

Many new paddlers over the summer had their first chance to paddle on a Wednesday evening. One week we even had a number of international students come out to experience a classic Canadian adventure. I hope they have a chance to continue to get out and experience the wilderness where ever they find themselves in the future.

I would like to thank a few people that made the evening paddles easier and added to the enjoyment of all of the participants. Brent who gave me a number of rides when I did not have access to a car and provided support and advice to other paddlers. Mark for offering to drive a number of times in the fall and generally helping out. Sharon for being so keen to paddle and learn and basically just try everything - or just quietly paddle and enjoy the evening. Greg for coming out helping setup and put away canoes, sharing his equipment, knowledge and stories. There were many others who came early and left late, and helped load and unload canoes that deserve my thanks.

Finally I would like to thank the Paddle Manitoba board for continuing to support these weekly outings for the membership and public. It is an excellent way to get people out on the river and promote the objectives of the association. I hope to be back starting again the first week of May 2008. **R**

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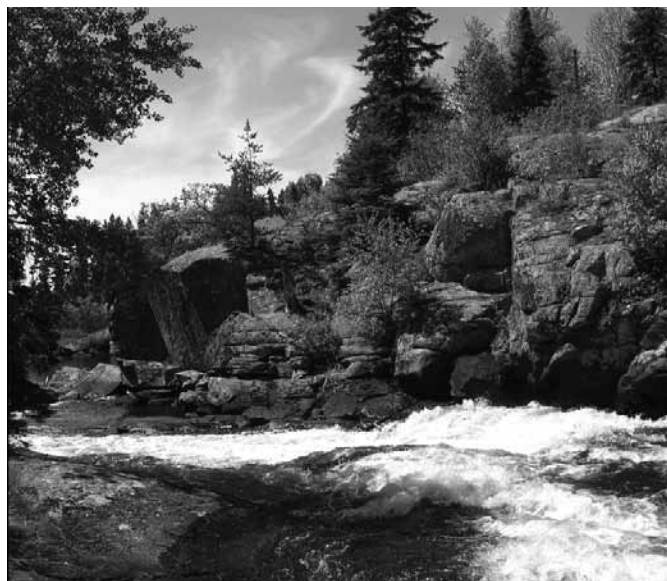
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des rivières du Canada

June 14-17 juin, 2009
Ottawa - Gatineau



Ontario and Manitoba have established a new Interprovincial Wilderness Area.

The area, which lies along the Manitoba-Ontario border, encompasses over 9,400 square kilometres and includes Woodland Caribou Provincial Park and the Eagle-Snowshoe Conservation Reserve in Ontario and Atikaki and parts of Nopiming Provincial Parks in Manitoba.

Working Together

Manitoba and Ontario will work together to conserve the ecological integrity of the area. The provinces will co-ordinate their resource management and co-operate to encourage research and develop recreational opportunities. By managing this cluster of parks and wilderness as one land area, they will enhance the conservation of an integral part of Canada's central boreal forest for future generations.

Manitoba and Ontario recognize that partnerships with nearby First Nations, the Pimachiowin Aki World Heritage Project and other local communities will strengthen the management of the Interprovincial Wilderness Area.

Wild and Natural

The Interprovincial Wilderness Area consists of protected lands that enable visitors to experience true wilderness. Roads run only to the perimeter. Travel within the area is by water or air. Lodges and outpost camps are the only accommodations available.

Located in the heart of Canada's Precambrian Shield, the Interprovincial Wilderness Area features outstanding examples of boreal forest. It has a continental boreal climate, with hot, dry summers and cold, clear winters. The forest provides important summer and winter habitat for part of Canada's woodland caribou population. The area is also home to a wide variety of animals and plants and many types of popular game fish such as lake trout, northern pike and walleye.

The area includes several significant Aboriginal archaeological sites and has been used by Aboriginal peoples for thousands of years. It is home to adjacent First Nations communities. The area offers many opportunities for high-quality wilderness experiences. Canoeists can choose from hundreds of kilometres of outstanding canoe routes along rivers such as the Bloodvein, Pigeon and Bird. Anglers can stay at several fly-in fishing lodges, remote cabins or campsites along shorelines. Only a short flight from nearby communities, these lodges and cabins can accommodate both short and long fishing vacations. By working together to protect the boreal forest and support a stronger and healthier natural environment, Manitoba Conservation and the Ontario Ministry of Natural Resources are ensuring the Interprovincial Wilderness Area remains an exceptional natural habitat and a preferred destination for wilderness recreation.

For More Information

*Manitoba Parks and
Natural Areas*

Tel: 204-945-6784

Toll Free 1-800-214-6497

manitobaparks.com

*Ontario Ministry of
Natural Resources*

Ontario Parks

Tel: 807-475-1497

ontarioparks.com



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Ontario's Woodland Caribou Park shares part of its western boundary with Manitoba's Atikaki Park, but nature knows no boundaries. Together these parks represent over 800,000 ha of outstanding wilderness. We invite you to venture forth into Woodland Caribou and choose from nearly 2,000 km of maintained canoe routes. Here begins the Bloodvein River, a Canadian Heritage River that we share with Manitoba. Protected within the sanctum of the park are many archaeological sites dating back thousands of years, significant groups of woodland caribou, wolverine, natural boreal forests, countless lakes, and many more treasures for you to explore. Park permits are required. The revenue generated from permit sales is reinvested towards the management and maintenance of the park. In this way, we are all responsible contributors to its protection.

CONTACT
Ontario Parks, Min. of Natural Resources,
Box 5003, Red Lake, Ontario, P0V 2M0
Tel: (807) 727-1329 e-mail:
woodland.caribou.mnr@ontario.ca
Check us on line @
www.OntarioParks.com

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Paddle Manitoba Membership Application and Renewal

Last Name or Organization Name (Corp./Affil.) (attach business card, if appropriate)

First Name and Initials

Street Address (P.O. Box)

City, Province (State) Postal Code (Zip)

Telephone (Home; Business)

Fax Number

E-mail/Website (please write very clearly)

Family Membership (names of persons at address):

Membership Fees (please circle appropriate category) *Do Not Mail Cash*

Individual (Adult)	\$30
Lifetime Individual (L. Ms. add \$10 per year for Kanawa subscription if desired)	\$200
Family (two persons, same household)	\$40
Corporate (Business)	\$100
Lifetime Corporate (add \$10 per year for Kanawa subscription if desired)	\$300
Instructor	\$50
Lifetime Instructor	\$250

Foreign (non-Canadian) members please add \$5 to cover additional mailing costs.

Cheque or money order payable to Paddle Manitoba.

Application Type (circle one) **a) New** or **b) Renewal**

Application Date _____ / _____ / _____

Applications received after November 1 expire December 31 of the next membership year.

Member Interests (please check all that apply)

- | | | | |
|------------------------------------|------------------------------------|---|-----------------------------------|
| <input type="radio"/> Canoeing | <input type="radio"/> Kayaking | <input type="radio"/> Beginner | <input type="radio"/> Movingwater |
| <input type="radio"/> Family | <input type="radio"/> Experienced | <input type="radio"/> Whitewater | <input type="radio"/> Tripping |
| <input type="radio"/> Competitive | <input type="radio"/> Intermediate | <input type="radio"/> Flatwater/Lakewater | <input type="radio"/> Instructing |
| <input type="radio"/> Recreational | <input type="radio"/> Novice | | |

Interested in helping out? Which committees interest you? (please check your interests)

- | | | |
|--------------------------------|----------------------------------|-----------------------------------|
| <input type="radio"/> Resource | <input type="radio"/> Membership | <input type="radio"/> Instruction |
| <input type="radio"/> Advocacy | <input type="radio"/> Newsletter | <input type="radio"/> Executive |

Cut out and mail with payment to:

Paddle Manitoba Membership Committee
P.O. Box 2663, Winnipeg, MB R3C 4B3

Paddle Manitoba Volunteer Positions

Paddle Manitoba relies upon Volunteer Power. You don't have to **"walk on water"** to help. Just indicate your interests below and pitch in where you can.

Please tell us how **you** could help Paddle Manitoba achieve its objectives. Contact the appropriate convenor (listed on page 3) for more information on how to contribute in these areas.



- ☐ Resource Committee
- ☐ Membership Committee
- ☐ Instruction Committee
- ☐ Advocacy Committee
- ☐ Indoor Program Committee
- ☐ Newsletter (The Ripple) Committee
- ☐ Fund Raising/Social Committee
- ☐ President, Vice-President,
- ☐ Secretary or Treasurer



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Phone: (204) 878-2524

Email: rrecp@mts.net

Website: www.redrivercanoe.ca



Adventure Education

Offers adventure-based experiential activities and programs to promote the development and personal growth of all people. They serve a variety of clients from entire communities to individual schools and small businesses to national corporations.

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Phone: (204) 775-2462

Email: aem@seminfo.mb.ca

Website: www.aeminfo.mb.ca



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Phone: (204) 878-3570

Email: rro@mts.net

Website: www.redriveroutfitters.ca



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WAVpaddling is central Central Canada's kayaking school specializing in kayaking instruction in and around Manitoba. They provide highly personalized, small group and private kayaking instructional adventures. Professional, certified, and experienced, their instructors teach using proven progressions and the most recent techniques.

Address: Comp. 132, RR 5, Dauphin, MB. R7N 2T8

Local Cell: (204) 470-4872

Toll Free: 1-866-440-2349

Email: yak@wavpaddling.ca

Website: www.wavpaddling.ca



Wilderness Spirit

Your guides to the Hayes, Thelon, Bloodvein, Assiniboine, and many other Manitoba and Arctic rivers, are biologists whose knowledge of the wilderness will enhance an already exciting adventure. They will also customize instructional packages for any age and skill level.

Address: 696 McMillan Avenue, Winnipeg, MB R3M 0V1

Phone: (204) 452-7049

Email: info@wildernessspirit.com

Website: www.wildernessspirit.com



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In addition to a wide range of canoe and kayak programs, Recreation Services offers activities in climbing, hiking, biking, boat safety, orienteering, and first aid. A great place for your family to learn about living in the outdoors. Open to students and members of the general public.

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University of Manitoba, Winnipeg,
MB R3T 2N2
Phone: (204) 474-6100
Fax: (204) 474-7503
Email: rec_services@umanitoba.ca
Website: bisonactiveliving.ca



Wave Track Canoe and Kayak

Carrying a wide range of canoes and kayaks, Gary Brabant is the city's east end paddlesport retailer. In addition to names such as Old Town, Wenonah, and Clipper, Wave Track also carries a broad selection of camping equipment and clothing.

Address: Unit C, 42 Speers Road, opposite
Symington Yards off Lagimodiere Blvd.
Phone: (204) 231-8226
Email: wavetrak@mts.net
Website: www.wavetrack.ca



WILDS Of Manitoba

Offers Paddle Canada certified canoeing courses in North Winnipeg and other venues if required. Flexible dates can be booked from June to October.

Address: 30 Riverstone Rd, Winnipeg, MB
R2V 4B1
Phone: (204) 334 -3111
Email: courses@wilds.mb.ca
Website: www.wilds.mb.ca



Northern Soul

This Manitoba company will guide you on some of our most stunning rivers – with a twist! Relax on a “Yoga Canoe” or sharpen your skills with a day of Nature Photography. Northern Soul will work with community and business groups to customize trips to suit your needs.

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Winnipeg, MB R2J 2Y2
Phone: (204) 284-4072
Email: adventure@northernsoul.ca
Website: www.northernsoul.ca



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Outfit your next adventure with Brandon's outdoor centre – Stream 'n Wood. We offer four seasons of gear including canoes from Old Town and Esquif, and kayaks from Necky and Ocean Kayak. Southwest Manitoba's largest bike sales and service centre is also located in our new store, along with our paddlesport rental department. Let our knowledgeable staff help you plan your next wilderness trip!

Address: 135 17th St. North, Brandon MB
Phone: (204) 727-2767
Email: info@streamnwood.com
Website: www.streamnwood.com



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Email: info@wildernesssupply.ca
Website: www.wildernesssupply.ca



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Ontario's Woodland Caribou Park shares a boundary with Manitoba's Atikaki Park, but nature knows no boundaries. Here begins the Bloodvein River, a Canadian Heritage River which draws paddlers from around the world. Park permits are required of paddlers, and the revenue generated from permit sales is reinvested in the management of the park. Let us help you plan your next adventure in one of Ontario's great natural treasures.

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Email: woodland.caribou.mnr@ontario.ca
Website: www.OntarioParks.com



Manitoba Pioneer Camp

Manitoba Pioneer Camp offers a variety of exciting programs that specialize in wilderness canoeing and adventure programs both in our children's camps and through Wildwise, our out-tripping program. Located in pristine wilderness on two Shoal Lake islands, we have been providing traditional wilderness camping experiences for children, youth and adults since 1942.

Address : 640 Broadway Avenue, Winnipeg
MB R3C 0X3
Phone: (204) 788-1070
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Website: www.manitobapioneercamp.ca



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Address: Winter Camps Office
3550 Portage Ave. Wpg, MB R3K 0Z8
Phone: (204) 889-8642 ext. 230
Email: campstephens@ymcaywca.mb.ca

Paddle Manitoba Calendar of Events

Canoe Atlas of the Little North: An Evening with Author Thomas Terry and the Paddle Manitoba Annual General Meeting

Date: Saturday, January 17th

Location: Fort Whyte Alive Interpretive Center

Time: 6:00-7:00 pm AGM / 7:00-9:00 pm Canoe Atlas of the Little North

Admission: Free to all FWA and PM members. A \$4.00 donation is kindly accepted from all non-members.

This landmark work, co-authored by Tom Terry and Johnathan Berger, was some forty-five years in creation - and it was well worth the wait. Detailing the ancient and modern canoe routes of Northern Ontario and Eastern Manitoba, the Atlas presents not only the geographical, but also the cultural and natural histories of its subject, all the while evoking memories of the original native and fur-trade users. Tom Terry, a canoe guide from Sioux Lookout, will share the story of this book which stands as a work of art, as well as a reference.

Paddle Manitoba members are encouraged to attend the Annual General Meeting preceding the indoor program.

Free coffee and a cash beer bar.

Noah's Last Canoe: The Lost Way's of Manitoba's Cree

Date: Saturday, 21 February 2008

Location: Fort Whyte Alive Interpretive Center

Time: 7:00 - 9:00 pm (doors at 6:30 pm)

Admission: Free to all FWA and PM members. A \$4.00 donation is kindly accepted from all non-members.

In 1970, the Manitoba Museum commissioned Doug Evans to secure an example of a native-built canoe before the art had vanished. Some 38 years later, Mr. Evans has written a fascinating book describing the story of his relationship with Noah and Emma Custer, the Cree builders of this beautiful canoe who lived a traditional lifestyle in Pelican Narrows. The canoe they produced is still in the collection of the Manitoba Museum. Great Plains Publications have produced a wonderful book of Evans' photographs and writings which complement this evening's lecture.

Free coffee and a cash beer bar

2008 Waterwalker Canoe and Kayak Film Festival

Date: Sunday, 22 March 2009

Time: 12:00 - 4:00 pm

Admission: \$10.00

The year's best paddling and environmental films will fire your spirits in the depths of a Manitoba winter. There's something for every enthusiast - double or single blade - from all corners of the world. Created to honour the memory of Winnipeg's own Bill Mason, this annual festival encourages us to value and preserve our wild spaces. Come and join us for a magic day of great films and paddling stories.

Kayak and Canoe Camping - Spring Clinic

Date: Saturday, May 2, 2009

Location: Fort Whyte Alive Interpretive Center

Time: 10:00 am - 4:00pm

Admission: Free to all FWA and PM members. A \$4.00 donation is kindly accepted from all non-members.

It's not too soon to start planning that long-awaited summer sojourn. Seminars on everything from safety to smores, packs to portages, and navigation to night stars will get you and your family ready for the great outdoors, while you stay warm indoors. Guides and Paddle Canada instructors will offer sessions on diverse paddling topics and answer all your questions. Great for the first time tripper.

Free coffee. Lunch will be available at the Buffalo Stone Cafe.

Paddle Camp: Canoe and Kayak Skills Program

Date: 15-18 May and TBD in June 2009

Location: Pioneer Camp (Shoal Lake) and the Whitemouth River

If you are looking to improve your skills as an instructor or casual paddler then get yourself to Paddle Camp! Whether you're a scout or guide leader, camp counsellor, teacher, or just an enthusiast, we have a program for your experience level. Paddle Canada certification courses in Canoeing, Canoe Tripping, Kayaking and Whitewater Canoeing will be offered for instructor and skill level candidates alike. Enjoy a weekend with fellow paddling enthusiasts on the shores of beautiful Shoal Lake. The province's top instructors and instructor trainers will provide a progressive, personal learning environment for all experience levels. As part of your course fees you receive meals, accommodations and Paddle Canada certification.

Registration: Contact the Instructor Convenor, Cameron White, at (204) 878-3570 or cwhites@mts.net for more information.

Paddlefest Manitoba

Date: Sunday, 14 June

Location: Fort Whyte Alive

Time: 10:00 am - 4:00 pm

Admission: No charge. Children and families welcome.

Manitoba's biggest paddling event returns. Paddlers of all skill levels and interests will enjoy the chance to take part in clinics and workshops throughout the day. Participate in a mini Paddle Canada kayak lesson, learn how to campfire cook like a gourmet, and check out the latest gear and boats to hit the water.

This event is designed for those who are interested in canoeing and kayaking, and who want to explore all that is offered by these great activities. Families are welcomed and encouraged to take part in our on-water clinics hosted by Paddle Canada instructors. If you have never paddled before we'll get you in a boat and show you basic safety and skill techniques.

A co-production with Mountain Equipment Co-op.