

Salerno Lake Sentinel

Special points of interest:

- Results from the 2004 annual canoe race!
- Information on the Personal Watercraft (PWC) Act—what you can do to help.
- The new SDLCA website is online!
- ATVs and ROVs—Legislation explained.



Forest Road
October 2002
Eric Brown

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Winter 2004/05

Message from the President

As your newly acclaimed President – not elected you notice – I would be remiss if I did not thank our Past President Sydney Clarke who did a wonderful job over her five years of service to the Salerno Lake Community. I'm pleased to know that she will remain on the Executive of the SDLCA because we need her energy, knowledge and insight.

When Sydney first approached me about undertaking this job I was reluctant but something happened a few days later which helped me decide. I met a man who had spent twenty years on Lake Muskoka as an outfitter and fishing guide. He had recently sold his property because he could not bear to see the ongoing degradation of the lake through pollution and overdevelopment. After spending two days on our lake, he pronounced Salerno a 'paradise' with much cleaner water than the Muskoka Lakes. However he warned me that we would have to fight very hard to keep it that way. He was returning to Europe, feeling very pessimistic about the fate of our northern lakes.

Recently at the FOCA meeting – (Federation of Ontario Cottagers Associations) - we saw a brief but chilling presentation by Dr. Karl Schiefer concerning the lake known as Sturgeon Bay, near Parry Sound. Despite land use studies that claimed that this lake could support much more development, two years ago massive blue/green algae blooms began to appear in large numbers. In a short period of time, the lake water became toxic, so much so that the Department of Public Health has pronounced the lake water unsafe for drinking, bathing or swimming – these restrictions even apply to pets. The nutrient pollution, (chiefly phosphorus) has reached a critical point and there is no clear idea of how long it will take to recover. Decomposed algae blooms can form a sludge like sediment that consumes oxygen and releases phosphorus. The most common cause of problem algae is nutrient loading from human activities. Once phosphorus is in the ecosystem of a lake, there is no way to remove

or neutralize it. You will not be surprised to learn that there hasn't been a cottage sold on Sturgeon Bay since this happened.

In recent years on Salerno Lake, we have seen an increase in algae blooms and weed growth which seems to spread wider every season.

These are warning signs that we can no longer ignore. We cannot afford to be complacent – we must educate ourselves and spread the message. There are many sources of nutrient pollution and some are natural and unavoidable. However we can prevent algae blooms from reaching a critical level on Salerno Lake – the question is – are we willing to change our ways?

For further information please visit our website at www.salernolake.ca

Douglas Rodger



Salerno Lake
October 2002
Eric Brown

Salerno Lake

Personal Watercraft Act

The Personal Watercraft Act is proposed legislation which would give local communities choice and a measure of local control over the use of personal watercraft, also popularly known as jet-skis. The following is a letter from the office of Senator Mira Spiwak who has introduced the bill. It was received November 29, 2004.

Dear Friends:

Have you wondered what happened to The Personal Watercraft Act to help communities deal with jet-skis?

It twice passed the Senate and was twice introduced in the House of Commons where it died on the Order Paper when the election was called. This fall, Senator Spivak introduced it a fourth time as Bill S-12 – the latest edition of bills S-26, S-10 and S-8.

The bill has not changed, but there are other new factors, including some that are delaying its passage once again.

The major opponent has changed.

Bombardier, Canada's manufacturer of personal watercraft, last year sold its recreational division to the U.S. equity giant Bain Capital, the Bombardier founding family and a Quebec public fund.

The new firm, BRP Inc. has hired Ottawa lobbyist Patrick Gagnon, who with Pierre Pichette, BRP vice-president of communications and public affairs, has been aggressively lobbying Senators and Cabinet Ministers, urging them to reject the bill.

"Health's Canada data on emergency room admissions in 15 hospitals across the country continues to show that a disproportionate percentage of injuries arise from personal watercraft use."

Meanwhile, BRP Inc. has announced that 800 jobs will be eliminated, 600 of them in Canada.

BRP Inc. now boasts the world's most powerful PWC – the RXP Sea-Doo® with 215 horsepower.

The tragic consequences of inaction are increasing.

The Royal Lifesaving Society in its last boating fatalities report concluded that "personal watercraft (are) more deadly than other boats." The number of deaths increased 53% in the 1996-to-2000 period, compared to the previous five years. At the same time, deaths from power boating generally declined 29%.

Health's Canada data on emergency room admissions in 15 hospitals across the country continues to show that a disproportionate percentage of injuries arise from personal watercraft use.

Last summer a four-year-old girl died on a lake near Montpellier, Quebec after the paddleboat she was

riding with her aunt and her grandmother was struck by a personal watercraft. In Alberta, a five-year-old girl lost both parents, believed drowned when an air mattress flipped – the result, according to a witness, of a wake caused by a personal watercraft buzzing near them.

Support for the bill continues to grow.

We now have 81 organizations across the country and 602 individuals who have written personal messages in support of The Personal Watercraft Act. In addition, some 3,404 people have signed petitions to the Senate and 2,009 have signed petitions to MPs.

Senators have changed.

After hearing from Mr. Gagnon and Mr. Pichette of BRP Inc, several Senators have successfully argued that the bill should once again have hearings before a Senate committee. (It has already had more hearing time than bills to address long-term disposal of nuclear waste or to prevent the export of water from Canada.) Their position is based on the arguments that the manufacturer has not testified and the 12-member committee has three new members who did not have an opportunity to hear previous testimony.

Quebec Senator Céline Hervieux-Payette, who spoke against Bill S-8 in the Senate chamber, has adjourned the debate on Bill S-12 on second reading but has not spoken to it for more than four weeks. The delay slows its reference to the committee and passage through the Senate. If the delays are protracted, the bill will not reach the House of Commons in enough time to be debated, and voted on, before an election call kills it again.

The Minister has changed.

The Canadian Coast Guard office that deals with boating safety has been transferred from the Department of Fisheries and Oceans to the Department of Transport, which means there is a new minister in charge of the issue – Transport Minister Jean Lapierre

In recent weeks, some of you have contacted the Senator's office and asked how you might help. Officials new to the issue – Cabinet Ministers, MPs, Senators, Mr. Gagnon and Mr. Pichette, have not heard from you about why you want the legislation and are unaware of how strong your voice can be.

They apparently do not understand the need for the manufacturer to work with communities in Canada -- as Bombardier did when snowmobile deaths, injuries and conflicts were increasing.

Several decades ago, Bombardier helped snowmobile clubs groom trails where customers could use their machine more safely and with fewer problems for landowners. Bill S-12 advocates that sane approach – allowing communities, including PWC users and dealers, to determine where personal watercraft can be used safely and where they pose too great a threat to safety and to the environment.

Winter Cottaging

Spending a week at the lake in winter is a completely different experience to any other season especially if you don't have full road access. Cottaging in the deep midwinter takes a lot more effort and planning than it does in summer. Although it is quite stressful on occasion the rewards can be awesome. Mind you, it helps to be the sort of person who isn't deterred by the vagaries of the weather. As a general rule, colder is better. Rain in winter is generally far more disruptive than snow – not to mention esthetically less pleasing. Water on ice can make any form of transportation or travel more difficult. This is precisely what occurred the week following New Year's Day – the volume and force of the rain seemed

the equal of a tropical monsoon – and although there is a solid base of half a foot of ice on the lake, there were pools of water everywhere on the surface. Snowmobiles broke through superficial sheets of ice and wallowed in deep slush. Although there was no danger of falling into open water, the going was tough. ATV's spun their wheels on the slick ice and the smallest hill became a water slide. Walking across the lake was heavy going too with bad footing and slick surfaces hampering every step. With every misstep or fall one got wetter and colder. A toboggan will ice up in minutes and feel as though its weight and resistance has doubled. But it is not all bad news.

Today came the payoff; overnight the temperature dropped to minus 7 degrees Celsius and the morning brought clear skies and a gentle westerly breeze. The entire expanse of Salerno Lake had frozen fast and the excess water had created an expansive skating rink. The sun glistened on the ice with the promise of a great winter day. Luckily for us we had thought to bring our skates along this trip. We have done so for many years but only rarely have we had the good fortune to find the lake in such a pristine state. We sat on the dock and laced 'em up. Then off we went to make the rounds of Salerno Lake, our blades hissing across a surface that in places was smoother than any arena ice I have ever known.

Douglas Rodger



Other Attractions of the Haliburton Highlands

Over the decade that we've spent on Salerno Lake my wife Barbara and I have gradually become more attuned to the other attractions of the Haliburton Highlands. Our attention was at first limited to the wealth of beauty that Salerno Lake offers and of course there is no shortage of improvements and repairs needed at a cottage so it took some time for Barbara and I to look further afield.

As a part of the process of exploring the Highlands we've become members of the Haliburton Highland Field Naturalists Society. They have developed and maintained a lovely wildlife refuge, Snowden Park in the wetlands just north of Gelert on County Road 1. We've never actually attended the bird-watching outings that they frequently organize because they usually start at 5 a.m.. Do the math – I'd have to get up yesterday to get there on time. . But we have

walked and snowshoed through Snowden Park and it is lovely and well maintained. You can look up the Haliburton Highlands Field Naturalists on the web at <http://www3.sympatico.ca/hhfn> or by mail at HHFN, Box 1067 Haliburton, ON K0M 1S0.

In a similar vein, this summer we organized a team to enter in the inaugural Rail Trail Relay which ran from Kinmount to Haliburton, a distance of 35 km. The change-over points for the relay occurred at points on or near County Road 1, so it was possible to use only one vehicle.

Our motley bunch, known as the Salerno Trail Devils (or STD's) consisted of 5 people to run 6 legs of the race. Wisely, the course is broken into various lengths, the longest being 11 km and the shortest 2.5 km. And because it is run on an old railway bed, the gradients are very minimal. It was in the end

a terrific day and a big part of it was discovering an unfamiliar part of Haliburton County. I would encourage anyone who likes to walk in the outdoors to make use of this beautiful trail. You can access the Rail Trail at various points along County Road one or pick it up where it crosses the Milburn Road which runs off of the 503 just south of the Irondale Store.

One of the motivations for staging this event was to encourage non-motorized use of this wonderful resource. However members of the Haliburton ATV club supported the event by ferrying supplies and people to the relay points. The event was very well organized and following the race there was a delicious brunch catered by Franka's Delectables at Head Lake Park in Haliburton. Everyone who participated received beautiful souvenir mugs, hand crafted by Singing Dog Studios in Haliburton. ,

Douglas Rodger

**For more information about
next years event, contact**

Sue Shikaze - Run Coordinator
Rail Trail Relay - Kinmount to Haliburton RR#2
Haliburton, ON K0M 1S0 705-457-9110
singing.dog@sympatico.ca

The 4-Wheel ATV and Roads—New Legislation Simplified

Off Road vehicles were once limited to farm use and for hunting but there has been an enormous growth in the numbers over the last few years. Fatalities have increased and the Ontario Government has seen fit to introduce new legislation affecting these vehicles. This article was written by Don Payne, Chair of FOCA's Roads Committee, in a Report to the Membership in the Fall of 2004.

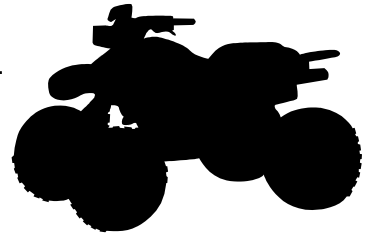
ORV stands for Off-Road Vehicle and ATV stands for All-Terrain Vehicle. The 4 wheel ATV is just one of a number of ORVs which include 2 wheel dirt bikes, 3 wheel ATVs and other multi-wheel, powered vehicles that are operated for both recreational and business use.

As of July 31, 2003, new regulations governing the use of the 4 wheel ATV became law. They are aimed at the recreational user of the 4 wheel ATV who wishes to use them on Provincial Road rights-of-way, in the main being on 500-899 and 7000 series highways.

The regulations for the permitted 4 wheel ATVs are highlighted below. They:

- Must have 4 wheels, the tires of which must be in contact with the ground,
- Must use steering handle bars,
- Must have a seat that is designed to be straddled by a single driver,
- Are designed to carry only the driver and no passengers,
- Are allowed to travel on the shoulder of the road, but can move to the travel portion of the road if the shoulder is impassible or unsafe,
- Are not allowed to be operated in construction zones,
- Are not allowed to be operated on closed roads,

- Are not allow in a Provincial Park unless allowed by the park,
- Must have a weight of 450 kg (1,012 lbs) or less,
- Must have an overall width not greater than 1.35 m (4'5")
- Must have proper brakes in good operating condition,
- Must have headlights, reflectors and brake lights if manufactured after January 1, 1998, and all must be in proper working order,
- Must follow all the safety requirements for windshields,
- Must have nothing that can obstruct the driver's view in any direction,
- Must be owned by someone who has insurance,
- Must be operated only by someone who has a valid Class G2 or M2 or higher operator's license,
- Must be operated only by someone who is wearing a helmet,
- Must be operated at a speed limit of 20 k/hr maximum in a zone not greater than 50 k/hr such as in a town,
- Must be operated at a speed limit of 50 k/hr maximum in a zone greater than 50 k/hr.



"No person shall operate an ORV in such a way as to disrupt or destroy the natural environment including fish habitats, property and flora or fauna."

www.mto.gov.on.ca/english/dandv/orv.htm#faq10

2004 Canoe Race Results

JUNIORS	(0 canoes)		—
SENIORS	(2 canoes)	John Leonard & Rob Stuart	1:11:03
WOMEN	(4 canoes)	Kay Armatage & Sarah Lerchs	1:20:14
MIXED	(6 canoes)	Susan Thompson & Ken Clark	1:17:00
MENS	(7 canoes)	Bill Bayard & Eric Orschel	1:05:06
OPEN	(8 boats)	J.P. Morin	1:11:54

SENIORS (3 canoes)

John Leonard & Rob Stuart	1:11:03
Dianne MacDonald & John MacDonald	1:26:30

WOMEN (4 canoes)

Kay Armatage & Sarah Lerchs	1:20:14
Julie Lock & Amanda Mason	1:22:09
Amanda Micheff & Kristen Moore	1:29:21
Leonora Marriner & Chris Whittemore	1:35:54

MIXED (6 canoes)

Susan Thompson & Ken Clark	1:17:00
Katie Dick & Scott Russell	1:20:36
Wendy Russell & Andrew McAlpine	1:26:43
Shari Akow & James Akow	1:26:53
Christina Kerr & Brian Kerr	1:32:14
Lisa Jackson & Jody Jackson	1:38:00

MENS (7 canoes)

Bill Bayard & Eric Orschel	1:05:06
Ben Davis & Steve Davis	1:12:02
Jesse Hopkins & Scott Woodard	1:14:26
Chris Caswell & Ron Edding	1:15:14
Sean Fletcher & Andrew Palm	1:17:08
Dave Bartley & Kyle Maybee	1:23:50
Adam Finlay & Scott Kerr	1:24:27

OPEN (8 boats)

J.P. Morin	1:11:54
Camden, Kirsten & Scott Conner	1:13:17
Matt Lowell	1:14:53
Jay Sinden, Shelby Tremblay & Kyle Woodard	1:18:39
Morgan, Peggy & Roman Boehm	1:27:19
Brett & Jacqueline Proud	1:35:00
Amy Morin	1:47:24
Ashley, Patrick Morin & David Skillings	1:55:23



2004 SDLCA CANOE RACE GAMES

RUNNING

7-9 years	Mitchell Binnie
10-16 years	Josh Akow

HOP RACE

4-6 years	Beau Binnie
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3 LEGGED RACE

8 & under	1st Jacob Bayard, Connor McQuilkin
	2nd Sierra Orschel & Tyler Orschel
9 years +	1st Harley Duggan & Stephanie Pappas
	2nd Tess Benoit & Breanna McBrien

SHOE KICK

4-6 years	Tyler Orschel
7-9 years	Tess Benoit
10-16 years	Josh Akow

BUBBLE BLOWING CONTEST

9 & under	Stephanie Pappas
10 years	Tess Benoit

ADULT SHOE KICK

LADIES	1st Maureen Morris
MENS	1st Jay Sinden

BALLOON TOSS

ADULT	Gill Wagnell & Scott Woodard
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EGG TOSS

ADULT	Jesse Hopkins & Scott Woodard
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Salerno (Devil's) Lake Cottager's Association Newsletter

BRP Inc. is helping communities in the United States – for example, Lake Tahoe, which banned carbureted two-stroke engines in 1999 to protect water quality after some residents tasted a turpentine-like flavor in their water. Through its Evinrude division, the company is outfitting the Lake Tahoe Regional Planning Agency's enforcement boat with a direct-injection two-stroke engine, similar to engines on most PWCs. This year, Lake Tahoe reported an 80 to 90 per cent reduction in the level of burned and unburned gasoline products in the water.

BRP Inc. is also a member of the Personal Watercraft Industry Association, an affiliate of the U.S. National Marine Manufacturers Association. The association advocates that states adopt its model bill, The Personal Watercraft Operations Act, that sets limits, including controls on wake-jumping or speeding near people, boats or swimmers in the water.

In Canada, however, BRP Inc. opposes Bill S-12 that would let communities set similar rules, claiming the bill's sole goal is "to discriminate against PWCs' use of the waterways of Canada."

This "no-restraints" policy in Canada has not even been good for business. The manufacturer now reports there are 44,000 PWCs in use in Canada – down from the 53,650 that Bombardier said were in use in 1996. Meanwhile, another manufacturer, Polaris Industries Inc., last summer announced an end to its PWC production in the United States. It cited a shrinking market that had little prospect for improvement.

If you would like additional information on any of the above, please contact me at robsob@sen.parl.gc.ca or Fax: (613) 996-6223.

If you want to contact officials who are new to the issue, here's how:

Mr. Pierre Pichette
Vice-president of Communications and Public Affairs
Bombardier Recreational Products Inc.
726 Saint-Joseph Street
Valcourt, Québec J0E 2L0
Telephone: (450) 532-2211 Fax: (450) 532-5140
(613) 995-0114 E-mail: Lapierre.j@parl.gc.ca

Mr. Patrick Gagnon
Consultant, Lobbyist #: 0005979
Parliamentary Group
400-200 Elgin Street
Ottawa, Ontario K2P 1L5
Telephone: (613) 860-0043 Fax: (613) 722-0025

Transport Minister Jean Lapierre
House of Commons
Ottawa, Ontario K1A 0A6

Telephone: (613) 995-7691 Fax:

New members of the Senate committee via:
The Standing Committee on Energy, the Environment and Natural Resources
The Senate
Ottawa, Ontario K1A 0A4
Telephone: Committee Clerk Keli Hogan (613) 993-9021
Fax: (613) 990-6666
E-mail: eenr-eern@sen.parl.gc.ca
Please also mention your concern to your Member of Parliament, a Senator for your region and copy Senator Spivak at spivam@sen.parl.gc.ca or The Senate, Ottawa, ON, K1A 0A4.

Sincerely,

Barbara Robson

Policy Advisor

Office of Senator Spivak

SDLCA Launches salernolake.ca

It is with a great deal of pride and anticipation that the SDLCA Executive announces the launch of www.salernolake.ca, a website dedicated to serving and connecting the Salerno Lake community throughout the entire year.

The idea of the website came from two directions, the Executive who decided that we should create one, and the means to execute the plan which came in the form of Eric Brown, a young man with deep roots on Salerno Lake. Eric had come to the same conclusion on his own and he offered to design and host the site. Eric is a

student in Richmond Hill and has his own web design company, which I invite you to check out.

We need your input and participation to make this idea flourish. Already one cottager has had the idea of posting historic pictures of the lake. What would you like this site to be? Think about it then let us know.

Douglas Rodger

www.salernolake.ca

Eric Brown

eb.eric@gmail.com
www.faithfulweb.tk