

Shoreline

NEWS



Steenburg Lake Community Association Newsletter Fall/Winter 2013

As the year draws to a close, we can look back at the good times we had at the lake with our family and friends this summer, knowing that we'll be doing it again real soon. For those like me who visit the lake throughout the fall & winter months, there are still plenty of activities to enjoy.

On the community front, we still have much work to do with the townships, but Limerick Township was able to implement their new By-Laws.

On behalf of the Steenburg Lake Community Association, I would like to wish you all a Merry Christmas, Happy Holidays, and all the best for a prosperous New Year. We'll see you in 2014.

Anthony, President SLCA

In This Issue

- Photo Contest Winners
- Shut Up and Pay Your Taxes!
- Membership Report
- Social Report
- Bald Eagle Sighting
- Memories of Bass Lake pt 2
- Beech Bark Disease
- Two Stroke Motor Pollution
- Financial Statements
- The Act of Naming a Vessel
- How's Your Johnson?
- Let Them Eat Crowe
- Photo Gallery

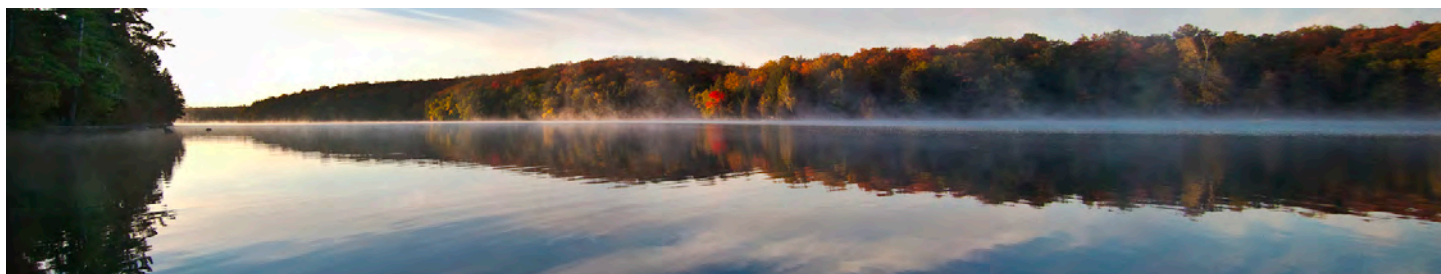


Photo Contest Winners



Landscape Winner - Keith Fletcher



Kids Photo Contest - Winner Nate Anderson age 13

Photo Contest Winners



Life at the Cottage - Winner Dave Anderson



Nature Winner - Glenda Brown

Photo Contest Winners



Action Winner - Dean Butler

Thank you to everyone who participated in this year's photo contest! All the submissions were fabulous. Congratulations to the winners and we look forward to next year's submissions.

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A Message from the President:

There is a growing concern from lakefront property owners regarding the taxes they are paying in contrast to the services they are receiving from their municipalities. In the case of Steenburg Lake, our members are split across two townships, so we are funding two communities.

Three years ago, I set out on a mission to discover some common ground between the two townships tasked with representing the good people who live in this community and our SLCA membership who, for the most part, are viewed as vacationing and playing here.

For the purpose of this discussion, let's split into two areas of interest which I will call "US" and "THEM". This is a terrible choice of words to represent our different priorities, but I think it is an accurate description in the eyes of the townships who see "US" as a seasonal burden and

"THEM" as the historical significance of their region. From our perspective this would be described as "US", the ratepayers who are providing over 60% of the revenue, and "THEM", the taxman acting as a collections agent on behalf of the County and the Province.

Looking back, it was naïve to think that we should have much in common with our township representatives. These small communities are facing the same employment, infrastructure & taxation issues that we see in our big cities. While on the other hand we appear to them as exploiting this beautiful community for recreation with the arrogance and purchasing power of a Walmart.

Are we doomed, or is it time for a wake-up call. Time is the enemy of every small community that has a declining population, and no industry to fuel their growth. It doesn't take a rocket scientist to conclude that the

only remaining resource for these townships to exploit is the ratepayers. And this means bad news for the lakefront property owners who are planning a future in this community.

As a member of the SLCA you have a strong voice. Our membership is well organized and represents over 80% of the properties within our boundaries. We make up 19% of the private dwellings in Tudor/Cashel, and 29% of those in Limerick.

Until we can find some common ground with our municipalities, and learn to fight together, then we are all at mercy of the taxman.

Are you a member of the SLCA? Will you vote in the 2014 municipal elections? Alternatively, you can SHUT UP and PAY YOUR TAXES. I encourage you to SPEAK UP!!.

Cheers,

Anthony, President SLCA



LOON REPORT FOR 2013

We were sooo fortunate this year to have two pairs of loons successfully hatch two chicks each. The chicks in Austin Bay hatched approx. July 4th and the chicks on Crab Isl. hatched approx. July 29th. As of Labour Day weekend both families were doing well. This is the first time that I am aware of that our lake has ever had two successful breeding pairs. Thanks to the cottagers who keep me up-dated. - Anita Waddell

Membership Report Fall 2013

by Marlene Pollard


I hope all enjoyed the summer this year. I can report that we have 167 paid members. Some canvassers had difficulty visiting members this year so I sent out 29 reminder letters. I have to date heard from 14 and expecting to hear from more. A total of 15 members used our PayPal service this year. It would be nice if more used this service. The canvassers would still drop off the info kits even if you did decide to pay with pay pal in the Spring. Hopefully more members will use this service for 2014.

I would like to thank our 2013 canvassers. They are as follows:- Margot Withey, Wendy Butler, Pat/Heather Stallaert, Laura Anderson, Elaine/John McCarthy, Christina Candy, Sue Jarson, Dave McDonald, Jim/Susan Bridger, Joanne Boyce, Alana Cameron, Irene Horne, Cathy Wilson and Eileen Walsh.

Our Sue Jarson is retiring from the canvassing this year. She has been doing this job since year 2000 and many years doing 2 canvassing areas. We will miss her. Thank you Sue. One of the areas that Sue covered is being taken over by Carolyn Dobson. Thank you Carolyn for stepping up. Sue's other area which was area #10 includes cottages with 911# from 900C to 806 on the south road. If someone in that area could step up it would be appreciated. The second area which needs a canvasser is area #1 on the north road. It starts at the beach and runs down Mowat Lane plus 911 #'s of 233 to 421. Again if you can cover this area please give me a call. I can be reached at [613-474-2392](tel:613-474-2392) or pollard@xplornet.ca.

We have a couple of new members this year. They are Karl and Janet Sobotka , Dave Lalonde and Kathy Dyba, Dennis and Darlene Mouncey. Welcome! There are two new 50 year members who received their certificates this year. They are the Savage family and the Gillison family. Congratulations.

Have a good winter and see you all in the spring.



Dwayne Nicholson
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Social Corner: by Donna Kaye Cochrane

Well, I put my foot forward and have decided to be a part of our social activities!

The regatta was held on July 13, 2013, Dave & Margaret Anderson stepped up and did an excellent job. I think Margaret was having too much fun with her air horn. The fun run organized by Wendy Butler, turned out fantastic. Weather was great, and there were lots of families from the lake participating. Dean Butler is always around at all of our special events with the great assortment of Steenburg Lake clothing & hats for everyone to purchase or order.

Road clean up did not have a very good turn out this year. Volunteers on the North road - Ian & Pat Fraser, Ron & Marlene Pollard. South road - Dave, Hamish & Alasdair McDonald, Alana, Ashley & Brendan Cameron. Thank you!
I know that I have never done this, but I think it is time that we gave these people some support and help.

The Fireworks event was well attended and everyone had a great time. Many came by boat and the weather co-operated. The Have-A-Dock Jamboree also had great weather and was well attended. There were 38 boats there. Looking forward to all the coming events for 2014, and I hope to see you all there!



WINNERS OF 2013 REGATTA

SWIMMING

9 & UNDER

1. KEENAN AXLER
2. BEN ANDERSON
3. MAISIE ANDERSON & KRISTINA QUAID

10 – 13 YEARS

1. BRENDAN CAMERON
2. ROBERT CONQUER
3. CAROLINE QUAID & JULIA STEWART

14 – 17 YEARS

1. ALASDAIR MCDONALD
2. GABRIEL CONQUER
3. ASHLEY CAMERON

18 – 44 YEARS

1. ALANA CAMERON
2. KIEFER BUHOTO
3. MICHAEL ARSENAULT

45 & OLDER (SENIORS)

1. CHRIS LANGMAN

KAYAK

9 & UNDER

1. JEREMY CAVERLEY
2. MAISIE ANDERSON
3. CHRISTINA QUAID

10 – 13 YEARS

1. ROBERT CONQUER
2. JOSH ANDERSON
3. BRENDAN CAMERON

14 – 17 YEARS

1. ASHLEY CAMERON
2. MADALIN WAYWELL
3. COLE DOBSON

18 & OVER

1. ALANA WADDELL
2. ALANA CAMERON
3. CHRIS LANGMAN

CANOE

9 & UNDER

1. MAISIE ANDERSON & BEN ANDERSON

10 – 13 YEARS

1. RYAN COOPER & SOPHIE MAITZED
2. ROBERT CONQUER & BRENDAN CAMERON

14 – 17 YEARS

1. LAURA ELOP & MADALINE WAYWELL
2. ASHLEY CAMERON & ALASDAIR MCDONALD
3. PATRICK LEGERE & TIM LEGERE

18 & OVER

1. TIM MIGREL & ROB WAYWELL
2. ALANA CAMERON & JOE CAMERON
3. CHRIS LANGMAN & CHRIS G.



WINTER EVENTS:

Family Day at the Cochrane's!

Feb 16, 2014

Enjoy some great outdoor winter activities and the skating rink! Stay posted to the Steenburg Lake website for more details.

Bald Eagle Sighting In Limerick Township this Summer

By Dave Langman



During a trip to neighbouring Limerick Lake this summer, a bald eagle was seen “mixing it up” with an Osprey. This sighting confirms that the Bald Eagle population is gradually returning to historic norms, and that perhaps in our lifetime, bald eagles might be as commonly sited as Ospreys are on Steenburg Lake. Below is some information made available by the MNR.

The Bald Eagle is a well-known bird of prey with a bright white head, neck and tail, and a dark brown body. Its massive beak is bright yellow, as are its powerful legs. Adults have piercing very pale eyes. Young eagles are mostly brown, variably speckled with white. Bald Eagles have a wingspan of just over two meters. They soar on flattened wings and in silhouette show as much head and neck in front of the wing as there is tail projecting behind.

Habitat

Bald Eagles nest in a variety of habitats and forest types, almost always near a major lake or river where they do most of their hunting. While fish are their main source of food, Bald Eagles can easily catch prey up to the size of ducks, and frequently feed on dead animals, including White-tailed Deer. They usually nest in large trees such as pine and poplar. During the winter, Bald Eagles sometimes congregate near open water such as

the St. Lawrence River, or in places with a high deer population where carcasses might be found.

Range

Bald Eagles are widely distributed throughout North America. In Ontario, they nest throughout the north, with the highest density in the northwest near Lake of the Woods. Historically they were also relatively common in southern Ontario, especially along the shore of Lake Erie, but this population was all but wiped out 50 years ago. After an intensive re-introduction program and environmental clean-up efforts, the species has rebounded and can once again be seen in much of its former southern Ontario range.

Threats

Historically Bald Eagles were shot as pests or trophies, and many shoreline areas where they bred were developed for housing or industry. Their largest decline came with the introduction of pesticides such as DDT that resulted in thin egg shells that broke as the adults tended to them. Although most of these threats have been reduced or eliminated, current Bald Eagle populations are impacted by the continued development of shoreline habitat and pollution.

Both Bald Eagle parents share the duty of incubating eggs and looking after their young. The Bald Eagle is a special concern species under Ontario’s Endangered Species Act. Provincial Status: Special Concern

What You Can Do to Help the Bald Eagle

The Ministry of Natural Resources tracks species at risk such as the Bald Eagle. You can use a handy online form to report your sightings to

the Natural Heritage Information Centre. Photographs with specific locations or mapping coordinates are always helpful! nhic.mnr.gov.on.ca. Private landowners have a very important role to play in Bald Eagle recovery. If you find a Bald Eagle nesting on your land, you may be eligible for stewardship programs that support the protection and recovery of species at risk and their habitats. For more information, visit ontario.ca/speciesatrisk.

Bald eagles were once a common sight in the skies of North America but by the 1950s the population began to drastically decline because of the accumulation of DDT and other chemicals in their food chain. Use of these chemicals was restricted in the early 1970s and eagle populations have started to rebound. The raspy scream of the Bald Eagle that



is often heard on movies and TV programs is, in fact, the call of a Red-tailed Hawk. The Bald Eagle actually gives a sort of watery, gurgling trill that doesn’t sound like it suits the bird. Nesting begins up to three months earlier in the southern portion of their range compared to pairs that settle in the north.

MEMORIES OF BASS LAKE (contd)

By Richard McCarthy

CHAPTER 4 - A venture to buy a treat

There were always lots of adventures to go on around the lake, but as 8 or 9 year old boys one of the favorites that sticks in my memory was walking

along the shore with my cousin or brother and sister by way of a small path quite close to the shoreline that led all the way along to what used to be called the "Bass Lake Lodge" in the north east corner of the lake. We'd have a small amount of "coin" in our pockets, and I think the plan our parents had

was that for that small amount of coin, they knew they could have peace and quiet around the cottage for a few hours. There were a few cottages along the shore at the time, and the neighbours were always pleased to see us walk by on our hike, giving us a friendly wave. There were two ladies who would greet us at the lodge who seemed like older ladies to us at the time, but I guess at the age of 8 or 9, everybody seemed old. In the screened porch of the lodge, there were large glass jars with screw-on tops in which the ladies kept chocolate bars in which they sold to the guests at the lodge or to anyone else who happened to drop in. Those were the best chocolate bars I've ever eaten, and the memory of eating them while wandering back along the trail towards home with my family members with me is one I'll always treasure.

As we got older, our trips became a little longer. We'd travel by boat down through the gap between Walsh's Island and Dr. Lilli Matheson's point to eventually pull up our boat at the sand beach and walk from there out to Mawson's General Store where Trudy's place now operates. Max Mawson and his wife operated the store, and any of us who were around at that time will remember how Max would come in from working on his tractor wiping his hands on a rag and slice you some cold meat or bologna if you wanted to buy some. Another time when we bought some bananas, the cat had chosen to have her kittens there, so that was quite a treat for us kids.

CHAPTER 5 - What's in a name

A man by the name of "Fisher" lived in the cottage on the other side of the LaFrance's (now the Quinn's) cottage. You would regularly see Mr. Fisher trolling slowly up and down our bay from the point just past where Tom Hugh's cottage is located to Dewey's Island. Mr. Fisher always had a string of fish he'd caught.

Mr. Fisher's name was certainly fitting, and it was only when Marilyn and I moved to Peterborough almost 40 years ago that I realized the significance of a name. When we arrived in

Peterborough at that time, we had an internist by the name of Dr. Belch, a podiatrist by the name of Dr. Foot, lawyers by the names of Lawless and Crook and a gynecologist by the name of Dr. Butt.

Mr. Fisher will always be my introduction to significant names.

CHAPTER 6 - A very special gift

When the Fishers sold their cottage, a family by the name of Yenovkian had purchased it. They were a great couple probably in their 50s or 60s at the time, and had come to our wonderful country from Armenia. I can still vividly remember Mrs. Yenovkian telling me how her father and brother were led out in front of their house in Armenia when she was a girl and shot to death while she watched in horror. Tears came to her eyes when she told me this story those many years later, and I wondered how she could have slept at night.

The Yenovkians had a son John who was probably about 30 years of age, and I remember how he loved visiting his mom and dad at the cottage. They had about a 14 foot boat with a new shiny white 5 1/2 horsepower Johnson outboard motor on it, and I remember how impressed I was at the time with that motor.

In the fall of the first season that they were at the cottage, Mr. Yenovkian let me know that they had one too many boats under their cottage, and he took me under the cottage and showed me the boat he was going to let me have for my own the next spring when we came up to the cottage. All that winter, I dreamt about that boat, and of all the wonderful times I was going to have with my very own boat. My imagination exaggerated the condition and size of the boat, and I can remember how disappointed I was when I first saw it the next spring. It had a broken gunnel on the starboard side, and needed some major repair. Mr. Johncox who lived in the next cottage along and was one of my special friends saw my boat when I got it in the water, and said he'd like to repair it for me. As it so happened, Mr. Johncox was a retired wood shop teacher from the USA, and by the time he got through with my boat, it looked as good as new. What a wonderful gift both of them had given to me, just a young boy that I was.

I made myself a deck for the boat in front of the middle seat, and with a sheet of 3/4 inch plywood cut into a disc for the steering wheel and some galvanized plumbing parts as a steering shaft, I was able to sit in the middle seat facing forward to drive my boat. Now all I needed was a motor. Mom and Dad had an Eaton's Viking 5 horsepower motor with a speed lever across the front of it and an integral gas tank. They let me borrow it to put on my boat, and when I filled the gas tank on the motor right to the top, it would give me just enough gas for me to sit at my steering wheel and go all the way around the shore of the lake, all three bays, and run out of gas right at the front of our cottage.

I was one happy little boy at the cottage that summer!!



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Beech Trees Set to Vanish

According to Ministry of Natural Resources (MNR) researchers, beech bark disease is making a rapid sweep of the province's forests killing trees.

Beech bark disease is actually an insect-fungus duo that reduces the trees' natural resistance and infects its bark with circular cankers. The disease is spreading rapidly across Ontario with almost no hope of stopping the spread. Healthy trees can be killed within one year of infection fungal infection. The beech scale insect actually weakens the tree for two to eight years before you can expect to see the killing fungal disease itself.

Beech wood is of little use outside of firewood, the ramifications for our ecosystem are significant.

Beechnuts are food for bears, deer and birds and provide habitat for cavity-nesting birds, MNR scientists say. Sylvia Greifenhagen, research forester with the Ontario Forest Research Institute of the MNR, said it's hard for her to predict what the outcome of the disease will be, given its rapid spread. "The disease hasn't been in Ontario for very long. We don't know how it's going to work and what the consequences are going to be," she said.

The beech scale insect is originally from Europe and was introduced to North America in the 1890s. The scale eats tree bark and can injure the bark enough to open it up to the second part of the disease, a canker fungus. Once infected, the tree will live another few years at most.

Diseased trees should be removed, particularly close to cottages, roads, and ATV trails. The few remaining healthy trees that might exist will be prized by foresters for their seeds, and should be reported to the MNR.

Info Source: Whats Up Muskoka (February 6, 2013, Article by Jenn Watt and Matt Driscoll)



POLLUTION FROM TWO-STROKE OUTBOARD ENGINES

Introduction

Two-stroke engines used by many pleasure boats are a major source of hydrocarbon and other toxic emissions in coastal areas. The high emissions from traditional two-stroke engines are caused by the design of the motor. Twenty to thirty percent of the fuel and the added oil that these two-strokes use are emitted unburned directly into the water. At low speeds, up to 40 percent of the fuel entering a cylinder might escape unburned while at the most efficient operating range eight percent of the fuel is expelled as exhaust. A one-hour ride on a boat with a 10-horsepower traditional two-stroke engine emits the same amount of hydrocarbon pollution as driving a modern automobile 40,000km (25,000 miles).

Background

The number of pleasure boats in the North Sea area has been estimated to be in the region of 2 million. Of these, it is estimated that 1 million crafts have outboard two-stroke engines. Approximately 20,000 tonnes (40 million pounds) of hydrocarbons are emitted from this number of two-stroke outboards into water and air every year. At the same time more than 1,000 tonnes (2 million pounds) of unburned engine oil is emitted with the exhaust gases into the water.

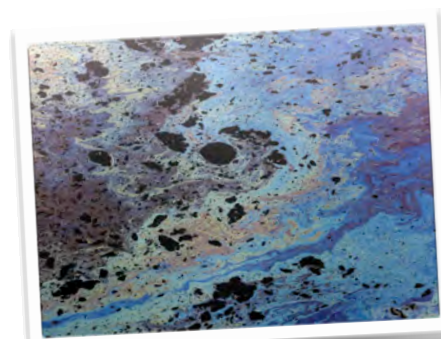
It has been estimated that approximately half of the exhaust gases evaporate immediately and the remainder stays in the water for a significant time. The unburned petrol that goes into the air consists of volatile organic compounds (VOC). These hydrocarbons, especially during the summer, help to form ground-level ozone (smog).

The exhaust gases contain toxic compounds to which the vessel users are more or less exposed. One example is benzene from the fuel. The most important two-stroke engine emissions from a health and environmental point of view are the polycyclic aromatic hydrocarbons (PAHs). The addition of motor oil in the fuel results in a highly increased formation of PAHs in the combustion processes and consequent high concentrations of PAHs¹ in the exhaust gases.

While the concentration and effects of exhaust products is minimal in the bulk water column this is not the case in bottom sediments and in the surface microlayer. The surface layer forms the basis of the food chain in many habitats and is crucial to the reproduction of many species. In this layer, as well as in the sediments, hydrophobic organic pollutants such as PAHs tend to accumulate.

A further complication is that some PAHs can become hundreds or thousands times more toxic under field conditions when they are exposed to ultraviolet light in sunshine (phototoxicity). It should also be noted that the recreational use of coastal waters is strongly localized both in time and space and is mainly concentrated in sensitive areas, like shallow coastal areas. Because of this the emissions are likely to cause more ecological damage than the national average figures might lead one to suppose.

Although not conclusively proven, some researchers are of the opinion that PAHs are the most serious pollutants in the marine environment. Taking this into account it is certain that the PAHs have a potential to damage marine life and it is probable that they contribute to observed negative ecological effects.



**Steenburg Lake Community Association
Financial Report
August 31, 2013**

	2013	2012	2011	
Assets:				
Bank Account	5,960	5,256	5,768	
PayPal	301	12	28	Payments to PayPal transferred to Bank
GIC - 2 Yr 1.75% Sep 14 2011	-	-	5,084	
GIC - 2 Yr 2.00% Oct 8 2012	-	3,105	3,054	
GIC - 1 Yr 0.15% Cashable Nov 7 2012	-	2,504	-	
GIC - 2.5 Yr 2.45% Nov 29 2013	13,959	13,625	13,270	
GIC - 2.5 Yr 1.80% Mar 15 2014	5,253	5,160	-	
GIC - 2.5 Yr 2.05% Apr 9 2015	3,168	-	-	
GIC - 2.5 Yr 2.00% May 7 2015	2,538	-	-	
Prepaid Insurance Sep/12-May/13	1,062	1,065	1,030	
Inventory T-Shirts/Hoodies	1,046	1,008	812	
Total Assets	33,287	31,736	29,045	Total of what we own, primarily cash & investments
Net Assets represented by:				
Reserve for Future Expenditures	20,000	20,000	20,000	For specific use determined by SLCA
General Fund, Unrestricted	11,736	9,045	6,808	Can be used for general activities
Net Assets, Beginning of Year	31,736	29,045	26,808	
Excess (Loss), Current Year	1,552	2,691	2,237	Profit or loss for each year (see below)
Net Assets, End of Year	33,287	31,736	29,045	Accumulated income, all years
INCOME:				
Membership Fees	4,300	5,010	4,730	Fees at \$30 per cottage
Advertising Income	1,275	900	1,650	
Fundraising Income, Maps	20	30	10	
Fundraising Income, Merchandise	1,940	2,355	3,441	Overall Merch. Profit: - \$ 202 901 893
Fundraising Income, Fun Run	350	390	475	
Fundraising Sponsor/Donation	-	10	-	
Interest Income	526	487	537	
Total Income	8,411	9,182	10,843	Total income for each year
EXPENSES:				
Fundraising Costs, Merchandise	1,738	1,454	2,547	
Fundraising Costs, Fun Run	647	717	537	
AGM, Regatta, Movie Night	361	660	1,122	
FOCA Dues & Expenses	596	567	545	
Insurance	1,423	1,385	1,377	
Newsletter Expenses	1,126	1,011	1,322	
Members Handout	149	137	146	
Bank, Paypal & Admin Charges	82	77	136	
Rock Markers, Fishing Derby	291	250	360	
Sign Maintenance	5	109	0	
Donations/Gifts/Memberships	150	25	452	
Web/Webcams	99	98	61	
Water Testing	191	0	0	
Total Expenses	6,859	6,491	8,606	Total expenses for each year
Excess (Deficit) for period	1,552	2,691	2,236	

Due to delays in depositing some of the merchandising receipts, as well as delays in collection membership fees, the overall profit is down from previous years. These receipts will be reflected as profit in our current fiscal year (2013-2014), and net income will therefore be that much higher.

The Act of Naming a Vessel

by Dave Langman, Lake Steward, SLCA



In my role as lake steward, I bring interesting tidbits of information to you on our local flora and fauna. Included in my role is the all important care and protection of all things nautical, most importantly: Crestliners, Lunds, Four Winns,

Princecrafts, Glastrons, Larsons, and Mercurys, Johnsons, Evinrudes, Yamahas, Mercrusers, Volvo-Pentas - to name a few. I have witnessed the demise of many boat and motor species, most recently, and sadly the Johnson. No more big Johnsons, tiny Johnsons, and no more Johnsons with vibrating and water pump problems. Very sad.

I have some expertise on identifying and naming various trees, plants, birds, beast, and boats, although I am not as good at spotting goats as some. I can usually name the engine size, model, and make of most motors before they appear. I miss the Johnson Super Sea Horse forty, and note that many of the old two stroke models are becoming extirpated in our area – perhaps replaced by new invasive species of four strokes seen more and more often.

In my studies of local boats, I have noted that very few boats owned by Steenburg Cottagers have been given a name. This is a truly unacceptable circumstance and outside of our own cottaging traditions dating back two centuries! Go back to 1899 when the Batemans and Powers navigated from their boat house at the sandy beach to Crystal and Birch Islands in the “Doris Edgar” (named after Edgar Bateman and Doris Powers, the two “babies” in the family). Go back to “Suzy Q”, “Hunky Dory”, “Pixie”, and “Tiger” Kaufmans are with it – they have “Miss De Meanor” (totally cool name), and there is “Grendl”, “Skyla”, “Knotty Bouy” and “Lazy Bouy”, the magnificently magenta “Something” and “CYAL8TA ALIG8TA” and most recently “Doris Bea Evelyn” named after the three pioneering Powers girls on birch Island (1880’s baby!).

I implore our SLCA executive to take it upon themselves to make it a mandatory requirement of membership in the SLCA to include naming of all watercraft on the lake starting with motorized watercraft over 14’ in length in 2014. Let’s get the website set up for boat name suggestions, and registry - even have a contest, with the winner getting free vinyl lettering.

Of course, giving a boat a name requires a christening ceremony. Below are a few recommendations for how to conduct a really great ceremony.

The act of naming a vessel, according to maritime historian James Clary, author of “Superstitions of the Sea: A Digest of Beliefs, Custom and Mystery,” dates back to 2680 B.C., with the Egyptian ship “Praise of the Two Lands,” a name thought to signify the unity between the north and south Nile. Naming a boat is an important tradition. A proper christening ensures good fortune to the boat and her crew throughout the life of the vessel. If, after being properly christened, a vessel does have a run of bad luck, it will be because her christening ceremony was poorly performed, rather than due to her Captain’s incompetence.

First invite everyone to the christening who is important to the boat. Since this is an auspicious occasion, it is a good time to invite your friends to witness and join the festivities. Distribute champagne margaritas to all attendees. Then, recite the following:

“For thousands of years, we have gone to sea. We have crafted vessels to carry us and we have called them by name. These ships will nurture and care for us through perilous seas, and so we affectionately call them “she.” To them we toast, and ask to celebrate (the name of your boat).”

Then everybody raises their champagne glasses and shouts “TO THE SAILORS OF OLD...TO _____ (the name of your boat).”

Then follow with: “The moods of the sea are many, from tranquil to violent. We ask that this ship be given the strength to carry on. The keel is strong and she keeps out the pressures of the sea.”

Again the glasses are raised, and the assemblage shouts, “TO THE SEA...TO THE SAILORS OF OLD...TO THE SEA

Continue: “Today we come to name this lady _____ (name of your boat), and send her to sea to be cared for, and to care for the _____ (name of your family) family. We ask the sailors of old and the mood of God that is the sea to accept _____ (your boat’s name) as her name, to help her through her passages, and allow her to return with her crew safely.”

Again, with the raising of the glasses, “TO THE SEA...TO THE SAILORS BEFORE US...TO _____ (the name of your boat).”

Now pour champagne over the bow to appease King Neptune, and lay a branch of green leaves on the deck to ensure safe returns. (This is when you break the bottle across the bow.)

Once the ceremony has been completed, you may bring aboard any and all items bearing the new name of your vessel. If you must apply the new name before the ceremony, be sure the name is not revealed before the ceremony is finished. It may be covered with bunting or some other suitable material.

Have another bottle / pitcher on hand to continue sipping. Leave the boat at the dock to be admired until everyone sobers up. :-)

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How's Your Johnson?

Part 2 by Dave Langman

The article below is a summary of information found on the iBoats.com website by contributor Silvertip in 2007. Since 2007, four stroke motor builders have likely improved their product offerings resulting in increasingly quiet and more fuel efficient products. The information in this article proves that a big Johnson is better than a small Johnson. Its all about the throttle settings and speed of forward motion.

FUEL EFFICIENCY vs FUEL ECONOMY:

Fuel Efficiency is a measure of fuel consumption at a given RPM. Two engines can be compared side by side on this measure and in looking at the charts below, you will see the 4-stroke clearly burns less fuel than the 2-stroke at any RPM making it more efficient in those terms.

Fuel economy is a measure of how much fuel it takes to travel a given distance. Once on plane (3000 RPM and up) you will see the MPG figures for the 2-stroke are either very close to the 4-stroke or actually better than the 4-stroke. Wide open throttle on the 4-stroke returns 4.6 MPG and on the 2-stroke it is 5.07 MPG. Why the difference? It's really quite simple! Look at the speeds (MPH) for the two engines. At any given RPM the 2-stroke is pushing the boat faster than the equivalent 4-stroke. Hence, better economy! Expressed in converse terms, if you ran both engines at 3000 RPM for one hour, the 4-stroke would burn less fuel than the 2-stroke. However the 2-stroke would have carried you farther on the same amount of fuel because at 3000 RPM it is pushing the boat faster.

Time to Repower?

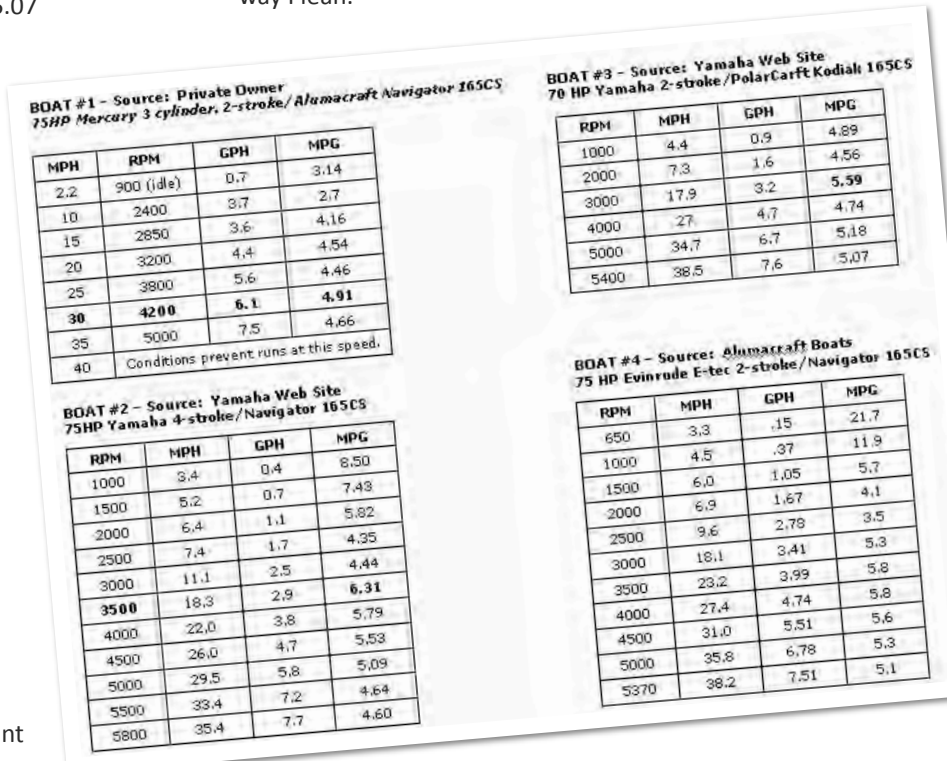
If the 4-strokes aren't more economical, why should I buy one? Good question but there is merit to viewing efficiency as long as you disregard distance and speed in the consideration. The charts show that speed is the enemy with a 4-stroke. At any given rpm a 2-stroke is simply pushing the boat faster hence the MPG are better even though the engine may be consuming more fuel per hour.

If you are a walleye fisherperson for example, you may want to back-troll for hours at a time. The E-tec at 1000 rpm burns 0.37 g/hr, the Yamaha 2-stroke burns 0.9 g/hr (yikes), and the Yamaha 4-stroke burns 0.4 g/hr. In this example you ignore how far you traveled so MPG is not an issue. Lets then assume you want to cruise for two hours at a relatively constant speed of 22 MPH which translates to 4000 RPM on the Yamaha 4-stroke. At that speed you would burn 3.8 g/hr. On the Yamaha 2-stroke you would only need to run the engine about 3500 RPM to run 22 MPH and you would be burning very nearly the same amount of fuel -- because the engine is running slower to provide 22 MPH. On the E-tec, you would burn significantly less than the 4-stroke because the engine would be running about 3400 rpm and burning about 3.6 g/hr. In comparison, my 75 Merc 2-stroke would burn 4.4 g/hr. At wide open throttle all of

this is moot because they all burn the same amount of fuel.

When engaged in 4-stroke, 2-stroke and direct fuel injection 2-stroke (Optimax/E-tec) discussions make sure what you are saying and hearing is actually what you mean to say or what you want to hear. There is no disputing the fact that at any given RPM a 4-stroke will generally burn less fuel than a carbureted 2-stroke. But equate that rpm to boat speed and you now have a totally different set of parameters. 4-stroke engines make power on every other revolution so they should in theory, burn 1/2 the amount of fuel a 2-stroke would. However a 2-stroke makes power on every revolution so they generally have better hole shot, top end, and provide faster boat speeds at the same rpm as a 4-stroke. How can that be? 4-strokes tend to need lower gear ratios in the lower unit to get out of the hole. They also run slightly less pitch on the props. That translates directly to less speed.

After preparing this study I am more convinced than ever that I will run my carbid 2-stroke until it dies or is outlawed, at which time I will be faced with the same decision most new boat owners face – 2-stroke or 4-stroke! But I think you know which way I lean.



If you are contemplating the purchase of a rig, this information is very useful to you if you have to have good fuel economy. Obviously it says buy the largest engine your boat can safely use.

Other thing is that engines of a series weigh about the same so once in the series, go to top hp in that class....like a 135 Merc weighs in at 408# and a 225 of the same series weighs just 440#.. You roughly double your hp for roughly a 10% increase in weight. Then you take that 225 and throttle it back to where it's putting out 150 hp and enjoy your savings.....yeah I know, you have to overcome the cost of ownership difference before you can start saving.

So, there you go! Bigger is better!

Let Them Eat Crowe

For those of you who may not be aware, Steenburg Lake is situated in the heart of what is known as the Crowe Valley Watershed which covers an area of more than 2,000 square kilometres, across ten different townships. The headwaters originate from Paudash Lake in the north, and flow through the Crowe River and its tributaries.

The area is managed by the Crowe Valley Conservation Authority (CVCA) which has the responsibility for protecting, monitoring and controlling water quality and levels throughout the watershed. Like most conservation authorities, the CVCA's funding comes primarily from municipal levies from the townships they operate within. There are some smaller revenue streams such as rentals of properties they own (like our own McGeachie Lodge), permit fees, some rapidly diminishing funding for special projects from the Ministry of Natural Resources, and donations from the public. Like many conservation authorities in the province, the CVCA has been chronically underfunded for years, and its aging assets like dams and weirs are constantly in need of repairs.

On October 25th the Board of directors of the CVCA held a public meeting in Marmora to gather input and to answer questions about a proposal that would have seen all operations currently performed by the CVCA staff contracted out to the neighbouring Quinte Conservation Authority (QCA) through a comprehensive Service Agreement. The SLCA and other members of the public only received some of the details of this proposal a week before the scheduled meeting, so we had to act quickly to review the proposal, and to contact fellow lake associations in the watershed to make sure they were aware of and took part in this meeting.

The meeting was surprisingly well attended by representatives of several lake associations as well as local citizens, small hydroelectric companies that operate within the watershed, and even the Reeve of one of our host



We Huffed, and We Puffed,...

As mentioned at this year's AGM, your SLCA have been working to deal with a significant hazard on our lake since late last year. By this, we mean the abandoned and dilapidated old boathouse in Adams Bay. The SLCA obtained all the necessary approvals and instructions to proceed with the removal of the boathouse, including obtaining a demolition permit from the Township of Limerick.

This old structure has been collapsing and sinking into the lake for years, but as is often the case with such buildings, the rate of collapse only accelerates with time. Originally, the plan was to attempt at least a partial removal of the structure during the winter months while the ice provided a stable work platform all around it. Unfortunately the ice and snow conditions, coupled with the fact that so little of the boathouse still protrudes above the water, made this plan an unlikely option.

We then set our sights on a summer time removal, but had to wait until after July 15th after the bass spawning season, before attempting any shoreline work. Following a closer examination by several members and volunteers, it was determined that the structure was so far gone that any reasonable attempt to drag the building to shore might only result in creating a greater hazard to unknowing boaters who may venture into the bay. After examining several options, it was decided at the Fall Executive meeting, that without specialized (read expensive) equipment, removal of the structure at this time would be extremely difficult and potentially dangerous for those involved. The only reasonable option at this time, would be to let *Mother Nature* take its course, and let the building continue to break up. Hopefully then, we might be able to safely remove the rubble that remains.

For this reason, your SLCA would like to stress to all our members and their friends, to keep a safe distance away from the collapsing boathouse, and to warn our young and adventurous ones to keep out and off the structure. There are many sharp and rusty points on the boat house, and the risk of injury or entrapment are high.

Pat Stallaert SLCA Vice President

DIY 'Pin' for the Holiday Season

By Erika Langman



Some of you may know the latest social media trend called Pinterest, for those of you who do not - I suggest you jump on the train! Pinterest is an incredible source for endless craft ideas, recipes, gardening tips, and home Do It Yourself projects. Here is a fun and easy holiday craft idea I pulled off my list that anyone can make:

What you need:

A mason jar
Floating Candle
Red berries including Holly, Cranberries, Mountain Ash, Chokeberry, dogwood
Foliage - holly leaves, pine needles, twigs
Anything else oh-natural! Get creative

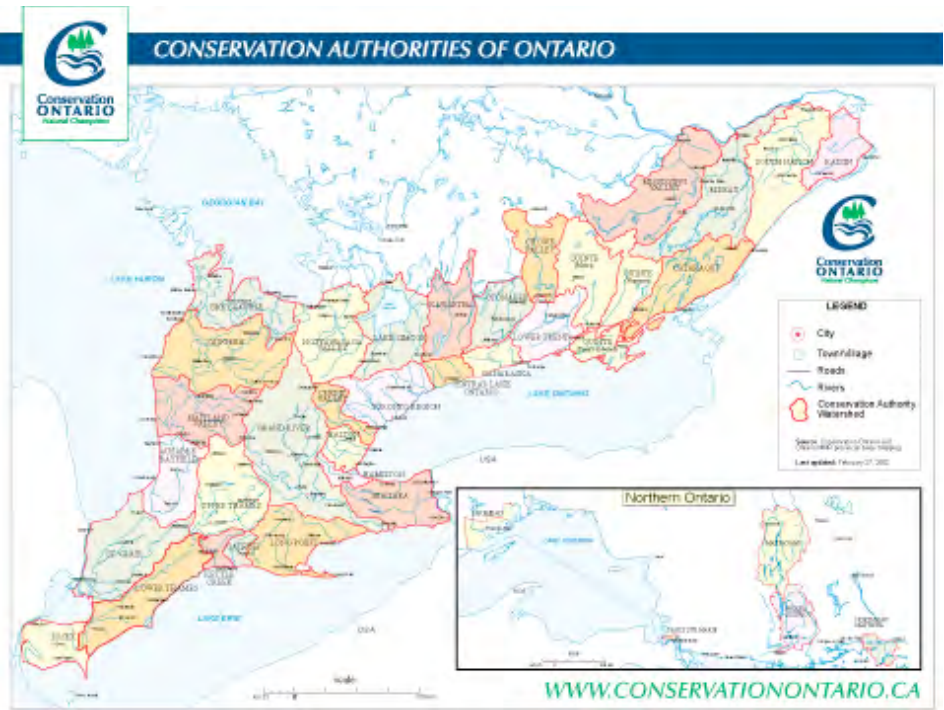
Step 1: Go for a walk in the woods and collect some of the above natural ingredients

Step 2: Put the berries & accessories in the mason jar.

Step 3: Fill the jar with water

Step 5: Put the floating candle on top of the water

Step 5: Light and voila'!



....Let Them Eat Crow Cont'd....very questionable savings projected, a loss of local expertise and full control over the management of the CVCA, and ultimately, what would most certainly have lead to the amalgamation of the CVCA into a much larger QCA.

The SLCA's advice to the Board was that they take their time, exercise due diligence, and consider ALL possible options, not only the QCA service agreement. We also pointed out that the CVCA has a huge, untapped resource of volunteers and expertise in the form of the many organized lake associations in the area, and we proposed that the CVCA formally recognize this partnership by establishing an advisory committee with representation from all the lake associations in the watershed. The Chair of the Board immediately dismissed the suggestion as being too difficult and too large a group to work with.

Ultimately, a motion was put forward that the Board instruct its subcommittee to continue to pursue the details of a service agreement with the QCA, and report back to the board in November. The motion was put to a recorded vote, and was defeated with a tie: 5 for, 5 against. A feigned attempt by the Chair of the Board to have the issue deferred to the November meeting was ruled inappropriate and out of order. So in its arrogance, by making the motion a "go/no go" vote, the Board quashed the possibility of this proposal before ever having all the facts to make an informed decision, and still has not addressed the fundamental funding issues facing the CVCA.

On a positive note, democracy was realized, stakeholders had their say and were heard by at least some elected officials, and in all likelihood the CVCA, as we know it, was saved. As a result, the Board of the CVCA will have to work through their highly touted Long Range Plan, and find other ways to improve efficiencies and find savings within the operation of the CVCA. Hopefully a day will come when this Board formally recognizes the benefits of working with the many lake associations towards the common goal of protecting our most precious resource.

Until then, we'll just have to keep a close eye on the goings on at the CVCA, and offer up what help and advice we can.

Written By: Pat Stallaert – SLCA Vice President



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