

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

September 2023

Proudly Supporting the Paul McGuire Collection of The State Library of South Australia.

Presidents Report September 2023

Greetings to all you Friends, and other readers too. Spring is here, with luck it will start warming up soon, to replace that nasty cold stuff.

Our meeting in July was most interesting, with a DVD depicting very thoroughly the history of the submarine, covering the efforts of every nation as it advanced in the development of these silent new weapons. The evening included the usual excellent dinner served up at the British Hotel.



The Clipper round-the-world yacht race is now under way, sailing the wrong way, with amateur crews under professional skipper. And tomorrow, September 10th, the Ocean Globe Race will start from Southampton, going the right way, east about, just fifty years after the first one; Mark Sinclair (Captain Coconut) is the skipper of Explorer, a Swan 57, while Coconut rests up on the hard in Trinidad, another RSAYS member, Campbell Mackie is skipper of a sister-ship, Spirit of Adelaide. Good luck to them both and all the crews in the two races, there will be a lot of sailors out there for a few months.

Meanwhile, our travelling treasurer Neil, has picked another super DVD in Canada, about marine transport around Lake Moskaka, should be fascinating, so please come to the British on Tuesday, September 26th and enjoy it with your fellow friends at our next meeting.

Time to deliver this to Editor Neil, so I wish you all well and hope to see you all on the 26th, please let Neil or myself know if you are coming, to help the pub.

Regards, Julian.

September Meeting

The Day of the Steamship

The story of the Lake Moskaka Ontario steamship era

Tuesday 26th September 2023

British Hotel

Port Adelaide

6:00 pm dinner, 7:30 pm Video.

Please book dinner with Neil (0418821331) or Julian

(0414365294)



This little tug is in the Haileybury Museum on the shores of Lake Timiskaming which extends quite a distance north and south and spans two provinces, Ontario and Quebec.

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Parry Sound

The area north of Toronto along the shores of Georgian Bay and nearby Lake Muskoka is "cottage country". There are a number of towns in this area: Owen Sound and Collingwood on the southern shore of Georgian Bay to the west, and Parry Sound on the eastern shore. Parry Sound sees cruise ships such as the *Pearl Mist* as well as hosting tour boats such as the *Island Queen* and float planes as well as many smaller pleasure craft.

The Canadian Pacific Railway Trestle dominates the Port area. It carries all north bound rail traffic, south bound traffic uses the Canadian National line a little further inland.

The Bay here contains, it is said, 30,000 islands.



The old railway bridge, now Rose Point Road, joining Parry Island to the mainland.



The Island Queen tourist boat - this provides a very comfortable and well interpreted tour of the 30,000 Islands near Parry Sound.

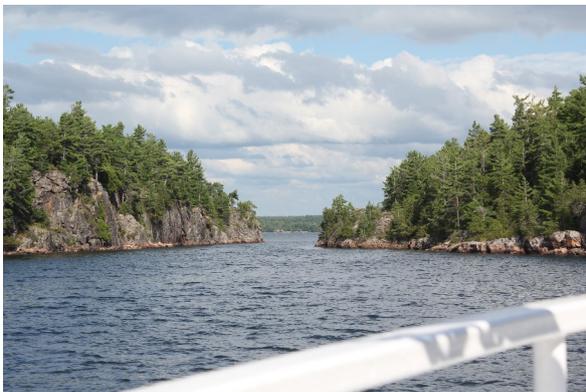


The area is part of the vast Canadian Shield which covers much of Eastern Canada and as far south as the Adirondacks in northern New York state in the USA. This is typical of the glacier cut passages through the granite bedrock.

There is little topsoil and the area proved not suitable for farming, but rich in timber and minerals.



The Canadian Coast Guard has a major base here covering the lakes Huron and Ontario.



The "Hole In the Wall". Though barely wide enough and deep enough the Island Queen comes through this gap.



Moosonee at the James Bay mouth of the Moose River is Ontario's northern most salt water port. There is no road to Moosonee, the options are air or by the "Polar Bear Express" train from Cochrane 5 hours to the south. The nearby island settlement of Moose Factory was the first British outpost in northern Ontario. It is accessed by these water taxis which for \$5 will transport you between the settlements.

Lake Moskaka

Gravenshurst at the southern end of Lake Moskaka was once a busy scene of steamboats bringing logs to the timber mills for loading onto trains for despatch to Toronto and beyond.

A volunteer group is keeping the Steamboat tradition alive.

It operates two boats out of Gravenshurst, the steamer *Segwun*, the oldest operating steam ship in North America, and the *Winona II* a modern vessel in the style of some of the original steamboats.

The shores of Lake Moskaka boast the "cottages" of the rich and famous. These provide a comfortable holiday home for the owners and families and often quarters for the staff as well.



Bruce Peninsula

The Bruce Peninsula which separates Lake Huron and Georgian Bay is another attractive area for the cottage set.

It is stunningly beautiful in summer, though more bleak in winter because the lakes freeze over and there is plenty of snow.

One such village is Lions Head on the shore of Georgian Bay.



The Lions Head lighthouse. These small lighthouses are a common feature on both the Great Lakes and other navigable waterways.



Lions Head Marina - home to many pleasure boats owned by both Canadian and USA cottage owners.

Cove Island Lightho



use, Lake Huron



Big Tub Harbour Tobermory – there was quite a stiff north easterly causing around a 1m swell out on the lake.

Big Chute Marine Railway

The Trent Severn Waterway is a 387 km waterway connecting Trent on Lake Ontario and Port Severn on Georgian Bay in south-east Ontario. The waterway is a mix of natural lakes and rivers and man made canals. There are some 45 locks in the system, most conventional but there are a couple of lift locks and one Marine Railway, at Big Chute, which carries boats down the Severn River towards Georgian Bay. Big Chute is 374.1 km from the start of the waterway at Trent.

In 1914 contracts were awarded to build locks to connect the Severn River to Georgian Bay with one of the locks being #44. Wartime shortages stalled the start of construction, but the first marine railway was built in 1917 and then replaced in 1923. The current marine railway was opened to the public in 1978 and has been instrumental in halting the spread of sea lamprey to inland lakes.

It was the presence of lamprey that foiled the last attempt to replace the railway with a conventional lock. Larger boats are carried in a sling and smaller boats just sit on the carriage if flat bottomed.

All locks on the waterway are managed by Parks Canada.



The carriage and railway are designed so that the carriage stays level



The almost obligatory marina at Big Chute.



The old is retained for history's sake; it was last used in 2003.

The Airport Hotel



The mining city of Timmins in North Eastern Ontario is served by several carriers at the Victor M Power airport to the north west of the city

Why then is the Airport Hotel 10km east of the city in South Porcupine?

This is because there is a water airport there. The expansive Porcupine Lake is ideal for float planes coming and going! It is no longer a commercial airport though a couple of float planes use the lake.



Passengers would get off the plane then head upstairs to reception. The door to the left leads to the bar.



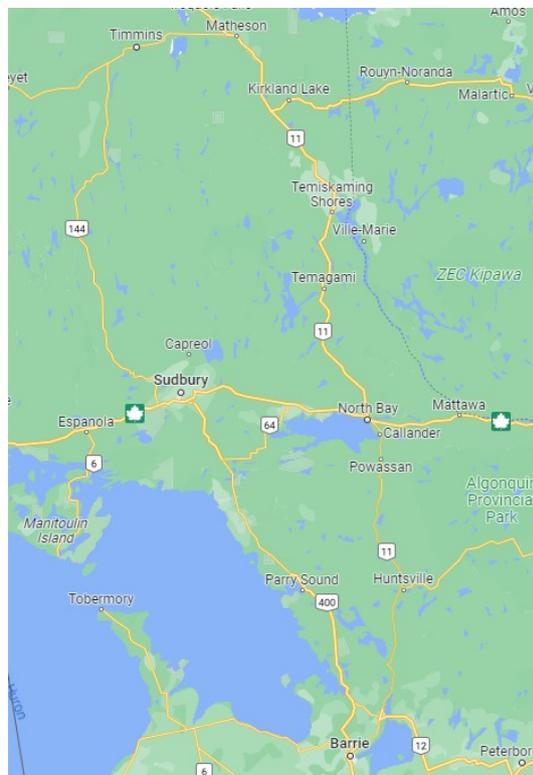
The landing and aircraft

Gator Boats

Vast lake systems and endless trees are a feature of northern Ontario and neighbouring Quebec. In the early 20th Century logs destined for the sawmill were rafted across the lakes towed by a tug boat. One type was the Alligator Boat, a sturdy shallow draft and flat bottomed tug that not only was useful on the lake or river it could haul itself over land to the next lake using a winch and cables.

The originals were steam driven side wheeler paddlers; later examples diesel power screw driven boats. There are few remaining examples of the over 250 built.

One, in poor condition, is at the Counnaught Museum on the shores of Frederick House Lake near the city of Timmins.



Map of the parts visited. Timmins is to the west of north