By David Sweetnam , Executive Director Georgian Bay Forever

Thank goodness the ‘Denier Industry’ missed the Ozone problem

Spring is here and our thoughts turn towards the record heat of last summer and what our summer will be like this year. Soon we will be reaching for the sunscreen that became a ubiquitous pre-sum ritual in the 1980s replacing the deep tanning butters and oils of the previous generation with expensive ozone protective products.

The ozone hole that developed through the 1980s and hit its all-time low in the 2000s is today slowly repairing itself and protecting the earth once again from harmful cancer-causing ultraviolet rays. This is happening because scientists, governments, manufacturers and citizens all worked together to address a truly life-threatening global emergency.

But what would things be like if scientists hadn’t credibly blown the whistle on the destruction of the ozone layer or been listened to when they did?

NASA scientists developed a computer model to simulate the circulation of the atmosphere to show what changes would have occurred if global actions had not been taken. And their results were truly alarming…like looking over the edge of the Grand Canyon from behind a secure railing. And if the denial industry had been as well formed in the 1970s as it is today the world would already have been well on its way to becoming a hostile, irradiated planet.

Halogenerated hydrocarbon solvents were produced in the 1980s with good intentions. They provided highly flammable products from the previous century that by then had caused significant injuries, fires and deaths in many industries like the dry cleaning industry. The hazard though really only resulted in government acknowledging its role in protecting worker safety by implementing regulations to force the industry to transition to safer products in the workplace.

By Peter Wood

Hunt 25 Harrier, unique, legendary boat with a passionate following on Georgian Bay for over 60 years

The new Hunt Harrier 25 is now the 50s by Ray Hunt, proven in the racing world. A boat called ‘Moppie’ with a revolutionary Deep-V hull design was unusual in that the hull was ‘V’ to the minute – a new record. Only completed the treacherous 3-leg course across the Gulf Stream to Cat Cay, to the shallows of the Bahama Bank and finishing in the port of Nassau. On that day, 37 years ago, the legend of the Deep-V hull began. It was “a remarkable demonstration of the Hunt design in rough water.” (Mitchell, SI 1960).

The Deep-V hull Moppie was a combination of a brilliant revolutionary design by self-taught designer C. Raymond Hunt of Marblehead (sailing centre of New England), and the craftsmanship of boat builder Richard H. Bertram of Miami – both legends in the industry. The underway form of Moppie was unusual in that the hull was ‘V’ shaped not only forward but all the way back to the transom. A series of longitudinal staked webbing were added to help lift the boat onto plane, increase stability and decrease the tendency to roll. The design was conceived in the 38 by Bay Hunt, proven in the 1960 race and evolved into the original Bertram’s Hunt Yacht’s current version, the Harrier 25, has contributed to the cubic foot as an emergency responder. In his words, “one way or another; I’m kind of on call 24 – 7.” For many years, he lived going back to 1960 and the grading 183 mile offshore race from Miami to Nassau known as the ‘Miami Nassau Ocean Power Boat Race’, the most rugged boat race in the world. A boat called Moppie with a revolutionary Deep-V hull design was in that race. Sailing writer and lifelong power boat skeptic, Carleton Mitchell, was aboard the Bay Hunt designed Moppie along with the boat’s builder, Dick Bertram, legend in his own right.

In a Sports Illustrated (SI, 1960) article, Mitchell described the water conditions on that day as “heavy seas of the open ocean and the punishing chop of the Bahama Bank” and the spray from the bow and on deck like water from a fire hose hosing sheets of water 30ft to either side that blew off to leeward like heavy smoke.

Moppie was equipped with twin 375hp Interceptor engines feeding fresh winds of 20 knots. She averaged 50mph @ 4100 revs on both engines and crossed the finish line in 8 hours – to the minute – a new record. Only 15 of the starting 23 vessels
Bringing the Harrier, and full Hunt Coastal Series to Pointe au Baril is more than a bold business move by Mark Payne; it’s personal. It’s about the unique design, character and history of the boat and the passion that surrounds it. It’s about the evolution of boat design by testing type are much more than publicity and public relations. It was the ‘test of the sea’ in that 1960 race that triggered the success of the Harrier 25. Races of that type are much more than publicity that contribute to the evolution of boat design by testing them under severe and competitive conditions. The words of Carleton Mitchell, after the famous victory of Moppie: “not only had lessons been learned from the design of the winners but also from those forced to turn back. Just as road racing has improved the stamina and performance of the family automobile and offshore yacht racing has brought about healthier cruising boats, so this race of powerboats across open water from Miami to Nassau has resulted in more seaworthy and dependable family craft, able to get safely back to port if caught in a storm."

The Harrier 25 is the perfect craft for passage on Georgian Bay: safe, dry, comfortable and practical - with an illustrious heritage, after all, it conquered the punishing chop of the Bahama Bank and made a convert of the detractors, and an illustrious heritage, after all, it was the Downeast Zeidler designed cottage. It was an initiative of Premier Wil- liam Grenville Davis. The intricacies of those early days, “The boat that we had was my great-grandmother’s. It was the first boat I had a hand in its design... we called it the Queen Mary. It was made at the Malland Boatworks.” From the families first boat to a Shepherd, a Richardson, a Chris Craft, Wellcraft, Donzi and a Lime- stone, boats have always been a passion for Bill. The one boat that eluded him all those years is now often parked at his shelfed bar on the leeward side of Artists Island. His sons, Neil and Ian, acquired a Bertram ‘Moppie’ 51. It’s a boat that they had their eyes on for some time. According to Bill, “they made some renovations and it’s working extremely well. It has turned out to be a very nice boat to have in the neighborhood. And, ‘One of the joys, whether it was a nail or sack of cement, you put it in the car, you unloaded the boat, then you unloaded the boat. Everything was handled four times. It was part of how we existed up there and it was never a problem.”

Boating has always been vital for island life on the eastern shores of Georgian Bay because they are necessary for transportation and are a primary source of recreation. Bill Davis has fond memories of those early days. "The boat that we had was my great-grandmother’s. It was the first boat I had a hand in its design... we called it the Queen Mary. It was made at the Malland Boatworks." From the families first boat to a Shepherd, a Richardson, a Chris Craft, Wellcraft, Donzi and a Lime- stone, boats have always been a passion for Bill. The one boat that eluded him all those years is now often parked at his shelfed bar on the leeward side of Artists Island. His sons, Neil and Ian, acquired a Bertram ‘Moppie’ 51. It’s a boat that they had their eyes on for some time. According to Bill, “they made some renovations and it’s working extremely well. It has turned out to be a very nice boat to have in the neighborhood. And, ‘One of the joys, whether it was a nail or sack of cement, you put it in the car, you unloaded the boat, then you unloaded the boat. Everything was handled four times. It was part of how we existed up there and it was never a problem.”

Life on Georgian Bay influenced Bill Davis’ list of accomplishments for the province, and for his beloved Georgian Bay. This list expresses the Bill Davis vision for the betterment of lives, education, equality and a healthy environment: it clearly illustrates Steve Pain’s claim that Bill Davis was “in public life because he cared about people’s hearts, good intentions.” His policies have stood the test of time, transcending partisanship; we still benefit from them to this day.

Davis came to power at a time when environmental issues were beginning to preoc- cupate in the public arena, especially acid rain and great lakes water quality, both major concerns and neither lost on the Prem- ier. He was instrumental in securing the first Water Quality Agreement with the United States in 1972. The purpose was to “restore and maintain the chemical, physical

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