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5 Little Ave
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MANAGER/EDITORS

Peter Wood & Sherry Giddings
peter@georgianbaytoday.info
sherry@georgianbaytoday.info

GRAPHICS

Gary Scott Breithaupt
Photographer/ Honey Harbour

Penny Barr
Editorial cartoonist

Colin Wood
Web administrator

Heather Glumac
Graphic designer

WRITERS

Steven Duff
Parry Sound

Cathy Cooper
Eye on the Bay

David Sweetnam
Georgian Bay Forever

Pat Edwards
Township of Georgian Bay

Monika Lukacena-Russo
Olea Health Wasaga Beach

Cindy Cartwright
Ontario Hummingbird Project

David M. Dupuis
Penetanguishene

Kate Harries, Elmvale,
Return of Native

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Bracebridge

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Thank goodness the 'Denier Industry' missed the Ozone problem

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'll be reaching for the sunscreen that became a ubiquitous pre-sun ritual in the 1990s replacing the deep tanning butters and oils of the previous generation with sun exposure avoidance.

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.

Halogenated hydrocarbon solvents were produced in the 1920s with good intentions. They replaced 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 they presented finally 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. Rising to the challenge, chemists were able to

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Legendary 'Deep-V's and the Payne family legacy



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

By Peter Wood Hunt Yachts are a legendary boat manufacturer with a strong following on Georgian Bay for over 60 years. The new Hunt Harrier 25 is now locally available through Payne Marine of Pointe au Baril. The unique 'Deep-V' hull design of this boat makes it the ideal standard for the waters of Georgian Bay. Mark Payne believes that it will continue to be popular because of "the supremacy of everything that you could want in a boat: soft ride, dry, and seaworthy."

To understand the genesis and evolution of this craft, you have to go back to 1960 and the grueling, 185 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 Ray Hunt designed Moppie along with the boat's builder, Dick Bertram, a 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 wave jetted out like water from a fire hose fanning sheets of water 50ft to either side that blew off to leeward like heavy smoke."

Moppie was equipped with twin 275 hp Interceptor engines, facing 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 13 of the starting 23 vessels

completed the treacherous 3-leg course across the Gulf Stream to Cat Cay, to the shallows of the Bahama Bank to Frazier's Hog Cay and finishing in the port of Nassau. On that day, 57 years ago, the legend of the Deep-V hull began. It was "a remarkable demonstration of the efficiency 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 underwater 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 stakes were added to help lift the boat onto plane, increase stability and decrease the tendency to roll. The design was conceived in the 50s by Ray Hunt, proven in the 1960 race and evolved into the original 'Bertrams'. Hunt Yacht's current version, the Harrier 25, has since benefitted from decades of incremental improvements. According to Hunt Yachts, "Our 50 years experience has taught us how to make it better. Our hulls have more deadrise forward, finer water lines, robust and sharp edged chines and strips, and generous flare. We put the ride first and the housekeeping second, so on the unpredictable ocean, you will be comfortable and confident, in all seas."

There is much more to the Harrier 25 than the Deep-V. Mark Payne points out that it is, "the efficiency, functionality and utilitarian features" that make it the best choice for getting to the islands of our

archipelago. It features a comfortable V-berth below the closed deck for overnight getaways; it is watertight and has enormous storage space. It seats an amazing 12 passengers and is self-draining. Best of all, as Mark says, "it's safe and the ride quality is unparalleled."

Payne Marine is the Hunt Yacht representative for Ontario: a third

generation, landmark business in Pointe au Baril. Current proprietor, Mark Payne, "grew up in the business, started by cutting grass and pumping gas." The business had humble, but proud beginnings. It was started by Mark's grandfather Vince, a Toronto watchmaker, and Mark's father, Mike, in 1960. They began with nothing more than a dilapidated building and a chicken coup. The first priority was to build a house to survive their first winter. As the business grew, they added a gas tank to their hand-dug trench and a repair service. The gas was brought in by barge from Parry Sound. It wasn't until 1967 that they cut a road into Payne Marine. By the time Mark was "14 or 15", he had "decided to follow the family tradition," and after graduating from high school, completed a three year Marine Management Program at Georgian College.

Today, Payne Marine is a full service, award-winning marina offering: parking, dockage, storage, sales, service, gas, and a popular dockside Fish n Chip business offering fresh pickerel on their licensed patio. But for Mark, it is more than a business; it is a lifestyle. It is all about community and trust. He was an executive of the local Islanders Association for many years and volunteered for 11 years as an emergency responder. In his words, "one way or another, I'm kind of on call 24-7." For many years, he lived

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Pioneers in Pointe au Baril



Payne Marine in the early 1960s, sporting the 'B/A' (British American) sign. Gas was barged in those days from Parry Sound



Vince and Mike Payne: pioneers of Payne Marine in Pointe au Baril - in the mid 1960s. They arrived with no road, no house, no electricity – equipped only with a dream and a willingness to work hard

on the marina property with his wife Laurie and daughter Haydyn and “knows everyone, intimately.”

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 boasts, “vintage styling” and the “teak detailing turns heads while the high performing Hunt Deep-V hull

turns on a dime,” (Hunt Yachts). In addition to the Harrier 26 closed deck series, Mark will carry the Centre Console 26 and 32 as well as Surfhunter 32 model.

It was the ‘test of the sea’ in that 1960 race that triggered the success of the Deep-V hull. Races of that type are much more than publicity stunts; they contribute to the evolution of boat design by testing them under severe and competitive conditions. In 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 sailor Carleton Mitchell.

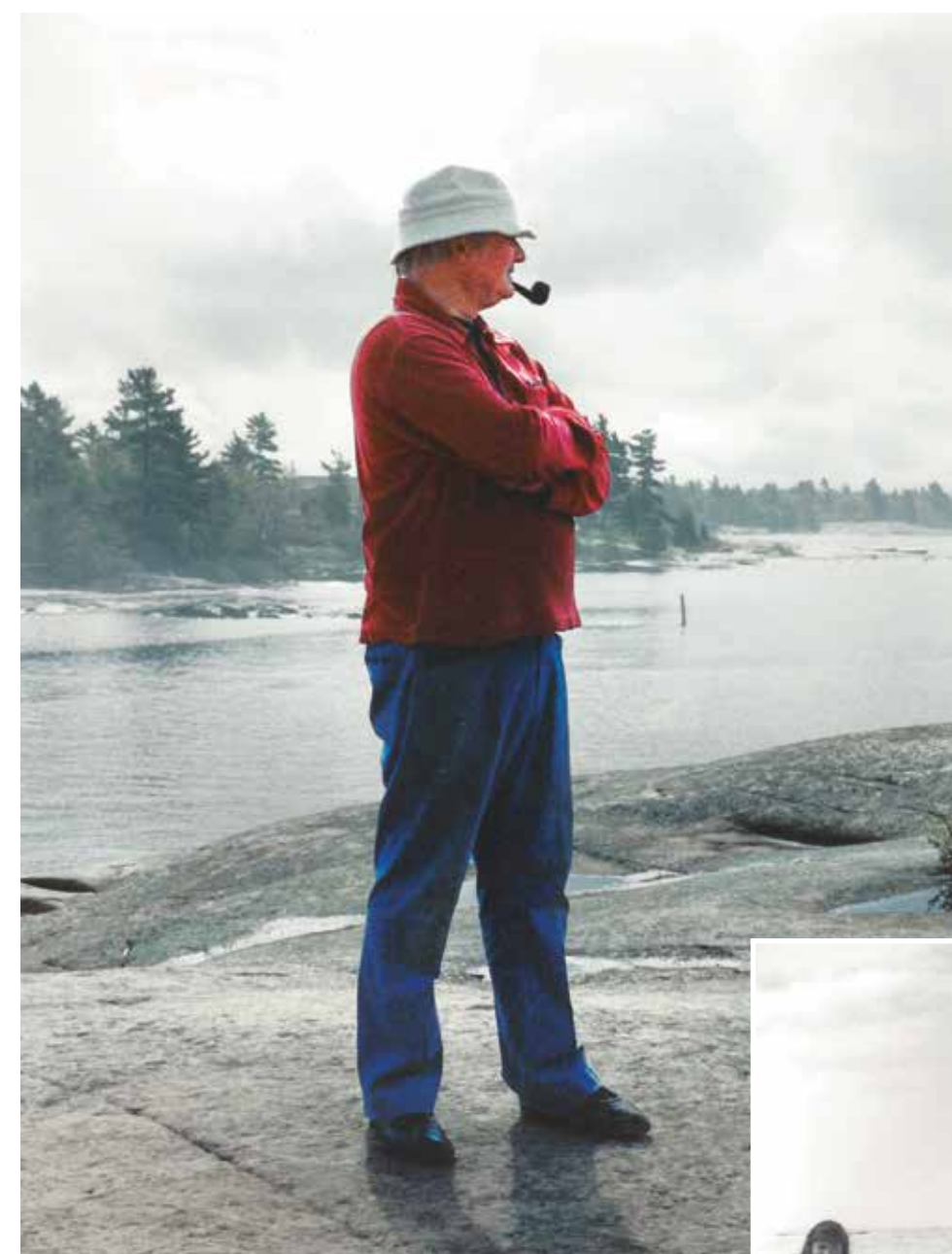
To arrange a sea trial on the Harrier 25 contact Mark Payne at Payne Marine in Pointe au Baril. 705 366 2296.



Payne Marine is a landmark community business in Pointe au Baril, now featuring Hunt Yachts

Bill Davis: for the love of Georgian Bay

By Peter Wood



Bill Davis' love of Georgian Bay nurtured his family and informed his politics

Bill Davis has a remarkably rich personal, family and political legacy on Georgian Bay that has endured over five generations. The Davis family name has become synonymous with life on the Bay: intricately woven into the cultural fabric and recent history. Most importantly, no politician has done more to preserve the integrity of the natural environment on the Bay than Premier William Grenville Davis. The intricacies of the story are not easy to unravel, as Steve Paikin learned while writing Bill Davis' recent biography (Nation Builder...not so bland after all), he has an “annoying habit of being modest:” a lesson that he learned well from his parents.

The Davis' family pioneered recreational life in Georgian Bay almost a century ago, when they built their first family cottage on Townsend Island, about 8 miles out from Honey Harbour. It was an initiative of Grandmother Hewetson, of the Brampton shoe factory fame, (Bill's grandmother), that began the tradition. Since that day, Bill Davis has moved to a neighbouring island 'Artist Island' where he enjoys holiday time with his wife Kathy in his Eberhard Zeidler designed cottage.

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 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 Midland Boatworks.” From the families' first boat to a Shepherd, a Richardson, a Chris Craft, Wellcraft, Donzi and a Limestone, boats have always been a passion for Bill. The one boat that eluded him all these years is now often parked at his sheltered harbor on the leeward side of Artists Island. His sons, Neil and Ian, acquired a Bertram 'Moppie' 31. 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 neighbourhood. And, “One of the joys, whether it was a nail or sack of cement, you put it in the car, you unloaded the car, you loaded 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' values and brought his

family together. Steve Paikin described it this way, “Georgian Bay is the place where Bill Davis is happiest. I have been everywhere with him: at his home in Brampton, his place in Florida and at political conventions, but he is happiest at the cottage. It is the place where he can just be a dad and a husband and it is the place where everyone has access to him.” To which Mr. Davis responded, “He is quite right when he says that. The cottage is more home than my house in Brampton. In my former life in Brampton, it was busy seven days a week. Georgian Bay was always, not a great relief, but a change.” Later, the Bay would inform his politics.

In 1971, after eight years as Minister of Education in the Robarts government, Bill Davis, mastermind of the 'big blue machine', was elected Premier of Ontario, continuing the twenty-eight year Tory strong-

stilled in him. When asked about his seemingly 'bland' nature, he famously revealed his secret lifelong motto that 'bland works.' We now know that it was a veil for a fierce competitor.

Bill Davis' list of accomplishments is inspiring. On the national level, he played a significant role in the re-patriation of the constitution and in creating the Charter of Rights and Freedoms. In Ontario, he established six universities, created the community college system and started TV Ontario. He was ahead of his time when he established a cabinet committee on Race Relations. He also created North America's first Ministry of the Environment – a signal of great things to come for the province, and for his beloved Georgian Bay. This list expresses the Bill Davis vision for the betterment of lives through, education, equality and a healthy environment.

It clearly illustrates Steve Paikin's claim that Bill Davis was “in public life because he cared about people, good heart, 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 percolate in the public arena, especially acid rain and great

hold on Ontario politics. He won three more elections and navigated the murky waters of two minority governments while serving as Premier for fourteen years. He became known for the civility, democracy, and modesty that his parents had in-

lakes water quality: both major concerns and neither lost on the Premier. 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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