

July—Sept, 2011

Newsletter



*Moosehorn Hike, Maine*

### Greetings from the President

After a fabulous winter with many opportunities to cross-country ski and snowshoe, we've been out paddling, bicycling and hiking despite less than beautiful spring weather. As summer arrives I anticipate lots of activities with the group. If you haven't planned any activities in this newsletter, I invite you to do impromptu events as your schedule allows to fill in any empty slots. The events do not have to be on weekends. Send the information to Carol Ring at the SJOE address. If there's an event you would like to do but aren't comfortable with leading it, you can team up with another member to organize it.

We said goodbye to Art McFadden this spring. He has retired and moved to Fredericton. He was a founding member of the club and was with the club for 21 years.

Wishing you all a safe and happy summer in the outdoors.

Phyllis Hart

# Editorial

Since joining SJOE in October last year, like many of you, I've enjoyed so many hikes with the group and among the more memorable ones are the snowshoe hike into Hidden Valley led by Trevor Fotheringham and Jack Saunders – it turned out to be a lot longer than anticipated and rather arduous with several of us sinking into numerous snow holes along the route as well as experiencing ice build up underneath our snowshoes. This meant stopping continuously to relieve ourselves of the extra weight. The certificates that Jack later handed out to all participants were indeed well earned.



*This is deep snow...*

Then, there were the hikes led by Jack Burnham, one on the Kingston Peninsula up to Waddell Lake where Trevor found the deepest snow hole of the season (see below) and the other mystery hike up to the falls along the Lepreau River – absolutely stunning.



*I'm OK, I'm OK ♣*

Also, we cannot forget the memorial hike for Al MacDonald at Chambers Settlement to Creek Road.

You never know what you might come across on our hikes. On a recent hike, led by Marion Pierce, on the St. Martins Lighthouse trail and up to Griffins Pond, we

met a rather large puffed up turkey that proceeded to chase us for quite a distance.

I am amazed at the beauty of New Brunswick and certainly feel privileged to live in this Province. I look for-



ward to discovering more in the future and can think of no better ways to exploring than on foot, on the water or on a saddle.

I hope you like the new look of the newsletter. I welcome your feedback and any ideas for the next issue coming out towards the end of September and, of



course, I would appreciate receiving contributions, including photographs of your adventures, for that issue by no later than September 5.

For the next Event Planning meeting in September, the event form will be on the SJOE website. You can complete this and email it to me prior to the meeting so that it will be included in the schedule for the following quarter.

Glenise Peck

# More interesting stuff...

## Hike Leader Checklist

### BEFORE THE WALK

#### Choose the route

- Consider location, length and timing, whether linear or circular.
- Consider season, terrain, heights and climbs, likely ability and fitness of group.
- The route you choose may be one you already know, or from a map or guidebook.
- Check transport options, such as car park for central meeting point, and car pooling.
- Check out the route if possible.
- Walk full route, noting critical navigation points, hazards and problems, adjusting route if necessary. Check timings, rest points, escape or alternative routes, and any access restrictions.



#### Publicize the walk

Submit your hike at the planning meeting or submit as an impromptu to the phone committee chairperson with appropriate description, such as estimated length/time, difficulty, meeting time and location.

### THE DAY BEFORE

- Check accurate weather forecasts and alter route if necessary. Be prepared to cancel if weather is too bad.
  - Check personal gear and first aid kit.
- Be prepared to answer queries from potential attendees.

### ON THE DAY

#### At the start

- It is good practice to have participants sign the Assumption of Risk Waiver
- Be early and welcoming, particularly to newcomers.
- Check the fitness and equipment of the party and identify anyone with particular needs. Be prepared to turn inadequately equipped walkers away.
- Hand out membership forms to any non-members. Explain the work of the Outdoor Enthusiasts.
- Appoint a back-marker if you don't already have one.
- Introduce yourself and the back-marker and give details of the walk including the route, estimated return time, refreshment stops, points of interest and any hazards to be aware of.
- Count the party and signal the start of the walk.
- Stay at the front and check frequently that you can see your backmarker or have communication with them.
- Set a pace to suit the fitness and capabilities of the party and the advertised grade of walk.
- Check your route frequently if necessary using compass and/or map.
- Make a point of chatting to newcomers.
- Highlight any points of interest.
- Manage the party's pace especially over obstacles.
- Periodically count the number to ensure everyone is present.

Be alert to problems with the weather, trail conditions, and/or individuals.

\*\*\*\*\* IMPORTANTLY – ENJOY THE WALKI \*\*\*\*\*

#### At the end of the walk

- Check everyone has returned and can get home and thank them for coming.
- Remind non-members to join.

*Modified from the UK Ramblers Association web site and submitted by:  
Trevor Fotheringham*

# ○ Story Time

## Outdoor skating in Saint John

As a young boy growing up in the east end of Saint John, we were very privileged to have a number of outdoor skating areas; Lily Lake, Haymarket Square, the South end rink and the Postage Stamp skating rink where the fire station now sits on Carmarthen Street.

Of course, there were many numerous "backyard" rinks as well where most of us "kids" learned to skate and hone our skating skills.

Skating rinks were not our only source of skating, Fog would occasionally roll in throughout the winter, and create a sheen of ice over the hard packed snow on the roads. You have to remember that back then, all cars and trucks, etc. had chains on their tires because city streets were not ploughed clean as they are today, consequently there was always a build up of hard packed snow on the roads and sidewalks, so, when a heavy fog would roll in during the day, the surface of the snow would freeze solid at night creating an ideal skating rink.

My friends and I would get our school lessons done before supper so we would be ready to go out after the evening meal.

We also had to make sure the coal pails were always filled up for the night, cut and split wood and kindling for the kitchen wood stove. That wood box always had to be filled behind the woodstove. This was no easy chore, for we had to carry all of this up three storeys. My brother, Jay, and I started these chores at age 6 and as we grew older many other chores were added on. My mother was a semi-invalid and could not do a number of things within the household of 8 rooms. My dad was a fireman and in those days firemen lived at the fire station six days a week so many duties were left to us. My dad's one day off was spent doing more menial tasks.

Getting back to skating – after chores were finished and supper dishes washed and dried and put away, we would get permission to go out and skate. Sometimes we would walk up to the cathedral at the head of Waterloo Street, change into our skates and take off down Richmond Street, across Prince Edward Street, continue onto Lower Richmond Street and turn left onto St. Patrick Street, across Clarence Street and onto Erin Street which is now Crown Street. We would finish up where Shoppers is now located on Crown Street. We were allowed out until 9 p.m., and 9 p.m. meant coming in the front door. So, if we had time, we would quickly change into our gumboots (which we had tied

around our necks) and quickly hurry back the way we came, but stayed all the way up to the top of St. Patrick Street, crossed Union Street and up Wentworth onto King Street East.

At times, I wonder why none of us didn't seriously injure ourselves. If you know the streets I have mentioned, you will also know how extremely steep some of them are. There was no thought of skating from side to side on some of these steep hills. It was all straight down the middle of the road.

You are probably thinking 'what about the traffic?' Well, when 6 p.m. rolled around, there was very little traffic in our part of town. Stores and businesses usually closed down at 5 .m. and the only thing you had to worry about was the street cars on Prince Edward Street and you could always hear them coming a block away.



Every kid's dream in those days was to some day own a pair of speed skates or, as they were called "longreachers".

There were fourteen in our family, so the older sisters and brothers were gone as soon as they were able to work and fend for themselves. The youngest of them and myself was 5 years apart so a lot of duties fell to my brother and I. So I did not realize my dream of owning a pair of speed skates did not happen until I was in my 20s. While at home every cent I earned went to the family (my mother).

As the years passed and I had moved out to Kings County, I had many opportunities to skate on the Kennebecasis River and that will be another story "Skating in Space".

*Jack Saunders*

# Safety

## Kayaking Safety - New Report on Boating Deaths in Canada (Ebb & Flow Magazine)

The Canadian Red Cross and Transport Canada recently published a report on boating-related deaths across Canada for 1991-2006: *Boating Immersion and Trauma Deaths in Canada: 16 Years of Research*. This article will highlight the findings of particular interest to kayakers in Newfoundland.

Over the 16-year period, the number of Canadians who died in boating-related accidents was 2,765 (or about 173 people per year). Only 3% of these deaths were kayakers and 22% were canoeists. The situations associated with fatalities among recreational boaters (immersion and trauma deaths alike) were capsizing (39%), falling overboard (25%), swamping (12%), and colliding (8%). Fifty-nine percent of these deaths were associated with powerboats and 36% were associated with human-powered boats like kayaks, canoes and rowboats.

As we have known for a while, small open motor boats and canoes are most frequently involved in immersion deaths (drowning and hypothermia), while trauma deaths (injury) result most often from use of personal watercraft (jet skis), large powerboats, and small open fishing boats.

Immersion deaths in recreational boating were associated mostly (58%) with capsizing (over-turning) in human-powered boats. Across Canada, canoeing accidents caused 4½ times more immersion deaths than kayaking accidents.

Now let's look more closely at kayaking accidents. Between 1991 and 2006, 77 fatalities were linked to kayaks in Canada. Of these deaths, 76 were due to immersion and only one was due to trauma. In Newfoundland and Labrador during this 16-year period, there were 112 recreational boating fatalities and of these, five were kayakers.

Although it is difficult to determine in all cases the circumstances leading up to these boating deaths, the report identifies certain risk factors that are worth considering. These are significant for kayakers across the country but even more significant for KNL members considering our province's unique geography and climate.

### RISK FACTORS

The report identified the risk factors associated with recreational boating deaths. For kayakers, the most significant ones were:

**GENDER** Of those who died in accidents with human-powered boats, 93% were male.

**NOT WEARING A PFD** 71% of those who died in accidents with human-powered boats were NOT wearing a personal flotation device.

**ALCOHOL** Almost half of the deaths in human-powered boats involved alcohol consumption (or it was suspected).

**BODY OF WATER** Across Canada, most deaths in human-powered boats occurred in lakes (including ponds and reservoirs), followed by rivers, and then oceans. Almost one-third of deaths were associated with currents, tides, or moving water.



**WIND AND WAVES** Where wind conditions were known, windy conditions were associated with 80% of fatalities. Where water conditions were known, choppy or rough conditions were present in 77% of fatal boating accidents.

**WATER TEMPERATURE** Where water temperatures were known, extremely cold water (<10°C) was associated with 54% of boating deaths, cold or cool water (10-20°C) with 42%, and warm water (>20°C) with only 4%.

**LIGHT CONDITIONS** Where light conditions were known, two-thirds of boating deaths occurred during daylight and the remaining third during twilight or darkness.

The entire report is available on the Office of Boating Safety website: <http://www.tc.gc.ca/eng/marinesafety/debs-obs-resources-publications-redcrossreport-3320.htm>

So from these statistics, the recipe for disaster seems to be: go paddling after you've had a few beers, don't bother to wear your PFD, pick a day when the wind will come up and the seas will get rough halfway through your paddle, ensure the water is cold, and wear only a t-shirt and shorts. And if you're silly enough to do all that, then you're probably a guy. Of course, this all sounds completely ridiculous. Now, think back to any close calls that you or your friends have had paddling. How many of the risk factors above were present in those cases?

Please remember the following advice on kayaking safety from KNL:

- before you paddle, get a weather and sea-state forecast. Don't paddle in conditions above your skill level and experience,
- take a kayak course, so you learn the necessary paddling and rescue skills, and you recognize the conditions appropriate for safe paddling at your skill level,
- always wear your PFD,
- never drink alcohol before or during a kayak paddle,
- always wear adequate thermal protection, so you can deal with immersion,
- plan your escape routes, so if the weather or sea conditions deteriorate, you can go to shore and wait out the problem in safety.

# Activities

## Benefits of Biking

Are you looking for an activity that's low-impact, burns lots of calories, strengthens your heart, tightens and tones your legs, hips, and glutes, builds endurance, and transports you where you want to go quickly and efficiently? Biking might be just the thing.

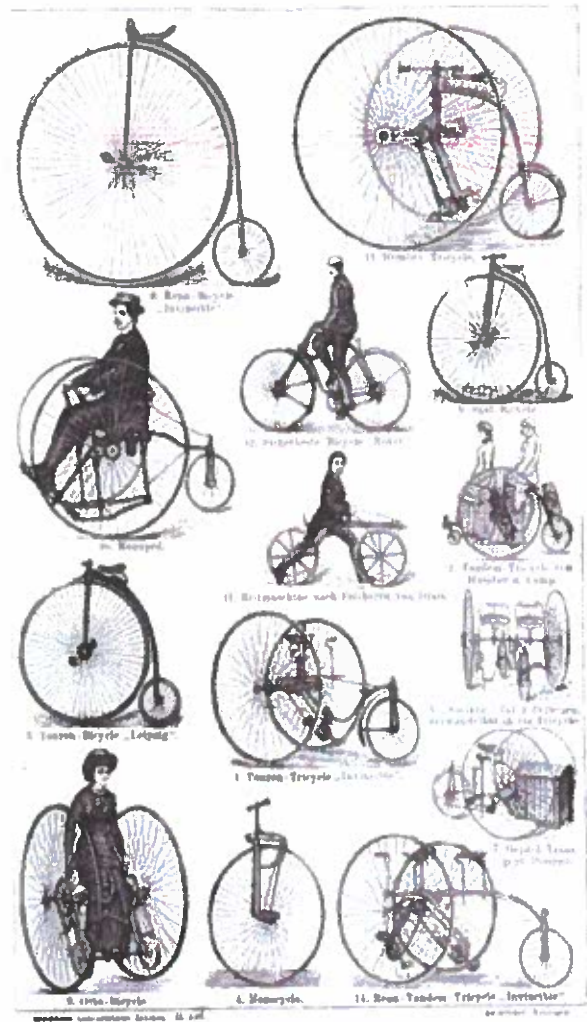
## What is the history of biking?

The search for a "human-powered" vehicle was first described by French mathematician Jacques Ozanam in his 1696 publication *Recreations Mathematiques et Physiques*, in which he describes the advantages of "a device in which one can drive oneself wherever one pleases, without horses." His publication featured a design by Dr. Elie Richard for a massive four-wheeled carriage which could be steered in front by the driver and pedaled in the back by a servant who stepped up and down to drive the axle. This predecessor of the modern bicycle lasted for more than 100 years without significant modification despite many attempts to do so.

It wasn't until 1813 when Karl von Drais, a German baron, built a four-wheeled vehicle that carried two to four passengers in which one or more riders worked a crank with their legs while another steered the device with a tiller. This didn't exactly catch on, and so in 1817, von Drais introduced what became known as a *draisine* or *velocipede* (from the Latin words meaning fast foot). It was a slender vehicle made almost entirely of wood except for the iron tires which were positioned in a straight line. The rider sat almost completely erect and drove the device forward by pushing off the ground with one foot, then the other, as if walking or running. Drais was able to reach speeds as high as 12 miles per hour, and his device caught the attention of the public. In 1818, he rode more than 50 miles from Mannheim to Frankfurt and received patents from France and Germany.

Over the next century, the velocipede underwent many modifications as technology improved. In the 1860s the term *bicycle* was introduced. By the early 1890s, bicycling had caught on. Bicycles were safer, pneumatic (air-filled) tires made bicycles faster, and more than 150,000 bicycles had been sold in the United States alone. The improvement in speed naturally sparked road races, and thus long- and short-distance races sprouted up all over Europe and the United States (the Michelin Company sponsored a 260-mile race from Paris to its headquarters in Clermont-Ferrand). Racetracks and cycling clubs grew in popularity (the League of American Wheelmen, still in existence and now called the League of American Bicyclists, lobbied for better roads for cyclists and automobiles), and by the end of the 1800s, bicycling was common as a method for recreation and commuting to work. By the 1890s, there were more than 25 bicycle manufacturers alone in Chicago, including the newcomer, Arnold, Schwinn and Company.

## VELOCIPÈDE.



By the mid-1930s, European bicycle manufacturers were building lightweight bicycles made of alloy materials (most bikes weighed more than 50 pounds up until then), the geometry of bicycles was changing to create more comfortable and faster bicycles, and gears were introduced to make the riding easier and faster. Ten-speed derailleur bikes became very popular in the 1970s, although they had been invented before the turn of the century in Europe. By the 1980s, high-tech and lightweight frames were made of titanium, alloys of aluminum, and finally carbon fiber (the frame of the road model used by Lance Armstrong weighed only 2.5 pounds!).

Today more than 15-20 million new bicycles are sold each year in the United States, and according to a bicycle survey sponsored by the U.S. Department of Transportation's National Highway Traffic Safety Administration, approximately 57 million people age 16 or older rode a bicycle at least once during the summer of 2002. Can 57 million be wrong? If you're not pedaling, now may be the time!

# Miscellaneous

## Walks n' Talks 2011



This series is now in its 34th year, and again this summer will offer themed Tuesday night walks. Walks will be rescheduled for Wednesday nights if it is wet and miserable on Tuesday with this information recorded at 6:00 at 672-8601. Call if unsure. Walks are approximately 1.5 hours and about 3 km in length. Walkers assume all risks for their own safety. Whirligigs and walking sticks and other prizes awarded on most walks.

Free walks scheduled for remainder of June and July, 2011:

June 28—7:15 Meet Frank Hatheway (impersonated) at the Rockwood Park Interpretation Centre and walk the trails and explore this man's life and contribution to Saint John.

Friday—July 1—11:00 a.m.—Tribute to the Fathers of Confederation. Walk leaves from the office of Fernhill Cemetary, 200 Westmorland road.

Friday—July 1—8:00-9:00 p.m. - Ghostly Gallivant. Several uptown ghosts to visit on a self guided walk. Ghost location directions at 7:00 pm at the lighthouse nearest the Hilton Hotel. Marking Stuart Trueman's 100th year, his ghost stories will be featured.

July 5—7:15 p.m.—Martello Tower Walk—Meet at the Tower on Whipple Street and learn what was going on in Saint John as the Tower was being built for the war of 1812.

July 12—7:15 p.m.—Campfire Capers—Rockwood Campground for stories, songs, skits and stunts. While strolling the park's trails will share some of the campfire fun. Prize for best costumed hobo!

July 19—7:15 p.m.—Pirate Dave comes to the Irving Nature Park (Kiosk area). Come in costume with prizes awarded for the best.

For more information on these and other walks hosted by David Goss, contact [gosswalk@nbnet.nb.ca](mailto:gosswalk@nbnet.nb.ca) or 672-8601.

## Future Hiking Opportunity Cleveland Way in Yorkshire, England - June 2013

*21 Days away - some for the hike and some to tour...*

Trevor Fotheringham (696-6093) is interested in organizing a hiking trip along the Cleveland Way in Yorkshire, England. This is a 150 mile trail.

Contours Tours will arrange accommodations along the route each night. Participants would hike 8-12 miles each day. One bag of luggage will be transported to the next stop each day, so all you need to carry is a day pack. Estimated cost is approximately \$3500. Please contact Trevor if you have some interest and would like to learn more.

