

youth from each community, to ensure that these values will be incorporated into the long-range planning of the new Territory.

In future issues of *Nastawgan*, my colleagues and I will provide summaries of these and other projects as we secure funding and the conservation work proceeds. We would be very interested to hear from any WCA readers keen to discover more of WWF's collaborative Arctic conservation work. Maybe some of you would

be able to help directly with several of these projects, or get involved in other ways, or simply support the Northern Futures work overall. Please contact me at any stage.

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FLOATATION

Don Haig's account of the difficulties he had retrieving his trapped ABS canoe on the Piskanogami: "An ABS boat floats, but just barely" (see *Nastawgan*, Summer 1998) makes it quite apparent that he had no extra floatation in his ABS boat. He was very lucky not to have lost his boat and have to bushcrash home — or worse, get trapped by it.

Shortly after acquiring my Old Town Tripper, I noticed that it only floated a quarter-inch high when filled with water. So I proceeded to add floatation. As described in my article "Extra Floatation for ABS Canoes" in the Summer '81 issue, expanding foam can be moulded in place at both ends of an ABS canoe with very little loss of usable space. Back then I got the stuff from Intertech in Weston, Ontario, which is no longer in the phone book. Their name may have changed (they were on an east-west industrial street running east from Weston Rd. below Hwy. 401), or they may have moved, or you can shop around the marine supply stores. Seventeen years later I can tell you that the floatation has held up very well.

After this is done, very little water will stay in an overturned boat so that it is far less likely to get trapped or damaged — or trap you! Either by skill, cowardice or dumb luck, I have encountered only one occasion in the many years since where my overturned boat ran a bouldery, but short, rapids without me. The other canoeist, the late Dave Berthelet, seeing my boat happily slither its way through the rocks, was quite surprised that my boat came out without damage as he (and I) had seen aluminum boats get stuck and take quite a heavy beating in that kind of situation.

While ABS itself is very tough, I have seen torn hulls in other ABS boats without floatation. ABS boats require more floatation than the manufacturer provides if you plan to (ab)use them in whitewater. Without added floatation your ABS boat, your ticket home in a wilderness trip, suffers a substantially increased risk in an upset in whitewater. Since the things are so heavy, there is a strong incentive to run stuff that might not be run with a boat that did not weigh so much. Good floatation material will only add about four more pounds to the boat.

After adding the floatation, make sure that the centre thwart/yoke is positioned at the proper balance point so that you do not also have to struggle with an

out-of-balance load when portaging. I did this by balancing the upside-down boat on a piece of angle iron. I used the sidewalk to get the alignment right.

Oh yes, less water in the boat makes canoe-over-canoe rescue (a major grunt with a Tripper without floatation) and other salvage efforts much easier and faster, i.e. far more likely to succeed before you get to the next major rapids/waterfall.

George Haeh

PORTAGE FOR WILDERNESS

The Partnership for Public Lands is a coalition comprised of three organizations: World Wildlife Fund, Wildlands League, and the Federation of Ontario Naturalists, that have joined forces to work on *Lands for Life*. This is an Ontario government initiative that will decide the fate of 40 million hectares of public land. It will decide what portion of the land will be protected, and what portion will be given over to the forest and mining industries. The Partnership for Public Lands wants to ensure that at least 15–20% of public land is protected, but the process is nowhere near this goal. Recently the Round Tables have completed their reports outlining their preferred land use recommendations. It is possible that the government will make a final decision in October, and the fate of public lands will be determined.

As a means of promoting public awareness and seeking public support to influence the provincial government in its *Lands for Life* decision making, the Partnership is organizing the **Portage for Wilderness**. The goal of this event is to have as many canoes and supporters of wilderness protection as possible at Queen's Park in Toronto on Saturday, 24 October 1998. It will begin at noon and includes a portage around Queen's Park, presentations by guest speakers, and entertainment. The event will be used as an information session; direction for further public involvement will be provided. Please bring your support to Queen's Park!

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