



Kootenay Mountaineer

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Attitudes Toward the Environment

Human attitudes toward the environment and its resources have changed several times over our brief history on this planet. In the beginning, humans probably perceived the environment as being extremely hostile. Survival in these early societies involved a nomadic lifestyle where individuals spent most of their time hunting game and gathering edible wild plants. These people had very little protection from nature, as their use of technology was limited to the construction of simple tools, and the ability to use fire. With the development of agriculture, humans realized that they could exercise some control over the environment. This control began with the domestication of a few wild plants and animals. Advancements in agricultural technology with time increased the yield of farms, led to dramatic increases in the size of the human population, and "sowed the seeds" for increasing misuse of the environment

by humans through unsustainable farming practices and land-use change. Agriculture also allowed humans to become more stationary in their existence and more protected from the hazards of nature.

In the 18th and 19th centuries, the French Revolution and Industrial Revolution completely changed human attitudes toward the environment. The Industrial Revolution, which began in England, drastically increased the production of consumable goods. The French Revolution set the stage for political and social democratization. Democratization resulted in the distribution of goods to more people as the common person gained political power. Together these two moments in human history caused humankind to view the environment as a source of resources to fuel the new developing economy of **consumerism**.

In Reflections On Changing Perceptions of the Earth [Annual Review of Energy and Environment 1994], G.F. White suggests that our perceptions and attitudes toward planet Earth and its environment have evolved rapidly with the development of ideas and knowledge during the 20th century. He suggests that four distinct views can be noticed:

- (1) Earth surveyed (circa 1920s) > Our earliest vision of the Earth and its environment was one of a world to be surveyed. The planet at this time was examined with human development in mind. Resources were seen as being unlimited and were being considered for their potential use.
- (2) Earth Developed > Early surveys suggested that vast quantities of resources were waiting for development for human needs. Management schemes were advanced to both protect and develop resources found in the environment. Some of these schemes involved mammoth development efforts.
- (3) Earth at Risk > The enthusiasm for development was met with predictions of

an impending environmental crisis. Individuals noted that development was having some immediate unfavourable effects on natural and social systems. Visionaries also suggested that development efforts may produce some long-term effects as yet not perceivable.

(4) Earth as Spiritual Home > Academics and political leaders are now recognizing the magnitude of global problems associated with development. As a result of this awakening, humans are being asked to view this planet as our finite home. This new perception recognizes the need to work in harmony with natural systems, and the need to adopt **sustainable** visions of development. *Printed with permission from Dr. Michael Pidwirny, Department of Geography, Okanagan University.*

"There's about three great moments in a man's life: when he buys a house, and a car, and a new color T.V. That's what America is all about." Archie Bunker, All In The Family

What is Sustainable?

Bob Ransford,, Vancouver Sun.

Sustainability is a trendy term applied to just about everything anyone is trying to promote today. It is an often used and little understood word. Sustainable development principles and practices, when applied in the real world of building communities, should speak to those initiatives and development practices that generally protect and enhance the quality of life we enjoy. The formula for measuring success calculates the sum of the net impacts of a particular development on quality of life. The closer that sum is to zero, the more sustainable the development. It's all about balance-achieving that magic point where the positive and negative impacts are in balance. The formula needs to include all three crucial variables in the sustainability equation - the environmental, social and economic impacts. Adhering to certain development principles at any cost throws the sustainability equation out of balance.

Economics matter in a big way. Our quality of life suffers in a world where we constantly struggle simply to make ends meet, where the cost of living is beyond our means and where we can't enjoy the environment in which we live because we simply can't afford to enjoy it.

[*On Vancouver, Ransford writes:*] Our unique climate and geography facilitate a unique quality of life, and one of the best kitchens for the sustainable development recipe. We have a chance to produce the ultimate model. However we should look to the future with both apprehensive concern and anticipatory excitement. For the most part we've done a pretty good job with the human imprint we've made in this place. As far as large settlements go, we're still a pretty young place where nature can still play a big role in influencing our future development. How we treat our relationship with our natural setting will largely dictate our future quality of life. During the next decade we have a chance in Greater Vancouver to define what sustainable development can really look like. We can apply the sustainable development formula in real projects and measure their success by measuring quality of life.

"The tragedy in life is not that it ends soon, but that we wait so long to begin it." W.M. Lewis

Interior Guides Fear Ban In Woods,

KELOWNA— Worried Southern Interior outdoor tour operators say another extended backwoods travel ban could destroy their industry. Don Elier, managing director of Adventure Okanagan Co-op said all 30 Okanagan-Shuswap nature tour operators represented by the association guide their customers through Crown land.

But everyone was barred from the backcountry during last summer's month-long travel ban. "Another ban this year could kill the entire industry," he said. "It's going to ripple right to the hotels, motels and bed and breakfasts. We're actually losing capacity to handle visitors, when we should be increasing capacity in time for the Olympics.

Elier urged the provincial government to exempt nature-tour companies from travel bans. "It's really unnecessary because the safest form of backcountry travel is with a guided tour," he said.

Steve Noakes, president of Kelowna's GeoQwest Excursions Ltd., said the Interior forests are a tangled mess of dried sticks and overgrown weeds. "This year the bush is drier than I've ever seen it," he said. "I can't remember the last time we had a decent rain." GeoQwest was the first Kelowna tour operator to go back into the charred woods after the Okanagan Mountain Park fire last year, offering guided trips through the fire zone.

Noakes said he wouldn't be surprised if forestry officials imposed a two-month travel ban in the coming months because of the astonishing dryness. "I don't even want to think about it," he said. The Ministry of Forests would not comment yesterday. *By David Woods, Sterling News Service, in The Province, Wednesday, April 14, 2004*

MORE SKIERS VISITING PASS DESPITE RISKS:

[*condensed*] Between 1885 and 1911 avalanches had taken more than 250 lives in Rogers Pass. The Canadian Pacific Railway decided to tunnel beneath what had become known as Avalanche Alley. Despite its history of tragedies, skiers continue to come to Rogers Pass, lured by deep snow and steep terrain. According to Parks Canada, the Connaught Creek-Balu Pass area sees between 25 to 50 skiers per day each winter. In 1970, only 500 skiers used the Rogers Pass area. Last year, 6,000 skiers visited. This year, Parks Canada predicts the number of skiers will rise to 7,000. "Rogers Pass has a word-of-mouth reputation and is known for its quality of skiing," says Rick Reynolds, Parks Canada's communications manager. The growing numbers can be attributed to the media coverage that resulted from last year's avalanches, which raised the profile of backcountry skiing, says University of Calgary business professor Simon Hudson.

The more media coverage that avalanche tragedies receive, the more attractive backcountry skiing becomes, claims Hudson. "Backcountry skiing is perceived to be inherently risky and hazardous," says Hudson. "But it is this uncertainty and potential for personal harm that generates the excitement of such undertakings."

Besides the early railway-related deaths and last year's tragedy, the reputation of Rogers Pass as Avalanche Alley is overblown. Not counting the seven fatalities last year, there have been four backcountry skiers killed by slides in the area. As more backcountry skiers discover Rogers Pass, the more they seek

information about avalanche hazards. The Revelstoke-based Canadian Avalanche Association reports the number of hits on its online avalanche bulletin-service rose from 2,000 to 3,000 over last year. Media coverage from last year's avalanches appears to have resulted in more public awareness and government funding. "The public has gained a better understanding and has been able to make safer decisions," says Evan Manners, the CAA's operations manager.

According to Manners, the average number of avalanche deaths in Canada each year is 15. He also says the percentage of backcountry skiers killed by slides is actually decreasing, considering how many people now play in the mountains. There have been five deaths so far this year. With increased funding, the CAA has been able to hire three full-time avalanche forecasters to produce the regular bulletins, as well as emergency notices when the hazard is rated high or extreme.

The CAA has also held two well-attended seminars in Vancouver and Calgary this winter. Among the topics discussed were standardizing the hazard-rating system, to make it easier to understand, and introducing a Swiss rules-based method (as opposed to the education-based method currently used in Canada) for determining whether or not a backcountry slope is suitable to ski. The Swiss method considers hazard level, slope angle, slope aspect, slope history and group size. Parks Canada, on the heels of a report commissioned after last year's avalanche, is developing a specific hazard-rating system for terrain within park boundaries.

Back on the forested shoulder of Grizzly Mountain, I work my way through shin-deep powder until I emerge from the trees below a huge alpine bowl. Across the valley, I can see the massive gully on Mount Cheops where the avalanche - described by experts as a "one in 50 to 100 year occurrence" - roared down the mountainside last year. I take a deep breath and push off, starting my descent down the steep, gladed slope through blissfully deep snow. I catch myself thinking about avalanches and listen for the roar. But there are no sounds except snow hissing below my skis and, 2,000 feet below in Rogers Pass, the faint hum of a train. *The Province, Thurs, Feb. 19, 2004. Printed with permission of Greg Bethel. gbethel@png.canwest.com Greg is a former Kootenay resident, [Rossland & Golden], who misses our mountains.*

Boars ??

Those who frequent the Alberta backcountry have been coming across the occasional wild pig or "boar" as they are called in Europe. So, when you're hiking in the eastern Rockies, here is what one does if confronted with such a situation:

First of all, if the pig charges, don't move, because they are just trying to scare you.

Secondly, if the pig is still charging... and getting very close, wait until the last second and then step to the side. Remember, they can't turn very well.

Third step, if he's still going after you...kick him in the face, because they have a sensitive nose.

Forth, and If the kick doesn't work... climb a tree. Or, fight him off with a stick.

These steps also apply to anyone meeting boars around the Salmo where apparently someone has introduced them into the wild.

Energy Bars. Good Idea?

Energy bars are promoted as a premium energy source, while in reality any food providing "calories" supply energy. If you need energy, eat regular unprocessed food. FYI: Bagels rate the same as energy bars in athletic performance tests.

THE CONS >> Many energy bars can be expensive (usually about two dollars per bar). >> Some have a high sugar and protein content (two things most of us aren't lacking) and may contain palm kernel and coconut oils, both twice as saturated as lard.

BENEFITS >> Energy bars have added vitamins and minerals, making them a better choice than a chocolate bar or cookies. If you do opt for a bar out of convenience, try to at least have some fresh vegetables with it.

ALTERNATIVES>> Foods contain many nutrients, phytochemicals and other disease-fighting properties that aren't added to bars. Store carrot, celery and zucchini sticks in a plastic container in the refrigerator. Be adventurous and eat a whole cucumber, tomato, green pepper or cold baked yam or sweet potato. Apples, oranges and bananas are just as plentiful and easily found as energy bars.

SUGGESTIONS >> Look for bars with the fats and sugars listed near the end of the label. Foods like oats and soy flour should be near the beginning, meaning they are higher in quantity. Shop around for a bar that appeals to you.

Reprinted with permission. "
'Wellness Matters 2004"

WORKING VACATIONS

The Land Conservancy offers working vacations at a number of its properties around BC. The vacations are a great opportunity to visit a new location and to contribute directly to conservation. Work sometimes consists of habitat restoration, mending fences, moving cattle from pasture to pasture, installing osprey perches, bird or wildlife surveys, or cabin repairs. The length of time spent varies from a few days to a week or more. A working vacation is a great opportunity to spend time leaning about a new part of BC, meet people of similar interests, and use your skill to make a direct contribution to our amazing province. For information about the program and the opportunities, go to www.conservancy.bc.ca or phone 1-888-738-0533 toll free to Victoria.

B.C. Stewardship Centre -Many people simply lack the information and the tools they need to carry on their activities sensitively. First land owners and land managers need to be educated about the need to change their practices- and then they have to have easy access to information about how to change bad practices. These people would gladly "walk more lightly on the land", if only shown how to do so. They just need encouragement, information, guidance and tools. The Stewardship Centre Service opportunities include website support, online forums, practical literature for planners and developers and a database of funders specializing in stewardship issues. Visit www.stewardshipcentre.bc.ca.

PUBLIC URGED TO USE CAUTION IN BURNED AREAS

KAMLOOPS- Members of the public who are planning to travel in forested areas burned by last year's wildfires are encouraged to use caution at all times to protect their personal safety and forest resources. The Ministry of Forests is conducting rehabilitation activities, such as aerial reseeding, in many burned areas. As well, commercial salvage operations of fire-damaged timber are under way. Members of the public should keep their distance from such operations and heavy equipment. Burned forest areas pose both known and unexpected hazards, including falling trees. In many areas, public roads have been deactivated to reduce potential environmental concerns.

A website with safety tips, links to fire maps, and rules on forest road use is now online at the Ministry of Forests Southern Interior Region web site at [www.for.gov.bc.ca/rsi/].

A section on wild edible mushrooms has also been included, based on potential public interest in picking morels in the wake of last year's fire season. The public is advised that mushroom fruiting is impossible to predict, and depends on factors including the weather. All users of public forestlands do so at their own risk. *From the Public Affairs Bureau, Ministry of Forests*

KMC members

KMC email update system provides simply initiated immediate messaging

The system is for KMC members only! It is servicing all of our members who have requested to be on it.

Thank you all for responding to our survey. **If you are not on the list**, and would like to be, you can simply request it at members-owner@kootenaymountaineering.bc.ca Please ask Doug to add you to the list, give the email address you would like to be used (work, home, or both) No one but our webperson and the person responsible for membership have your email address. It is easy to use and provides immediate updates for outings, etc... **Once you are subscribed you simply send your message as a normal email to members@kootenaymountaineering.bc.ca** Please note that your email address will appear on the message once it is received.

We would like to give a very special **Thank You** to Bob Dean who has provided a weekly update service for the past few years. It was greatly appreciated

Hiking Through History:

Lyle Creek to Mount Brennan

By A. Terry Turner

I've always been fascinated with the history of old mining sites, trails and abandoned cabins. Unfortunately, there seems to be an absence of this sort of information in most of the hiking books I've examined. When I brought this to the attention of an author, the abrupt answer was, "history is boring".

During research for a local history book a couple of years ago, I found an interesting reference to one of my favorite hiking areas, the Lyle Creek basin. More recently, this led to an exhaustive research project on the area. Anyway, here is brief summary of one of the "boring" trails that I'm sure many members of the KMC have trekked on over the years.

The Ibx crown granted mineral claim is located about 5 kilometers north of the ghost town of Retallack between Kaslo and New Denver. The Lyle Creek basin-Mount Brennan trail passes through this claim. The claim was located on August 8, 1891 by William Brennard and James Pringle. The owners explored a narrow high-grade vein of lead and silver over the next few years.

In 1896 Frederick Steele represented Samuel B. Steele and others in the purchase of the Ibx property. Frederick Steele was a photographer from Winnipeg who took literally hundreds of photographs of people and places in southern Alberta and British Columbia. Samuel Benfield Steele, with the Northwest Mounted Police in MacLeod Alberta, is best known for his involvement in the Klondike Gold rush and the founding of Fort Steele. The Ibx Mining and Development Company was incorporated to explore the lead-silver deposits in this area. Sam Steele was the President

and Fred Steele was the Treasurer. The company's Secretary was David King, the publisher of the Kootenayan newspaper. Mr. King was responsible for keeping the public informed about the exciting events while Fred traveled between Kaslo and Winnipeg to promote and sell company stock.

Large samples of massive galena (lead-silver ore) were commonly displayed in Whitewater (later Retallack) and Kaslo to attract investors.

Before the winter of 1896, a proper access trail and two cabins were constructed. The narrow vein of high-grade lead-silver was mined by open cut and underground methods. During January 1897, a massive avalanche swept down the steep slopes of Mount Brennan and killed a miner Jim Gillis while his son worked underground in the mine. Gillis' body was found in a small lake in the basin the following June. During the summer, seven packhorses carried 300 pound sacks to the company's ore storage hose in Whitewater prior to shipment to a smelter in Pueblo, Colorado.

Without notice, the financial status of the company deteriorated and by early November the Supreme Court appointed a liquidator to sell the assets and pay off the creditors. Reasons for the company's collapse include the fluctuating price of silver, high transportation costs and adverse mining conditions. Very limited work has ever been carried out on this property since but the claim is still held by Art Bennett, a prospector from Kaslo.

Today, there is little to remind us of this historical mining venture except the rusting cans, the cabin remains and the three amazing photographs taken by Frederick Steele in 1896.



Library News Hiking and Climbing Guidebooks for the Summer Season

Have you ever hiked Hawk Ridge in Kootenay National Park to the summit of Mt Shanks? How about Paradise Ridge to Watch Peak in the Purcell Mountains? Maybe you are looking to climb the classic northwest ridge of Sir Donald? Or perhaps Bugaboo Spire is on your tick list for this season.

The KMC library has an extensive collection of climbing and hiking guidebooks to help you plan your summer vacation. Available hiking guidebooks span the Rockies in the east to the Coast Mountains in the west, and we even have some US hiking guides. For climbers, there are guidebooks for the Selkirk, Columbia and Rocky Mountains. As well guidebooks for the Cascade and Teton Ranges in the US.

New hiking guidebooks this year:

Macaree, M. & D. (1994). 103 Hikes in Southwestern British Columbia. This popular guidebook covers the North Shore Mountains, Howe Sound, Sechelt and the Islands, Squamish/Cheakamus, Whistler/Pemberton, Fraser Valley, Chilliwack, Coquihalla, Hope/Manning and Keremeos.

Vernon Outdoors Club (1989). Hiking Trails Enjoyed by the Vernon Outdoor Club. A wide range of trails are featured in this guidebook with hikes as far east as Mt Revelstoke National Park and west to Salmon Arm and Vernon.

KMC Trip Reports

Two Bagel Traverse:

Ski Touring the Peaks of the Rossland Range

When Peter and Maurice called about my **April 4** KMC ski trip, I, as a diligent trip coordinator, gave them the entire details of the trip – put one vehicle on the old Cascade Highway near Record Creek, drive to the start of the summer trail to Old Glory Mountain, follow the trail to Unnecessary Ridge and then take an abrupt turn to the east and ski to the summit of Mount Kirkup, along to Grey Mountain, Mount Roberts, OK Mountain and out via an old road in Record Creek. Peter guardedly thought it sounded interesting, while Maurice wondered if it was a suitable trip for someone “so close to their best before date.” Nevertheless they both turned up at the appointed hour even despite an hour less sleep with change over to daylight savings time.

Our truck was placed without hitch on the Cascade Highway, but it took some convincing to get Maurice, who now had the wheel and thus control of the trip, to stop at the summer parking lot for Old Glory and not go on to the more familiar wintertime start location. I don't think either Peter or Maurice believed that the summer route would be shorter, but perhaps they meant to humour me. It took us only an hour to ski to the pass east of Unnecessary Ridge and just a further hour to ski up the west slopes to the long southwest ridge of Mount Kirkup which we followed easily to top. From the summit, the rest of our route sprawled away to the south. I pointed out the rest of our route to Maurice who was earnestly trying to compute how much of each of his two bagels he should eat on each of the four summits we would traverse. At this early stage, Kirkup was a half a bagel peak.

The summit of Grey Mountain was achieved in little more than half an hour by skiing due south from Kirkup Mountain. Once again, Maurice inspected the route. No need for a half a bagel on Kirkup, but Mount Roberts, a good 4 km away would clearly deserve an entire bagel. We had some pleasant spring skiing off Grey Mountain ending just below a pass to the west of Granite Mountain. Here we skinned up again and skied up to the pass avoiding the ski hill runs by staying initially in the trees and then dropping into a gully directly below Record Mountain. We followed the gully down some 80 vertical metres and then in a rising traverse gained the pass west of Mount Roberts. About 100 metres below the summit of Mount Roberts we met a colourful young man in a garish Hawaiian shirt skinning up towards the summit and encouraging along his girlfriend who was similarly well equipped in denim jeans but sans skins and was thus wallowing along behind with her skis on her pack. “Is this called ‘post-holing’?” she asked us as we cruised by.

We enjoyed a longer stop on Mount Roberts – long enough for Maurice to eat an entire bagel – and some debate followed regarding our ascent of OK Mountain. This diminutive bump rises only 80 metres above its pass with Mount Roberts, and Maurice declared an ascent illogical. Peter, who was living in the past and still hoping for good tele-skiing on mid-winter powder slopes wondered if the prominent tree free patch on the north east side would be worth a “few turns.” By the force of my personality, or perhaps because I held the keys to the vehicle at the end, all were persuaded to attempt OK Mountain.

The initial descent from Mount Roberts south to OK Mountain was quite reasonable, but lower down the trees became thicker and the

two tele-skiers proved yet again why tele-skis have long been known as “misery sticks.” A quick ski up the north ridge and we were on the summit of our final peak of the day. The long suffering lads stood still long enough for my last summit picture and then we all descended back to the pass, Maurice fortified with his remaining half bagel.

Skiing down into Record Creek we got greenery shots instead of face shots as the snow surface was littered with fallen off branches and forest detritus that flew up in your face at every turn. Once down at Record Creek we suffered through 15 minutes of truly horrible skiing through masses of slide alder and deadfall before locating the old road. On AT gear, the old road was an easy ski, but once again Peter and Maurice were working hard. As we lost elevation the snow cover became spotty and there were many parts where the snow was merely a ski width wide. Just before we hit the Cascade Highway, we took our skis off for good and walked the last little bit down to the road.

Participants: Doug Brown, Maurice De St Jorre, Peter Tchir, Sandra McGuinness (coordinator), Kumo the dog.

Hummingbird Pass–Mountain Station, April 4

A late season snowshoe trip. Firm snow with little fresh snow so not much trail breaking. Three young men (Chris, Bob and Brad) led us to the high point on Evening Ridge where we stopped for a snack and a photo op. We stayed to the ridge avoiding the temptation to go down Selous Creek and Anderson Creek. We encountered a small frame structure, which we assumed was a cover for pumps that were set up in case the Kutet! fire of last summer had come that direction. From this structure there was a marked trail that led us to the high point on the road down to Mountain Station.

We were Chris Charlwood, Don Harasyn, Bob Keating, Andrew Martin, Dave Mitchell, Brad Steele, Gene Van Dyck, Leah Zoobkoff, and David Cunningham.

Ridge above Yellow Pine Trail, April 11 (Easter Sunday)

After meeting at the Park & Ride by Brilliant Bridge at 9 am, we drove to the car park at Syringa Park (450 m elevation). Thirteen of us started hiking up the Yellow Pine Trail at about 9:40 am on this sunny Spring morning. After reaching the Lookout, which is the high point of the trail at 570 m elevation, we continue along an unofficial trail to a higher lookout at about 710 m. From here on, there was no trail but mostly fairly open bush or rock fields. It was a fairly steep climb to the high point on the first ridge (1210 m) where we had lunch in warm sun. We encountered no snow on the way up. To get to the higher ridge behind would have meant descending before climbing again. No-one was tempted to try this. We were back to the cars by about 3:30 pm. We were Alan Baker, Ross Bates, Renate Belczyk, Ed Beynon, Bob Dean, Dave Grant, Hazel Kirkwood, Robin Lidstone, Jan Micklethwaite, Carol Potasnyk, Laura Ranallo, Ross Scott and co-coordinator, Ted Ibrahim.

Mount Sentinel, April 18

A large number of hikers showed up for this early season hike: 29! Skies were mixed and forecast was for rain, but dry it's been.

We parked at the junction of Broadwater and Terrace (Verigin Tomb Rd) roads in Brilliant. For an hour and a half we climbed steadily on the relatively new trail on the southwest side of the mountain. Some turned back due to previous appointments. The

blooming Saskatoon bushes and wildflowers were numerous. One keen observer noticed a black bear perhaps 50 meters away and another noticed 4 elk climbing up the mountain. Views started to be had above Castlegar including the confluence of the Kootenay and Columbia rivers. We were able to see Brilliant Overlook, Grassy, Siwash, and the Norns Range including Airy Mtn. far off to the NW between the moving clouds.

We continued our ascent and the slog became a pleasant ridge-trail until we came to the old forestry road that comes from Thrums. We had lunch with a view up the Arrow Lakes towards Syringa Creek. Several of our group decided to return home at this point. Eighteen of us kept going on the road and we were soon walking on snow. We reached the newly cut power line right-of-way from where we could see our objective. All the while the weather was turning a bit colder, clouds seemed to move our way (without catching us!), a storm was impending. Yet we pushed on, up and down, and again, until we reached "our" top (at 5400'). Here we discovered an aluminum antenna structure, recently planted there. This was the site of the old forestry lookout. We had a rest and snow started falling gently. So we did not linger and started the descent southward toward the power line clear-cut and the old forestry lookout road eventually finding ourselves on the Thrums Rd, turned west, and then joined back on the ridge trail. It was a rapid descent and we were back at the vehicles 7 hours after our start.

We were: Eric Ackerman, Jenny Baillie, Roy Ball, Ross Bates, Ed Beynon, David Cunningham (the intrepid one who came on his bike from Nelson... and returned!), Bob Dean, Frank Fodor, John Golik, Dave Grant, Terry Hall, Willa & Harold Horsfall, Ted Ibrahim, Brenda Johnson, Hazel Kirkwood, Hans Korn, Anne Kwan, Gerda Lang, Robin Lidstone, Kay Medland, Jan Micklethwaite, Shannon Naylor, Vera & Norm Truant.

Eliane, François, Jean & Steven Miros, coordinators.

Syringa Overlook, April 28

This hike was a 3hr easy scramble up and down the southern-facing relatively open mountainside ridge (between Allandale and Syringa creeks) near the entrance to Syringa Park. We left our cars at a pullout just before the Syringa Cr. Marina and began working our way up the south side of the mountain. We oriented ourselves for the rocky ridge slightly to the northeast. It was steep all the way up but good views were had of the lake valley. It's obviously a heavily used ungulates area. There were wild flowers as well as saskatoon bushes in full bloom. Several wood ticks tagged along. We reached the perched cairn on the small knob where a leisurely lunch was had in the warm sun. So warm in fact, that the cool breeze was appreciated by all. The cairn is noticeable from the uppermost reaches of the Yellow Pine Trail hike that the KMC normally does and this would be a good very early season hike. Views of Siwash Mtn, Grassy Mtn, Mt Shields and a good orientation to Mt Faith were had. The Kettle Valley railway bed could be seen below winding its way to the Bulldog tunnel. We were Ed Beynon, Hazel Kirkwood, Jan Micklethwaite, Vera & Norm Truant, Mary Woodward, Eliane & Steve Miros.

Brilliant Overlook, May 5

Six of us drove to the Dove Hill parking lot. We hiked up to the top of Dove Hill and took the relatively new trail down its north side to where it meets the substation, continued on to the Overlook trail where the going was had under cooler temperatures. We had lunch by the helicopter pad and out of the wind. It was a quick pace back to the car for this 3-hour hike.

We were Sally McLean, Eliane & Steven Miros, Ray Neumar, Mary Woodward and Hazel Kirkwood.

Other Trip Reports

Nott to Dag Traverse

On Saturday **July 19, 2003**, Sandra and I completed the Nott Peak to Mount Dag traverse from a camp at the head of Robertson Creek.

From our camp, we followed an easy route over meadow, slabs, boulders, and talus to the summit of Nott, where we were treated to grand views to the north-west into Mulvey Basin as well as to the east to Dag.

After scrambling down Nott's easy east ridge, we moved onto the west ridge of Batwing. Initially we encountered class 3 scrambling, but before long out came the rope.

After considerable whining and snivelling, we reached the easy upper section of the ridge (we climbed three 30 m pitches we rated at about 5.3); a short amble took us to the slabby and spacious summit.

After some lunch we worked our way down the south side of Batwing to a point above the steep-walled notch with Little Dag (class 3). We rappelled down into the notch, pulled the rope, and climbed out of the notch on the Little Dag side (class 4). Some more, mostly class 3, scrambling brought us to top of Little Dag.

From Little Dag, we descended easy south slopes and then traversed across to the west side of Dag. From here, class 3 and 4 scrambling delivered us to summit Dag. The sky was colored a strange orange by smoke from nearby forest fire that gave an eerie glow to the view.

A descent of the easy broad ridge of Dag was followed by a 30 m rap that took us through the cliff band to the cairned and flagged standard ascent route of Dag, which we followed down to Robertson Creek and then camp.

A great day in the mountains on a very enjoyable, if technically easy, route.

Doug Brown.

For the full account of our trip, see

<http://members.shaw.ca/toquehead/valhalla/valhalla.html>

Vancouver Seawall-False Creek, Nov 8, 2003, & May 13 2004 🚲

Vancouver is consistently rated as one of the world's most beautiful cities. Sea, mountains, skyscrapers and a nice esplanade on which you can view them from. That's the Vancouver Seawall. If you are ever in Vancouver, and have a few hours to get a different perspective of the city, the following itinerary has served us well over numerous visits. You can bike it in a quick two hours or take your time along the way, as there are numerous sights to view. You can also walk it but then we would recommend that you do it in two sections that still would probably take 3 hrs each at a quick pace. Jogging it is also not bad, but if you don't like the hard surface, biking is the most fun. Relatively cheap and convenient to rent (esp. at Denman St. and Robson St where there are 4 different stores that rent bikes by the hour or day) you can make a grand tour of the city's waterfront. Sometimes, when we are there for a few days we take ours down with us as most hotels have lockups or let



you keep them in the room. Now parking, that's another problem, but there are a few places close by.

The northern part of the seawall begins at Canada Place where the seaplanes have their terminus. We always start at the Westin Bayshore Hotel, which is easy to find, being only a couple blocks from the bike rental places and near hotels. From the Bayshore, the path is well marked with one side for bikes and the other for pedestrians. This first part of the ride is around Stanley Park in a counterclockwise direction. Basically you pretty well circumnavigate most of Coal Harbor where there are numerous yachts to wonder, "Who could afford such things?" After Brockton Pt. it's Burrard Inlet on your north and the North Shore Mountains. Once you go under Lions Gate Bridge you are in full view of open waters all the way to Vancouver Isle, unless it's raining of course. Sunsets are great from this point on also. After the Second Beach Pool the bike path goes away from the water (if walking, just continue along the seawall). After rounding the concession, and at the playground's old "Fire engine", you can turn left under the small bridge and easily return to your starting point (This is also where our path returns on the way back). Otherwise continue to the right, up the small hill and make your way to English Bay Beach. From here the seawall runs along Beach Ave, and if you are walking, then taking any of the NE-SW cross streets would return you to approximately the Bayshore Hotel where you began. Denman St. would be the conventional return route as there are numerous eating and watering holes along the way. Denman St begins right at English Bay Beach. If continuing the route, make your way to under and past the Burrard Bridge (the Vancouver Aquatic Center is on the left where you will notice a path marked "Burrard Bridge", this is how you will return later). Here we begin a circumnavigation of False Creek. This part of the path goes along the development made on the old Expo site. This is an extremely densely populated area yet often you only see a few people. The 2 Seabuses are a good place to hop (they also take your bike) over to Granville Island, if you're tired. Otherwise continue along the path following the "Seaside" signs. Occasionally under Granville Bridge (the second one you come to) the path is detoured around the construction of new buildings but the Seaside route is always well marked (Beach Avenue is also only a short distance away). Eventually you pass under Cambie Bridge continuing your way to the Plaza of Nations. BC Place comes into view. After BC Place you pass along the Molson Indy Race stand up to Science World. The next kilometer is through as yet undeveloped waterfront (once again construction may take you away from the waterfront but the Seaside signs bring you back) and then into the low-rise condominium area of south False Creek. Once you reach Granville Island there are a couple of paths leading to its center (with bike racks if you have a lock). Maps may show the path as continuing around the island but essentially you walk its small streets. If you bypass the island continue following the Seaside route. Soon you are at the junction where going right takes you to Vanier Park (site of the Planetarium and both the Vancouver and Maritime Museums) or left takes you to the "Burrard Bridge". Take the left, which soon puts you onto First Ave for a couple of blocks, past the Seaforth Armory and Molson Brewery and onto Burrard Bridge. The sidewalk across the bridge is separated into bike and pedestrian lanes. Not only is the bridge very busy with cars but also at commuting times it's full of bike commuters. And we mean a real bike highway! Don't forget to stop at the center of the bridge, the view is great. At the other side you follow the Seaside signs to the right. This takes you across Beach Ave to the Aquatic Center and down to the Seawall that you came on. Follow the Seawall all the

way back to the playground "Fire engine". Continue straight ahead (the Par 3 golf course is on your right) towards Lost Lagoon. The bike path turns right near the small cement bridge. It takes you along the southern shore of the lagoon towards Coal Harbour. After passing under the wide Georgia St Bridge you turn right and retrace your route to where you started.

Eliane, François, Jean and Steven Miros

Ski Tour: Beasley To Lebahdo, April 4

(maps Kokanee Peak 82F/11 and Passmore 82F/12, 1:50 000 scale)

Howie Ridge and I did a recce of this route on foot one late October day a couple of years ago to see if it would be feasible as a day trip. The keys are driving high on the access end and skiing low on the exit side. Because of logging in Smallwood Creek, our driver, Kyle Ridge, was able to take us 15.4 km. on Smallwood FSR from the pavement in Beasley to about 648-880 (5250') on 82F/11. Starting at 8:30, we skinned to the end of the road, then angled up and west to reach the pond at 639-885 (the best line takes you about 100' above the pond to the south). Then, it was an easy ascent northwest to the open high point at 633-889 (82F/12, GPSed at 5892', 2 hrs. from start). This portion is clearly visible from below; aim to pass between the two bumps. We de-skinned and skied down and across a meadow, to keep left or south of the next bump to the west (629-888). Then, it was an easy ski down to Rockslide Lake, as we avoided cliff bands farther north along the east side of the lake. With skins back on, we continued northwest along the inlet stream at the north end of the lake (pass left of the bump at 619-890) and in 25 min. reached the Pedro Creek road. Here, we removed the skins, turned right, and headed down the road, finally running out of snow below the km. 2 sign. (35 min. from road junction to the bottom, including a 15 min. walk). Kyle drove up Pedro Creek to pick us up for the perfect end to a pleasant, easy outing. Total trip time: 5 hrs. 10 min., including a leisurely lunch at Rockslide. Not much in the way of turns on this sub-alpine trip, but traverses in good weather are fun.

Kim Kratky

Hwy 3-Shields FSR-KVR rail bed, April 29

This is a varied mountain bike-ride that could be done after the Easter weekend. The Shields old-timers have told me that as of that time the Shields Forest Service Road is clear of snow. Several of them have had their summer homes there since the 1940's. On a nice warm morning Bob and I met at the Safeway parking lot in Castlegar and pedaled up the "mostly" gradual 30 km to the Shields Forest Road (Just before the Nancy Greene turnoff to Rossland). It is a wide paved shoulder. From this junction there is another climb on the easily traveled dirt road for a couple of km to the pass. From the pass there is a good view of Mt Stanley, Mt Spiers and Airy Mtn to the north. The downhill begins rather gradually however after a few km it becomes an easily navigable steep descent. This part requires braking most of the way down to the rail bed. All told approximately 15 km. When we reached the tracks we visited the site of the tunnel construction workers camp to the left. There were the piles of lumber from the buildings and rusty stoves, pots and pans. The rail bed had been just graded by some machine so it was a bit easier going than normal to the Keenleyside Dam. With use it hopefully will improve. We pedaled back to Safeway. 70 km total. Elevation gain 2500'. We were Bob Shaw & Steve Miros

ATTENDING CLUB TRIPS

RESPONSIBILITIES OF COORDINATORS

Before the trip:

1. Do not undertake organization of a trip beyond your capabilities. Change the objective or arrange for another coordinator.
2. Be familiar with the area (unless the trip is exploratory in intent). If you have not done the climb recently, a recce a few weeks before the trip is an excellent idea. Talk to people familiar with the area; check the guidebooks, old Newsletters, old Karabiners, CAJ journals, Parks Branch, Forest Service, etc.
3. Download or photocopy the daily trip registration form. Pick up or ensure the necessary equipment is on the trip: Ice axes, crampons, Pieps, first aid kit, and repair kit. Make arrangements for huts, campsites, and registration as required.
4. Notify a responsible person where you are going and when you will be coming back. Tell them when you return!

Choosing and organizing the party:

5. The coordinator has full authority to reject anyone he or she feels is unsuited for the trip. For more difficult trips ask people unknown to you what their qualifications are and who they have climbed with.
6. Explain to people what the trip entails: how difficult, how strenuous, what equipment is needed. This is especially important for newcomers, who may not understand the need for proper boots or even rain gear.
7. The coordinator arranges the most economical use of cars. Each passenger should pay a reasonable proportion of the gas and oil expenses of the trip.
8. Make clear arrangements for the assembly of the party at an easily recognizable place at a definite time. Wait a reasonable time for latecomers.

On the trip:

9. Before leaving the cars, check that everyone, especially anyone inexperienced, is properly equipped. Those who are not should not start out.
10. On many trips it is a good idea to appoint an end person who comes last and makes sure no stragglers fall by the wayside. The end person generally carries the first aid kit. In a large group a second coordinator may be desirable to cover the stragglers.
11. Set a pace that allows the party to stay together, both going up and coming down. Space rests so as to prevent straggling! With large parties, count numbers once in a while to make sure everyone is still together.
12. The coordinator doesn't need to remain in front providing he or she can maintain control of the party. The coordinator and all experienced members have a responsibility to give instruction to the less experienced. Team less experienced members with more experienced members.
13. All decisions should be made with a margin of safety. When in doubt, use common sense and accepted normal procedure.
 - allow enough time for the trip; start early.
 - rope up before a difficult section.
 - turn back when necessary: difficulties, a weak party, lack of time, weather, fatigue, etc.
 - watch for avalanche and rock fall hazard, and act accordingly.
 - in wet or cold weather watch for hypothermia in poorly clad individuals.
 - stay in touch with the group's feelings and respect them.
14. The coordinator should stay at the cars until everyone is down.

After the trip

15. Return club equipment promptly so next party can use it.
16. Send a trip report to the newsletter editor.

RESPONSIBILITIES OF MEMBERS

1. Ensure your abilities are up to the trip's difficulty. Use the trip grading system on the schedule.
2. Phone the coordinator several days in advance to confirm your attendance, preferably by Wednesday evening at the latest.
3. Show up on time and be prepared physically, mentally, and equipment-wise for the outing you are going on. Sign the daily trip registration form.
4. Return rented/borrowed equipment promptly.
5. Share expenses.

IN CASE OF AN ACCIDENT

1. The coordinator should consider the severity and implications of the accident, the remaining hazards, the terrain, and the availability of resources when deciding what to do next.
2. The coordinator should ensure that everyone's present safety is maintained and danger is minimized as is consistent with emergency activities.
3. If help is needed, the coordinator should organize an orderly expedition.
4. If conditions permit, witnesses should stay in the area to provide any necessary information to rescue personnel.
5. All party members should (1) inform the person(s) in charge of any special abilities; (2) ensure their own safety and, if their help is not required, stay clear of rescue activities; (3) cooperate with everyone involved in emergency operations.
6. If the accident is serious enough to warrant aerial evacuation, contact the nearest ambulance or RCMP detachment who will dispatch a helicopter with a first aid attendant.