

The GREEN WATCH

GREEN LAKE AREA (CARIBOO) RATEPAYERS' ASSOCIATION NEWSLETTER

Directors: *representing property owners and tenants within two kilometers of Watch Lake or Green Lake*

President: Dave Claxton	456 2426	Robin Rusaw (N)	456 7707	Gordon Labinsky—Green Belt Chairman	456 2310
Past Pres. Dennis Tupman	456 2302	Uli Junker (S)	456 2463	Bob Craig — Rural Crime Rep	456 2375
Treas./ Mbrshp. Marie Kuyek	456 2230	Fred Kuyek (S)	456 2230	Heiko Schuster — Local Business Rep	456 7524
Secretary: Jackie Stroud	456 2337	Jim Klenk (N)	456 2373	Jack Wainwright (Nsitr Ed)	456 2256 / 604 434 3280

FALL 2000

President elect's AGM comments:

Dave Claxton, our newly elected president, comments on his new position:

As I begin my term as president of GLARA, I am very aware of the "Big Shoes" I have to fill in replacing Dennis Tupman. Since the inception of GLARA in 1993, Dennis has worked tirelessly on behalf of this region's residents. He has guided GLARA in becoming a dynamic, proactive and effective voice, advocating for our members in a collaborative sense.

The incoming Board, of which Dennis remains a member, will continue to work consistently for our members within our vision, goals and objectives.

I would like to point out however, that GLARA should not be the sole voice of this community. The most effective means of being heard continues to be direct action and involvement by residents in the issues that concern them. So by all means, continue to bring your concerns to GLARA, but also let your own voice be heard.

We live in a great community, by working together we can make it even better.

Bark Beetle infestations.

Bark Beetles include the Pine Beetle, Douglas Fir Beetle and Spruce beetles. The Pine Beetle starts flying at the end of June for a few weeks. Trees infested this year die next year and the needles turn red. Forestry monitors red trees by aerial survey and schedules those on Crown Land for cutting. Private land owners should remove affected trees before next April. Infected trees not removed early enough, or left down to rot or stored as firewood, may provide the next generation of Bark Beetles to attack your still living trees.

The only sure way to end a bark beetle infestation is through nature's own environmental controls, including unseasonal early cold snaps (-30°C in October), prolonged periods of cold winters (-40°C for three or four weeks), and woodpeckers, which are ineffective in large outbreaks.

Outgoing President's Message from Dennis Tupman.

I will be stepping down as chairperson of GLARA after occupying that position since 1993 when we started as a non-profit society.

I wish to thank all the Board members with whom I have served. I have appreciated their service and support.

Thanks also to Dave Claxton who has indicated his willingness to take over the chairperson position. I will be happy to work with him as I plan to stay on the GLARA Board.

I have found the work on the GLARA Board to be both fascinating and challenging. When we started our association we really had to learn the ropes from scratch. We are still learning but are accomplishing a lot, I feel, in forming partnerships with pertinent agencies which can help us.

Dave Claxton will make an excellent president and I look forward to working with him to achieve our objectives. We are always looking for new members for the GLARA Board.

Yours truly, Dennis Tupman.

Are you still a paid-up member? Check your Newsletter's envelope. Your expiry date is noted. (That's membership expiry, not your demise! We are good, but some things are better left unpredicted.) Fees are still a paltry \$10 with most folks paying \$30 for three years.

Green Lake Area Ratepayers' MEMBERSHIP APPLICATION / RENEWAL FORM

name of member applying (one per lot)	signature	
legal description of lot if known	fire number & street	
full mailing address (one newsletter per membership)		
home phone	lake phone?	work phone?
fax available?	is cheque enclosed?	

Make cheques payable to Green Lake Area Ratepayers Association. Fees are \$10 per year (most members are opting to pay \$30 for three years) Receipts will not be mailed, but will be available for pick-up at any general meeting, or from the treasurer. Membership expiry date is noted on your newsletter mailing label. Mail to GLARA, site Q, Comp. 5, RR1, 70 Mile House BC, V0K 2K0

Excerpts from the GLARA Annual General Meeting,

August 26, 2000. @ NGWVFD hall #2U

Opening comments by Dave Claxton who chaired the meeting included reading a letter from President Dennis Tupman that a family tragedy prevented his attendance at the AGM.

RCMP Report. from Cpl Paul Strader

• Rural Crime Watch program was reviewed. Many residents are now program participants. Participants report suspicious activity to the RCMP. A computer then automatically generates calls to all participants alerting them to the reported concern. Early bugs have now been corrected.

• Break-ins: 1997 there were three B&Es in our area. 1998 there were 84 and 15 in 1999. So far this year, only one. Two individuals arrested in late 1999 were felt to be the culprits causing the majority of B&Es in '98. The two are now in jail.

• Uninsured ATVs, Dirt Bikes, etc.: Cpl Strader confirmed that this is an ongoing problem in our area. His detachment receives regular complaints of reckless operation of these vehicles. Several people have been stopped in North and South Green Lake this summer and charged with driving without insurance. Minimum fine is \$575. He stressed that the biggest concern is the liability for injury in an uninsured situation. He suggested that all families become more aware of the potential repercussions when family members operate ATVs etc. without insurance. RCMP has a zero tolerance regarding operating uninsured vehicles. (ed note — previous Newsletters have informed members that **all roads including road allowances and logging roads** are considered by RCMP to be unavailable to uninsured /unlicensed vehicles.)

• Noisy Boats on Green lake continue to be a problem. Those concerned are encouraged to report occurrences to RCMP and supply details such as the licence numbers on the boat and a description of the boat. Wouldn't hurt to supply the boat's trailer licence number either. (ed note — new regulations in effect as of April 1, 1999 prohibit vessels not equipped with a "noise abatement device" on any water in Canada within 5 miles of land.)

• Restorative Justice Society report: Cpl Strader noted that our area currently has three representatives, which is the largest number in the area. The program's concept requires juveniles breaking the law to appear directly before their victims. The intent is to make these lawbreakers directly accountable to their victims and discuss collaborative solutions without involving the courts. Laura Dewar, chairperson of the Restorative Justice committee, noted that the program

has been very effective and seems to be having a major impact on those who have broken the law and in turn have to face their victims in person. The AGM audience applauded Laura for her work in making this program effective.

Lake Classification Report from Gordon Labinsky

As a result of the strength of GLARA's submission, Green and Watch lakes received the highest possible classifications. Green was given a split classification with higher ones going to the unbuilt on and protected bays of Boyd Bay at the south end and east and west lagoons SE of Haines Island. These three bays were recommended for speed restrictions to protect the habitat. GLARA's submission also resulted in gaining higher classifications for other lakes in our area. Gordon was congratulated by the audience for his exemplary work on this program.

Greenbelt Goals and Objectives.

A paper was distributed and adopted as read regarding the GLARA Greenbelt Committee's goals and objective for our Greenbelt area. Gordon Labinsky reviewed each point and included comments on our positive interactions with local logging companies and BC Forest Service.

Cattle Grazing Leases.

Laura Dewar, a rancher in the area expressed concern that GLARA was rumored to be requesting changes in cattle grazing leases. Gordon Labinsky assured Laura that was not the case and that GLARA fully supported ranchers and their right to graze cattle in the area. GLARA's role may be to act as a mediator to help resolve conflicts between property owners and ranchers.

Dave Claxton noted that these long term leases are with us for many years and it is the property owners responsibility to fence out the cattle. (ed note — BC is all open range by law which is why cities and towns maintain impound lots and fencing.)

70 Mile House School Closure: from Robin Rusaw

Robin reviewed the process that lead to the closing of 70 Mile school. It was noted that her organization, with support from GLARA had refuted every claim made by the school board as their reasons for closing our school. In the end though, local and provincial politicians failed to follow through and protect our interests. It was noted that the school may be closed, but the battle is not over. Everyone was encouraged to continue writing to elected and non-elected politicians to ensure that the issues related to this closure remain active. (ed. note — underlying cause was a need for Wm Lake School District to

avoid a deficit. By closing a school, the Provincial government gave them "transfer funds" equal to the \$280,000 operating cost for this year, plus half that for next year and a quarter more in the third year.

The school's enrollment qualified for at least two FTE (full time equivalent) teachers which will have to be provided no matter where they attend. The school board has no vacant asset to sell because the land and building are on Crown Land and revert to the Government. The two school bus routes remain the same except they are now much longer. Two kindergarten children on the south side are picked up before 7am and face a commute of almost 3 hours return, every day. A letter I got in reply to my missives to the Minister admitted that the voiced community outrage did have the result of finding space in 100 Mile school rather than Horse Lake school as originally planned.)

Sunsetview Shoal Marker:

The rocky shoal off Sunsetview campgrounds is a recognized hazard to boaters, especially since it is near the official boat launch ramp. It has been marked by flags or bleach bottles by concerned civic minded residents almost every year. The Canadian Coast Guard encourages private marking of hazards, etc. but the regulations require that they comply with official Aids To Navigation buoys. The buoy for this is a 5' long 10 dia. cylinder, weighted at one end and foam filled. It is white with orange reflective tape and may have the word "ROCKS" on two sides. Total cost including anchor and chain is estimated at \$300. The GLARA AGM voted in favour of installing this Hazard marking Buoy. There is a similar situation just off the Little Arrowhead boat launch, which may be addressed after we see how the first one goes.

Speed Restrictions

Speed restrictions on three Green Lake bays: Boyd Bay, East and West lagoons SE of Haines Island, were recommended by the Lakes Classification Committee. The GLARA AGM voted in favour of placing signs restricting these bays to a maximum 10km/h. Permission must now be sought to make the signage legal. To this end, a letter of support went from Cal Wilson, chair of 100 Mile Lakes Classification Board to the Canadian Coast Guard. (**ed note**— It was noted that the provincial government and Canadian Coast Guard are in discussions to bring BC into line with eastern provinces where speeds are restricted to a maximum 8km/h within 30m (100ft) of shore, everywhere. Exceptions then would be only for those boats towing skiers etc. which must go directly out into the lake, and not run parallel to shore.)

70 Mile Refuse Transfer Station. from Barry Roman

Barry reported that there were serious problems at the dump, which appear to be caused primarily by casual users and tourists who fail to follow dumping regulations. Dave Claxton though noted that it was apparent through the year that some residents also do not respect and comply with dumping directions. It was urged that everyone inform visitors, renters etc., of the need for compliance. Continued problems will result in a gate attendant being hired by the Regional District, which will end our free dumping privileges. Just like everywhere on the lower mainland, fees are collected at the gate and your load is scrutinized and dumping is supervised.

(**ed comment:** Perhaps consideration should be given to supplementing the written signs with pictures of prohibited materials. Places such as airports use universal icons to overcome language barriers. Lack of understanding written English is not restricted to Airports.)

Election of Officers.

Dennis Tupman is stepping down from the presidents position which he has held since GLARA's beginnings at that BC Forestry meeting in 1993. Dennis has guided us and stick handled issues professionally. Members honoured Dennis with a vote of thanks for his outstanding contributions.

(**ed note:** it was Dennis' perception that we needed a collective voice to be heard by those in power. He convinced enough of us to agree and get involved. During his tenure the course was charted to defend our standard of life, recreation and environment, in moderation and with reason, but always with the combined weight of knowing the majority of residents were in full agreement and supportive. It has been this cooperative collegial approach that now finds us as allies and not adversaries. We know what we want. We know what we need and we are able to articulate those points from a position of power. Thanks Dennis.)

Dennis Tupman is still on the Board as Past President. Dave Claxton was voted in as President (See the Newsletterhead for phone numbers) Remaining on the Board are Marie Kuyek, Treasurer/ membership. Jackie Stroud, Secretary (as Jackie has too many irons in the fire, she would welcome a volunteer to fill this position. Our constitution allows Directors to appoint volunteers to the Board as needed. Don't be shy.) Newsletter Editor Jack Wainwright; Greenbelt Chair Gordon Labinsky; Water Testing Fred Kuyek; Transfer Station coordinator Uli Junker; North Green Lake Rep. Robin Rusaw; Local Business Rep Heiko Schuster; North Green Lake Rep. Jim Klenk. Bob Craig is our appointed Crime Rep. to the RCMP.

Treasurer's Report

The Treasurer's report indicated that GLARA has assets of \$12,937, which include dues for the next three years and the rest of the \$5000 grant for water stewardship.

Membership as of August 7 was 307. (many members pay their dues at the AGM so this tally is not accurate now as 57 were due at the AGM)

NEW business at AGM:

Cattle Guards:

Barry Roman commented on the poor installation of the new cattle guard on the N Green road. The bump is so pronounced that it can seriously damage fire trucks and other vehicles. GLARA will issue a letter of complaint, bringing this matter to the attention of the Dept of Highways. At the same time GLARA will ask for improvements to the Hutchison Lake cattle guard and request that the cross strips be relocated properly .

Crime Watch Signs:

We received four rural crime watch signs and a permit from Dept of Highways to install them. John Nesbitt and Jim Klenk offered to do the installations. The signs are now up. Thank you Jim and John.

Camping on the Islands.

There was a question from the AGM floor regarding the legality of camping on the Green Lake islands, all but one of which are designated parkland which fall under the definition "frontcountry". "Frontcountry" means an area in a park or recreation area within one kilometre either side of the centerline of a park road or boundary. GLARA consulted the Parks Ministry who said camping is not allowed in frontcountry except in a campsite or as authorised by a Parks officer. No person shall start or maintain a fire in frontcountry except in a fireplace provided by the ministry. Our islands all come under that ruling.

Burning Regs to Change.

Ministry of Environment, Lands and Parks announced that to reduce the harmful effects of land clearing the ministry has made changes to the Waste Management Act and the Open Burning Smoke Control Regulation which come into effect Sept 1 2000. This will affect developers, forestry companies farmers and anyone else wishing to burn land clearing debris. The new ruling does NOT however , apply to those wanting to burn leaves, foliage and weeds in their backyards, unless those activities are restricted by local bylaws. The Ministry recommends composting plant material rather than burning it.

FORESTRY Greenbelt Report

from Gordon Labinsky.

There will be 15 new cutblocks from 2001 -2004, in our SE sector. A new logging road off North Boneparte Rd will be deactivated after logging is done. Logging will not affect viewsapes of Green Lake residents.

Large areas of our Greenbelt's Crown Lands have been designated OGMA (old growth management area). This means they are protected just short of being "Class A" Parks. If there are beetle infestations, infested trees will be removed but otherwise logging will be severely curtailed in OGMA's. Many of Cariboo's OGMA's are in our area which is a result of the voiced concerns of GLARA reps to the Cariboo Chilcotin Land Use Planning Committee. Mt Jack is OGMA. There are no beetle outbreaks in our area at this time.

All crown land in our greenbelt other than Parklands is designated as "backcountry" which should retain its recreational uses.

A visual impact barrier is the designation of 100m deep "no logging" buffers along all main roads in our Greenbelt. Fir trees will be protected in the Mule Deer wintering areas north of Green & Watch lakes as they provide a major Mule Deer food source. Green lake and Watch lake were classified as GBS -1 which was the highest classification possible for lakes with development on them, however the lakes classification committee split Green lake and gave even higher classification of GAS 1 to the undeveloped Boyd Bay and the waters south of Haines Island, including the East and West lagoons. The Cariboo Lakes Classification committee recommended speed limits be placed on these GAS -1 areas to further protect habitat and nesting birds.

Emergency Response Program

Paul Wirick, N Green/Watch Volunteer Fire Dept chief advised that he was co-ordinator to organize the local emergency response plan. This process requires recording residents, poll taking and establishing escape routes in the event of a disaster.

Paul is asking for help and can be reached at 250 456 2382

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GREENBELT FORESTRY GOALS

A paper outlining GLARAs objectives regarding logging in our Greenbelt was drafted November 1999 and circulated for membership input. That paper was adopted by the membership at the August 2000 AGM. It is as follows.

GLARA Greenbelt Goals and Objectives Related to Forestry

Overall Goals—

1. To protect the natural landscapes and water features that attracted most of us to the area, and the quality of life for us and future generations.
2. To continue to collaborate with forestry officials to clarify what level of logging will occur within our greenbelt in those Crown lands that will be designated "Backcountry" in the Sub Regional Plan process.
3. To attempt to have our greenbelt area, presently designated as an Enhanced Resource Development Zone, Treated as a Special Resource Development Zone like the rest of the interlakes area.

Desires for the area to fulfill these goals for GLARA—

1. To aim for certainty and reasonable predictability in what is to happen in the Greenbelt regarding future logging.
2. To develop collaboratively with Forestry officials a long range sustainable logging plan for the area.
3. To underline with Forestry officials the need to preserve biodiverse habitat values in the area.
4. To ensure that visual buffers are maintained in cut blocks beside registered trails and roads and to protect existing viewsapes.
5. Where possible, to keep to the minimum the construction of new roads when logging in the area, and to keep these roads as close to 10 meters (33') wide as is possible.
6. To protect existing registered recreational trails in the Greenbelt.
7. To work cooperatively with Forestry officials to protect existing motorized trails and where appropriate and feasible, create new trails in planned wildlife, no-logging corridors.
8. To protect recreation and tourism opportunities in the area.
9. To protect fishing and hunting opportunities in the area.
10. To protect grazing opportunities in the area.
11. To protect our parklands from the impact of logging.
12. To discourage where possible, logging traffic on existing paved roads in our area immediately adjacent to Green Lake, North Green, Watch Lake and South Green Lake roads.
13. To communicate with the membership the progress, concerns, and objectives related to logging in our Greenbelt and to invite input.

SNOWMOBILE CLUB.

Dee Stokes, president of the Green Lake Snowmobile Club, advises that preparations are well underway for the coming season. Club meetings will be held on the first Monday every month starting October 2. All club members receive a trail pass when they pay their membership dues. They are also able to obtain economical liability insurance through the work of the BC Snowmobile Federation. More information will be provided to club members on this service. The club is looking forward to a busy and fun filled "sledding" season. —see ya there.

Off Highway travel in BC

Off Highway Vehicles (OHVs) provide the users with enjoyment and challenge. They allow the rider to travel long distances and explore a variety of outdoor settings.

However OHVs can harm the environment as well as disturb wildlife, domestic animals and other recreation site and trail users. By acting responsibly you can reduce your impact on the environment.

The term Off Highway Vehicle includes all-terrain vehicles (ATVs), four wheel drives (4x4s) and motorbikes (dirt bikes).

To drive OHVs on Forest Service roads you must —

- have a valid drivers licence and
- have a minimum \$200,000 of third party liability insurance.

Responsible riders—

- cross streams at designated crossings only.
- travel only on designated roads and trails.
- avoid fragile meadows and wetlands.
- do not chase or harass wildlife.
- ride quietly to not disturb wildlife
(and get a chance to see animals.)

Enforcement of rules and regulations is ongoing and is conducted by Forest Service staff and the RCMP.

PUBLIC MEETING re Facilities for S.Cariboo

All good things come from an idea or vision. What is your vision for the future of the South Cariboo with regard to facilities for sport, recreation, education and culture? To acquire the support of Provincial and Regional governments to bring the vision(s) to reality, it is necessary to review and document the total situation. **You are invited to attend a public meeting at the 70 Mile Community Hall 7pm October 26** to express your views. If you are unable to attend and wish your views to be heard, please contact one of the following: Jack Witty 250 791 6459; Ken Meville 250 395 2769; Peter McCaffrey 250 395 1221. 70 Mile House contact is Alberta Graham 250 456 2117 or e-mail them at: facilities@bcinternet.net

BOATING INFRACTIONS:

RCMP and Coast Guard continued to monitor Green Lake. Infractions most noted were waterskiing without a spotter. Towing with a PWC and lack of below water exhaust systems.

It is worthwhile to review the rules for towing, as failure to comply can be expensive.

- all vessels towing waterskiers, tubers, wakeboarders or any other way people are towed, must have a competent driver and spotter plus seating in the vessel for each person being towed. A PWC (personal water craft ie jet ski) is a legal tow vessel if it has seating for the towed and a spotter. PWC's must be three seaters to tow legally.
- towing people in Canada is restricted to the hours of sun-up (dawn) until one hour after sun set.
- expected soon is the restriction embraced by all provinces except BC, AB, SK. of maximum speed of 8km/h (5mph) within 30m (100') of shore. Those towing are allowed to take the person towed from shore but must go straight out into the lake. On landing the boat stays 30m out and the skier swings in. Others can be towed to shore, but only at 5mph.. This is a good practice to follow, even if it is not yet required.

British Columbia officials are in discussions with Coast Guard regarding implementing a ticketing system for infractions rather than a mandatory court appearance as is the case for BC now. Summary conviction from the court appearance carries fines starting at \$250 and up.

Most other provinces have started enforcers writing tickets with a set schedule of fines. Like getting a traffic ticket, you plead guilty by paying it. The set fines in Ontario are noted below. These are similar to what Canadian Coast Guard are recommending for BC.

NOTE: This system is not in BC yet. However CCG has been issuing tickets that look very real, but when challenged, admit that they are really just "warning" tickets. People in Kamloops were upset to get these tickets. CCG says look closely — if they don't have your name on them, they cannot be enforced.

These tickets list the following schedule of fines.

- speeding in restricted area — \$100
- over 8km/h within 30m of shore. — \$100
(not a BC law yet)
- failure to maintain required equipment — \$150
(running lights for instance)
- Operation of a vessel with licence number not marked in the prescribed manner. — \$50
(This is the "K" numbers 3" high on both sides of bow in contrasting colour. Required for vessel 10hp and over, including PWCs)
- operation of improperly marked vessel — \$100
- failure to produce vessel licence on request \$50
(this is the paper licence proving ownership)
- Insufficient number of Canadian approved Life jackets or PFDs (must have one of correct size for each

person on board) — \$150

- no manual propelling device (two oars etc) — \$150
- no bailer — \$200
- no sound signal device \$100
- No prescribed fire extinguisher — \$200
- No heaving line (**NEW REG** every vessel must carry a 15m throwable buoyant line) — \$ 150
- outdated or missing flares, (if required) — \$150
- required anchor missing or anchor line too short \$100
- failure to refuel properly \$100 for each infraction
 - portable tanks are to be refilled on land.
 - fixed tanks require 12 points some of which are everyone off the boat. Windows, doors and hatches closed tight. Filler nozzle grounded on the fill pipe. Engine off. All electrical switches off. After filling, turn blower on for 5 minutes. Check engine compartment for fumes before starting engine (sniff).
- failure to switch off electrical equipment when refuelling — \$200.

The Canadian Coast Guard's booklet *Safe Boating Guide* is available from CCG and Government agents. This booklet lists all the required equipment for the various watercraft. Even Paddle boats must carry certain equipment. Canoes need PFDs, bailer, heaving line, paddles to avoid fines.

BOAT PRO manuals by Canadian Power Squadron are available from GLARA (Dennis Tupman, Rose Bourdin @\$10 ea) This is the official CPS manual for anyone wanting to write the CCG test to get their Pleasure Craft Operators Card.(PCO card) All the testable material is covered and chapter test questions similar to the CCG approved tests are given. The Book has 90 questions, four part multiple choice. The official tests (there are several test versions) have 36 questions. A pass requires 27 correct answers (75%). Anyone operating a powered vessel of any HP, any size vessel, any age, must carry proof of operator competency. Those born after Apr 1 1983 need it now. Everyone operating a powered vessel (including PWCs) under 4m (13'3") must have it by 2002. Others by 2009. This PCO card must be carried like a car driver's licence. GLARA will again arrange for testing and a summer 8 hour course or two next year.

Those wanting to study and do their test this winter should get the manual off GLARA then call Wm Lake Cariboo Squadron: Don Urquhart (commander) 302 7243; or Richard Burnell-Higgs (Training officer) 305 8103 to arrange a time to take the test.

EQUIPMENT TIP for Boat equip. compliance.

Get a large plastic jar with lid. It must be over 750ml. That is your required bailer. Put a whistle in it. That is your required "sound signal device". Get 15m (50") of 3/8" braided polypropylene rope, tie a fish net float on one end. That is your "heaving line" . If your vessel is over 10hp, put the licence papers in, too. This covers the small stuff. You still need PFDs and "manual propelling device "(paddles).