



The Buck Lake Association Inc.

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www.bucklake.ca

email: info@bucklake.ca

"To enhance people's enjoyment of Buck Lake now and for future generations"

Buck Lake News – 2014 December

Greetings Everyone from the BUCK LAKE Board of Directors

At this time we would like to thank all our members and anyone else who enjoys our website and activities for their participation and support. Our projects from Winterfest through to our 2015 calendar have been well attended and tons of fun.

Our membership is growing, and of course the internet makes keeping in touch very easy. You can see the results of all our activities on our website and will soon be able to pay your membership online (coming in 2015).

The Winterfest Event was attended by about 60 enthusiastic skaters, hockey players, Frisbee golfers, bonfire addicts, hot dog, and chili gourmets. Everyone had fun and enjoyed the blizzard, which accompanied the event.

The Boatilla received unparalleled donations for its 10th anniversary. It raised over \$25,000.00 to send 10 handicapped children to Camp Merrywood.

The summer picnic experienced a deluge of rain, but was still attended by 80 individuals who were hungry and eager for fun.

Our education night was standing room only and although the hikes were only for the brave of heart – there will be more next year.

Monday golf was very lively. Only rained out twice and this year the North Branch claimed the Mike Rawes trophy.

The Buck Lake calendar was a sell out. We produced 150 calendars and they are being enjoyed in homes around the world.

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The Board welcomes any suggestions for activities or events. Look for our agenda on our new sign, which we share with the always helpful folks at Perth Road Store.

As life moves on we come face to face with loss and illness. We have a few members experiencing serious challenges with their health and we pray for them to have positive guidance and helpful therapy in their journey back to health.

Merry Christmas to everyone. Have a safe and joyful holiday season.

See you on the lake.

SYNOPSIS OF THE LAKE LINKS WORKSHOP

Or

HOW WE CAN PERSONALLY HELP KEEP OUR LAKE HEALTHY

By: Jo Anne Hopkins

Lake Links is a seminar sponsored by the Centre for Sustainable Watersheds and other Lake Groups as well as the Rideau Valley Conservation Authority and our own Cataraqui Conservation Authority. It is a very entertaining program and is open to anyone to attend. This is the second year for me.

The morning session was primarily to help Lake Associations develop a Lake Plan. We have a Lake Plan, which was composed by our Friends of the Lake Group and is very comprehensive. We need to remember to access the plan and implement its ideas more often. We also encourage residents of our Lake to come forward with any IDEAS or ACTION PLANS, which would help maintain the water quality in our lake.

The topic for the afternoon session was blue-green algae. There was an impressive panel of water experts present and the bottom line of course is that we do not want algae to increase in our lake. Blue-green algae is toxic for humans and it depletes the water of oxygen, which causes fish to die. At this time there does not seem to be harmful algae present in our lake. We do have some green algae blooms predominantly in the North Branch and in the more shallow areas of our lake, but this is part of normal lake activity. We do not want this situation to deteriorate, so we must be vigilant.

Simplified -- the main culprit which contributes to weed growth and algae is phosphorous.

Levels of phosphorous in the lake are directly related to sources of run off. The sources, which are very detrimental, are:

- poor septic systems,
- the use of detergents containing phosphorous, and
- the use of fertilizers that contain phosphorous.

There is a simple and effective way to stop these agents from running into the lake and that is by "creating a short buffer zone of natural vegetation at the shoreline."

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Ten feet of not manicured growth at the shoreline will go a long way towards reducing the flow of negative agents running into our lake. The larger this buffer zone is – the better – some agencies recommend thirty feet.

Currently the State of our Lake is quite good. As of 2013, the TOTAL PHOSPHOROUS in our lake sits at around 8 to 10 ug/L in the South Branch and the clarity has been fairly stable at 1.8 m. The total phosphorous value of 10 ug/L is a healthy value, but should not increase. For the clarity value a Secchi disk reading of 1.8 – our lake water quality would be classed as FAIR. The North branch has poorer values than the South branch overall.

This is very simplified – there are many components of a healthy lake but the phosphorous content is something we can all help with. Here is a challenge questionnaire for you:

RATE YOUR PROPERTY

1. Mowed lawns are absent or at least 3 meters from the shoreline.
2. Docks are floating, cantilever or pole construction. No concrete or constructed walls present.
3. Septic system is well maintained and pump-out every 2 to 3 years.
4. Biodegradable products in our home.
5. Lawns or gardens are not fertilized and have a 3-meter buffer zone at the shoreline.

Kayak stabilization for entry/exit
www.kayaarm.ca

KayaArm

\$210
<http://www.kayaarm.ca/>

KayaLeg

\$79
<http://kayaarm.com/kayaleg/kayaleg-is-going-commercial/>

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we pay the tax
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613-353-2801

Hopefully you can answer YES to all these criteria or at least be aware and start moving towards a natural shoreline buffer zone. Keep our lake healthy so that our grandchildren can swim, fish and play in the water. This is one of the best gifts we can give to the future.

The Lake Links Workshop was held in Perth on October 25, 2014. [Click here to find out more and to get links to the day's great presentations.](#)

Newly Elected in South Frontenac

We would like to extend our congratulations to our new mayor, councilors, and trustees. We hope to continue our good relationship.

North Country MARINE

WAYNE GORDON
SALES/MARKETING

4201 PERTH ROAD
INVERARY (Kingston),
ONTARIO K0H 1X0
613-353-1577 EXT.22 FAX: 613-353-7230
www.northcountrymarine.ca
email: wayne@northcountrymarine.ca

ELSIRO LEGEND BOATS TRIUMPH MERCURY

Gord McDiarmid
Barrister, Solicitor,
Since 1979
(and a happy year-round resident on
Buck Lake since June 2006)

*Real Estate, Mortgages, Family Law
Wills, Estates, Powers of Attorney*

Home: 1097 Tober Lane, Buck Lake
Phone: 613-353-6912

Office: 3 Rideau Street, Kingston
Phone: 613-546-3274
Fax: 613-546-1493

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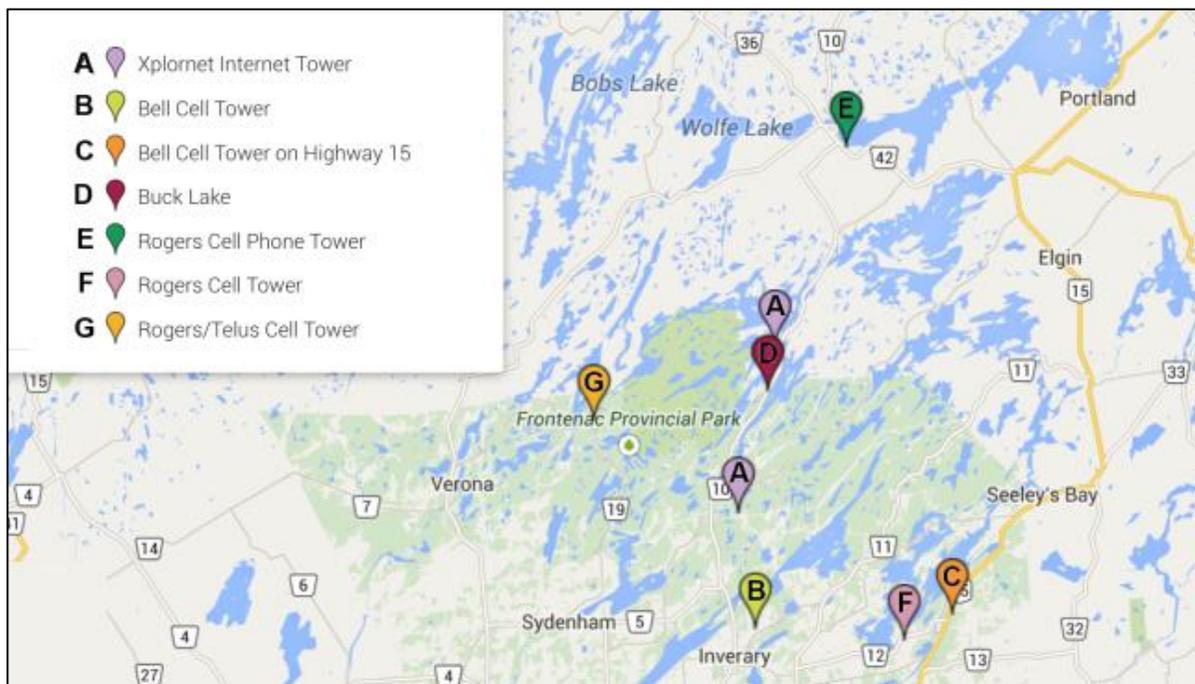
Buck Lake and our Continuing Communications Issues

By: Grayden McClurg

In my short time at Buck Lake (7 years), I find that communications, other than the Bell phone, to the outside world is often a challenge. I have made a list of all the things I have found that may help you organize your communications and be able to make that contact with the outside world.

In short, we have several cell towers within range; satellite internet, as well as the Xplornet towers. Cell reception is greatly restricted by topography (hills, trees etc.) and the same applies to the Xplornet towers and satellite internet. There were 2 new cell towers put up last summer and a third tower appears to have undergone some signal improvement.

The image below shows the general locations of towers located near Buck Lake or you can check out this link to access an interactive map. [Buck Lake Area Communications Towers](#) I have plotted the towers in general locations and a little more information is available on each pin on the map indicating the operator of the tower. Some tower operators may be incorrect as tower style was used to determine the operator.



Internet can also be connected through a stick or better yet, a hub system from a cell supplier. In any case most locations will require some sort of antenna system that will bring the signal in and amplify that signal for cell phones, sticks or hubs to be used in most places on the lake.

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Currently we use a Wilson Electronics cell booster with an outdoor antenna, indoor amplifier and indoor antenna, which provides us with cell coverage that normally works in or near the house. They also sell a “pre-amp” which can be used with the above parts to further enhance the signal. Ours was purchased from “Nova Communications” located in Nova Scotia. They ship via Purolator.

CPR Training

CPR training is being offered in Sydenham at a cost of \$50.00. To register for a course, phone 613- 376-1053 - ext. 106. Call Monday to Thursday to get registered in the next available class.



The Cold, Hard Facts about Seven Winter Driving Myths

Reprinted from an article from The Globe and Mail

Winter driving has provided more than its share of wake-up calls to motorists smug in their supposed knowledge of dealing with nasty weather. When I was 16, my father showed me how my tight grip on the wheel had caused a spinout in an Ottawa ice storm. And four decades later, a trip to a winter driving school showed me that my car was a potential killer, thanks to its outdated anti-lock braking system (ABS).

Who knew? There’s a good chance that your car is the same. I’ll explain what I learned about old-school ABS, and list some of the top misconceptions about winter driving. First, the ABS. The system in my Lotus sports car is a multi-channel, state-of-the-art system that allows me to make ultra-short stops – the system takes the tires right to the limit of lockup, but never lets them skid.

Then there’s my trusty old 2002 Honda. Although it was good enough for its time, its ABS system is stone age compared to what’s on the market now. And its shortcomings were brutally exposed at winter driving school.

The school, called ILR Car Control, is operated by instructor Ian Law in Minden, Ont. My car was equipped with good winter tires, and performed well. Then came the final drill, which requires drivers to stop as short as they can from about 50 km/h on an ice-covered track. Several cars – including a new Audi, a two-year old Toyota, and a Chrysler K-Car from the early 1980s – all stopped in the length of a tennis court or so. My stop took the length of a football field – about three times as far as the others. If the object at the end of the course had been a rock wall instead of an orange traffic cone, I would have ended up in hospital – or a morgue.

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During the stop, the ABS system pulsed the brakes on and off in a series of lurches, dramatically reducing my stopping power. There was nothing I could do about it, unless I was prepared to disable the ABS by pulling the fuse.

My car's stopping problems are built in: cars manufactured from the 1980s through the early 2000s are typically equipped with two-channel ABS systems that can't modulate each wheel individually. Newer cars are equipped with multi-channel ABS systems that control each wheel independently, and with far greater subtlety.

Testing by safety agencies like Transport Canada and the U.S. National Highway Traffic Safety Administration has conclusively proven the value of ABS. For most drivers, ABS consistently yields shorter, more controlled stops on surfaces like dry concrete or wet asphalt. But on loose surfaces like gravel and snow, it's more complicated – and old-school ABS can make a car feel like it has no brakes at all.

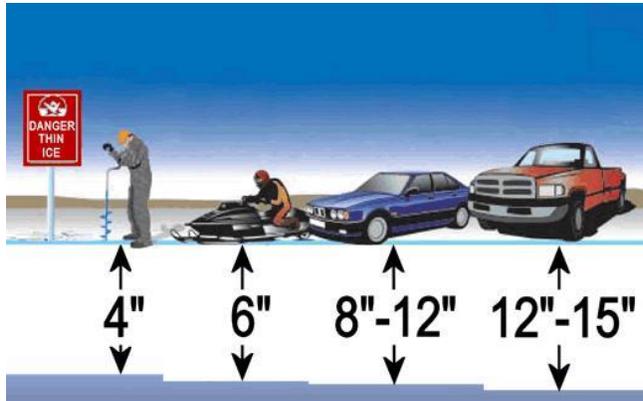
As noted, the 1980s K-Car with no ABS stopped far shorter than my car did. That's because the driver was able to lock the wheels, which is an effective technique on snow. So what's the answer? If you can afford it, buy a late-model car. New ABS systems are clearly superior. If you have to stick with an old car, install top-quality winter tires and think ahead. And make sure you don't succumb to any of these winter-driving myths:

1. Locking up the tires is the best way to stop
Although locking up can get you stopped on snow, you lose steering control.
2. All-season tires are good enough
Although you may get away with them most of the time, all-season tires may mean the difference between crashing and not crashing – on snow, ice or cold pavement, and all-season tires can increase stopping distance by 30 to 40 per cent compared to winter tires.
3. All-wheel drive only helps you accelerate – it offers no advantage when you're trying to turn or stop on slick surfaces. Because it adds weight, the stopping distance of an all-wheel drive vehicle can actually be worse than a comparable two-wheel drive model.
4. You don't need winter tires unless there's snow on the road
It's about temperature, not snow. Winter tires should be installed when you expect temperatures to fall to 7C or below. As the temperature falls, the rubber in summer and all-season tires becomes inflexible, killing traction.
5. If you hit black ice, there's nothing you can do
If your car begins to slide, look straight down the road at where you need to go, and maintain a light grip on the wheel. As the car decelerates, you will gradually regain control as your tires begin gripping surface imperfections on the ice. Gentle control inputs will help prevent a spin.
6. Big treads are better
Modern winter tire technology is based on relatively shallow treads and closely spaced grooves that carry away the water film created when the tire presses down on ice or snow.
7. All tires with the snowflake symbol are created equal.
To use the snowflake logo, a manufacturer must prove that a tire meets a set of minimum standards. As documented tests prove, there are wide variations in winter tire performance.

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Winter Will Arrive Soon

The ice will slowly thicken to a safe amount for skating and ice fishing and all the other winter activities that happen on the lake. Our target date for the Winterfest is: February 7th or 8th 2015.



Coming Events:

"Christmas Bake & Craft Sale" on Dec. 06, 2014 - from 9:00 am till NOON, only.
In the Perth Road Sunday School Hall, Perth Road Village.
14 vendor tables plus a "Bake Table".

Tuesday lunches at Perth Road Sunday School Hall are still happening. Excellent lunch for \$5.

A real estate advertisement for Tammy & Heath Gurr. The ad features the Royal LePage logo at the top left, with the text "ROYAL LePAGE" and "Professionally Realty, Brokerage Independently Owned and Operated". The website "www.gurreathomes.com" is displayed at the top right. In the center, there are two portrait photos of Tammy and Heath Gurr. Below the photos, the text reads "Tammy & Heath Gurr Your Total Real Estate Package!". At the bottom, contact information is provided for both: Heath at (613)985-2414 and hgurr@rideau.net, and Tammy at (613)583-0616 and tammygurr@rideau.net. The text "Buck Lake Residents" is at the bottom left, and "We specialize in waterfront properties!" is at the bottom right. The background of the ad shows a house.

Household Hazardous Waste - Winter Hours (South Frontenac)

Winter hours will be in effect for the Household Hazardous Waste Site on November 1st. The site will be open the second and fourth Thursday of each month from 3:00 p.m. to 7:00 p.m. at 2491 Keeley Road, Sydenham.

The site will be open on December 11, 2014, January 8, 2015 and January 22, 2015.

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In order to promote the spirit of Buck Lake People, we invite your comments and suggestions for newsletter articles or announcements. Mail to: info@bucklake.ca
Lake Plan link: [Lake Plan Web Version](#)

PERTH ROAD STORE
5504 Perth Road Crescent
Box 1049 Perth Road, ON K0H 2L0
(613)353-6234
perthroadstore@xplornet.ca
Monday-Friday 6:00am-7:00pm
Saturday 8:00am-6:00pm
Sunday 9:00am-5:00pm

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