A DEVELOPMENT/MANAGEMENT PLAN FOR

CAPE SCOTT PROVINCIAL PARK

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ABSTRACT

This project was undertaken in January, 1980, and was continued right through until its completion in April, 1981. During this time, a vast quantity of information was compiled, through literature, personal contact, and through personal experience. The entire summers of 1977 and 1980 were spent in the field at Cape Scott to familiarize myself with the park and to collect field data. Also during this period, a tremendous feeling for the needs of the public and the needs of the park were aquired. It is hoped that the following will provide a compromise between these two factors.

INTRODUCTION

The following is a development/management proposal designed to provide Cape Scott Provincial Park with planned objectives for its future. At present, there exists no concrete basis from which to initiate a development scheme for this park. It is the primary objective of this report then, to make suggestions and recommendations in hopes of providing for these objectives.

Development is a "need" in Cape Scott Park. Through the ever increasing visitation to the area, the accompanyment of a variety of problems follow. These appear in the form of refuse, site and trail degradation, and the loss of the true "wilderness experience" from over use of one specific area. It is the secondary objective of this report to minimize these problems.

CONCLUSION

Cape Scott Park is a "wilderness" park, it was not the intention of this report to change this status. Instead, an effort was made to increase the enjoyment of this beautiful park by a larger number of people. To do this, a number of compromises had to be made; perhaps the largest of these compromises was the proposal for development at San Josef Bay. It was felt, that to sacrifice this area of the park to maintain the wilderness which remains in the northern section of the park, was of great concern. San Josef Bay is much to heavily utilized to continue to try and economically maintain it.

Hopefully this report has proven useful to its readers, and that it will enhance any efforts in future development of this and other parks in the provincial parks' system.

RECOMMENDATIONS

It has been recommended in this report that:

1.) Road access be made available to San Josef Bay.
2.) Campground and designated Day-Use areas be provided at San Josef Bay.
3.) Primitive camping sites be established at Fisherman River, Nels Bight, and at Nissen Bight.
4.) That a zoning system be established.
5.) Circular trail systems be developed to include; San Josef Bay-Sea Otter Cove-Eric Lake, and Nels Bight-Meadow-Guise Bay.
6.) A parking lot and service area be located on the road access.
7.) An interpretation program be initiated.

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PART I: GENERAL BACKGROUND

Location

Cape Scott "Class B" Provincial Park is a 14,800 hectare rugged coastal wilderness, located on the northwestern tip of Vancouver Island, 448 air kilometers from Victoria. (See Fig.1) Lying in the "Coastal Mountains and Islands" Physiographic Region, Cape Scott is in a portion of the "coastal trough" known as the Hecate Depression.(7)* This area is characterized by low elevation summits, (below 600m.) The area is also extensively covered by various other low and rolling landforms.

Population centers located nearby are Port Hardy, Holberg (including C.F.S. Holberg), and Winter Harbour. Port Hardy is the primary community on the North Island, and provides access to Cape Scott via a 64km gravel logging road. The main industries of Port Hardy are fishing and logging. The village of Holberg is primarily a logging town supporting a population of 1000. Located just west of Holberg, the Canadian Forces Station Holberg plays an important role in N.O.R.A.D. as a radar base. Winter Harbour is a major fishing village on the west coast of the Island. All of these communities account for the majority of local day and overnight use in Cape Scott Park.

Climate

Cape Scott and the surrounding area lie in a Marine West Coast climate regime. This climate is characterized by mild, wet winters, and cool, fairly dry summers, with considerable variation resulting from topographic features. This lack of seasonal extremes is due to the moderating affect of the Pacific Ocean.(8)

Annual precipitation is high, averaging 409cm (160"). Precipitation is generally less on the east coast because of a weak rainshadow effect produced by the Insular Mountains. Port Hardy receives an average 192cm (75") while the lightstation at Cape Scott receives an average of 409cm.(8)

* Means refer to bibliography

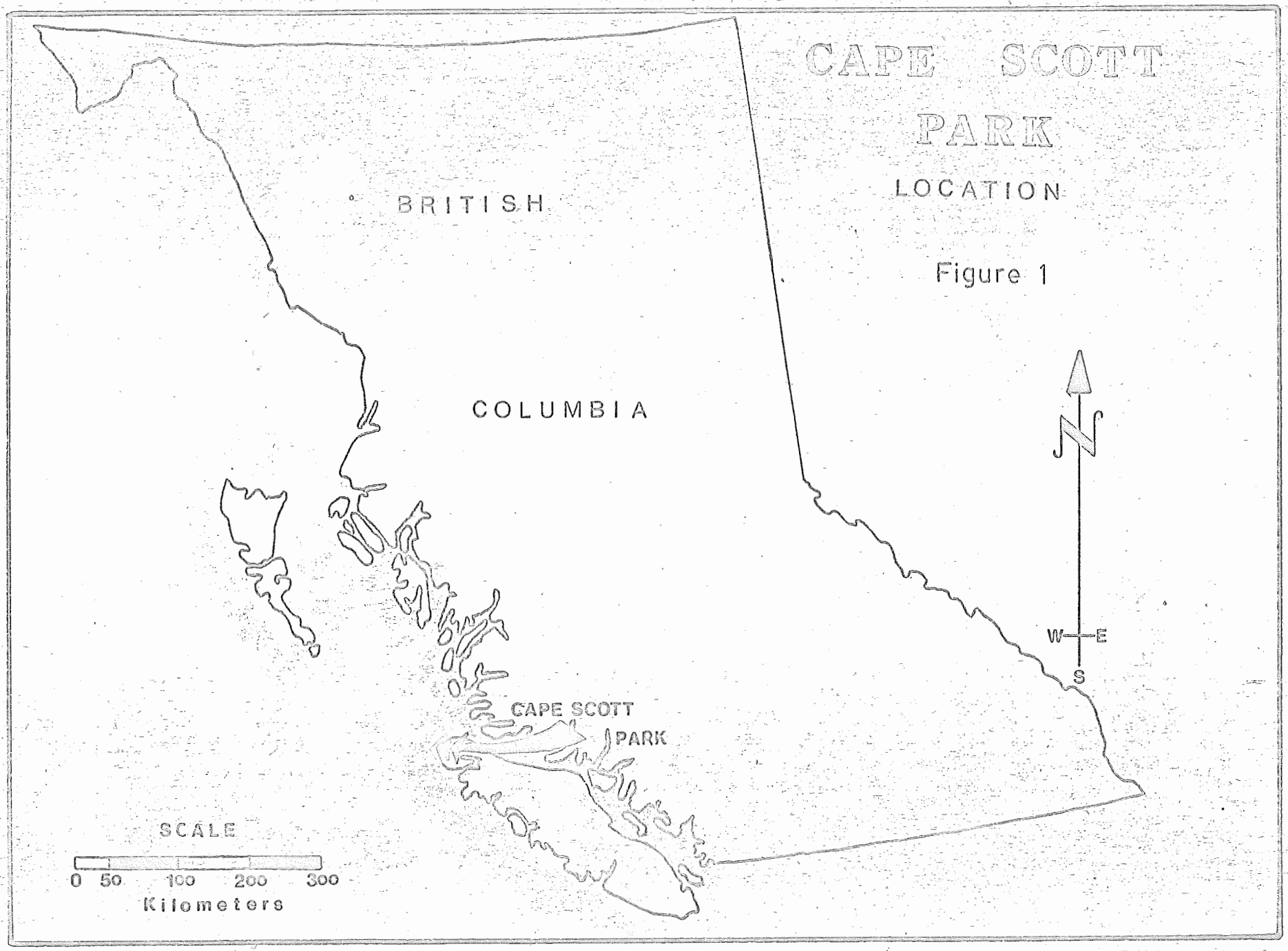
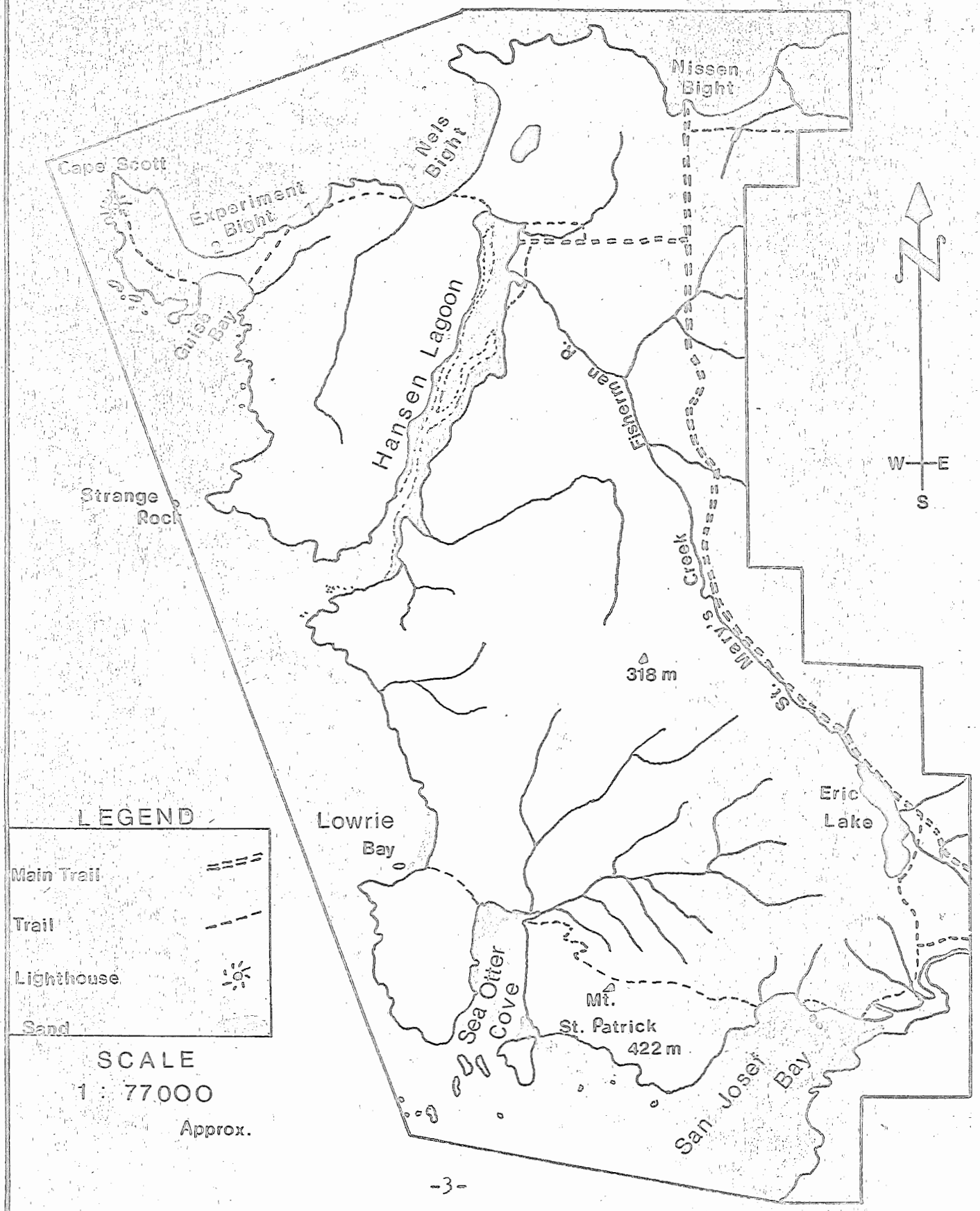

CAPE SCOTT
PARK
LOCATION
BRITISH
COLUMBIA
CAPE SCOTT
PARK
W
E
S
SCALE
0 50 100 200 300
Kilometers

Figure 1

CAPE SCOTT PARK

Figure 2



Annual mean temperature ranges are small, especially on the coast, averaging 15°C in August, to 2°C in January at Port Hardy. Monthly means at the Cape Scott Lightstation for January and August are 3°C and 14°C respectively.(8)

Snowfall in this region is light, with only about 118cm recorded annually.

The long growing season extends from about 235 days in the highlands to 250 days on the coast. There are approximately 240 frost-free days in the lowlands of Cape Scott.

When in the park, as with many areas along the west coast, weather patterns are very unpredictable. Weather may suddenly change leaving the unaware visitor off guard. Approximately 67% of the people using the northern extremities of the park are well prepared for adverse weather conditions, while only 25% of the people hiking to San Josef Bay are well equipped.(5)

Geology

Vancouver Island is included in the portion of Canada known as "Cascadia". This area ranges from the Selkirk Mountain Ranges in the east, to approximately 160km into the Pacific Ocean. In geologic history, Cape Scott and the rest of Vancouver Island have been exposed to at least four successive submersions and emersions as unstable land masses rose and sank. This can be seen by differing sedimentary layers and belts found in the vicinity.

One hundred million years ago, during the Mesozoic era, a series of layers of sandstones and limestones were deposited to cover Cape Scott. (In the 1880's, George Mercer Dawson recorded deposits to a depth of 1000 feet).(2) Also during this era, tremendous pressures in the earth's mantle forced the upheaval of mountain ranges composed of molten rock and minerals. Approximately 25 million years ago, Cascadia once again sank back into the ocean leaving what is now Vancouver Island above waterline. Cape Scott and the rest of the North Island were not affected by the Cordilleran Ice Sheets which covered most of Canada; this is why there

is no evidence of continental glaciation.(2)

Cape Scott and the rest of Vancouver Island is comprised mainly of folded and faulted basaltic lavas and sedimentary rocks with a few granitic intrusions.(11)

Soils

Cape Scott, as with most of west Vancouver Island, is overlaid with "Ferro-Humic" Podzolic soil (Humic Cryorthod, Humic Haplorthod). Podzolic soils have generally been formed under subarctic to cryoboreal and prehumid to humid soil climates. Their parent materials are mostly course texture and well drained. They contain much silica and few bases such as calcium or magnesium carbonate. The vegetation growing on them is usually coniferous forest, however, some podzolic soils form under heather.(11)

Podzolic soils are easily recognized. There is a black LFH organic litter layer on the surface under which the top of the mineral soil is light grey, (Ae horizon). This is the horizon from which the bases, organic matter, iron and aluminum have been translocated. There is little left apart from silica silt and sand. The B horizon is in sharp contrast: a reddish-brown layer enriched with organic matter, iron and aluminum, the color becoming more yellow with depth.

The Ferro-Humic Podzol is one of the three categories differentiating between the Podzolic soils. It is characterized by a large accumulation of organic matter (LFH), and iron plus aluminum to give a Bhf horizon. These soils occur under humid coniferous forest conditions on the west coast where there is often a thick ground cover of moss.(11)

Cape Scott's soil climates fall in the "Cool Boreal" soil temperature class and the "Humid" soil moisture regime.

Vegetation

Cape Scott lies in the Coastal Western Hemlock Biogeoclimatic Zone. (V.J. Krajina, 1969) This zone is the wettest and most productive forest zone in Brith Columbia. The humid

conditions prevalent in this coastal zone are primarily the result of the continental eastward movement of the Pacific air masses. The C.W.H. zone ranges up to 300m on windward slopes and up to 300m again on leeward slopes.(15)

The most characteristic plant communities are hemlock-moss associations. Other abundant species include Western Red Cedar, Douglas Fir, Sitka Spruce, and Lodgepole Pine in the drier northern areas of the park. The undergrowth is comprised primarily of salmonberry, evergreen huckleberry, fern, and heavy concentrations of salal along the coastline.

In the moister climates of the southern portions of the park, denser vegetative growth allows for more visual and audible screening. This is a benefit to recreation as it enhances the experience for the user by reducing the amount of unwanted disturbances. The thicker vegetation also provides shading along the trails, and also minimizes winds from Pacific storms. The denser forest communities, however, also have their disadvantages: trails can become quickly overgrown by understory, creating problems in movement.

As the stands open up in the northern part of the park, the hiker is faced with direct exposure to winds, rain and sun. Scrubby lodgepole pine is the primary tree species here, which in many areas provides a minimal buffer from natural hindrances.

Wildlife and Waterfowl

Cape Scott supports a variety of wildlife, including black bear, cougar, wolf, blacktail deer, elk, with otter and marten along the watercourses. Seals, California Sea Lions and the occasional grey whale inhabit the offshore reefs and islands. The black bear and wolf are very rarely seen by visitors to the park; however, cougars have been seen by the residents of the Cape Scott Lightstation. The Roosevelt Elk, found only on Vancouver Island and the Olympic Peninsula, is very uncommon within the park and sign of their presence is infrequent. This mammal has been noted to winter in the park however.

The production of ungulates in Cape Scott Park is not high, however the land is quite capable to support established populations. (See Fig.3)

Waterfowl, although not resident in the park, requires many of the habitats available to them during their fall migration. Hansen Lagoon and other prime habitats conducive to waterfowl production during this critical period are distributed throughout the park. (See Fig.4)

Human History

The Cape Scott area has a very rich human history background.

In the mid to the late 1700's, a flurry of discoverers and fur traders flooded the Pacific Northwest. After the discoveries of Captain James Cook in 1778, a number of other explorers arrived. In 1786, a fur trader named James Strange discovered Cape Scott which he named after a friend, David Scott. On this same expedition, Capt. Hanna came upon an excellent natural harbour, which he named after his vessel, the "Sea Otter." Other explorers influencing geographic nomenclature were Capt. Henry Lowrie, commanding the "Capt. Cook", and Capt. Guise in charge of the vessel "Experiment". In 1791, Commander Francisco Eliza, sent to reoccupy Nootka for Spain, renamed a large bay "Bahai de San Josef" from its former "St. Patricks Bay".(2)

With the continual appearance of European explorers, the native people of the North Island, the Nahwittis and Quatsinos, began to show much more of the eastern influence. Not all of the goods offered were in the best interests of the natives. The coincidence of muskets and poisonous whiskey led to quarrels amongst the tribe members. Blankets and European cloths brought to the villages also brought ashore disease germs which the natives neither were immune to nor had medicines to combat.(2)

In March 1897, the first influx of Danish settlers arrived at Cape Scott. Under the provision of Federal and Provincial governments, settlement by immigrants to Canada

was encouraged. The colonists were attracted by the generous package of 90 acres, 80 acres of timbered and 10 acres meadowland, simply to perform work to improve the community. The primary attraction for a settlement at Cape Scott, was the excellent agricultural land at the north end of the park and the unequaled halibut fishing grounds off the coast. There were two unsuccessful attempts to construct a dyke at the head of Hansen Lagoon. The dyke was constructed to reclaim more agricultural land from the salt flats of the lagoon. In both cases, heavy storms destroyed the dykes soon after their completion. Very harsh weather and terrain barriers finally forced the end of the first settlement attempt.(2)

A second influx of Danish settlers arrived at Cape Scott in 1910 to again try to inhabit the North Island. Lack of governmental dependability and support, and the inability to transport produce and goods to market were the reasons that the settlers aborted the second attempted colonization. The last settler to leave the area was Alfred Spencer who left in 1956.(2) Since that time, Cape Scott has been left to deteriorate into the wilderness which can be found today.

Recreation

Almost any summer recreational activity has potential in Cape Scott Park. With the diverse topographical features of the region, land capability in most areas for recreation is high. (See Fig.5) The beaches of Cape Scott have a very high potential for every form of coastal orientated recreation. Some of these include beach combing, surfing, swimming, and exploration, all of which currently take place.

Inland areas of the park have been, or are presently accessible to the hiker by trail. All of the trails are located along valley bottoms with the exception of one. These trails provide the user with various experiences, such as true backcountry recreation. Because of its isolation, Cape Scott provides the public with the sense of a truely remote adventure, removed from their other facets of civilization.

PART II: EXISTING DEVELOPMENT

Existing Road Access

At present, public road access to Cape Scott is by way of Rayonier Logging Company and public roads. (See Fig. 6) From Port Hardy, the moderately rough gravel road extends 64 kilometers to parking lots provided by Rayonier near the southeast boundary of the park. The road between Port Hardy and Holberg is public and is open at all times. From Holberg however, logging operations are underway, so access to the public may be restricted at varying times.

Existing Accommodation

San Josef Campground

Near the park boundary, Rayonier has provided, maintains, and manages a 14 site campground on the San Josef River. Facilities which are included in the campground are a small boat launch, two wood corrals, two sets of pit toilets, picnic tables and fire circles. For a number of years, this campground has provided for visitors to Cape Scott Park a staging area, or basis from which to start their hike into the park. In the Spring of 1980, the road from the campground was extended 1.3 km. to the edge of the park. The San Josef Campground still serves as a starting point for visitors to the area. For people travelling from southern Vancouver Island and the mainland, the campground is very useful, as most of the arrivals are in the evening or at night.

Park Facilities

There are 5 facilities provided by the Parks Branch for public accommodation in Cape Scott Park. Two of these are located on the northwestern beach of San Josef Bay, two are located near Fisherman River, and one is situated at the head of Hansen Lagoon. (See Fig. 7 and 8)

The cabins at San Josef Bay were prefabricated and flown in to be constructed on site in 1976. The original purpose

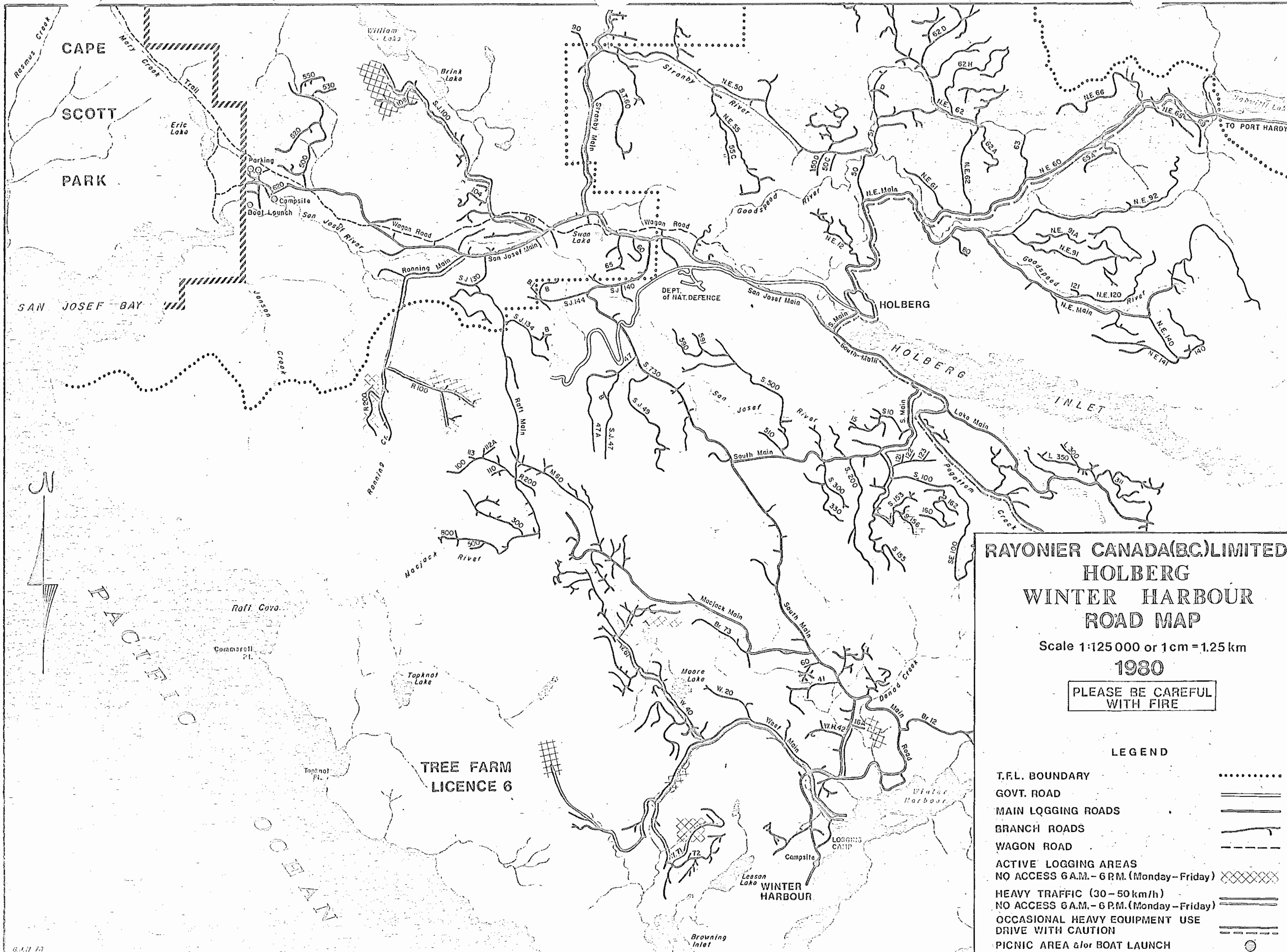

RAYONIER CANADA(B.C.)LIMITED
HOLBERG
WINTER HARBOUR
ROAD MAP
Scale 1:125 000 or 1 cm = 1.25 km
1980
PLEASE BE CAREFUL WITH FIRE
LEGEND
T.F.L. BOUNDARY
GOVT. ROAD
MAIN LOGGING ROADS
BRANCH ROADS
WAGON ROAD
ACTIVE LOGGING AREAS
NO ACCESS 6 A.M. - 6 P.M. (Monday - Friday)
HEAVY TRAFFIC (30 - 50 km/h)
NO ACCESS 6 A.M. - 6 P.M. (Monday - Friday)
OCCASIONAL HEAVY EQUIPMENT USE
DRIVE WITH CAUTION
PICNIC AREA &/or BOAT LAUNCH
CAPE SCOTT PARK
SAN JOSEF BAY
PACIFIC OCEAN
TREE FARM LICENCE 6
HOLBERG
HOLBERG INLET
WINTER HARBOUR
TO PORT HARDY
DEPT. of NAT. DEFENCE
Eric Lake
William Lake
Brink Lake
Swan Lake
Moore Lake
Topknot Lake
Leeson Lake
Raft Cove
Commerell Pt.
Topknot Pt.
Browning Inlet
Parking
Campsite
Boat Launch
LOGGING CAMP
San Josef River
Stranby River
Goodspeed River
Macjack River
Ronning Main
San Josef Main
Stranby Main
N.E. Main
South Main
Raft Main
Macjack Main
West Main
Lake Main
Main Road
Wagon Road

Figure 6

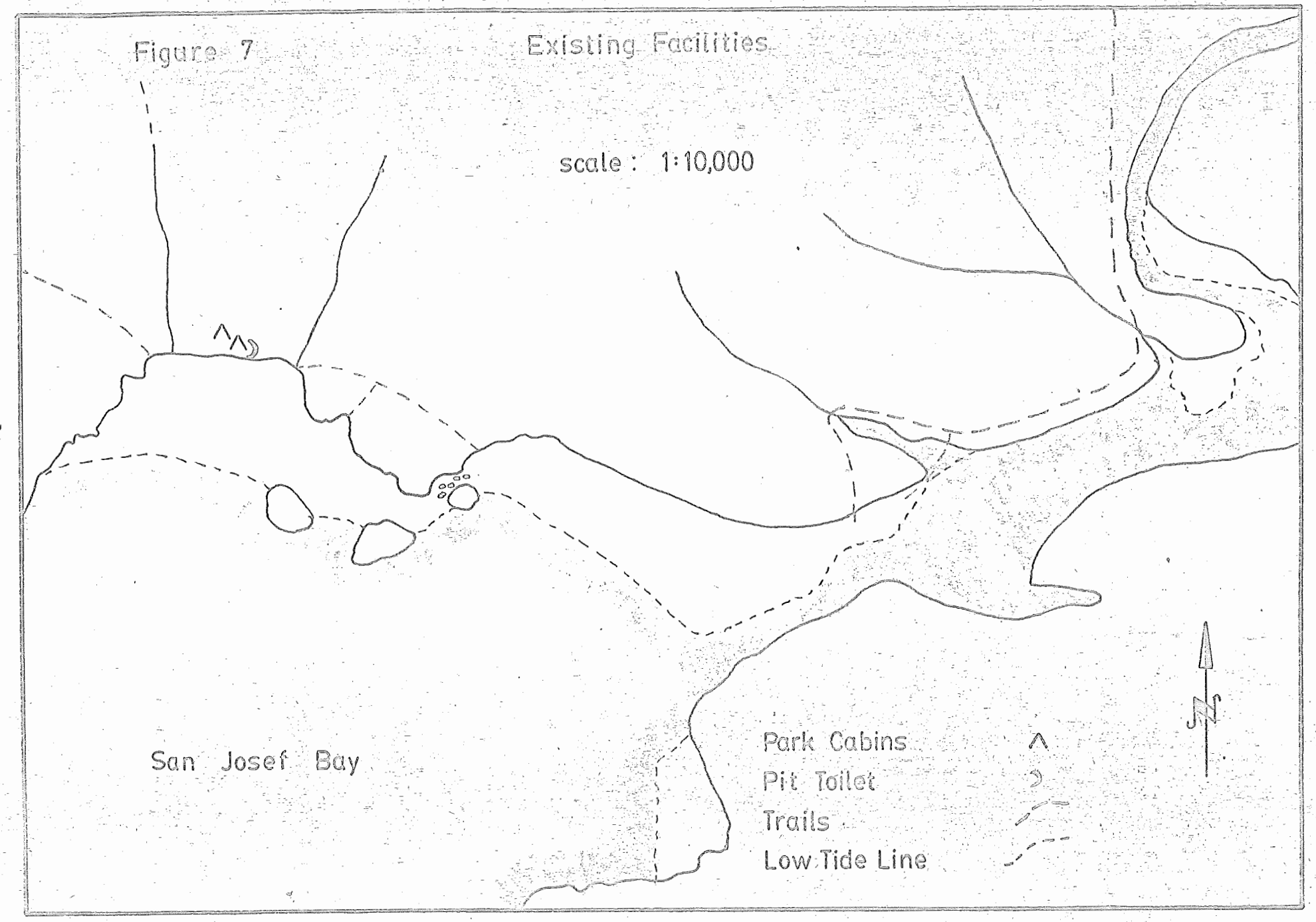


Figure 7
Existing Facilities
scale : 1:10,000
San Josef Bay
Park Cabins
Pit Toilet
Trails
Low Tide Line
N

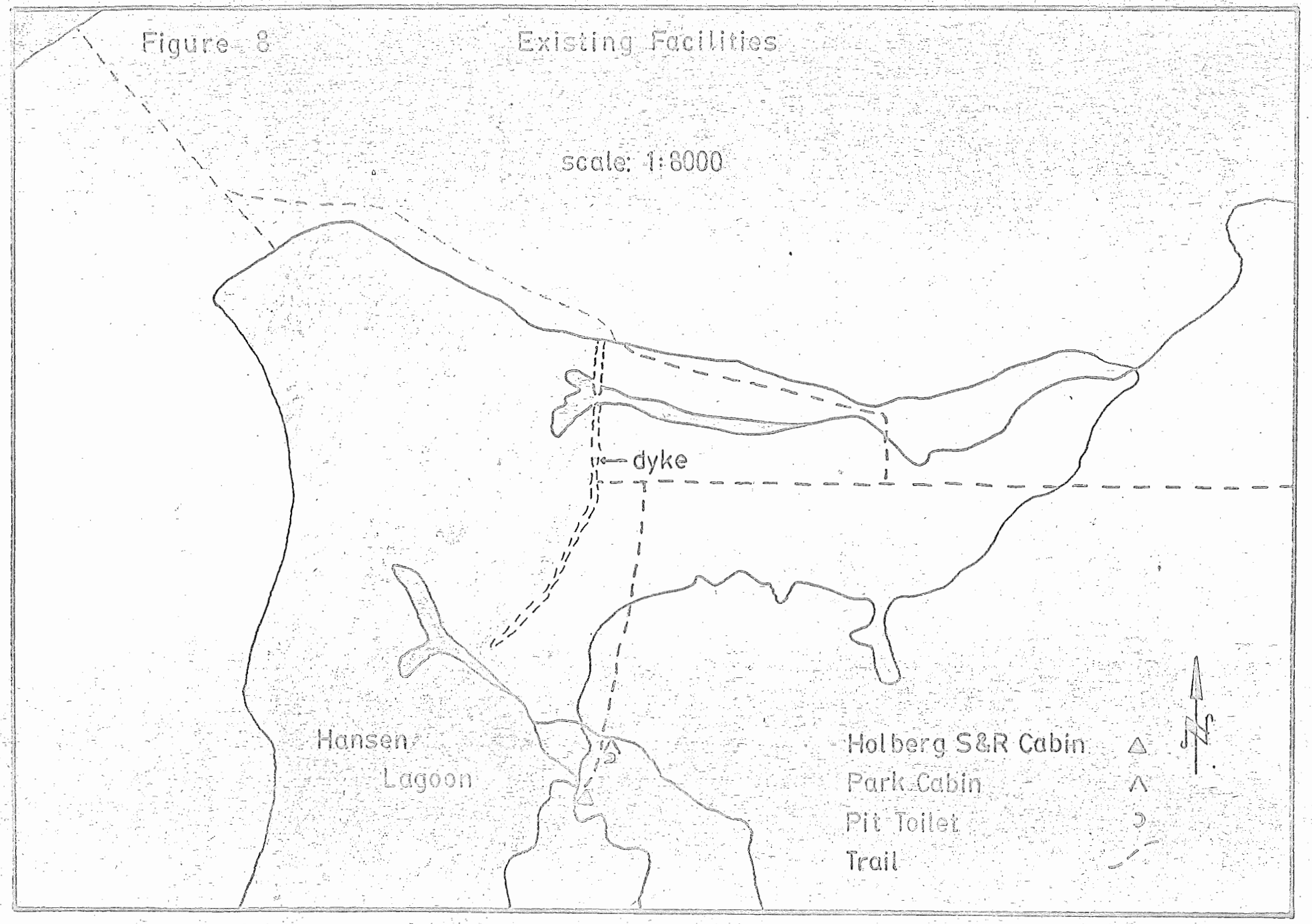


Figure 8
Existing Facilities
scale: 1:8000
dyke
Hansen
Lagoon
Holberg S&R Cabin
Park Cabin
Pit Toilet
Trail
N

was to provide base accommodation for a Strathcona District Youth Crew fly-camp. This camp was discontinued in 1978 and the buildings have since been left open to the public. The structures have somewhat deteriorated over the past two years, but are still in good condition. There is also one pit toilet located here.

The two cabins at Fisherman River are of similar design as the aforementioned, and were installed in 1977. The purpose of these two cabins was to accommodate members of the Fedral Young Canada Works Program who were used as a trail crew during the 1977 season.

The other cabin, located at Hansen Lagoon, is an older Holberg Search and Recue cabin which was again used by a Parks Branch Youth Crew from 1976 to 1977. This cabin is showing signs of more severe deterioration. A pit toilet is located nearby.

Historical Cabins

There are only three cabins of any historical significance suitable for overnight use. All of these cabins are located at Guise Bay, and are remnants of the Danish settlements near the turn of the century. The structures are not in good shape, but provide adequate emergency shelter in adverse weather conditions.

Holberg Search and Rescue

The Holberg Search and Rescue team, based in C.F.S. Holberg, has constructed and maintained two shelters within Cape Scott Park. An "A-frame" shelter, located at Eric Lake, is of a basic design and serves primarily as an emergency shelter due to its small size. (See Fig.9) A more substantial cabin located at the mouth of Fisherman River at Hansen Lagoon is in very good condition and is maintained annually by the Search and Rescue team. This cabin provides a variety of supplies including food, foam rubber sleeping pads, a propane stove, first aid kit, and fire extinguisher.

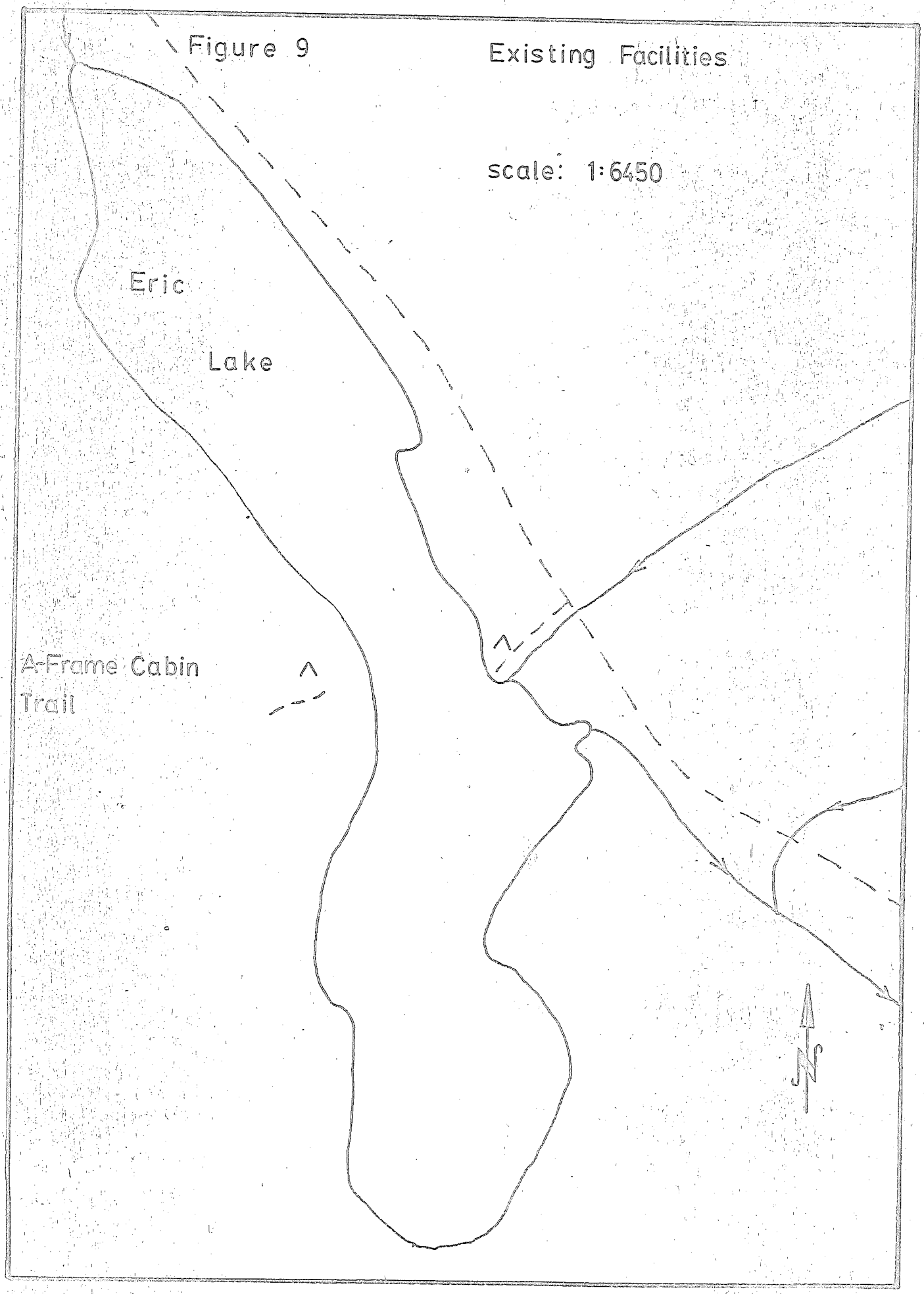


Figure 9
Existing Facilities
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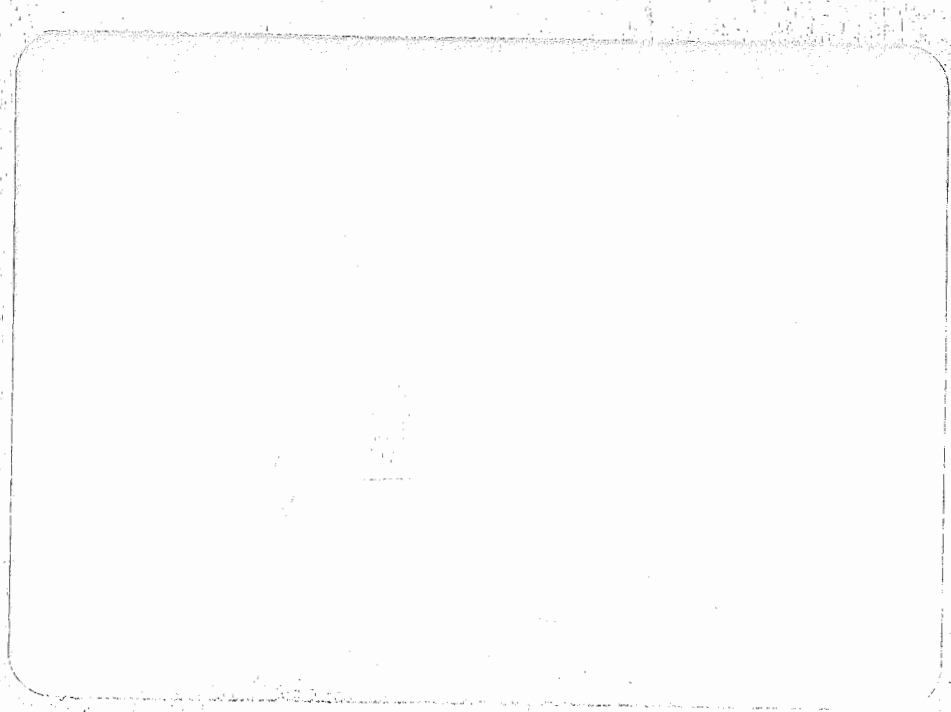
Eric
Lake
A-Frame Cabin
Trail
N



(Figure 10) Holberg Search and Rescue Shelter at Eric Lake.

EXISTING TRAILS (maintained)

General Information

With the exception of the Mt. St. Patrick trail, every main trail in Cape Scott Park follows routes originally planned and contructed during the Danish settlement attempts. These corridors were designed for use as cart and wagon roads to transport produce and equipment throughout the area. As a result, these trails have quite a wide clearance in most places, which easily accommodates the hiker. However, some areas have a very dense undergrowth of salal, salmonberry, and fern which hamper movement along the trail. Many portions of the original road surfaces are still visible, and are in the form of split and sawn cedar planks. All trails are relatively flat, with no grade, as they are located in the valley bottoms following the major watercourses. Also due to the locality, and to the amount of precipitation the

area receives, many sections of trail are very muddy.

Parking Lot to San Josef Bay (See Fig. 11)

This section of trail is in very good condition, as a major reconstruction program was undertaken in the summer season of 1977. The trail is almost completely cordoroyed with split cedar and is adequately brushed. The trail follows the San Josef River and passes two historically significant sites dating from the settlement attempts. The trail goes past the San Josef Anglican Church and Cemetery, and also the remnants of Henry Olsen's General Store and Fish Cannery. These structures are no longer standing, however, many artifacts still remain.

Small branches off of this trail enable the hiker to take "short cuts" at low tide.

San Josef Bay to Lowrie Bay (See Fig. 11)

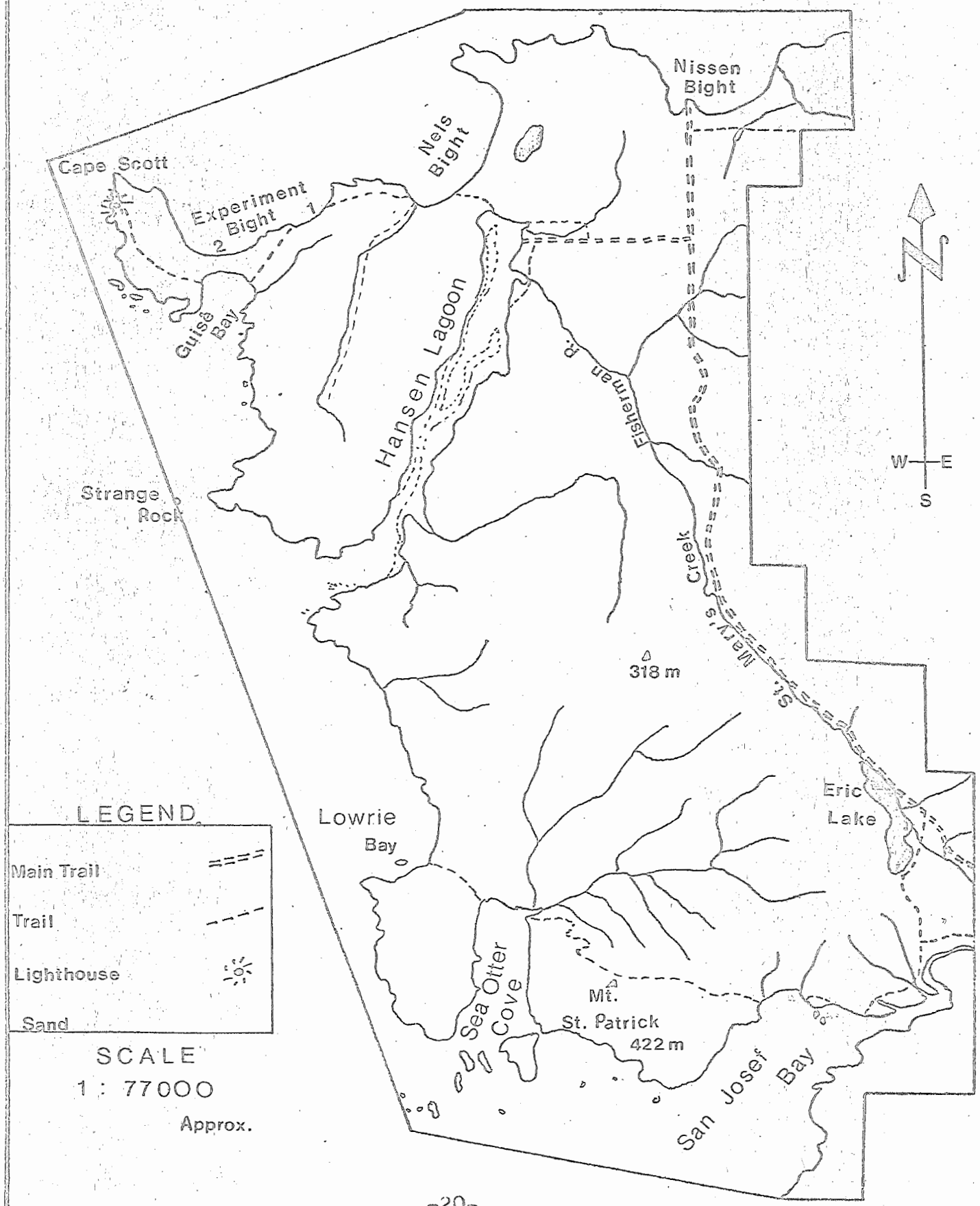
After traversing the two beaches at San Josef, the trail begins to ascend Mt. St. Patrick. This section of the trail is relatively steep, and requires work done on it to avoid windfalls, muddy portions, and root obstructions. Once the trail reaches the summit of Mt. St. Patrick, it crosses a very "bog-like" area surrounded by a very open stand of stunted, weathered lodgepole pine. The descent to Sea Otter Cove is steep, and in some areas, hard to follow due to its lack of definition. The higher sections are sharply switch-backed which may lead to erosion problems in the future, dependant on usage. From Sea Otter Cove to Lowrie Bay, the trail crosses an excellent example of a sphagnum bog, but this means the hiker must overcome the very wet, marshy trail.

Parking Lot to Eric Lake (See Fig. 11)

This trail has not had any major work done on it, except for some occasional brushing. Some short sections of new cordoroy overlay old road decking but is restricted to the south end of the trail. A very thick patch of salmonberry had previously obliterated the trail until some brushing was

CAPE SCOTT PARK

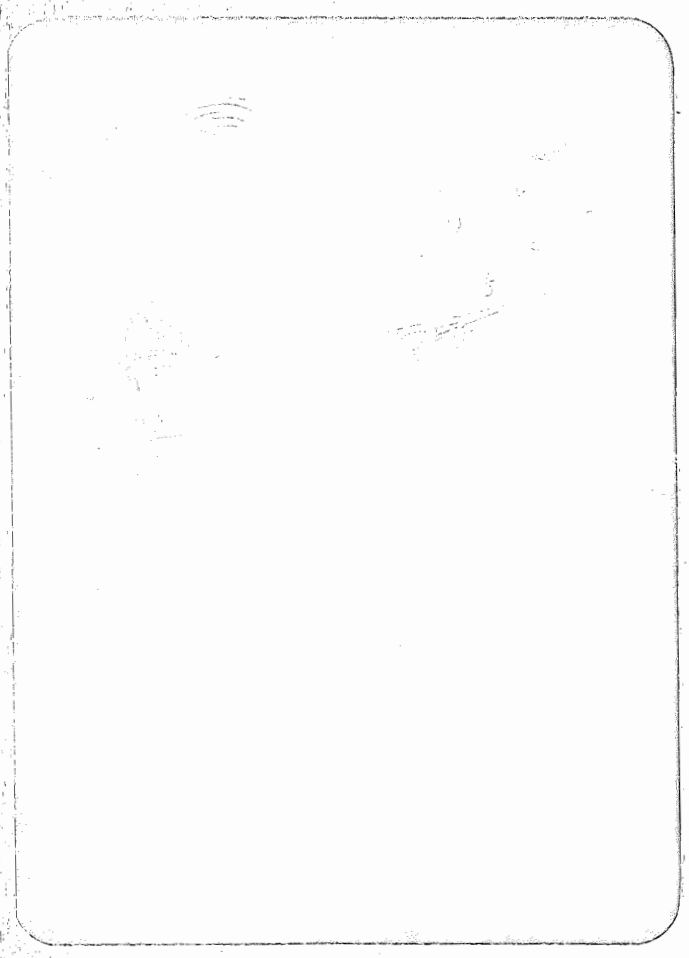
Figure 11



done. Due to the excellent growing conditions, this species regenerates rapidly to inhibit access, (approximately every 5 years). When nearing the south end of Eric Lake, the trail becomes very muddy, in some places exceeding a depth of 50cm.

Eric Lake to Fisherman River (See Fig. 11)

Once a hiker has passed the trail junction at Eric Lake and proceeded to Fisherman River, he will encounter the longest sections of mud. The vegetation surrounding the trail does not allow a view of the sky due to its density. Large stands of cedar, hemlock and douglas fir also provide another problem; during the winter storms, strong winds, especially in this area create blow-down. This can be a major obstacle for the hiker. (See Fig. 12)

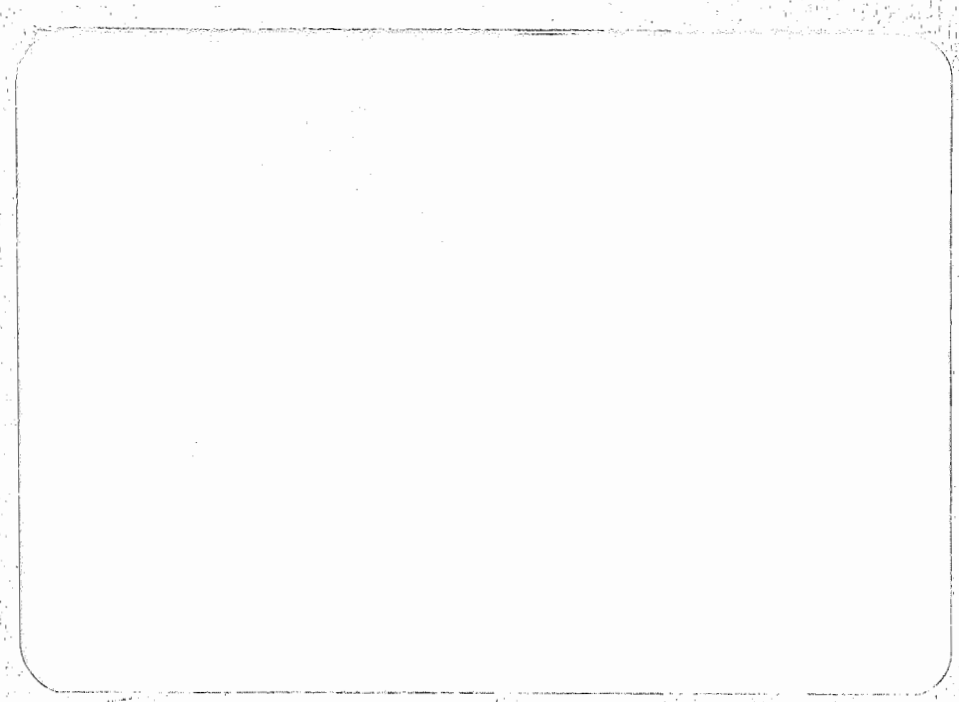


(Figure 12)

Windfalls, because of their size, create a major obstruction to the hiker.

Fisherman River to Nissen Bight (See Fig. 11)

From the bridge at Fisherman River, (See Fig. 13), to the junction between Hansen Lagoon and Nissen Bightthe vegetative cover opens up quite dramatically. This is due to loss procipitation in the northern part of the park. Even with the relatively open canopy, the trail through this section can be quite wet. The route goes through some boggy sections with submerged road planking. From the trail junction down to Nissen Bight, at present, the trail is very overgrown in portions.

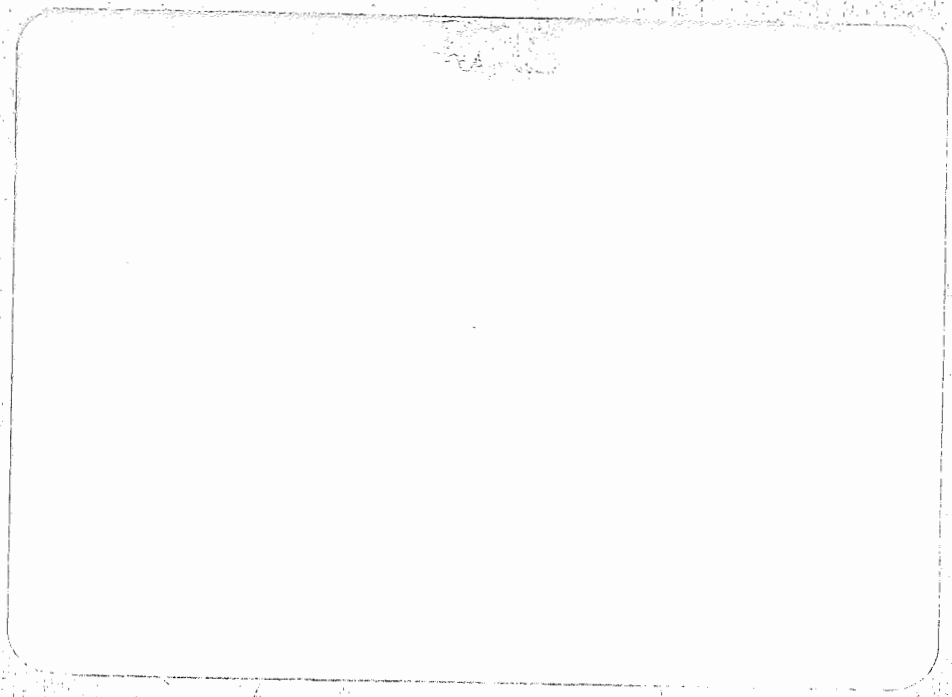


(Figure 13) The bridge (minus handrailings) over Fisherman River

Junction to Hansen Lagoon (See Fig. 11)

From the junction leading to Hansen Lagoon, the trail remains open in the stands of lodgepole pine, until it gradually moves through the transition between here and the grasslands at the headland of the lagoon. The trail also remains wet with very poor drainage; thus, there is much water and mud on the trail. (See Fig. 14) As the trail moves into the meadows, the tread dries up considerably due to better

absorbtion by the soil.



(Figure 14) Muddy section of trail between trail junction and Hansen Lagoon.

Hansen Lagoon to Cape Scott (See Fig. 11)

From the grasslands at Hansen Lagoon, the trail leads through a forest stand of cedar, hemlock and fir, and is relatively dry in most sections. The primary undergrowth of fern is not a problem, but as the trail nears Nels Bight, the coastal salal, due to its thick growth pattern, can pose a major problem. The next section of trail, from Nels Bight to Experiment Bight, is also quite dry except on the higher elevations. Undergrowth is no a problem until once again the trail nears the beach. From here the hiker has a choice, he may either walk along the beach to Guise Bay, or take the short trail overland to the opposite coast. The trail continues from Guise Bay via the old World War II plank service road which gives access to the Cape Scott Lightstation. This is a slowly deteriorating road which is in very good condition with no serious problems. From the lightstation itself down to the fog alarm building on the actual cape, there are a

series of steps and boardwalks constructed by the Canadian Coastguard. There are also two cable suspension bridges spanning the sea cuts near the fog alarm.

EXISTING TRAILS (historic)

San Josef Bay to South End of Eric Lake (See Fig. 11)

This trail has not had any maintenance performed on it since it was abandoned with the Danish settlement. Considering this fact, the trail is in very good condition. There are only a few windfalls, however, undergrowth has severely obscured many portions of the trail. The original planked tread is in a good state of repair with minimal reconstruction necessary. The exception is a bridge which needs to be replaced over the outlet creek from Eric Lake.

Nels Bight to Meadow (See Fig. 11)

This trail follows the old telegraph lines and access road to an old homestead located in the meadows west of Nels Bight. The trail is mostly overgrown; though the tread can be easily followed, it is in an advanced state of deterioration. At the end of the trail lies the remnants of a homestead which still contains a number of artifacts. Located nearby is an exotic tree species commonly known as a monkey tree.

PART III: PROPOSED DEVELOPMENT

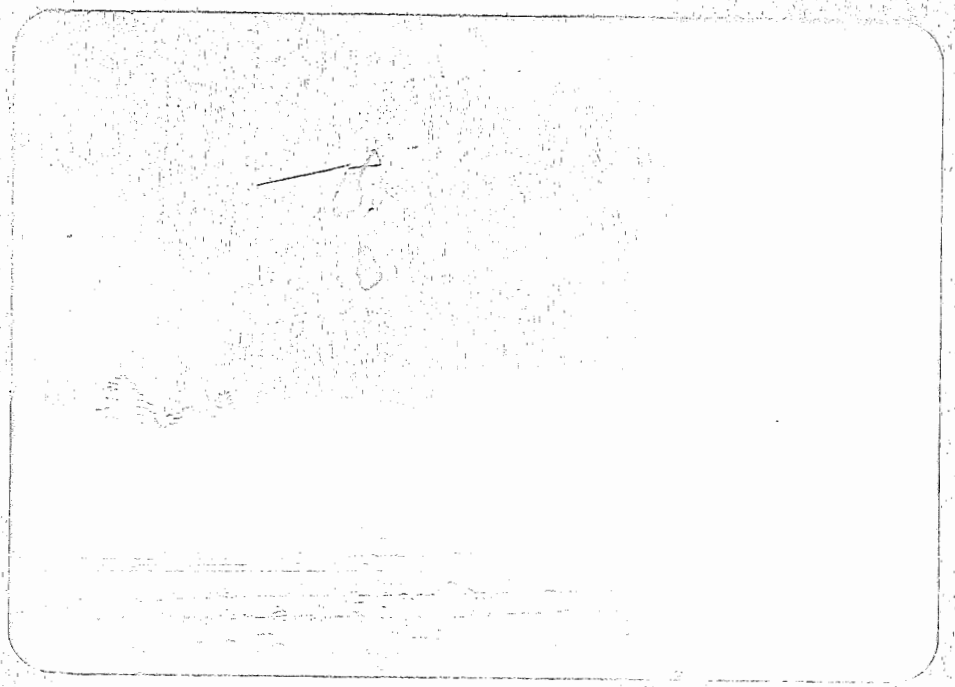
General

The purpose of this section is to propose a development plan for Cape Scott Park. This plan will set out final development objectives and organize for an implementation schedule based on budgetary constraints.

Consideration must be given to development in Cape Scott due to its ever increasing visitation.[16] A marked increase has been noted by the staff of the Lightstation at Cape Scott. (See Fig. 15) The greatest visitation increase came in 1979; this can be attributed to the opening of the new paved highway connecting Kelsey Bay with Woss on central Vancouver Island. This area was they only remaining portion of highway unpaved between Victoria and Port Hardy. The easier access from southern Vancouver Island was the primary contributing factor in the user increase in Cape Scott.

(Figure 15) Cape Scott Lightstation

Day-use at San Josef Bay by local residents is very heavy during the summer months. Most of this use is by people walking, or boating, along the San Josef River for a one day stay. Along with this type of use comes an accumulation of refuse primarly in the form of liquor bottles and paper waste. With no vehicle access to this area of the park, removal of the garbage becomes an expensive propposition. (See Fig. 16)



(Figure 16) Removal of collected garbage by helicopter from San Josef Bay.

Zoning

The primary objective is to provide a zoning system for the park. This system is comprised of three zones identified as:

"The Development Zone, at one extreme
The Wilderness Zone, at the other extreme; and
The Natural Environment Zone, as the transition zone."(19)

These zones are described in the following document. (See Fig. 17)

PARK ZONES

Figure 17

ZONE	OBJECTIVES	MANAGEMENT GUIDELINES	FACILITIES/ACTIVITIES
Development	To provide for a variety of facility-oriented recreational opportunities.	-oriented toward maintaining high quality recreation and interpretive experience. -intensive management may be required to ensure that high quality recreation and interpretive opportunities are maintained. -special design consideration generally required. -intensity of developments and standard of facilities are variable and will relate to the objectives for the Park. -private motorized vehicles may be restricted.	-intensive recreational facilities such as auto campgrounds, cabins, lodges, picnic areas, beach and swimming areas, nature houses, information buildings, c hill ski facilities, walk-in campground -ancillary facilities such as parking, sanitation, picnic tables, restaurants, may be included in this zone.
Natural Environment	To provide for intermediate levels of outdoor recreational opportunities/use in a natural setting.	-management will be oriented toward maintenance or restoration of the natural environment. -visitor access may be restricted to preserve the recreational experience or to limit impact on the area. -designation of transportation modes may be necessary to avoid potential conflicts. (e.g. horse trails, cycle paths, hiking trails) -private motorized vehicles may be permitted. -intensity of management and development will be consistent with moderate levels of recreational use. -visitor support facilities will be limited, and directed toward providing for public safety and minimizing user impact.	-Development and use are consistent with the maintenance of natural conditions. Activities consistent with this zone would be: hiking, camping, canoeing, kayaking, snowshoeing, cross country skiing, nature observation, horse back riding, picnicking, swimming, fishing, interpretation programs. -minimal facilities such as trails, shelters, hikers' campsites, portages, horse corrals, observation blinds, may be developed to compliment these activities but the emphasis of the development will be toward public safety rather than the encouragement of more intensive levels of use. -visitor facilities will be of a primiti nature.
Wilderness	-To protect and preserve landscapes and resource processes. -To provide for low levels of recreational use in an environment where natural processes occur with a minimum of human interference.	-oriented toward the protection and preservation of the area's atmosphere, environment or ecology, while optimizing recreational opportunities associated with the "wilderness experience". -unstructured visitor mobility. -visitor support facilities will not be provided, except where absolutely necessary to provide for public safety or minimizing user impact. -transportation limited to foot access, and non-motorized boats. -horse travel may be restricted.	-only minimal primitive facilities would be developed consistent with low intensity uses. Activities consistent with this zone include: camping, hiking/ mountaineering, canoeing, kayaking, cro country skiing and snowshoeing, fishing nature observation.

It is proposed that Cape Scott be zoned into all three of these categories, (See Fig. 18).

Development Zone

With the development, yet to be discussed, at San Josef Bay, the objectives set out in Figure 18 can be met by establishing this zone. San Josef Bay will provide many of the facilities condusive to facility-orientated recreational opportunities. The zone has been established to also include road access, and the planned service area. This zone is to be somewhat larger than the facilities it encompasses. This is to provide a "buffer" zone around the intensive use area, to protect surrounding wilderness and natural environment zones.

Natural Environment Zone

This zone is established to include all of the extensively used trails, beaches, and camping sites. Visitor support facilities will be minimal, in keeping with the designation of the zone. No extensive trail work will be done on any of the routes, instead, regular maintenance and repair will be initiated and continued. This will provide for public safety, still keeping with the natural setting of the park. Private motorized vehicles will not be permitted in the park to avoid serious trail deterioration and misuse. Provision for the ultimate backcountry experience will be established.

Wilderness

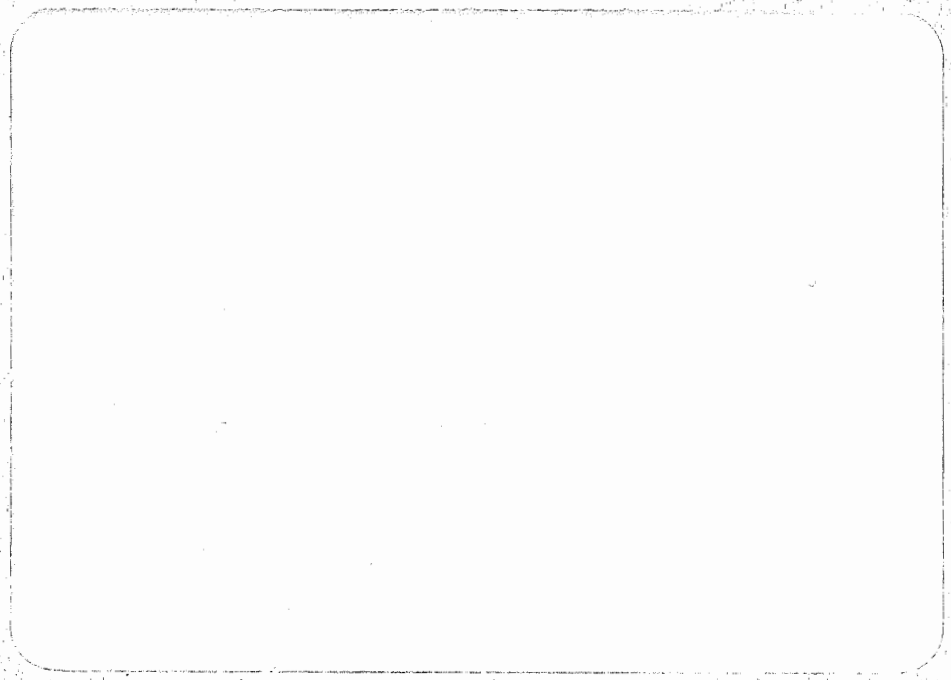
The remainder of the park will be zoned as wilderness. No facilities will be provided and visitor mobility will not be restricted, however, use of one area will not be encouraged. This will minimize the impact of over use by the visitor. The majority of the park is included in this zone, so an effort must be made to ensure the visitors "wilderness experience".

Proposed Zones

Figure 18

Road Access

At present, road access is to just outside the park boundary. (See Fig. 19) This road should be extended into the park to facilitate access to San Josef Bay. The road can follow the present trail in many locations, and will provide for a Day-use Area near the eastern beach, plus a vehicle campground just east of this. The access road will cover a distance of approximately 4 km, forming a loop. (See Fig. 20) The route will traverse relatively level land through a dense stand of hemlock, balsam, and cedar, interspersed with sitka spruce. The soil is a sandy loam providing a good foundation for the quantities of rock and gravel required for road surfacing.



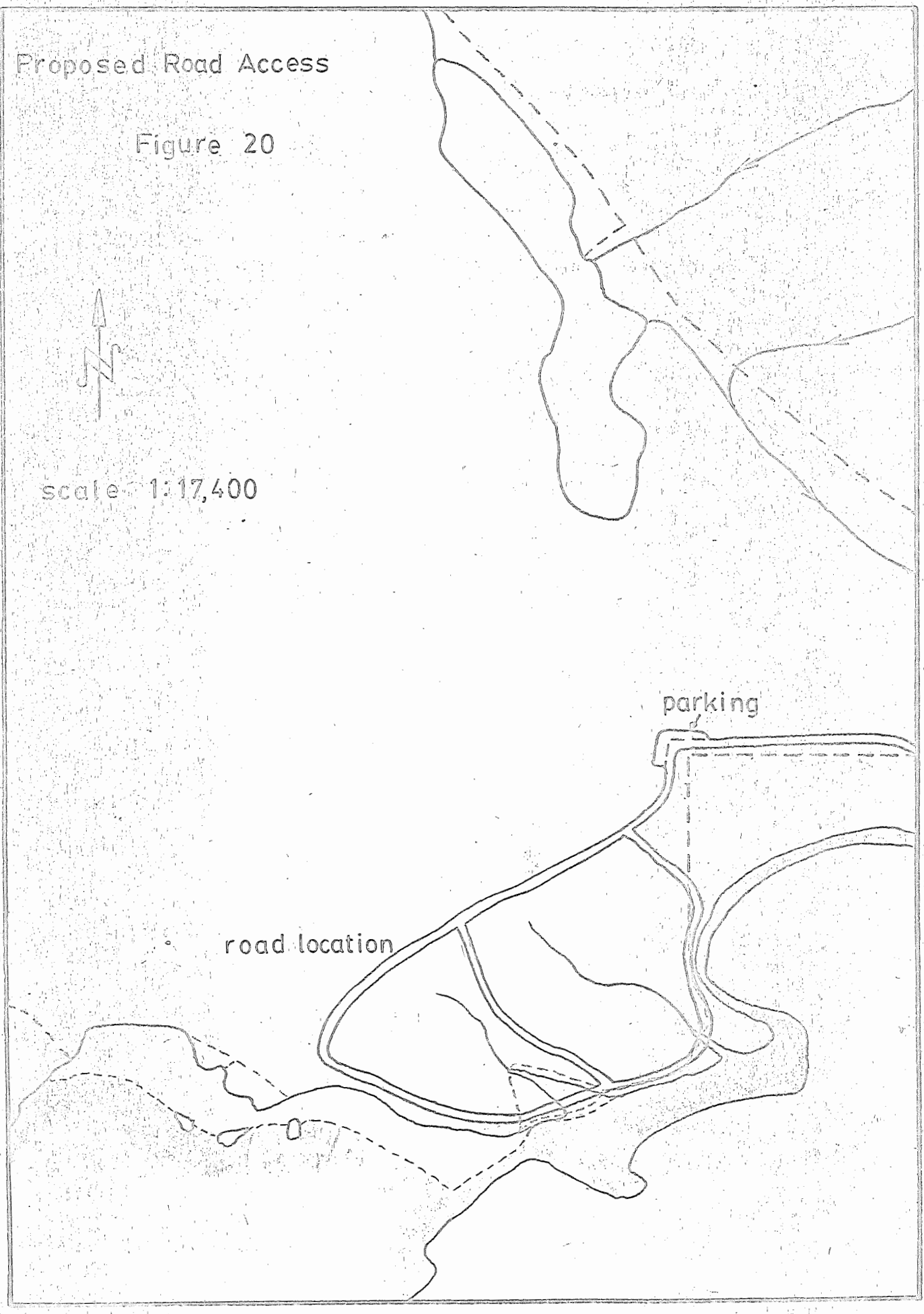
(Figure 19) Logging roads have provided access right to the park boundary.

Problems may arise with some aspects of the road access, such as drainage and seepage. These problems must be considered before any finalization of plans. One other problem which exists with the road access is the presence of privately owned land in the area. (See Fig. 21) This land is owned by the Anglican Synod of Dioses of B.C. (For a description

Proposed Road Access

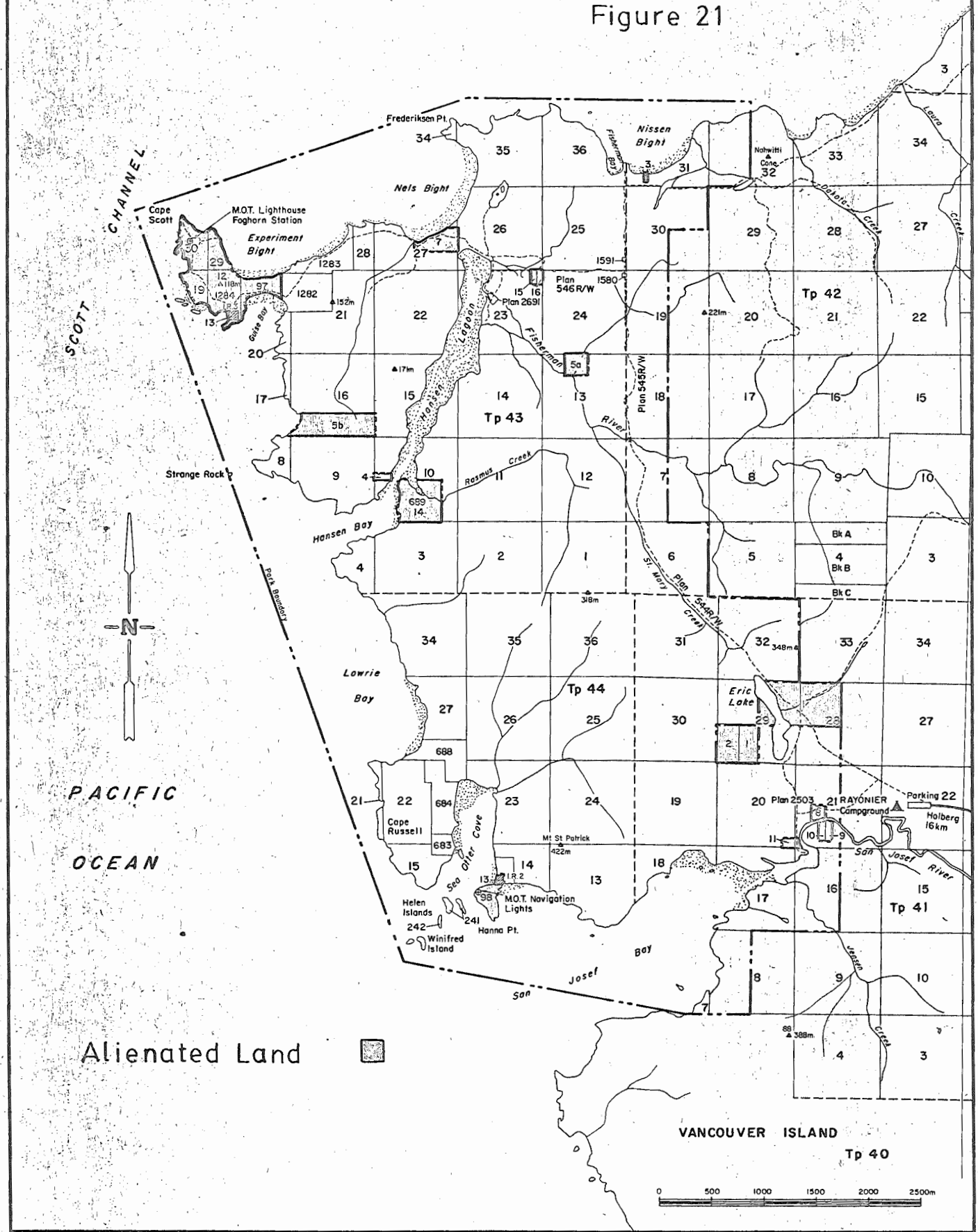
Figure 20

scale 1:17,400



LAND INHOLDINGS

Figure 21



PROVINCE OF BRITISH COLUMBIA - MINISTRY OF LANDS, PARKS AND HOUSING - PARKS BRANCH - VICTORIA, B.C.

DATE	REVISED BY	CHECKED BY	REVISION

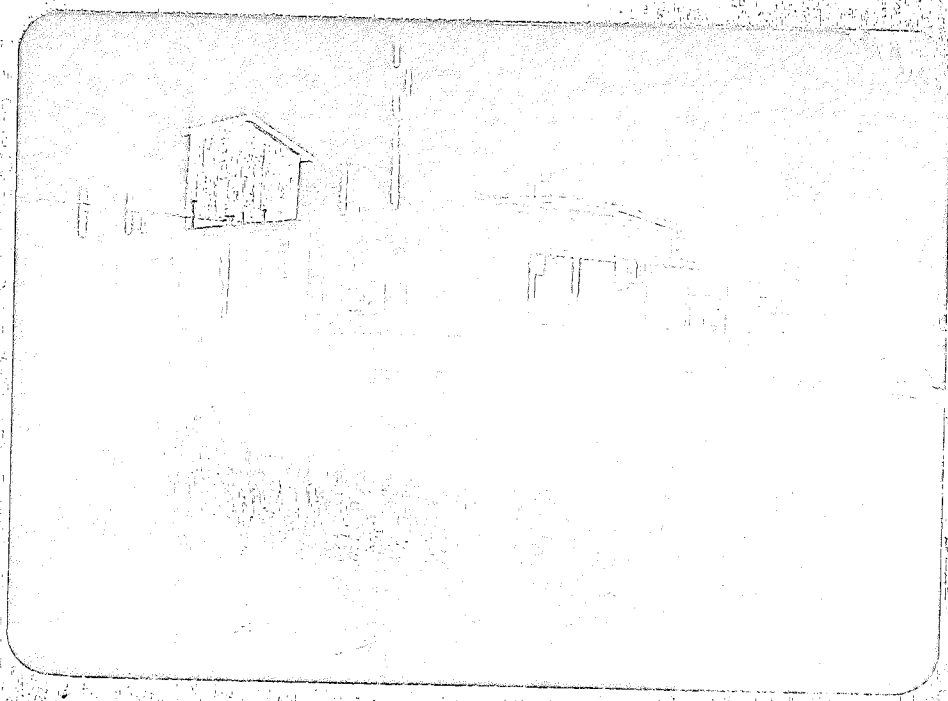
CAPE SCOTT PROVINCIAL PARK

FILE No.: 2-6-3-306	DRAWN BY: D.E.Ostopovich	DATE: June 1979	DWG. No. 6-3-306 KEY
N.T.S. No.: 102 I/9 E/16	CHECKED BY: R.M.M.	DATE: July 1979	

VanCat 1295

of all private land inholdings in Cape Scott, refer to Appendicies). The land is the remains of the church grounds which served the Scandinavians during their settlement attempts. There are a number of grave sites and portions of the church building itself. Road access through this land therefore is not feasible.

Also included along the access road will be a service area and a staging area/parking lot. Located at the junction of the trail to the south end of Eric Lake, the parking lot will provide space for approximately 30 cars. This will be a staging area, or starting point, for access to Eric Lake and the northern extremities of the park. The service area will eventually be a small park headquarters, which will include a 12' X 60' mobile home, which is now located at C.F.S. Holberg. (See Fig. 22) This will require a water system and a sewage system in long-term development, as well as some power. This of course, will not occur in the near future; instead primitive means of accommodation must be utilized first. The water system will need to be a well supplied with a pump rather than a gravity-fed arrangement. There is not a dependable source to rely on for gravity-fed purposes; as there is a relatively high water table, wells must be considered for their ease of installation and reliability. Power for the trailer must be generated, on site, by a small diesel or propane fueled generator. It would be uneconaomical to run a power line to the park from Holberg, and would not be in line with the park objectives.

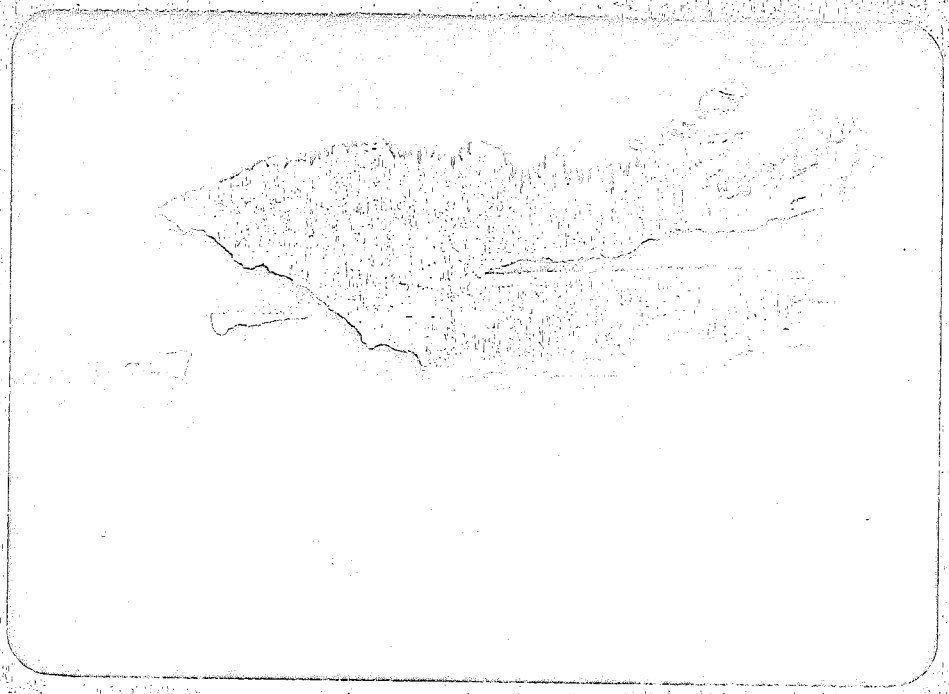


(Figure 22) Parks Branch trailer located presently at C.F.S. Holberg.

Day-Use Facilities

There will be no elaborate day-use facilities provided at San Josef Bay. However, day use will be designated at the eastern beach, and in keeping with a "backcountry experience", will be limited to pit toilets and garbage cans. Much of the day-use activities are centered on and around the beach area, so facilities such as picnis tables are not necessary. Visitors must be encouraged to make use of the garbage cans provided to avoid accumulation of refuse on the beaches. It will be much easier to maintain a day-use site such as this if all the garbage is deposited in a centralized area. The primary objective of site development at San Josef Bay is visitor enjoyment of coastal beaches, (See Fig. 23) but to also allow for a more economically feasible maintenance program than what is currently in effect. It is much easier to drive to the area requiring maintenance than to have to hike or fly the garbage out. [illegible] San Josef Bay, then, will be sacrificed to development

in order to maintain the rest of the park in the more natural state.



(Figure 23) Coastal beaches and shorelines are the main attraction for visitors to Cape Scott Park.

Accommodation (Campground)

It is recommended that a vehicle campground be established a San Josef Bay. Cape Scott being a backcountry park, must not be limited to that use; it must also provide opportunities for other forms of recreation, including vehicle camping. Since the parks' establishment in 1973, use has been limited to only those people willing, or capable, of hiking through the mud, frequently accompanied by torrential rains. Now, as there is a new highway linking the south part of Vancouver Island with the north, vehcle visitation has dramatically increased. Presently in Strathcona District, there is no provision for vehicular camping north of Schoen Lake Provincial Park, 180 km to the south. Cape Scott is a "destination" park, where facilities such as a campground must be considered with a new influx of destination oriented

campers. Cape Scott provides the only backcountry west coast experience in the provincial parks' system on Vancouver Island. It must, therefore, cater to as many forms of public use as possible, though still in keeping with the natural wilderness of the area.

A campground with an approximate number of 50 sites and adequate support facilities (pit toilets, handpumps, etc.) is recommended. The campground is to be located just to the east of the designated day-use area. (See Fig. 24) The number of 50 sites was chosen as this economically warrants a full-time seasonal maintenance program. A campground with less than 50 sites, especially this great a distance from District Headquarters, is very uneconomical to maintain. Travelling time is the major factor to consider when looking at alternatives. A 50 site campground justifies a full-time seasonal resident employee to perform the various maintenance tasks.

The area in which the campground will be situated will also be planned for expansion to approximately 100 sites. It is doubtful that the demand for camping sites will reach this maximum, but it will be planned so that it may accommodate this many people if needed.

Accommodation (primitive sites)

It is recommended that designated primitive camping sites be established at Fisherman River, Nissen Bight, and at Nels Bight. The proposed primitive sites will include tent clearings, fire circles and pit toilets. These sites would centralize the use in one one area, limiting the amount of damage (garbage, human waste etc.) to the surrounding area. At present, visitor impact at these areas is heavy, and by designating camping areas and providing toilet facilities, this impact would be minimized.

It is also recommended that consideration be given to developing a site at Sea Otter Cove. With the development at San Josef Bay, this area will receive an increase in use due to its proximity to San Josef. With this usage, an effort must be made to provide for the visitor who wishes to

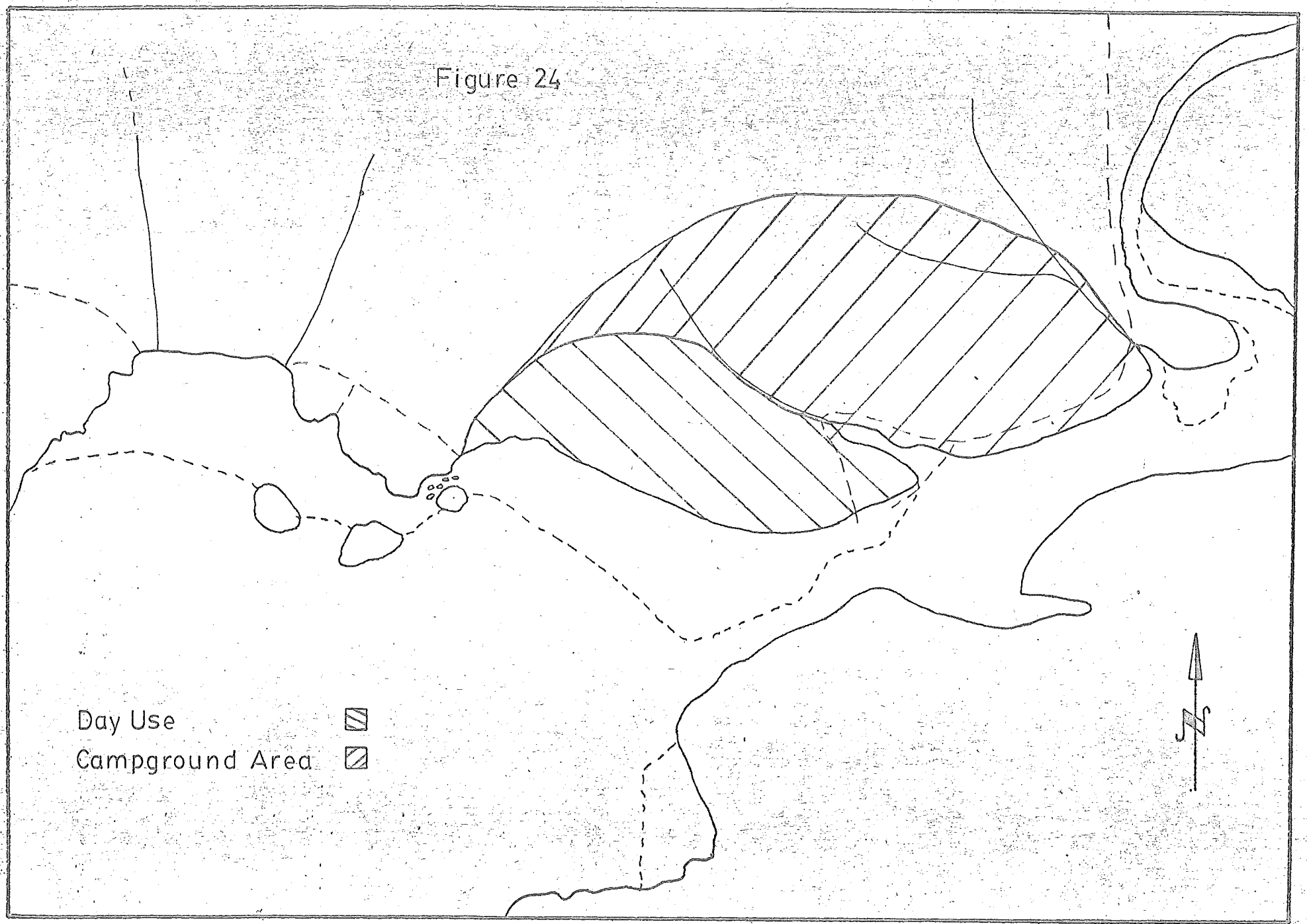


Figure 24
Day Use
Campground Area

camp here. Use of this area must be monitored, however, prior to the establishment of a site at Sea Otter Cove.

It is not necessary to establish a site at Hansen Lagoon due to the presence of cabin facilities in the area. These cabins are quite capable of accommodating the expected number of visitors in one night.

With the establishment of sites in these areas, it must be encouraged that the user be aware of his/her responsibility for general maintenance.

Fisherman River

Even with the two parks' cabins presently located near Fisherman River, it is recommended that a site be established here. (See Fig. 25) This site would lessen the public dependance on the cabins if they are not available. This seems to be the case in many situations; a visitor comes to the park depending on the availability of a cabin without provision for selfsupporting accommodation as a back-up. This is especially true at Fisherman River, as it is a heavily used half-way point to the north end of the park. There are also no standard Parks' Branch toilet facilities located here.

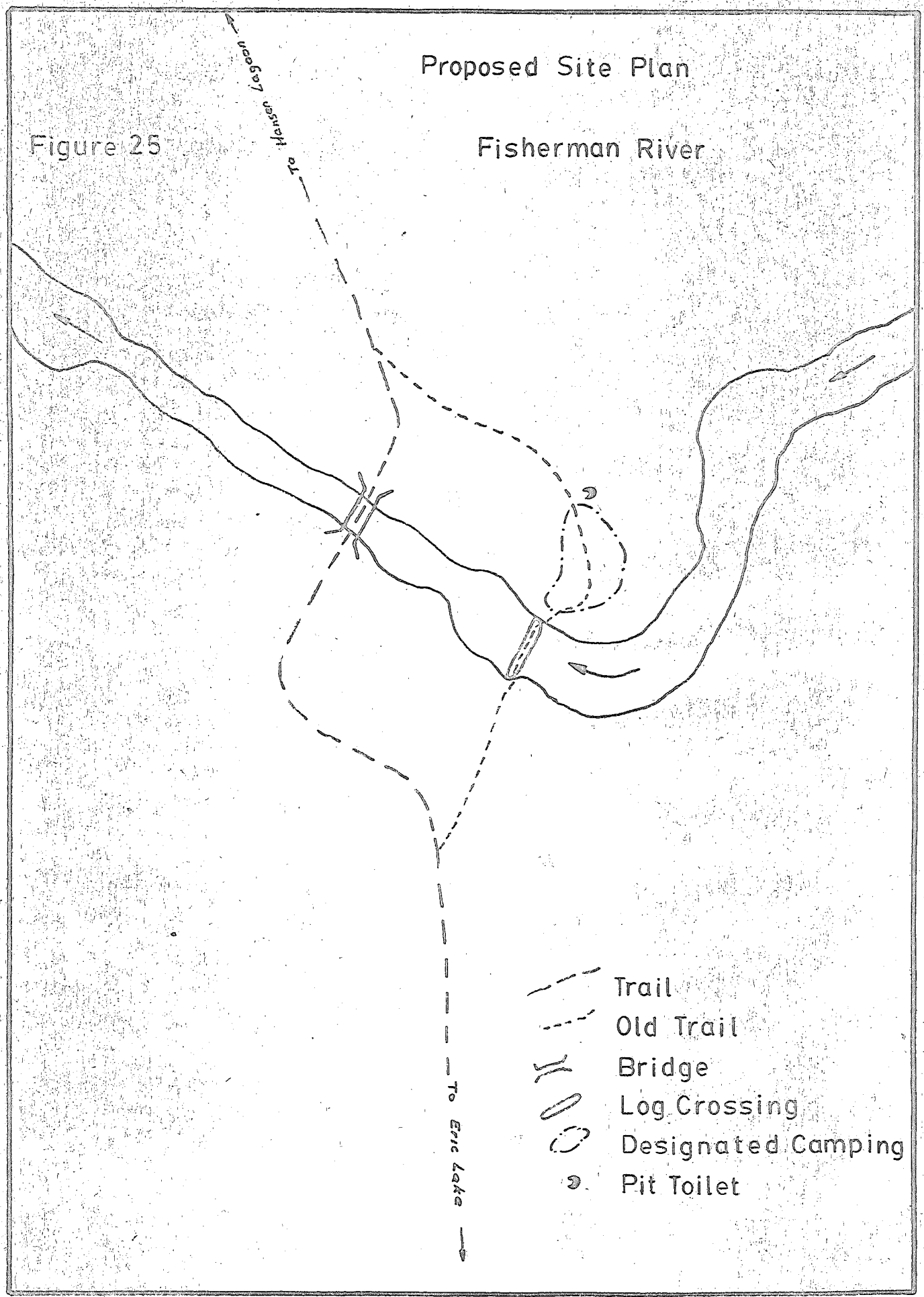
Nissen Bight

This area receives most of the use by strict wilderness seekers. Although not a formalized designated site should be located here, provision for at least a pit toilet must be made.

Nels Bight

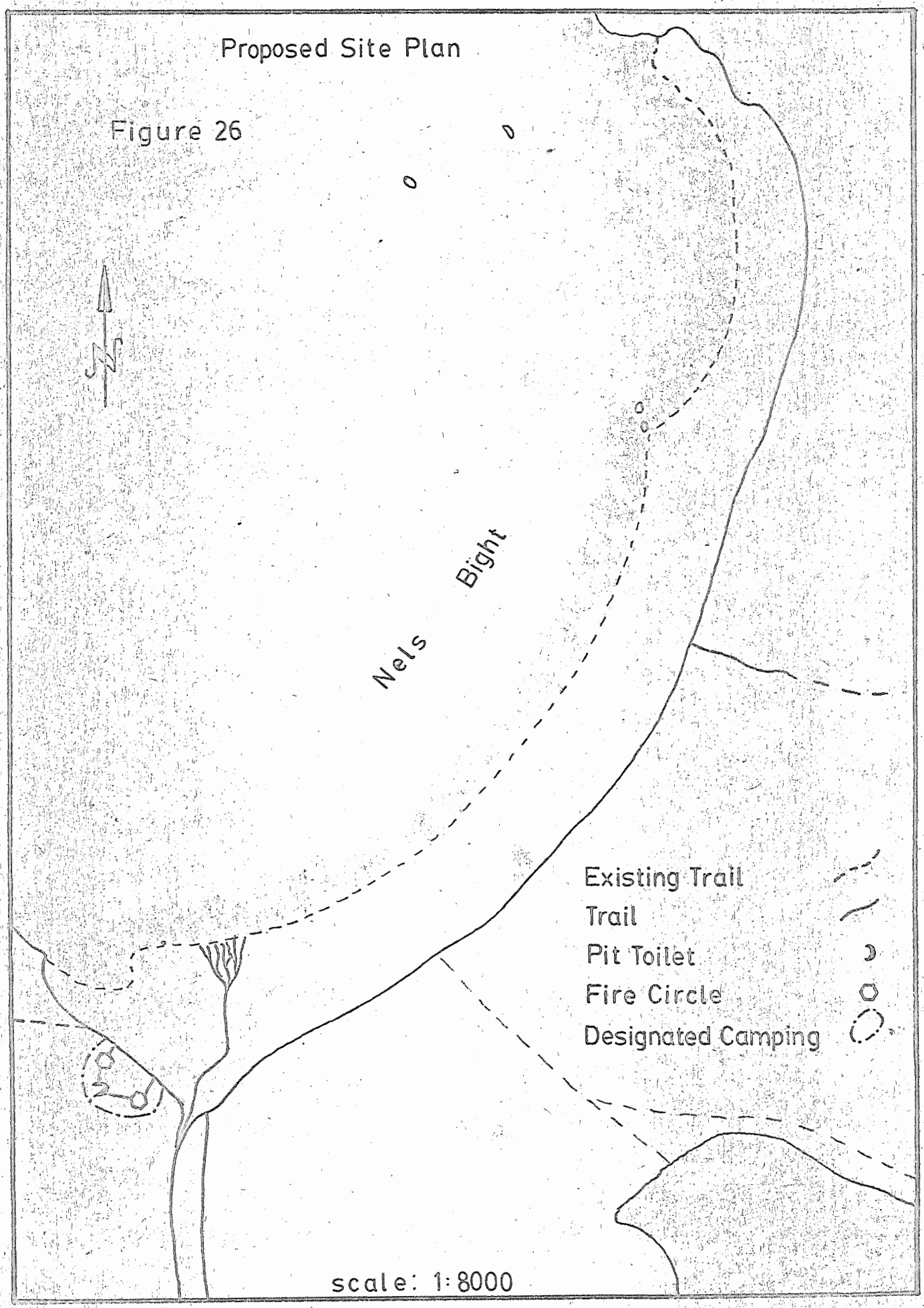
Nels Bight receives the heaviest use in the northern portion of the park. A designated camping area is a necessity here. It must provide at least one pit toilet, preferably two. (See Fig. 26)

Figure 25


Proposed Site Plan
Fisherman River
To Hansen Lagoon
To Eric Lake
Trail
Old Trail
Bridge
Log Crossing
Designated Camping
Pit Toilet

Proposed Site Plan

Figure 26



PROPOSED TRAILS

General

All of the trails in Cape Scott Park are presently of a "lineal" nature. That is, they are destination oriented, with no provision for returning along a different route. There are primarily only two areas with potential for a circular or loop trail system. These areas are the San Josef Bay-Sea Otter Cove-Eric Lake triangle, and the Nels Bight-Meadow-Guise Bay system. The separate trails comprising these loops will be looked at individually, but will ultimately be amalgamated to form the system. (See Fig. 27)

San Josef Bay-Eric Lake

It is recommended that the trail to the south end of Eric Lake from San Josef Bay be reconstructed. With planned development at San Josef, this route must be considered a viable access northward into the park. The parking lot will be located at the trail head, and will be the logical staging area within the park.

As stated earlier, the trail is in good condition and is quite capable of supporting the use which it would receive.(3&4) A small amount of work would be required to reopen the trail. It would take approximately one season of work by a 6-man crew to brush, and to reconstruct the corduroy tread.

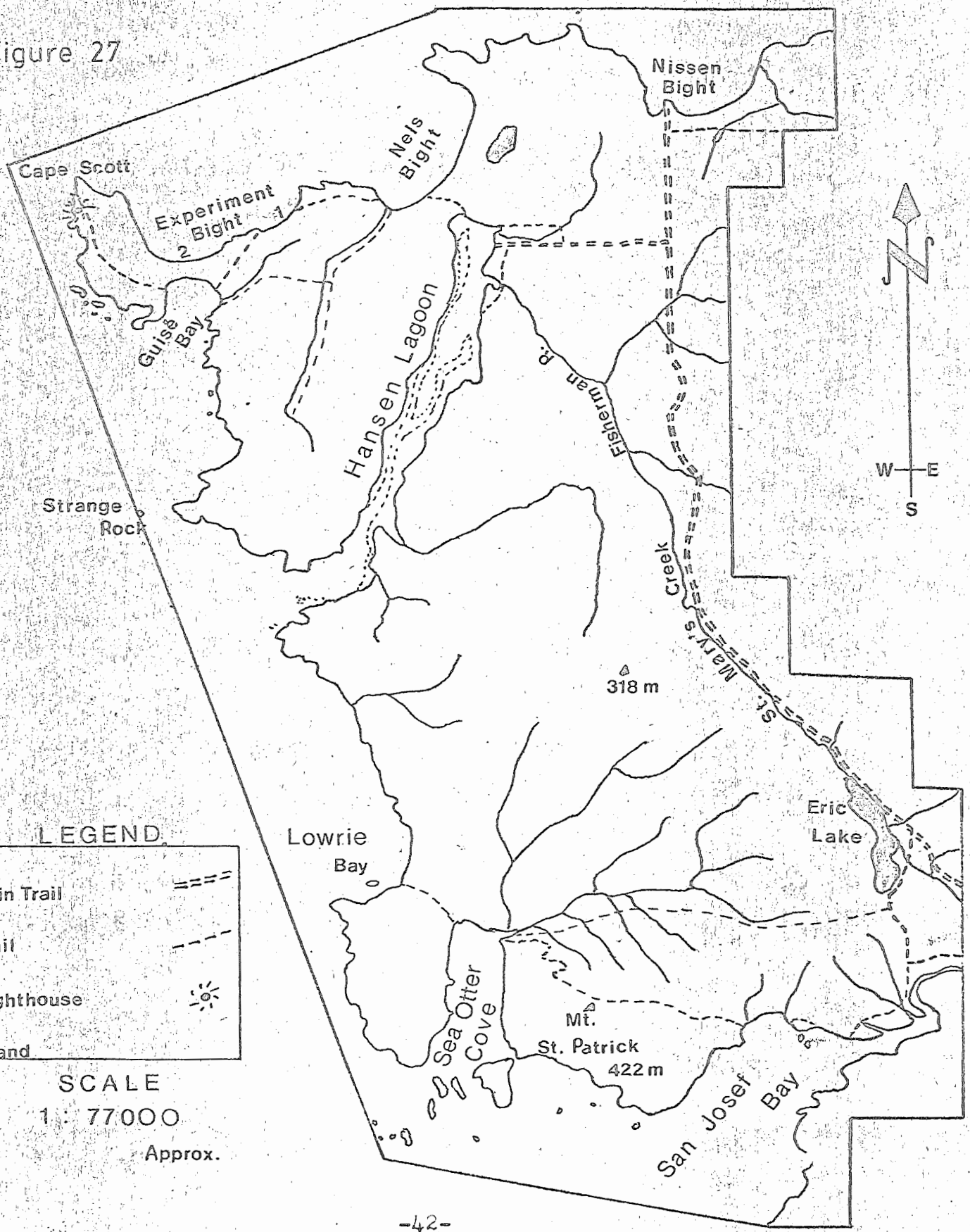
Sea Otter Cove-Eric Lake

It is recommended that the trail from Sea Otter Cove to Eric Lake be evaluated for reconstruction to complete the San Josef Bay-Sea Otter Cove-Eric Lake trail system. (See Fig. 27) To provide a loop trail system in the southern portion of the park would extend the experience of the less avid outdoorsman. This system will expose the unfamiliar backcountry user to a safe first or second overnight journey. It will also provide a varied exposure to the coastal beaches, headlands, hill tops and valley bottoms encountered along the way. This loop system would require an easy one overnight

CAPE SCOTT PARK

Proposed Trails

Figure 27



trip with the possible site development at Sea Otter Cove.

The trail reconstruction itself would require a large amount of work, perhaps two seasons by a six man crew, to bring the trail to standards. The route requires extensive cordoroying and brushing along most sections and the removal of a number of windfalls.

Nels Bight-Meadow

With use, it is recommended that the old trail leading to the meadows above Nels Bight be reconstructed. (See Fig. 27) The potential for re-establishment of this trail is very good. The tread remains in quite good condition requiring only some minor reconstruction of the existing cordoroy. The majority of work involved in this project would be the heavy amount of brushing necessary. It is estimated that 1 month of labour by a six man crew could complete this section.

Meadow-Guise Bay

This route was originally used as a telegraph line trail. There is only a mud-sod base at present, so a major work commitment would be required to raise the existing route to standard. This proposal will create a major expenditure and could only be considered economically feasible with a positive movement of todays labour market. Consideration must also be given to the minimal site development at the meadow. There are a number of advantages seen with this proposal;

1.) It would spread out the expected use increase at Nels Bight.
2.) It would provide a distinctive attraction, unfound in other areas of the park.
3.) It would provide additional camping and circular route potential.

Presently, all of the areas receiving public visitation in the north portion of the park are coastal related. With the addition of an upland meadow and wooded area, the experience is broadened.

INTERPRETATION

Interpretation within Cape Scott Park has great potential. Both, the human and natural histories can provide the visitor with a rich experience. Any interpretation which may be implemented in the park must focus on these two points.

If an interpretation program is to be implemented, it should be of a "self-guided" nature. In keeping with the concept of Cape Scott as a wilderness park, limited interpretive facilities must be encouraged. A pamphlet would perhaps provide the greatest method of a self-guided program. This pamphlet would be written to describe many of the historic and natural sites along the trail, displaying the significance of each site to the park.

The best method of providing personal contact in the park would be to implement a "roving ranger/interpreter". This combination works out well, as the employee can both patrol and maintain the trails and sites, and provide the public with valuable information. It is recommended that two of these persons be made available once the park is developed. The ideal situation would be to have one stationed in the north part of the park, (perhaps Hansen Lagoon) and the other in the San Josef Bay area. This way, both areas of the park are covered adequately, and they will be available to the public in these higher use areas.

IMPLEMENTATION SCHEDULE(with major costs)

In this section, no effort will be made to develop a time scheme for the implementation of the proposed plan. Due to fluctuating budgetary constraints the exact timing of site specific development can not be accurately determined.

Phase 1

-road access to Day-Use area. (road, $100,000/km.)
-parking lot for 25 vehicles. (est. $10,000)
-San Josef trail to Eric Lake reopened. (Labour, $16,000)
-primitive site at Nels Bight.

Phase 2

-completion of San Josef-Sea Otter Cove-Eric Lake circut. (2 seasons labour, $32,000)
-campground, 50 sites. ($4,000/site)
-primitive sites at Nissen Bight and Fisherman River.
-Nels-Meadow-Guise Bay trail circut. (2 seasons, $32,000)
-2 interperter/rangers on staff (2 months, $6,000)
*Note: All trail crews.
Supervisor- P.A. 2-1 (1)
Crewmembers- P.A. 1-1 (5)

Interpreter/rangers- P.A. 2-1

Total

Phase 1		
road 4km.-	$400,000	
parking-	$ 10,000	
trails-	$ 16,000	
		$426,000
Phase 2		
trails-	$ 64,000	
campgrd.-	$200,000	
interp.-	$ 6,000	
		$270,000
		$696,000 total development costs.

Many of the smaller facilities are not included in these costs, so the above figure can not be taken as accurate. However, the above estimate will serve as a "ball park figure" which will hopefully enable the Parks Branch to have a basis from which to start.

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OTHER SOURCES

I would like to thank the following people for their assistance and support on the preceeding report:

1.) Bill Munn: Regional Planner, Vancouver Island Region, B.C. Parks Branch

2.) Bill Merillees: Regional Interpretation Officer, Vancouver Island Region. B.C. Parks Branch

3.) Fred Tukham: Regional Surveyor, Vancouver Island Region, B.C. Parks Branch.

4.) Gordon Rathbone: District Manager, Strathcona District, B.C. Parks Branch.

5.) John Kelch: Assistant District Manager, Strathcona District, B.C. Parks Branch.

6.) Mike Girard: Park Supervisor, Strathcona Provincial Park, B.C. Parks Branch.

7.) Phil Allman: Supervisor of Wilderness Management Program Strathcona Park, B.C. Parks Branch.

8.) Marty Roberts: Planning Technician, Victoria, B.C., B.C. Parks Branch.

9.) Scott Gain: Area Supervisor, West Kootenay Region, B.C. Parks Branch.

APPENDICES

APPENDIX A

Cape Scott Park Pamphlet

APPENDIX B

Background to the Establishment of Cape Scott Park

BACKGROUND TO THE ESTABLISHMENT OF CAPE SCOTT PARK

Cape Scott Park was established under Schedule B of Bill 174 in 1973. It consisted of 9,968 hectares of land and 5,102 hectares of foreshore.

The Park consists of:

a)	former Quatsino Forest Reserve	8,296 hectares
b)	land exchanged for timber in Strathcona	212 hectares
c)	land purchased (before establishment)	409 hectares
d)	land purchased (since establishment)	93 hectares

-see Appendix 1

Inholdings

Private	328 hectares
Crown Federal	174 hectares

-see Appendix 2

Note: At present, only 9,304 hectares of the 9,965 hectares are actually part of the park.

APPENDIX C

Property Aquisition For Cape Scott Park

APPENDIX C

PROPERTY ACQUISITION IN CAPE SCOTT PARK

1) C.A. Brooks

Legal Description: Lots 1, 2 and 4 of the southeast ¼ of Section 26; Lot 1 of the southwest ¼ of Section 26

and

Lot 16 of the northwest ¼ of Section 23, all in Township 43, Rupert Land District.

Size: 20.2 hectares

Price: $7500.

O.I.C.: 3348, Nov. 29, 1965

Conv.: #6397-99

2) Raven Lumber Ltd.

Legal Description:

1) Fractional southeast ¼ of Sec. 7 and Frac. SW¼ of Sec. 8, Tp. 41, Rupert District (+- 67.9 hectares).

2) The north 20 chains of the Frac. NE¼ of Sec. 10, Tp. 43, Rupert District and the Frac. NW¼ of Sec. 10 lying east of Goose Harbour (31.36 hectares).

3) That part of the south ½ of the Frac. NW¼ of Sec. 10, Tp. 43, lying to the west of Goose Harbour Lagoon, exc. Parcel "A" (DD 97997-I) and that part of Frac. SW¼ of said Sec. 10 lying to the west of Goose Harbour (19.19 hectares).

4) North ½ and south ½ of Frac. of SE¼ and the Frac. of NE¼, Sec. 36, Tp. 43 (50.9 hectares).

5) Frac. of E½ of Sec. 31, Tp. 42 (56.6 hectares).

6) Blks. 1-5, SW¼ of Sec. 31, Tp. 42, Plan 2013 (4.48 hectares).

7) Blks. 6, 7, 9 and 11, SW¼ of Sec. 31, Tp. 42, Plan 2013 (2,374 hectares).

Size: 233.09 hectares

Price: Timber Cutting Rights in the Greenstone, Ranald Creek and the western part of the Nickie Creek drainages and the Gretchen Creek drainage

O.I.C.: 3034, Sept. 22, 1969

Conv.: #7197-7203

3) C.A. Brooks

Legal Description: The east ½ of the southwest ¼, Section 25, Tp. 43, Rupert District

Size: Appr. 32.37 hectares

$16,000

Feb. 6, 1970

4) John G. Hughes

Legal Description: Block 10 of the SW¼ of Section 31, Township 42, Rupert District, Plan 2013.

Size: .56 hectares

Price: $2706

O.I.C.: 841, March 9, 1971

Conv.: #7444

5) Magda P. Sondrup

Legal Description: The NW¼ of Section 30, Township 42, Rupert District.

Size: 64.7 hectares

Price: $32,000

O.I.C.: 1095, March 17, 1971

Conv.: #7620

6) Isabelle A. Norum

Legal Description: The SW¼ of Section 18, Township 42, Rupert District.

Size: 63.5 hectares

Price: $28,000

O.I.C.: 1096, March 17, 1971

Conv.: #7635

7) George Frizell

Legal Description: That part of the SW¼ of the SW¼ of Section 21, Township 41, lying west of the San Josef River, except Parcel A (DD46506-I) thereof, Rupert District.

Size: 2.4 hectares

Price: $6,000

O.I.C.: 2500, June 27, 1972

Conv.: #7670

C.ofT.: A64089

8) Petra C.H. Amsden

Legal Description: West ½ of the SW¼ of Section 25, Township 43, Rupert District

Size: 32.37 hectares

Price: $25,000

O.I.C.: 177, January 18, 1973

Conv.: #7773

9) Edward B. Harper

Legal Description: Lot 98 and Lot 1283, Rupert District

Size: Lot 98 - 44.9 hectares, Lot 1283 - 54.2 hectares

Price: $250,237.77

O.I.C.: 176, January 18, 1973

Conv.: #7774 and 7775

10) C.J. Ralph

Legal Description: Part of Frac. NE¼, Sec. 17, north of San Josef Bay and River, Tp. 41, Rupert District

Size: 27.5 hectares

Price: $73,000

O.I.C.: 75, January 9, 1975

Conv.: #8407 (C.ofT. D45161)

11) R. Burns

Legal Description: Block 12, Sec. 31, Tp. 42, Plan 2013, Frac. SW¼, Sec. 31, Tp. 42, east of Plan 2013

Size: (a) .72 hectares b) 4.04 hectares

Price: $26,000

O.I.C.: 3565, November 7, 1974

Conv.: #8405 and 8406

12) R. Moe and D. Daugert

Legal Description: Township 43, NW¼ of NW¼ of Sec. 13

Size: 16.1 hectares

Price: $20,000

O.I.C.: 3111, September 27, 1974

Conv.: #8280

13) K.E. Winther

Legal Description: Fr. NW¼, Sec. 16 lying north and west of San Josef River; Tp. 41, E½ of SE¼, Sec. 20;
NW¼ of SW¼, Sec. 21, except Parcel A-DD46506I.

Size: 45.3 hectares

Price $86,500

O.I.C.: 798, March 3, 1977

C.ofT.: F27489

APPENDIX D

Cape Scott Park Inholdings

APPENDIX D

CAPE SCOTT PARK INHOLDINGS

1) Rayonier Canada B.C. Ltd.
111 West Georgia Street
Vancouver 5, B.C.
V6E 3H1

*Frac NW¼, Sec. 28, Tp. 41 (55.8 hectares), Assessment roll #15727.000
LRO #003636W

*East ½ of SW¼, Sec. 29, Tp 41 (31.7 hectares), Assessment roll #15730.000, LRO #003635W

*Frac NE¼, Sec. 29, Tp 41 (38.8 hectares), Assessment roll #15731.000
LRO #03634W

2) Corwin, Barbara D.
812 West 11th Street
Box 119
Vancouver, Wash.
98660 U.S.A.

-Co-ownership

Kendell, Helen E.
7017 East Evergreen Hwy.
Vancouver, Wash. U.S.A.

*West ½ of SW¼, Sec. 29, Tp 41 (31.7 hectares), Assessment roll #15729.000, LRO #85408W

3) Stevens, Philip C.
Stevens, Francis A.
Box 5034, Stn. B
Victoria, B.C.
V8R 6N3

-Co-ownership

Stevens, Wilfred H.
Leverton, Winifred K.
1241 Hampshire Rd.
Victoria, B.C.
V8S 4T1

*Block 8, Plan 2013, Sec. 31, Tp 42 (.61 hectares), Assessment roll #15766.000

4) Martin, John E.
991 Alder Street
Campbell River, B.C.
V9W 2R1

*NW¼, Sec. 10, Tp 43, Plan #979971, Parcel "A" (.92 hectares)
Assessment roll #15812.000, LRO #C47340

5) Wineberg Land & Investment of B.C. Ltd.
Box 1358
Victoria, B.C.
V8W 2W3

*NE¼ of NW¼, Sec. 13, Tp 43 (16.1 hectares), Assessment roll #15814.000

*Fr S½ of S½ of Sec. 16 and Frac. SE¼ of Sec. 17, Tp 43 (60.05 hectares)
Assessment roll #15818.000

6) Brooks, Margaret M.
Box 431
Ganges, B.C.
V0S 1E0

*Lot 1, Plan #2691, Sec. 23, Tp 43 (1.92 hectares), Assessment roll #15820.00, C.ofT. #D65405

7) Hunter, Robert H.
c/o P.S. Padelford
2430 Financial Centre -Undivided ½ interest
Seattle, Washington
98161 U.S.A.

Crown Provincial -Undivided ½ interest
(Donated by the Nature Conservancy of America)

*Fr N½ of SE¼, Sec. 27 and Frac NE¼, Sec. 27, Tp 43 (26.3 hectares) Assessment roll #15826.000

8) Irwin, Richard
Box 157
Holberg, B.C.
V0N 1Z0

*Lot 2, Plan #2503, Sec. 21, Tp 41 (4.45 hectares), Assessment roll #15701.00, C.ofT. #E96028

9) Zielski, Gregory W.
McSorley, Suzanne E.
1031 Chamberlain Street
Victoria, B.C.
V8S 4C1

*Lot 4, Plan 2503, Sec. 21, Tp 41 (3.78 hectares), Assessment roll ##15702.000 (C.ofT. H46047)

10) Godby, Elsie G.
12028 95th Street
Edmonton, Alberta
G5G 1M7

*Lot 5, Plan 2503, Sec. 21, Tp 41 (3.82 hectares), Assessment roll #15703.000, C.ofT. #233493-I

11) Anglican Synod of Diocese of B.C.
912 Vancouver Street
Victoria, B.C.
V8V 3V7

*Pcl "A", C.ofT. #46506-I, Sec. 20-21, Tp 41 (2.42 hectares), Assessment roll #15694.020

12) Crown Federal
Dept. of Transport

*(Frac. sects 19, 29, & 30), Tp 43, Cape Scott Lighthouse and Fog Alarm Station (94.89 hectares), Assessment roll #15819.000

*Dist. Lot 97 Lighthouse and Fog Alarm Stn. Site (36.0 hectares) Assessment roll #14842.000

*Dist. Lot 1284 Lighthouse and Fog Alarm Stn. Reserve, Assessment roll #14898.000

*Navigational Light Land Reserve Dist. Lot 98, Sec. 14, Tp 44.

13) Crown Federal
Dept. of Indian and Northern Affairs

*I.R.2 (Indian Reserve) Dist. Lot 98, Sec. 14, Tp 44

*L.R.3 (Indian Reserve) Dist. Lot 1294, Tp 43

14) Elston, Richard E.
Elston, Marcella K.
Box 300, Route 11
Spokane, Washington
U.S.A.

*Dist. Lot #689 (63.5 hectares), Assessment roll #14881.000, C.ofT. D19689

15) M.M. Brooks

*Lot 1, of Section 23, Tsp 43, Rupert Dist, Plan 2691, 1.92 hectares C.of T.

*Navigational Light Land Reserve NW¼ of SW¼, Sec. 23, Tp 44

APPENDIX E

Cape Scott: Solitude and Sealions,
(Vancouver Sun, August, 1980)

Special to The Sun

CAPE SCOTT

UNTIL THIS YEAR, reaching this remote paradise meant driving 80 kilometres of washboard logging road or taking the expensive Kelsey Bay to Port McNeil ferry. But now the North Island Highway is open, providing continuous blacktop from Victoria to Port Hardy.

Only one stretch of gravel road remains between you and Cape Scott — the 65 kilometres or so from Port Hardy, through Holberg, to the San Josef Campground at the trail head. This campground, donated by Rayonier Canada Ltd., is almost reason enough to make the trip. Huge red cedars tower over the 14 well-spaced units along the meandering San Josef River.

The 37,000-acre Cape Scott Provincial Park, established in 1973, has 64 kilometres of rugged coastline including 23 km of scenic sandy beaches. And wildlife: elk, deer, bear, otter, cougar, wolves, waterfowl and seals and sea lions off the coast.

It's the only provincial park in B.C. that faces the Pacific Ocean and it looks much the same today as it did in 1786 when it was named after [illegible] merchant David Scott, who financed a trading expedition to the northern end of Vancouver Island.

Which part of the park you explore will depend on your hiking energy. Most people camp by the ocean, either at Nels Bight, 15 km and seven hours away, or San Josef Bay, eight km and two hours away. Note that walking times increase considerably in wet weather.

The most challenging option is also the most rewarding. With its fine, white sand, 2½ km length and source of drinking water, Nels Bight is the most magnificent of the park's beaches for camping. In addition, the trail to Nels Bight is interesting, especially the last leg. And once you're there, Cape Scott itself can be visited on a day hike. More on that later.

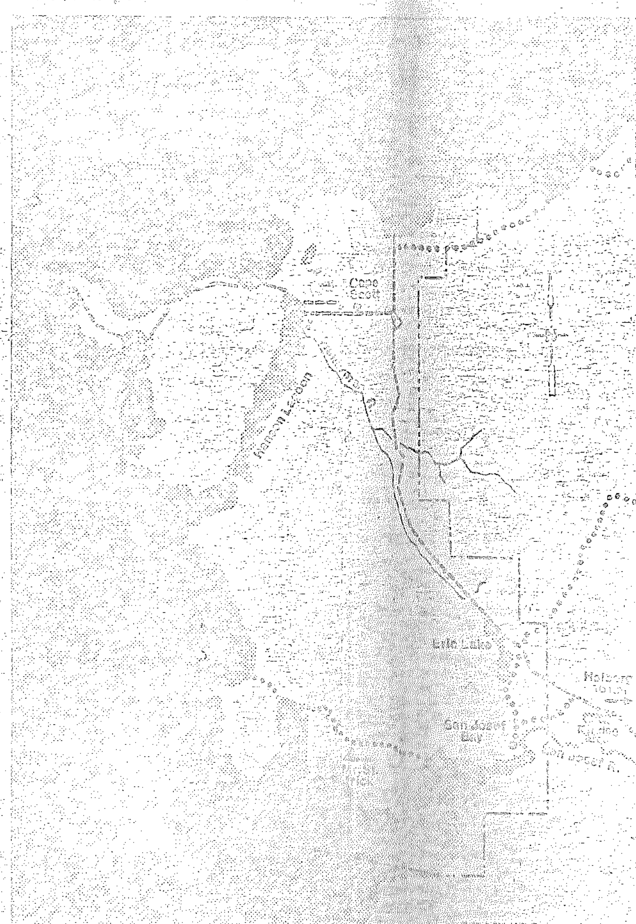
Those not interested in the long walk to Nels Bight can reap many of the same rewards with much less work. San Josef Bay offers a more sheltered sandy beach, caves to explore, and drinking water. You can get there either by following the main trail and taking the posted turn-off or by boat down the shallow San Josef River. Canoes, rubber rafts, and other self-propelled craft can easily manage the four km by following the tide in each direction. You might want to move on to the beach at Sea Otter Cove, but be advised that the 10 km trail climbs above the 1,000 foot level over Mount St. Patrick before winding back down again. The further hop, less than two kilometres, to Lowrie Bay is flat but marshy.

Hiking to Nels Bight is a long one-day or leisurely two-day trek. To make the trip in one day requires an early start, and this is best accomplished by spending the previous night at the campground at the trail head. Be prepared for rain — it can come at any time and last for days. Carrying high rubber boots is recommended. Even during [illegible]

ing hikers to leave the trail for a few metres and thrash through the bush. A long walking stick is indispensable — you can stick it in the surrounding [illegible] and retain your balance. It's also handy for pushing [illegible].

There are two areas en route to Nels Bight where you can camp [illegible] drinking water. The first is Eric Lake (although the sign says "Erie"), but if you're doing the hike in two stages, [illegible] River, just past the halfway mark. The water is [illegible], clean and deep enough to [illegible]. If the [illegible] spots at the river are occupied there's more camping space [illegible] further along the trail where [illegible] in a clearing on the right.

Just before the trail splits between the Nissen Bight and Nels Bight routes you'll see a path leading into the woods to the east. Make sure you explore this area. You'll find old [illegible], [illegible] and remnants of the settlement established here by the [illegible] at the turn of the century.



GRAPHICS: JIM CASEY

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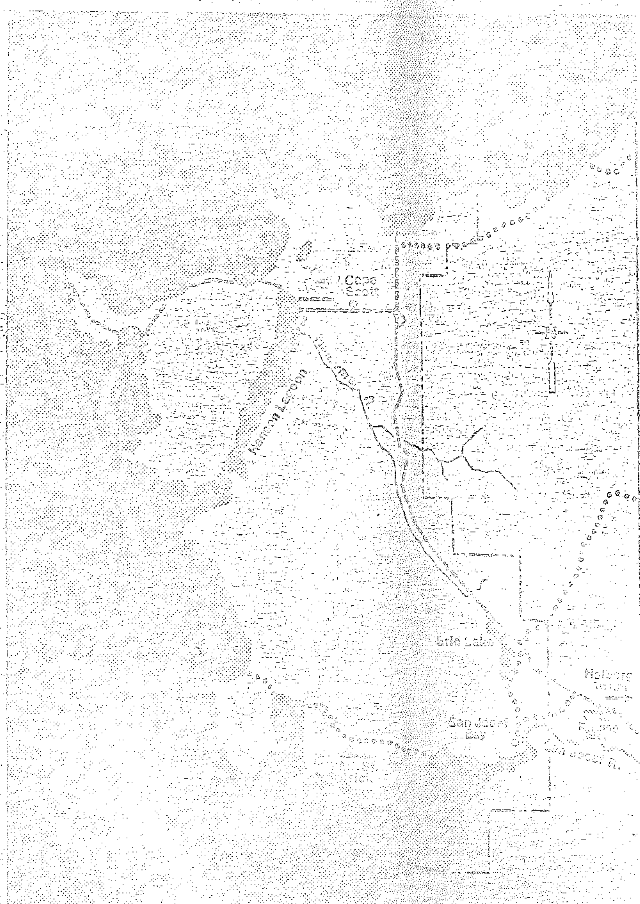
[illegible] ing hikers to leave the trail for a few metres and thrash through the bush. A long walking stick is indispensable — you can stick it in the surrounding mud and retain your balance. It's also handy for probing quagmires.

There are two areas en route to Nels Bight where you can camp near drinking water. The first is Eric Lake (although the sign says "Erie"), but if you're doing the hike in two stages, try Fisherman River, just past the halfway mark. The water is fast, [illegible], clean and deep enough to dunk in. If the few tent spots at the river are occupied, there's more camping space [illegible] minutes further along the trail where two huts sit in a [illegible] on the right.

Just before the trail splits between the Nissen Bight and Nels Bight routes you'll see a path leading into the woods to the east. Make sure you explore this area. You'll find old pot-bellied stoves, bathtubs and remnants of the settlement established here by the Danes at the turn of the century.



GRAPHICS: JIM CADSY

[illegible] ing the burial place of the young son of one Karl Christiansen. Christiansen was the school teacher of that early community of 90 settlers. This death, in [illegible], was testimony to the isolation of that community: the boy had only cut his foot, but infection spread, and the nearest medical help was [illegible] kilometres away, over impassable storm-tossed sea.

Soon after the turnoff toward Hanson Lagoon, the trail leads into vast fields of flowing grass. It was here that the Danes cleared and cultivated the land, diked, and raised cattle. Hanson, fishing out of Seattle, explored the lagoon region in [illegible] and decided it was the place he'd been seeking to start a colony. (Bird watchers note: the lagoon is a major stopping place for a variety of waterfowl.)

As the trail leaves the fields it parallels the remains of the dike built by the colony in [illegible]. This dike, their first big project, was [illegible] metres long and boasted [illegible]-metre-high floodgates. The night it was completed a freak storm levelled it, and it was six years later before a new, better, and higher replacement was completed.

Other than the unrelenting bad weather, the factor that doomed the settlement was the inability of its members to get their products to market. Because the B.C. government never built a promised road, the settlers had to resort to infrequent steamer transport.

A good example of this transportation problem was the predicament with cattle. Because the coast proved unsuitable for docking facilities, cattle had to be lowered from ships in slings and coaxed to swim ashore. It proved impossible to get the cattle to swim out to ships, however, thereby scuttling any hope of moving fresh meat to market, as refrigeration was unavailable.

The last straw came in 1907 when the Canadian Pacific Navigation Co. ended its monthly steamer service to Fisherman's Bay and the B.C. government put the land up for sale. Some of the families left for the head of the nearby inlet and started a town named after the Danish literary figure Holberg.

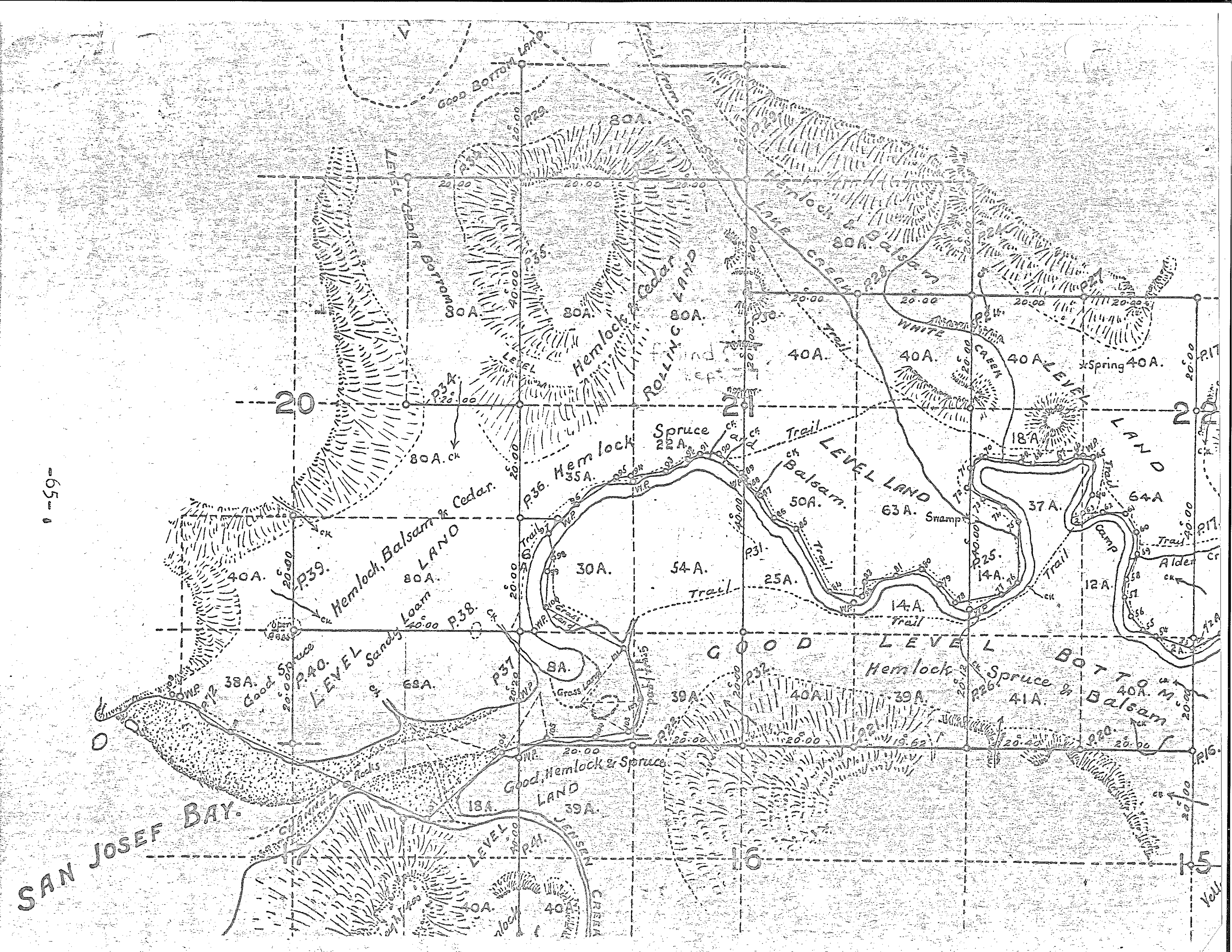
From Hanson Lagoon, a short walk through the wood brings you to Nels Bight. A collapsible water container will free you to camp anywhere you choose, rather than at the creek mouth, which can get crowded. If you yearn for the sight of a wilderness beach devoid of signs of man, walk over to nearby Experiment Bight or Guise Bay.

When you set off on your day trip to Cape Scott note that the trail crosses over to the south side of the peninsula, requiring an (unposted) right turn at Guise Bay. Just before reaching the lighthouse there's a fork in the road — and it is a road from here on as supplies are driven up from a nearby beach — stay left and sign the visitors' book just round the bend. Go past the lighthouse, through the red gate, and a long staircase will take you down to a magnificent suspension bridge which leads to the oversize foghorn. Sea lions often sun themselves off this point.

Back "home" at Nels Bight you can sit around the campfire and talk over the day's adventure. And don't be surprised if, while you're washing your dishes in the surf, curious seals pop up to observe you. They do it all the time.

APPENDIX F

Copy of Original Land Survey at San Josef Bay


SAN JOSEF BAY.
GOOD BOTTOM LAND
LEVEL CEDAR BOTTOMS
Hemlock & Cedar
ROLLING LAND
LAKE CREEK
Hemlock & Balsam
WHITE CREEK
LEVEL LAND
Hemlock Spruce
Balsam
Hemlock, Balsam & Cedar.
LAND
LEVEL Sandy Loam
Good Spruce
GOOD LEVEL BOTTOM.
Hemlock Spruce & Balsam
Good, Hemlock & Spruce
LEVEL LAND
JEMSEN CREEK
Alder Cr
Camp
Trail
Swamp
Spring
Grass Land
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