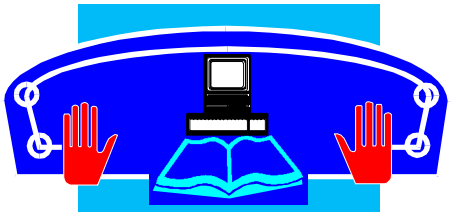

Cambridge Bay Historic Area - Planning & Design

Date of Report: 1991

Author: Eda Collaborative Inc.

Catalogue Number: 11-30-14

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11-30-14

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Landscape Architecture
Urban Design
Environmental Planning

6 June 1991
Ref: E91008

Mr. Joe Ohokannoak
Regional Tourism Officer
Economic Development and Tourism
Cambridge Bay, NWT
X0E 0C0

Dear Joe:

RE: HISTORIC PARK PLAN
CAMBRIDGE BAY, NWT

We are pleased to submit herein our recommendations for the development of an Historic Park in Cambridge Bay. We have enjoyed the opportunity of developing our initial concepts, outlined in the *Tourism and Park Plan* report of 1988, into a detailed master plan. This study focuses on the proposed physical improvements for the park, an interpretive program that tells the historic story behind the park, and a work organization management plan for its implementation.

The challenge of this project was the creation of an Historic Park when few physical features remain. Much of this plans success will depend on the interpretive program to carry the message. Extensive use of interpretive signs/displays, printed guides, and replica models, and photos in the visitor centre will help visitors and residents alike, appreciate the significant heritage of this community.

Our study team has truly enjoyed working with the community to develop this park plan. We look forward to its implementation.

Respectfully submitted,

EDA Collaborative Inc.

Ted Muller, B.L.A., C.S.L.A.
Principal

TM:ljj

Enclosure

ACKNOWLEDGEMENTS

We wish to acknowledge the invaluable assistance provided to the Consultant Team during the study and to thank the following individuals:

Economic Development and Tourism, G.N.W.T.
Joe Ohokannoak
Robin Reilly
Margaret Ferguson
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Public Works and Highways, G.N.W.T.
Pieter Van Lindenberg

Northern Heritage Centre, G.N.W.T.
Margaret Bertulli
Richard Valpy

Arctic Coast Tourist Association
Bob Aknavigak

Hamlet of Cambridge Bay
Wilfred Wilcox
Charlie Evalik

Vital Grandin Mission, St. Albert
Father Lemer

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Lorraine Jean
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TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 Background

This Historic Area Master Plan is a further examination of the proposed Historic Area identified in the Cambridge Bay, Tourism and Parks Plan completed in 1988. That study recommended a development program based on several Master Plan components including:

1. the Old Stone Church
2. the Baymaud
3. the Eagle
4. the Old Town Site and
5. the Thule/Inuit sites

In February 1991, the Department of Economic Development and Tourism retained EDA Collaborative Inc. to prepare the Historic Area Master Plan.

1.2 Purpose and Scope of Study

In addition to the several development opportunities identified in the 1988 study, this study was to examine both their physical development program and overall framework for interpretation and ongoing maintenance and operations. The study objectives clearly stated the final plans intent;

1. To develop an area of historical interest for visitors to the community, thereby providing an interesting activity that would increase the enjoyment of their visit;

2. To use those existing features and buildings in the community to draw attention to the history they represent, thereby increasing the awareness and understanding of the historical significance of the community.

The final Master Plan provides a framework in which the detailed program for each opportunity is identified. The result is a strategy for implementation of an overall Historic Area program.

1.3 Study Process

The study process included three main phases of work. First, the collection of background data and interviews with community and government representatives. Second, the identification and testing of development options and finally, the formulation of the final plan and implementation strategy.

1.4 Regional Context

Located on Victoria Island, one of the Arctic archipelago, and situated 350 kilometres north of the Arctic Circle, Cambridge Bay is indeed an Arctic community. As the administrative service centre in the Kitikmeot Region of the Government of the Northwest Territories, it is responsible for 3,705 people of 7.3% of the total population of the N.W.T.

As the gateway to the Kitikmeot Region (also referred to as the Arctic Coast), Cambridge Bay is the starting point for fishing, hiking, birdwatching or other naturalist activities. The varied and fascinating history of the

area from the migration of the Paleo-eskimo from Asia into the Canadian Arctic to the modern age is represented to some degree in Cambridge Bay. Archaeological excavations attest to the presence of people here well before European contact, possibly as early as 1000 A.D. European contact occurred during the 1800's. Efforts to discover the Northwest Passage and/or locate the lost Franklin expedition brought much activity to the area. Although the Hudson's Bay Company established a trading post here in 1921, there was no significant year-round population until the 1940's. During the 1930's, the population would occasionally reach 20 when the area, of St. Roch wintered at Cambridge bay. Military interest in the area, first for the long range navigation (LORAN) system, then the Distant Early Warning (DEW) line system brought wage employment to the area. This encouraged permanent settlement so that by 1954 there were well over 300 people in the community. In 1966 the population was 413, by 1987 it had reached 1002.

Across the bay from the present town site, the original town site has many features both old and new. The stone church, built in 1954 by Oblate missionaries, attests to the endurance of stone but the dwindling influence of the Roman Catholic religion in the Arctic. The remains of Roald Amundsen's three masted schooner, the Maud, designed for polar research, can be seen close to the shore, where it sank in 1930. Another ship, the Eagle, rests on the beach to the south where it was left after being towed from Tuktoyaktuk in 1954.

The Loran Tower, a 195 metre high navigation beacon and landmark for local travellers, marks the more modern period of the community. The precursor to the DEW line system, the construction of this beacon established Cambridge Bay as a permanent community. The four wind generators, located to the north of the beacon, are a recent attempt (1988) by Northern Canada Power Commission to harness the ever present Arctic wind.[1]

1.5 Detailed Documentation

Detailed research information, specific to the various study components, may be found in the complete technical report binder. This includes information on:

a) the Roman Catholic Stone Church
b) the Baymaud
c) the LORAN Beacon
d) the wind turbines
e) the Old Town
f) area archaeology
g) the Aklavik
h) miscellaneous

Original historic photos from the National Air photo library in Ottawa and the H.B.C. Archives in Winnipeg are attached with one copy of the technical report.

[1]Tourism and Parks Plan, Cambridge Bay, EDA Collaborative Inc., 1988

2.0 HISTORIC FEATURES AND CONDITION

2.1 Old Stone Church

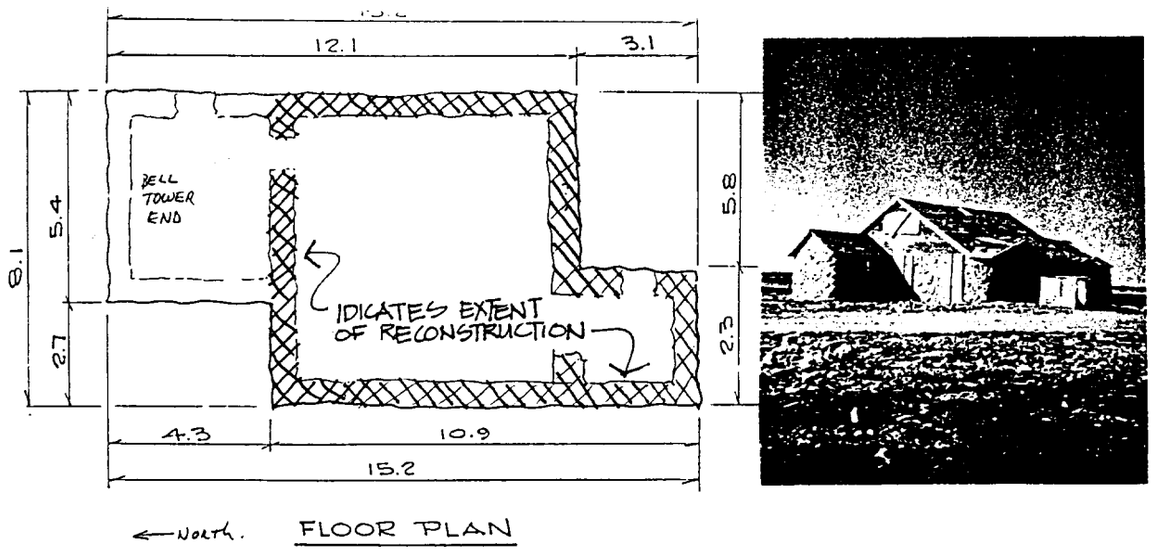
As early as 1937, the Oblates of Mary Immaculate (A Roman Catholic order devoted to preaching the gospel to the poor) were looking to Victoria Island as a place to establish a mission. However, it wasn't until 1953 that any concrete action took place. On June 1 of that year Fathers Lemer, Steinman, and Menez began the construction of a stone church based upon the construction methods Father Henry had used in building a similar mission church in Pelly Bay.

The Cambridge Bay church was inaugurated on September 10, 1954, at which time about 300 Inuit lived in the community. The mission officially started with nine Catholics on September 12, 1954. Shortly after completion of the church, Father Steinman was assigned to a new location. Much of the wood used in the church was taken from a mission which had been established on the Burnside River. The framing and roofing, completed by Father Steinman, used all of the transported lumber plus other material found at Cambridge Bay. The stone walls were two and a half feet thigh sealed with a mixture of seal oil and sand.

Other features of the church include a bell purchased from the C.P.R. at Hay River in 1954. The following summer, a statue of Our Lady of Fatima arrived for the mission. It was donated by a lawyer from Madrid, Spain.[2]

This stone structure is a major landmark in the community and last visible evidence of the old town settlement. The communities desire to stabilize the failing structure include two relatively recent reconstruction efforts. The first, in the mid 1980's, included new asphalt shingles, the reconstruction of the bell tower, grouting of loosened stonework, a new door and windows. The second, was a much more ambitious undertaking during the fall of 1988. During this reconstruction program, approximately 70% of the structure's stone walls were rebuilt, using a high strength grout. In the interest of safety, the bell tower was demolished and is presently awaiting reconstruction.

The following plan and photos indicates the extent of reconstruction and existing visual condition.



[2]Tourism and Parks Plan, Cambridge Bay, EDA Collaborative Inc., 1988

2.2 Baymaud

The three masted, 386 tonne schooner was built in Christiania Norway in 1917 for Roald Amundsen. Named the "Maud", after the Queen of Norway, the ship was specially constructed to ride over ice as it travelled in Arctic waters. The ship was equipped with a 240 horsepower Bolinder semi-diesel engine able to induce speeds of 7 knots.

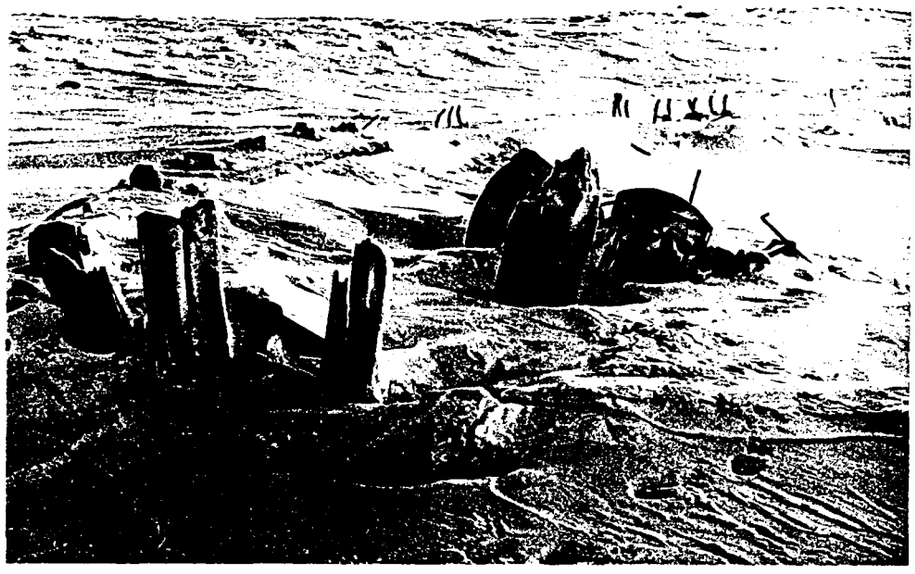
Amundsen planned to drift across the North Pole over a three year period while trapped in the polar ice pack. The journey would allow collection of valuable scientific data. However, due to unforseen delays, the expedition did not get underway until 1922. The farthest north it reached was 86°N latitude.

In 1925, the ship sailed to Seattle, Washington where it was sold to the Hudson's Bay Company. In June 1926, the renamed "Baymaud" took supplies north to Herschel and Baillie Islands. Bernard Harbour, Tree River and the Kent Peninsula. The following year it was moved to Cambridge Bay where the Hudson's Bay Company was reopening a trading post.

From that time on, the ship was moored in Cambridge Bay where it was used as a floating warehouse, machine ship, and wireless station. It provided the first regular winter weather reports by radio from Canada's arctic coast. In 1930, a leak at the propeller shaft developed and the ship sank.

The magazine (or warehouse) for the Hudson's Bay Company was built from timbers removed from the Baymaud by L.A. Learmonth in 1933. Local people also scavenged material from the partially submerged wreck for homes.[3]

The Baymaud ship wreck still rests, barely submerged, where it sank in 1930. Although the wreck does not present much of a visual impression from the adjacent shore, it remains relatively intact beneath the surface. Local divers (Randy Bergen) indicate that the wreck moves up and down with the ice pack and appears to be in generally good condition.



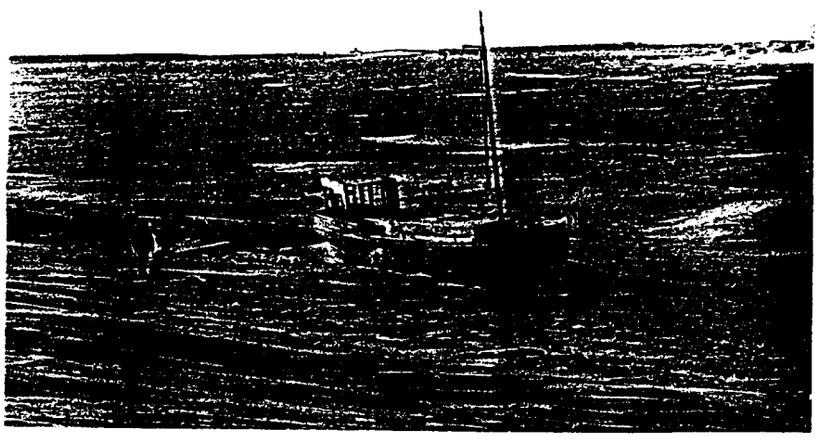
[3]Tourism and Parks Plan, Cambridge Bay, EDA Collaborative Inc., 1988

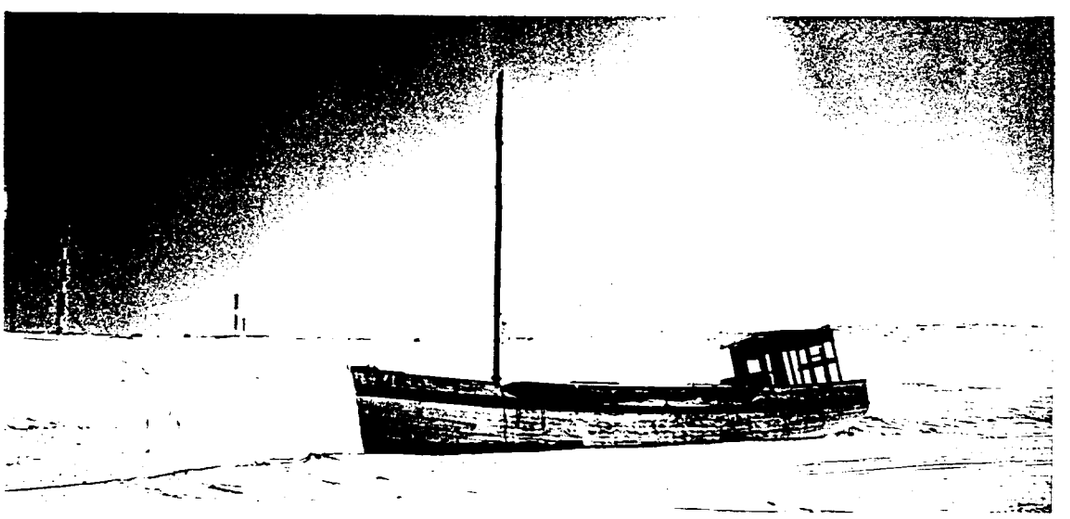
2.3 The Eagle

In 1954, Father Steinman, one of the Oblate missionaries involved in the construction of the stone church, purchased a longliner from Johnny Norberg of Tuktoyaktuk. The longliner had operated as a supply vessel in the Western Arctic. Norberg, served with the Hudson's Bay Company on many ships including the Nechilik.

The longliner "the Eagle" was towed from Tuktoyaktuk to Cambridge Bay, but leaked all the way. Since Steinman was the only priest knowledgeable about boats, repairing the ship would be his concern. However, he was stationed elsewhere in 1954. The Eagle was left on the beach just south of the stone church and has remained there ever since.[4]

Today the ship remains intact although all of the rigging and most of the upper deck have been removed.





[4]Tourism and Parks Plan, Cambridge Bay, EDA Collaborative Inc., 1988.

2.4 Old Town Site

The old town site is assumed to be that area of the historic park which experienced the first development of permanent year round homes. Such permanent settlement did not occur in the area of Cambridge Bay until the arrival of whitemen from the south.

Although the Hudson's Bay Company established a post on the opposite shore (western) to the historic area in 1921, settlement did not occur immediately. The HBC hoped to trade for Arctic or White Fox pelts with the Copper Inuit who came to the area to harvest wildlife, including Arctic char, on a seasonal basis.

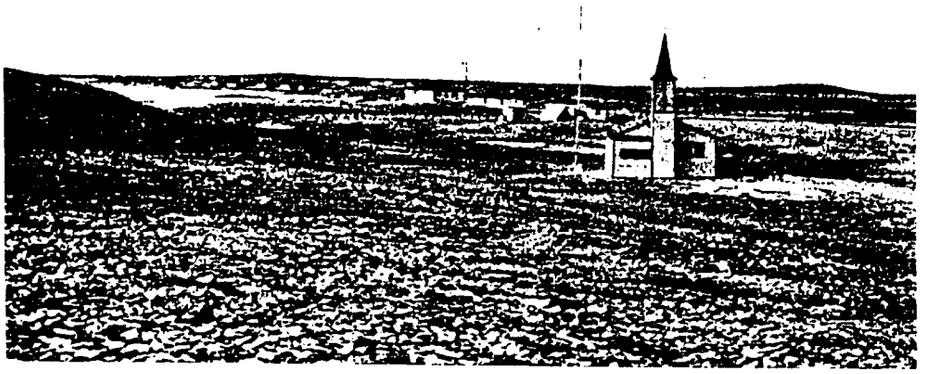
The RCMP established a detachment within the historic area directly across from the current float plane base in 1926. The old library building is that original detachment structure. By 1929 the Canalaska Trading Company, a rival of the HBC established a post just north of the Hudson's Bay post. The rival was purchased by the HBC in 1939.

It wasn't until 1947, with the construction of the Loran (long range navigation) beacon, that Inuit began settling in the old town site. The 195 metre tower built by the United States armed forces employed about 20 Inuit during construction. They established the old town, building their houses out of scrap lumber scavenged from packing cases and left over lumber from the beacon construction. Once construction was completed, however the local population of over 100 Inuit quickly dwindled to 3 or 4 families clustered around the RCMP post and the Anglican St. George's Mission. By 1951, the Loran beacon had become outdated. The federal Ministry of Transport took over the site and operated it as a weather station and radio communication facility.

In 1955, construction began for the Distant Early Warning System (DEW line) west of the current community location. At peak construction, about 200 Inuit were employed. The fact that construction was occurring further west helped shift the community centre to the opposite shore from the historic area. To all intents and purposes, the old town was just a memory. The oblates established their mission at the site of the old stone church but were never able to boat or a strong following. Even their efforts could not provide a "civic centre".

The exact location and extent of the old town site is difficult to pinpoint. The main boundaries of the old town can be set by the stone church to the west, at the access roadway to the south, and the shoreline of the bay to the north. The eastern boundary is set at that point where the roadway and shoreline almost meet.[5]

Today the Old Town appears as it might have prior building construction. The steeply rolling shoreline of the bay has only old roadways and paths to remind one of its earlier habitation. The only remaining structures are the stone church, Eagle, Loran tower, and Baymaud wreck.



The settlement of Cambridge Bay, Victoria Island. In foreground, unoccupied Anglican mission; centre, R.C.M.P. barracks; in distance, H. B. Company trading post and Eskimo tents.

J. L. Robinson

[5]Tourism and Parks Plan, Cambridge Bay, EDA Collaborative Inc., 1988.

2.5 Thule/Inuit Sites

Bill Taylor, an archaeologist with Archaeological Survey of Canada, and Margaret Bertulli, the Arctic Archaeologist with the Northern Heritage Centre, have conducted archaeological investigations along the west shore of Freshwater Creek to the east of the historic area. To date their have been eight archaeological sites identified along the Freshwater Creek and assigned Borden numbers. The evidence supports the belief that the area near Freshwater Creek was used for an extensive period of time, perhaps hundreds of years, by ancestors of today's Inuit. Large summer gatherings occurred here well into historical times. The prehistoric Eskimos and more recently the Copper Eskimos obtained much Arctic char from the stream as well as seal, waterfowl, and caribou from the immediate surroundings.

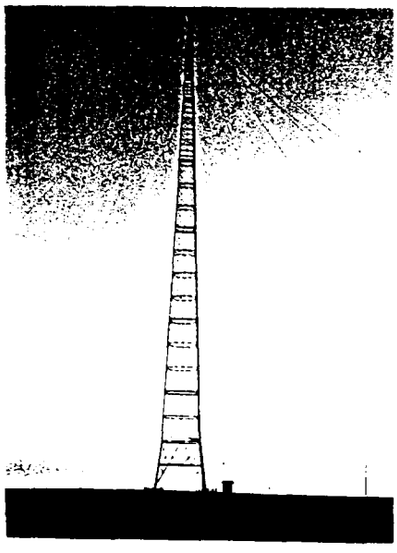
The establishment of a Historic Park, centered on the old town, will necessitate an archaeological survey be completed prior any construction.

2.6 Loran Beacon

The 189 metre (620 foot) high red and white tower, know as the LORAN Beacon, was constructed in 1947 - 48. Built as a long range navigational beacon, the system was used to guide aircraft in an area where traditional systems of navigation are useless. It's construction marked the transition from a small trading post to a community of over 100 people by construction completion. At the time of construction, few permanent structures existed in the community. The HBC storehouse was located close to where the existing Bay store is. Across a small inlet, the Canalaska Trading Company warehouse stood (it had been purchased by the HBC in 1939). On the tower side, the RCMP post and Anglican Mission, St. Georges Church stood. Four Inuit families were also located in the Old town at this time.

The Dominion Bridge steel workers who were brought in to construct the tower, were housed in quonset huts erected close to the tower construction site. The construction of the tower involved excavation of 3 metre (10 foot) deep footings and 20 steel framed tower sections.

Today the tower has become a settlement landmark and is still maintained by the D.O.T. through the Airport Manager. The tower is energized and therefore requires fencing to be maintained around it. A local power source, installed during the original construction, still provides power and is maintained on a regular basis. The first power generator in the community, later became one of the primary reasons that the stone church was built so close to the tower, thereby gaining easy access to power. Some concern has been expressed about the structural integrity of this 40 year old structure.



2.7 The Aklavik

The Aklavik was a motor schooner built of Douglas Fir in 1923. Built in Vancouver by George Askew, the ship weighed 30.5 tonnes, was 17.7 metres long and when empty could travel at 7.5 knots.

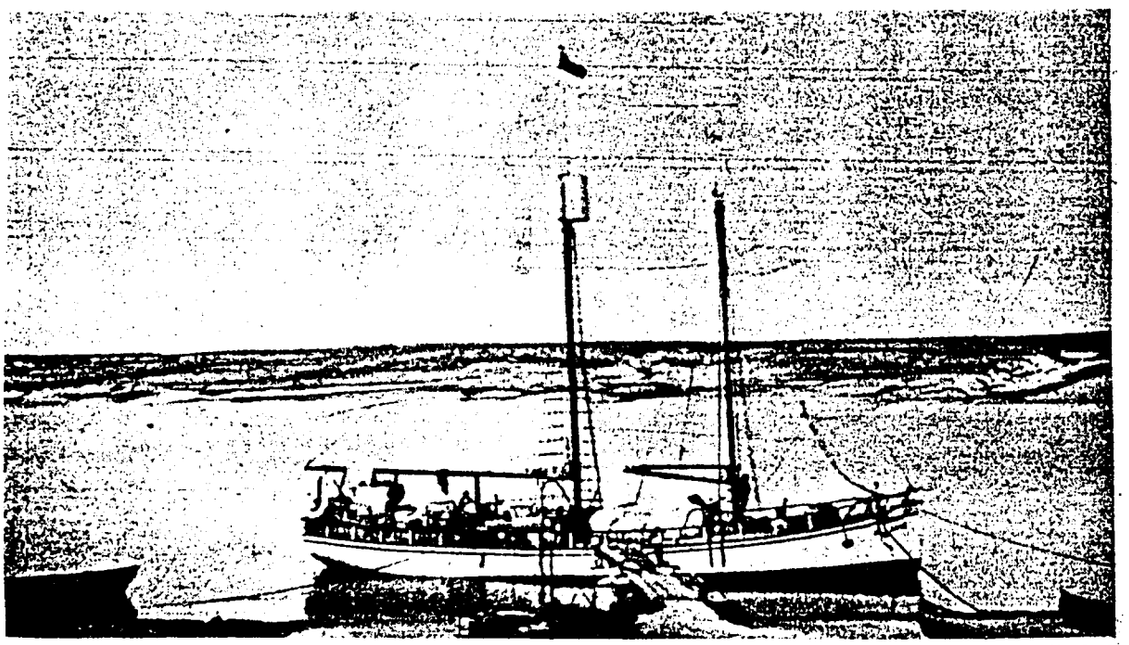
In 1931, Scotty Gall was hired as the engineer for the Hudson's Bay Company boat. From 1932 to 1938, the ship operated in the area between Bernard Harbour and Fort Ross. On September 14, 1937, the Aklavik, having travelled from Cambridge Bay, met the Nascopie out of Montreal at Fort Ross. This was a new post being established by the H.B.C. This meeting of sips marked the first successful freighting of goods by way of the Northwest Passage. The crew of the Aklavik included Scotty Gall as master, Patsy Klengenberg as engineer, and pilot and trader J.R. Ford.

The ship wintered in the Bellot Strait near Fort Ross with Patsy Klengenberg operating it. Gall had returned to Cambridge Bay to work at the Hudson's Bay Company post.

In April 1942, Patsy Klengenberg purchased the Aklavik from the HBC for $1.00. In preparation for a trip to Gjoa Haven on August 15, 1946, Klengenberg apparently ignited some engine oil while trying to start the engine. A fire started, followed by an explosion. The ship sank, Patsy was killed and his adopted son badly burned.

Perhaps the fate of the ship had been predetermined as it had a history of sinking. It sank in Bernard Harbour in 1930, was salvaged and sank again eight years later in Three Rivers Bay where it was also "rescued".[6]

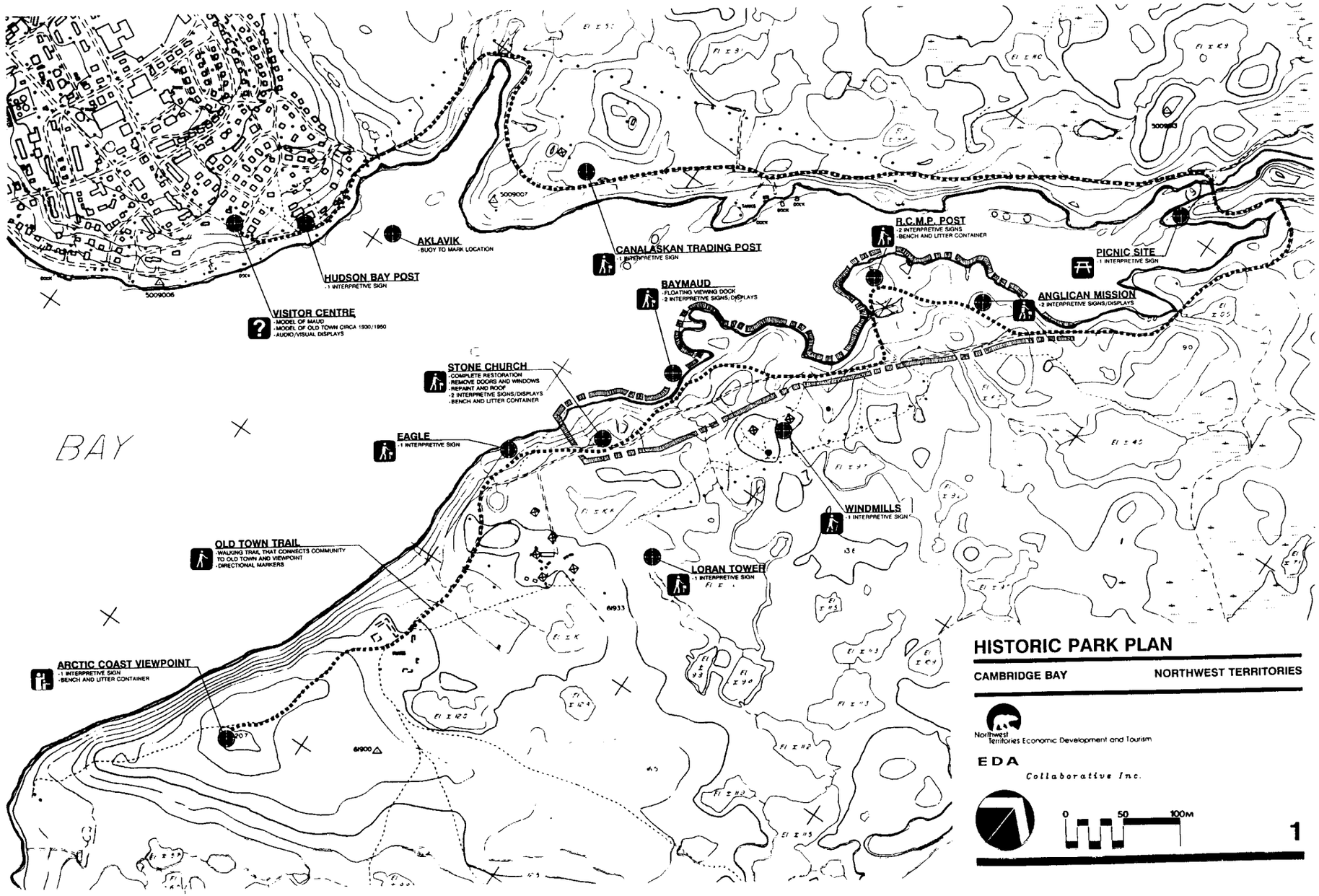
The ship now rests, in shallow water, close to the Bay store. Apparently it is visible through clear ice.



Phot. E. J. Gall

The "Aklavik" at Gjöa Haven, King William Island

[6]Tourism and Parks Plan, Cambridge Bay, EDA Collaborative Inc., 1988.



HISTORIC PARK PLAN

CAMBRIDGE BAY — **NORTHWEST TERRITORIES**

Northwest Territories Economic Development and Tourism

EDA Collaborative Inc.

1

2.8 Other Features/Events

In addition to the previous historic site features, a number of other, less significant feature and or events have contributed to the history of Cambridge Bay. These include both special events or occasions and more recent structures worthy of interpretation.

Wind Farm

As Canada's first commercial wind farm and first one to be tested in the world under Arctic conditions, the four wind turbines provides additional power to the usual diesel generated power grid. Commissioned in 1988, the 25 metre (82 foot) high steel towers present a unique contrast between the historic park area and high technology. The story of their development and use in remote communities would be of interest to most visiting the historic park.

The DEW Line Station

Approved as a joint U.S./Canadian defence measure in 1953, the actual construction of the Distant Early Warning (DEW) line system began during the summer of 1955. This monumental construction program saw the construction of a sector headquarters for 12 sites at Cambridge Bay. Completed in 1957, the Cambridge Bay site developed into a major transportation and supply centre for all the DEW line sites in the region. The Northern Construction Company, the group responsible for construction of the Cambridge Bay sector both employed local Inuit labour and assisted them in the construction of small houses from scrap lumber and insulating paper. With the construction of the DEW line station, the focus for the community shifted from the old town to its present location.

Exercise Musk-Ox

This exercise, staged in 1946, was conducted jointly by the Canadian Army and Royal Canadian Air Force. It involved the driving of armoured snowmobiles 3000 miles, without roads, across the Arctic and sub-Arctic in less than 2 1/2 months. Starting in Churchill on February 14, 1946 it headed north to Cambridge Bay and arrived their by mid March. At Cambridge Bay the expedition found the RCMP supply ship St. Roch, wintering fast in the ice. After a week long halt the exercise headed south and west to Coppermine then south to Fort Norman, Fort Nelson, and finally Grande Prairie. The following map indicates the route followed.

C-124 Globemaster

"Ol'Shakey" the affectionate name given the USAF C-124 Globemaster aircraft were used extensively for heavy cargo during the construction of the DEW line system. On April 2, 1957, aircraft number 51-5176, of the 53rd Troop Carrier Squadron, Donaldson Air Force Base South Carolina, landed short and hit a sharp bump. The big transport immediately shed both wings and the fuselage continued down the runway. All eight crew members walked away and the cargo of fuel tender and a six by six truck, were delivered safely. The damaged plane was apparently pushed off the end of the runway into deep water and still remains to this day as a curious dive for local divers.

3.0 DEVELOPMENT STRATEGY

3.1 Project Identification

The proposed Historic Park Plan involves three main elements; the physical improvements to the historic features, the interpretive program including its messages and media, and finally the operations and maintenance implications of the proposed plan. A summary of each element's components follows:

Physical Improvements

Although a large number of the historic features identified previously are important in the history of Cambridge Bay only certain features are recommended for actual physical upgrading. These include the completion of the stone church reconstruction, walking trail definition, seating construction, and floating dock construction. Other physical improvements are considered part of the interpretive programming.

Interpretive Program

Included in the interpretive program are several related elements. First, an overall theme is proposed as business. Several subthemes have also been proposed. Media suggestions include exhibit displays, interpretive signs, related interpretive guides or brochures, scale models, and audio visual presentation material for the new visitor centre. The plan identifies the specific interpretive features, story line, cost, and phasing.

Operations and Maintenance

With the establishment of an Historic Park and its related improvements in Cambridge Bay, there is a need to maintain the capital investment. This would include a seasonal maintenance position, responsible for both the Visitor Centre and Historic Park initially. As other Tourism and Parks facilities (Mt. Pelly Park) are developed in Cambridge Bay, a park's officer position may be required. The plan identifies operations and maintenance tasks, estimated costs, and phasing.

3.2 Historic Park Designation

The actual park area was originally identified in the 1988 Tourism and Parks Plan. The specific location of the historic area corresponds quite closely to the area designated as an historic area in the draft community plan. More specifically, the historic area abuts the eastern shore of the arm of Cambridge Bay (the water feature) into which Freshwater Creek immediately drains. The property controlled by Ministry of Transport, Government of Canada, on which Loran Tower is located, would form the southern boundary. The access road to the east acts as the eastern boundary. To the north, the site would extend as far as a line parallel with the southern end of the new community cemetery which is located on the opposite shore. The shoreline of the bay would serve as the western boundary.

As recognized, this boundary has been partially designated in the community plan of 1986 - 2006 and passed by resolution in council. It is suggested that the expanded boundary also be approved by council and designated an historic park according to Territorial Park Regulations. The Minister of Economic Development and Tourism can establish such a class of park without consent of the Legislative Assembly.

Although the various ship wrecks fall outside the park boundary, they are included under international Marine Laws and therefore safeguarded.

The idea of a much larger park designation was discussed with the community during the interim report phase. This larger park area would have included the proposed park boundary as well as a corridor of land following the Freshwater Creek to Greiner Lake. The potential for additional archaeological sites prompted the discussion and it was decided that a larger park boundary be reconsidered after the archaeological survey scheduled for completion this summer (1991).

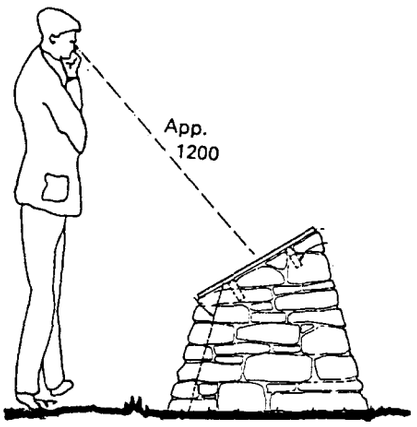
3.3 Historic Park Plan Elements

The following summary highlights the proposed upgrading recommended for each of the historic features. The Historic Park Plan is shown on the attached illustration.

Stone Church

Although the stone church may not be considered "historic" by many (circa 1955) it's importance beyond the historical connotation is considerable in the community. Together with the Loran tower, which predates the church by several years, these elements are the only surviving structures of the "Old Town". Their symbolism is not only important as major landmarks in the community, but also an historic/cultural link with the new communities past. The recognition of this structures significance in the communities mind explains the numerous reconstruction attempts and ongoing maintenance desire. As it now exists the partially reconstructed church is both unsafe and historically inaccurate. Given its status in the community, it is highly recommended that its reconstruction be completed (approximately 70% to complete). Once complete, a minimum level of maintenance is anticipated with the exposed approach to its future existence (no door or windows).

- complete remaining reconstruction program (bell tower room)
- remove all doors and windows from structure to reduce operations and maintenance concerns
- paint exterior wood siding and eaves to match original construction (white siding and dark green trim)
- remove any remaining interior wooden partitions or insulation walls
- remove asphalt shingles and replace with rolled asphalt roofing, dark green to match original church photos
- interpretive exhibit displays and signage

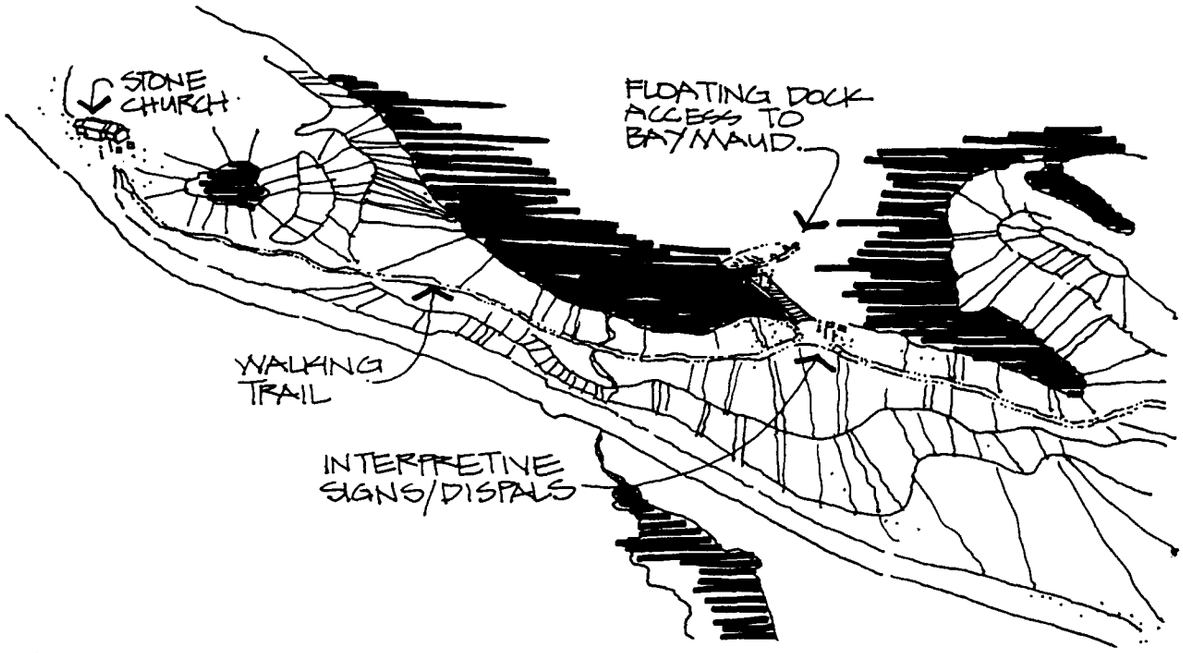


TYPICAL INTERPRETIVE SIGN BASE TO MATCH CHURCH STONE WORK.

Baymaud

The Maud or Baymaud dates to the earliest settlement of the old town and provides an excellent element for interpretation both of its own significance and in a large context, with the Historic Park.

•provide a floating dock for viewing access of the ship wreck
•interpretive signage and exhibit display on the shore



The Eagle

Much like the stone church, the Eagle maintains a strong landmark status within the community and simple reconstruction and related interpretation of the importance of boats in Cambridge Bay's early days can be told here.

•reconstruct upper deck area (wheel house) and paint entire boat
•provide interpretive signage

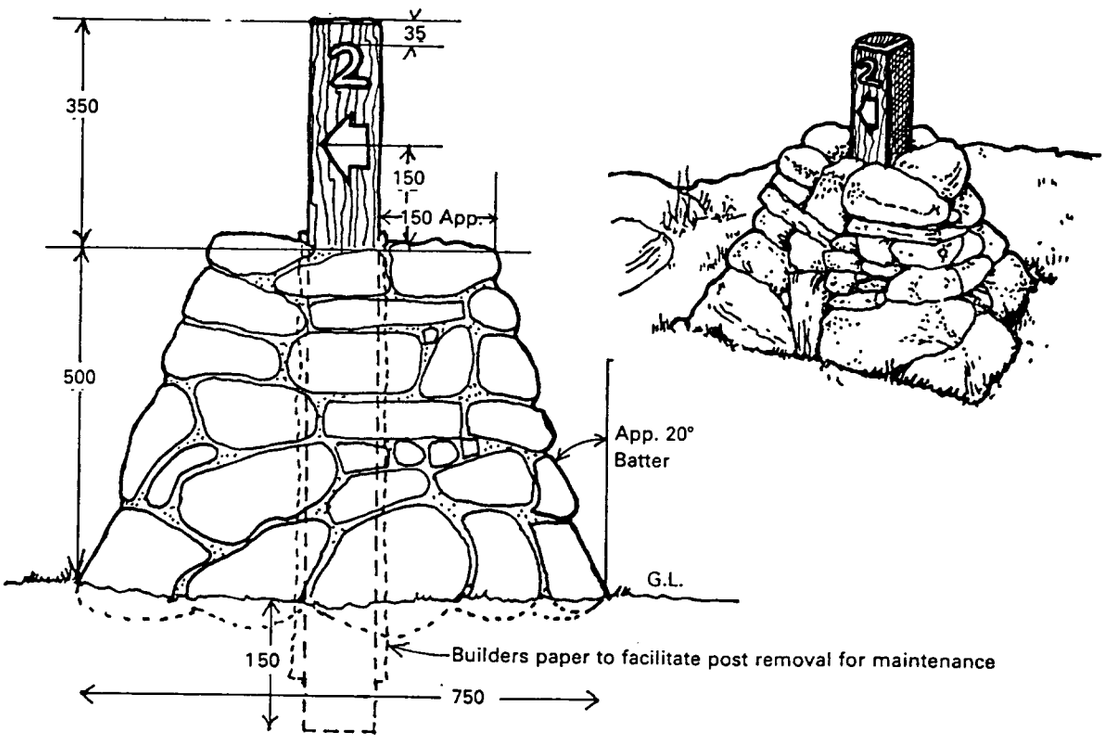
Old Town

Although no structures other than the Loran Tower and church remain to remind visitors of the Old Town location, old photographs and onsite interpretive signage and displays can tell the story.

•recognition of the original RCMP Post site with interpretive signage
•recognition of the original St. George's Church site with an interpretive display
•recognition of the original town site area with historic air photos and interpretive signage
•construction of a walking trail between the various interpretive stations, a viewpoint of the Arctic Coast and self-guiding connection to the present townsite
•recognition of the Loran Tower and recent windmills with interpretive signage

Other Historical Features/Events

•provide information on other features/events as part of an interpretive guide to the community
•provide background information as part of a resource file held at the visitor centre
•provide interpretive signage at the picnic site at the mouth of the Freshwater Creek



3.4 Development Phasing

The development of an Historic park at Cambridge Bay involves several different components and plan elements. Although several components can be implemented together, all require funding approval, refined project definitions, and detail design/tender documentation prior construction. Section five; implementation identifies, in detail, the various elements of the plan and their timing.

A summary of the development phasing, by year, follows:

Year 1 (April 1991 - March 1992)

•complete archaeological assessment
•detail design and tender preparation for the stone church reconstruction, walking trail, docking, trail markers, and interpretive signage
•prepare visitor centre display plan
•secure blueprints of Maud for model construction and construct models
•issue tenders for summer 1992 capital works program
•publish Walking Tour of Cambridge Bay brochure

Year 2 (April 1992 - March 1993)

•construction of stone church, floating dock, walking trail, trail markers, and phase one interpretive signage/displays
•furnish visitor centre with local interpretive elements and displays as defined in display plan
•re-assess park boundary and development based on completed archaeological assessment.
•publish Walking Tour of Historic Park brochure and general Walking Tour of Cambridge Bay

Year 3 (April 1993 - March 1994)

•installation of second phase interpretive signage
•video development
•publish Boats of Cambridge Bay brochure

3.5 Operations and Maintenance Considerations

As directed in the terms of reference, a minimum development program is proposed for the new Historic Park, that relies heavily on self interpretation and a phased approach to development. Few new facilities will be constructed other than the interpretive signs/displays and final reconstruction of the stone church. These facilities would be designed as "target hardened" solutions to vandalism and longterm maintenance.

Operations Requirements

Given the low level of development proposed and the strong links the Historic Park will have with the existing visitor centre, it is proposed that the responsibilities of the visitor centre manager be expanded to include those operational requirements for the park. This would include its introduction and interpretation to visitors, security surveillance, administration, and daily maintenance checks during the summer season. Once the Mt. Pelly Park is developed, a re-examination of the operational requirements should be evaluated and consideration given to the creation of a seasonal park officer position to manage all ED&T park sites in the community.

Maintenance Requirements

Seasonal and daily maintenance requirements are minimal, relating primarily to garbage collection, repainting, minor repairs and trail maintenance. Because the maintenance chores are minimal, a small local community contract should be let for the work. Once again, when Mt. Pelly Park is developed, this contract position would be reviewed for possible inclusion in a park officers position.

Estimated costs for operations and maintenance are included in the Implementation section of this report.

4.0 INTERPRETIVE PLAN

4.1 The Interpretive Perspective

The historic park is a big outdoor exhibit. The site itself and the "elements" (e.g. the church, the Maud) are the exhibit objects. Elements outside the actual boundary, but that are easily seen from the park (e.g. the Loran tower, the windmills) also act as exhibit objects or frames to the exhibit.

A lot of elements are in or near the park. The first priority is to work with those elements. Manufactured objects should only be used, if at all, when we can work effectively with what the site has to offer.

The Audience[7]

It is not effective to interpret everything, everywhere for everybody. From the Acres report and the previous study, we know visitors are mostly middle-aged males travelling on business, with long stays. The EDA report summarized the typical visitor to Cambridge Bay as; "a lone male: average age of 39; travelling on business; interested in fishing, walking, or sightseeing and socializing with local people when he has free time; and spending about $1800 on this trip during a stay of 11 nights". Though people were often travelling alone, they would likely know people in town (either through business or friends/relatives). We should look at the park as a place that people may want to come with a townsperson, or from a brief break on their own.

Not many people visit Cambridge Bay. The community was named as the primary community to visit for only 1% of the visitors to the NWT (thus ranking 11th in the most popular community destinations). The next most visited was Coppermine, ranking 24th of the community destinations. The expected number of visitors in Cambridge Bay for the summer of 1989 was 505. In the summer of 1989, 671 parties visited the Arctic Coast.

Well over half of the visitors are coming on business. Only 25% of visitors listed their primary reason as vacation, another 11% was visiting friends and relatives. The remaining 63.2% visited for business (31%), employment (26.3%), or other (5.9%) reasons. The primary activity for over half the visitors (55.39%) was private or government business. Friends/relatives accounted for another 15.42%. The next three primary activities were canoeing (9.88%), touring (7.19%), and fishing (5.09%).

Visitors tend to have long stays in the Arctic Coast - 15.4 nights. Only Baffin is higher with 15.5 nights. Even pleasure travellers have relatively long stays (8 nights average). For the Arctic Coast, most nights (84.9%) were spent by Canadians. Americans accounted for 11.6% of the nights, and overseas visitors only 3.5% (Table 3-40).

The Interpretive Point of View

Giving a "point of view" is an important technique which will assist in making connections and illustrating ideas. We suggest the point of view (theme or slant) for interpretation at this park is business.

There are a number of reasons for this choice. Most visitors are coming specifically for business. Many tourists would likely have some involvement in business (high income earners, high education levels). Cambridge Bay is the business and administrative centre of the Kitikmeot. Even the most difficult element to tell an interesting study about the Eagle can be interpreted from a business persons point of view.

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[7]From Northwest Territories Visitors Survey, Summer 1989, Acres International, and EDA Collaborative Inc. Cambridge Bay Tourism and Parks Plan, 1988.

This may seem strange for the historical park, but many aspects of the stories lend themselves to a business perspective (the Maud, the Hudson bay Company, the Canalaska Trading Company, and the Loran Beacon). Even aspects of archaeology/native culture can be dealt with in terms of business, relating to how they may have traded, or what the "professionals" were.

When possible, the business theme should be promoted through quotations from people that lived here. For example, quotes from old Hudson Bay or Canalaskan records would help bring this park to life. Quotes from people that worked on the Loran tower is another example.

Point-of-View Options

Though we feel a business theme to the park is a good one, there are other ideas which could be used instead. For example, the information could be given from the point of view of an Inuk from the area. If this were the case, each story would be told emphasizing what this native person thought of the changes taking place. This would work best if there were one person who actually saw a lot of these developments taking place. For instance, someone who worked on the Loran tower and saw the church being built.

Another way to approach the interpretation of the historic site would be to develop a theme around a "snapshot decade". The emphasis of all the material would be from this one period of time. A particulary distinctive or important decade or period of time is best for this interpretation technique. Here, we have a problem of what period of time to chose.

A religious or spiritual theme was also considered, as the church is the most imposing structure within the park. But the church is not really, by itself, a particulary significant part of the development of Cambridge Bay. Also, given the surrounding structures, emphasizing the spiritual development of the town at this site would be most awkward.

4.2 Elements

The most visible elements/objects in or near the park are the church and the Eagle. Less visible, and therefore less easily interpreted elements, are the Bay Maud, possibly some archaeological sites and old town buildings. These are discussed in more detail elsewhere in the report.

Other elements near the park should fit into the park stories. The most obvious are the most visible. The wind mills and the Loran Tower need to be described. It will be difficult to hold people's attention to something they can't see (such as the Bay Maud), before they know what the structures are that are towering over them.

Other "invisible" elements may also be interpreted. The Aklavik, an old HBC schooner that sunk in the bay, could be discussed. However, we need to remember the reason we are doing the interpretation on-site (outdoors) is because that's where the "things" are. If the "things" are not there (or are really difficult to see), it may be better to talk about them at the visitor centre.

Other subjects and objects in the community and the region are going to affect our interpretation. Mount Pelly, archaeological sites, and the Augustus hills are other important areas of interest for tourists. The shoreline just past the park could also be important. There should be some joining of what is done in those areas with the historic park. For example, an element discussed briefly at the historic park (e.g. archaeological, water travel) can be dealt with more in depth elsewhere. Tie-ins of media and graphics should also be considered.

We can use the business theme to interpret other activities or objects in the community. For example, a walking-tour brochure for Cambridge Bay could be developed around the theme "Business - Yesterday, Today, Tomorrow".

On the other hand, there will be times when we want to use very different approaches to a subject. Otherwise, we don't get a full picture of a subject. And, of course, we will bore our tourists if we use the same approach all the time. So, elsewhere in Cambridge, and particularly in other parts of the region, we will need to use other approaches, and emphasize different subjects.

Inevitably there will be some overlay in what we interpret at each site. By emphasizing other subjects and taking difference points of view toward them, we minimize the overlap. By using a distinctive approach, such as business here, we will ensure the subjects we deal with in the historic park are presented in a different light than they may be in other areas.

Interpretive Media

The visible elements of the park are our most important exhibits. They should be emphasized and explained through on-site signs. Since we have an audience with likely evening free time, some written material about the park and area would be an appropriate media.

The visitor centre is an opportunity for visitors to get their first comprehensive overview of the region and the community. It can introduce to them the many things there are to see and do in the area. It can also provide stories about the historic park area that are not visible on site. Operation Muskox or the Aklavik, for example, may be more appropriately interpreted at the centre.

Personal interpretation needs to be considered. Because many travellers may know someone in town (business travellers, visiting friends and relatives), this is not necessarily an immediate priority. However, as other parks are developed (eg. Mount Pelly) and visitation (and maintenance needs) increase, having full-time park staff should be considered. This person could take visitors on tours of the historic park and perform basic maintenance operations.

Another way of encouraging personalized interpretation is through outfitters. Helping local businesses to develop appropriate tours through the park should be discussed further.

What do we want to do?

We can't try to do too much at one site. There are other places in Cambridge Bay and the region that we want people to visit. Good interpretation will only get one or two new ideas across, not try to do too much.

The purpose of developing the park is to:

- provide an activity for visitors
- have people appreciate Cambridge Bay is not a new town - it's been here, in different forms, for a long time
- get people in town a little more interested in the town history and in tourism

This section gives a series of measurable objectives. They'll help us plan the interpretive programme. And they'll help evaluate the success of the programme. They also summarize the need for interpretation.

Three categories of objectives are given: what we want visitors to know (cognitive objectives), how we want visitors to feel (affective objectives), and what we want them to do (behaviourial objectives).

Cognitive Objectives

1. 95% of travellers will know they are in the early town site of Cambridge Bay.
2. 95% of travellers will know people have lived in the Cambridge Bay area for thousands (hundred?) of years.
3. 75% of travellers will be able to list three reasons why people have lived here.
4. 65% of travellers will be able to list one other community in the Kitikmeot that is important to Cambridge Bay history.
5. 85% of travellers will know at least one other place they can visit in town to find out more Cambridge Bay and the area.
6. 65% of residents will know something more about the history of Cambridge Bay once they have visited the park. The park should be a "must-see" for new residents in town.

Residents includes school children. Children have the opportunity to learn more about the town by visiting the park. The more the community, including children are involved, the more successful the park will be with tourists.

Affective Objectives

1. The majority of visitors will feel more interested in the history of Cambridge Bay.
2. The majority of visitors will want to learn more about the region.
3. The majority of visitors will understand more about why people are living here.
4. 85% of visitors will recommend to others travelling to Cambridge Bay to visit the park.
5. Visitors will have a positive impression of Cambridge Bay. The majority of visitors will feel there are interesting things to learn about.
6. The majority of visitors felt at least some of the interpretive programming/information was fun and entertaining.
7. The majority of visitors will feel this park is a pleasant place to relax, as well as an interesting place from an historic perspective.

Behaviourial Objectives

1. 100% of visitors will not go into the church expect on guided hikes.
2. 65% of visitors will stop at one interpretive facilities (once available) in Cambridge Bay.
3. School students will visit the park or other interpretive facility (once available) as part of their school programmes at least once every year.
4. 70% of residents will visit the park at least once every four years.
5. 40% of residents will plan a return visit to the park when they return to town.
6. 65% of visitors to the park will stay there 1 - 2 hours.
7. 20% of visitors staying over 1 week will return to the park within their stay, either to relax or find out more about the history.

Interpretive Messages

Good interpretation leaves visitors with just one new idea. We hope they will see connections between this new idea and the rest of the area around them.

But history is not restricted to stories or objects that are "the first", the "only", the "best". Many small stories tell the tale of what is typical, what is enduring, what, through showing the past, points to the future.

Here, many small stories can give a more accurate idea of what Cambridge was like than one fully detailed story. But we have to make sure that these stories do tie together, that they are connected somehow. This doesn't contradict the philosophy of giving people just one new idea. We just have to remember that the stories are not the idea; it is an idea that connects the stories.

We have already suggested the approach to the interpretation should be from a business point of view. Further, we suggest the interpretation of the elements focus on the message "Why do/did people do business here?" Questions follow from this, such as "Why do/did people live here?", "How do/did people do business?" and "What kind of goods and services were produced here?"

These questions, and messages from them, are realistic in terms of the types of questions people would be asking, and do not compete with existing interpretation in the region (e.g., Northwest Passage Park). The messages can tie in with other areas in Cambridge Bay. For example, though is appears there are not many archaeological sites in the historic park itself, visitors could be directed to those sites for more information on why people came to live here, and how they set up their lives.

Setting the Context

Interpretation places an object or story into a context. It sets the object into the perspective of its past and its environment.

Our message focus ("Why did do/did people do business here?") needs a context. To understand why people did business here, you need to understand something of the environment. That includes the harshness of the climate; the distances; what people used from the land. Visitors also need to set the time into context: what was happening in the rest of the world at the same time these "historical events" were taking place?

Distance

Part of the context--distance, has been "hinted at" during the visitors flight north. First time visitors are likely surprised at the length of flight, and the expanse of tundra. We should capitalize on this, so people are even more aware of it during their flight home (we are trying to get these messages to stay with them!)

4.3 The Resources

What did people take from this land? What was there to trade? What is there to trade now?

These questions give us an opportunity to get people to use their senses, which will make the visit more enjoyable and meaningful. What does an Arctic fox pelt feel like? People came all this way for that?

What does Arctic char taste like? Caribou? People have the opportunity in Cambridge Bay to purchase these items at the meat store in town. This is a great interpretive (as well as business) opportunity. There should be samples of char or caribou for visitors to taste there. Or perhaps in the visitor centre? Taste and smell enhance the memories in people.

What about the lack of resources? Having people touch the rocks (the historic site is a particularly rocky one) could help people be more aware of the landscape they are in. Take off you boots. How does it feel to walk on these rocks? This way it is easy to imagine how it would feel in kamiks.

Water. Where is it at the historic site? All around - but salty in the summer and frozen in the winter.

Cambridge Bay is a dry desert area. Getting people to look around, and up Freshwater Creek, is important to setting the context.

The whole notion of Cambridge Bay as a marine settlement needs to be brought out too. The Arctic Coast. Trade. Boats. And food too (seal, char, etc.). How do different resources stand up to salt water? Showing (at the visitor centre), the waterproofing aspect of sealskin could be useful. The sealskin controversy of Newfoundland has impacted life in Cambridge Bay, as it has across the arctic. Most people have not even felt it. What's it feel like? What's it taste like as you chew to make kamiks?

Time

To set activities in a time context, a simple date may be all that is necessary. But making sure people can relate something to that date is best.

Because so much of what has happened at the historic park is recent, this may be a problem. Dates, for instance the church, will be within the lifetime of most visitors. Therefore, we can create a personal context by photos, images or questions from that date. What were you doing in June of '53 when Fathers Lemer, Steinman and Menez were starting to build the church? Perhaps driving somewhere on holidays? Perhaps in school?

It will help to have photos of "southern" things happening at the time periods we are dealing with. In keeping with our theme of business, the photos should have a business slant where possible. For example, the Canalaskan Trading Company set up a post at Cambridge Bay in 1929, the year of the stock market crash. A photo of "the crash" could convey the time period, and what other businesses where like then. No need to go into detail, it's just to give an impression.

So the information about an element is not just about the structure or thing right in front of you. It is about the context that element is in.

4.4 Interpretive Media

The media help set the context for our messages, and deliver the messages themselves. The best means of interpretation--the "best media"--are first-hand involvement and real objects. Least effective media are written material.

As much as possible, the media we chose will be as "first-hand" as possible.

Three-dimensional objects

Touching, imagining, smelling, and playing are all experiences that should be emphasized as much as possible.

What can people experience through their senses at the park? They can touch the stone church and the Eagle. These are the two most visible elements of the park. Through size and "touchablility", they will be our most prominent exhibits.

We have a lot of elements and stories that we can't touch, or even see. This means interpretation will be less direct. But we can try to have objects in the displays that people can touch. So, if people can't actually touch or smell or hear the RCMP station, there might be something they can touch. Perhaps a piece of a sled that the RCMP might have used?

We of course run into the problem of touching objects that should be conserved (i.e., in a museum, no touching, no light, etc.). Any object to be touched will need to be carefully evaluated. We're not suggesting taking museum pieces and putting them out in the park. But a display with an object will be more interesting and informative than one without.

Three-dimensional objects can also be used at the visitor centre. Here there's an opportunity to use more delicate objects, since they will be protected from vandalism, theft and weather.

Two-dimensional Graphics

In addition to three dimensional objects, photos and drawings will be useful in display. Visual symbols are more easily understood than words.

There are old photos at the visitor centre now, which could be copied and used for a photo album. Other images, such as charts, maps, drawings and modern photos can also be used.

Personal Interpretation

Personal interpretation needs to be considered. Because many travellers may know someone in town (business travellers, visiting friends and relatives, groups with a leader), hiring interpreters is not necessarily an immediate priority. However, as other parks get developed (e.g., Mount Pelly), and visitation (and maintenance needs) increase, having a full-time park staff should be considered. This person could also take visitors on tours of the historic park.

Another way of getting personalized interpretation is through outfitters. Helping local businesses to develop appropriate tours through the park should be discussed further.

Dramatizations/Demonstrations

Theatre can be an effective way of interpreting history. In some parks, staff will put on little plays for visitors. We don't have that opportunity here. But there could be some form of dramatizations, such as school children doing a "history play".

Even telling a short story or singing a song can be an entertaining and effective way of getting a message across. Trying to be conscious of all the resources the community has to offer will help. There may be a local songwriter or storyteller who could come to the park or visitor centre for special occasions. Or, a special song could be written, and sold on tape.

Another personal type of interpretation is demonstrations. These are often for crafts or cooking, so the chosen theme is not particularly appropriate for demonstrations.

Videos/Movies

Information from first-hand experience is the most concrete. Dramatizations and demonstrations are somewhat more abstract. Even less concrete are videos and movies. But they can play an important role, particularly if people get weathered in!

The video the Norwegian divers took will be good to have at the visitor centre. Any other footage relating to the Baymaud should be kept in the visitor centre.

If there is any old film footage in town, it could be reproduced into video format.

If funds are available to develop a video, it is again suggested to be on the business theme. Why people came here for business. A chronology of businesses. How they did, why the succeeded or failed. This type of story can be told using still shots from historic photos, where no film exists.

Written Material

Written material is generally the least effective way of getting across ideas. But we do have an audience with, likely, a bit of time on their hands in the evenings. Some written material about the park and area would be appropriate.

Quotes should be used as much as possible in relaying information. This will help personalize the work, and likely make it more interesting and entertaining.

Quotes can help involve the community in the park. Quotes from elders who used the area, from people that worked on the LORAN tower, who were married in the stone church--these all help show the area was "real". It was a town, not just a collection of buildings and communications equipment.

4.5 Elements of The Park

Bay Maud

Site Considerations

Since the boat is in the water, it is not strictly in the park. The park boundaries would end at the high water mark. However, shore access to the Baymaud are within the park boundaries, so it is included in this section.

Local divers should be kept involved in plans for the Bay Maud including:

- rules and regulations to safeguard the wreck when diving around it
- prepare a divers heritage package prior to any promotions, including items such as historical value, shipwreck vandalism, diver's role in marine conservation, regulations of Culture and Communications/Prince of Wales Northern Heritage Centre, natural preservation of artifacts (i.e., leaving artifacts underwater is often the best way to preserve them)
- suggest contacting SOS - Save Ontario Shipwrecks or the Canadian Parks Service for more information on underwater archaeology (refer to Appendix)

Suggestions for Media

- model of Baymaud in the visitor centre
- articles and stories of the Maud/Baymaud in the visitor centre
- on-site display[8] (concentrating on the Maud):
    - plans of the ship

[8] Term "display" used to indicate exhibit with some three-dimensional objects; would also include labels and/or signs. "Sign" is used to describe solely two-dimensional exhibit.

•pieces of the oak, pitchpine, Norway pine, Origon (sic) pine and greenheart woods, with what they were used for on the ship (could put in a piece of arctic willow, showing the size and density compared to these other woods)
•photo of the ship
•quotes from Amundsen, e.g., *"This ship will become the best polar ship in the world. The line are fine in spite of the great beam and the cross"*
•quotes from C. Jensen (shipbuilder), e.g., *"The "Maud" was not to be an ice breaker, but a home for the members of the expedition, and the success of the enterprise would, first and foremost, depend [a ship] that could remain in the Arctic Pack for years without being damaged."*
•quote regarding financial viability of ship, e.g., *"[Though the "Maud"] could be handled by as few men as possible, a crew of four was still a very small one to sail a ship of her size....In the summer of 1921, the "Maud" was sailed to Seattle. The three years spent in the Northeast Passage had been a sever setback and Amundsen was now beset with financial worries--the occupational hazard of most explorers." (W. C. Crisp)*
•polar projection map of where the Maud sailed (including Seattle)

•on-site sign 1 (concentrating on the Baymaud)
•photo of the Baymaud (see Beaver magazine, summer 1955)
•photos of Baymaud sinking
•quote regarding sale of the Maud, e.g., *"The [Maud] reached Seattle on October 5, [1925]. Amundsen by this time was mustering all his resources to finance an airship flight from Spitzbergen across the Pole to Alaska, and put the "Maud" up for sale. She was bought by the Hudson's Bay company for use as a supply ship in the Western Arctic, and renamed the "Baymaud"."* (W.C. Crisp)
•list of goods the Baymaud carried with her on her last trip north (1926-27)
•establishment of post at Cambridge Bay *"She then sailed as for east as Perry River and returned to Cambridge Bay where a new post was established. The "Baymaud" was moored securely in a nearby cove and most of her crew were taken out in the "Baychimo". From then on the "Baymaud" was used as a floating warehouse, machine shop and wireless station."* (W.C. Crisp)
•early weather observations from Cambridge Bay, and current weather information. Note that the meteorological station is just outside of town
•the end of the "Baymaud": *"In 1930 the "Baymaud" developed a leak at her propeller shaft...she sank at her moorings. Neither the "Maud" nor her crew had failed in any way, but no one in the air-mined late twenties was interested in further expeditions using the slow system of drifting with the ice."* (W.C. Crisp)
•graphic of the Junker that was on the Maud, and the first plane into Cambridge Bay

•on-site sign 2: (salvaging the "Baymaud")

•"the hunters had discovered that the innumerable spikes, set through her narrowly-spaced ribs and the heavy planking, made strong spear-heads and useful hunting knives. The strips of steel, also overlooked by the Kablunak, *could be fashioned into versatile* ulon *knives, and, if they were long enough, into runners for sleds".* (Father de Cocola)
-photos of its decline

Development Summary

Year 1

Design/manufacture on-site	display and sign 1	$12,000

Year 2

Install on-site display and sign	$ 1,000
Year 3	
Development and installation of second on-site sign	$ 5,000

Church

Site Considerations

The church is one of the few visible elements left of "old town". Considerable money has been spent on it's restoration to date. The community is interested in restoring the church.

For these reasons, we suggest the church be stabilized enough to make it safe for people to walk around and in. This would include finishing off the stone walls, taking out the doors and windows, and ensuring the roof will not collapse.

The building should not be closed up in the winter. There appears to be no reason why the building shouldn't just be left open to the elements.

Suggestions for Media

The stories of Father Lemer and other priests are for the whole of the Kitikmeot. Many of their stories will not likely centre on just Cambridge Bay. Cambridge Bay is an introduction to their stories, which can be used across the Kitikmeot.

Interior sign (Note: since the building won't be weatherproof, displays/signs inside need to be designed for outdoor conditions)

-plan of how the building was set up inside
-photograph of inside?
-description that the bell is now at the church in town

Outdoor sign (Why church was built in Cambridge Bay)

-photo from 1955
-quote from earlier priests
-quote from bishop or equivalent about setting up the church

Outdoor display (How to build a church)

"If you were setting up a church, how would you do it? What would you use to construct a building here?"
-description of building materials: little containers of seal fat (to be replenished) that people can feel and smell
-wood taken from the Burnside River mission
-type of stones around Cambridge Bay
-quotes from Father Lemer on building the church
-quotes from the Father on supplies used, where they got their supplies, etc.

Development Summary

Year 1

Design/manufacture on-site display and interior sign	$12,000

Year 2

Install on-site display and sign	$ 1,000

Year 3

Development and installation of second on-site sign	$ 5,000

Elements Possibly Included in the Park

Anglican Mission

Suggestions for media

On-site display

Competition and the Churches:
"I am looking at your feet. Yesterday our Minister told us in his church, that you, the Long Robe, have feet like the cloven hoofs of a caribou. He urged us not to pray in your house" (Father de Cocola, an Oblate, relating a story about the Anglican priest Reverend Nicholson). The Anglican mission set up before the Roman Catholics[dates], and were concerned about keeping the competition out.
-caribou hooves that people can touch
-caribou skin (from shins) that people can touch
-drawing of caribou kamiks, and description of them
-photo of minister in kamiks??
What would it be like to walk on the rocks around here barefoot? (You can take off your boots and try it, if you want!) It's a good thing the rocks are covered with snow [10] months of the year.
[More information on how the Anglicans got around between posts--boat, dog teams]
-map of other Anglican posts in the arctic, from when this was set up

Development Summary

Year 1

Development of on-site display	$8,000

Year 2

Install on-site display	$1,000

RCMP and Docks

Sign 1 (at the RCMP buildings)

-Quote regarding why RCMP set up, such as *"In a land of little crime, [RCMP Henry] Larsen's police duties were "the least of our problems." The RCMP he described as "a general handyman for all federal departments." Everything from issuing walrus licences to taking the census fell to the Force. One of the jobs Larsen got at Cambridge Bay was playing Santa Claus at the Annual Christmas party."* (John Thompson; could get more direct quotes from Larsen)

-"Befitting his social standing as a great hunter, my friend Hikhik had set his igloo in the place of honour, which is near the RCMP buildings". (Father de Cocola)

-drawing of the RCMP station with igloos set up nearby

Sign 2 (at the docks)

"Throughout the 1930s, [RCMP Henry] Larsen sailed his ship [the St. Roch] through the western Arctic, shuttling supplies for a few months each summer then spending the rest of the year locked in the ice in the "floating detachment" of Cambridge Bay." (John Thompson)
Why take up precious building supplies to build accommodation on land, when you already have your "detachment" as a ship? -list of supplies carried by St. Roch
-photo/drawing of St. Roch at Cambridge Bay

Larsen orders: take the St. Roch through the Northwest Passage. Demonstrate Canadian sovereignty in the arctic. Provide reports of weather in the far north to the Allied Forces. In the summer of 1942, Larsen navigated the St. Roch up the Boothia coast and through the Bellot strait--the first to sail the Passage from west to east. (John Thompson)
-map of the Northwest Passage voyage of the St. Roch

Development Summary

Year 1	
Design/manufacture of on-site signs (2)	$10,000
Year 2	
Install signs (2)	$ 1,000

Eagle

Suggestions for Media

On-site sign:

"The "Eagle" doesn't have a particularly distinguished history. The longliner was a supply vessel in the western arctic. It was bought by the Roman Catholics for use in Cambridge Bay. Unfortunately, it always leaked, so it has sat on the beach here since it was purchased in 1954(?).

But the boat is a reminder that we're on "Canada's other coast"--boats have always been an important way to get around the Arctic Ocean."
-photo/drawing of Inuit boats

Development Summary

Year 1

Design/manufacture of on-site sign	$ 3,000

Year 2

Install sign	$ 500

4.6 Element Tying Into the Park

Viewpoint

Site Considerations

A viewpoint at the end of the point is an "anchor" to the proposed park. It is a good place to "get the context" for the historic park. Placing distances is difficult in the tundra because there is so little to compare things to (is that a hikhik not very far away or a bear very far away?); distances can be explained a bit here.

This is also a nice place to go just for a walk and to relax.

Suggestions for media

Sign 1

-photograph or drawing pointing out different sites (e.g., Mount Pelly, the DEW line site, other prominent natural feature), how far away they are
-chart of how long it would take to get to those places by kayak/foot (person-power), dog-team (animal power), or ATV, motor boats etc. (machine power).
-a guessing game for distances may be worthwhile: How far can you see from this viewpoint? What's out there?

Development Summary

Year 1

Design/manufacture of on-site sign	$ 5,000

Year 2

Install sign	$ 500

LORAN Tower

Site Considerations

The tower is not in the park, but is so prominent that some mention should be made of it. Signage within the park, explaining the tower, is appropriate.

Media Suggestions

On-site sign:
"The Cost of Navigation"
-built in 1947-48 at what cost
-number of people employed
-where the materials came from
-use now
-photos during construction

Development Summary

Year 1

Design/manufacture of on-site sign	$ 5,000

Year 2

Install sign	$ 500

Windmills

Site considerations

Again, the windmills are such prominent features that some mention should be made of them.

Media Suggestions

On-site sign:
"The cost of power"
-sketch of early "power" source (kudlik or similar)
"If you lived here, what would you use as a source of energy?
-wind rose
-when constructed, and at what cost

Development Summary

Year 1

Design/manufacture of on-site sign	$ 5,000

Year 2

Install sign	$ 500

Hudson Bay

Information on the Hudson Bay company at the visitor centre is important. It was central to the development of the town as it is. On-site signage would need to be worked out with the Northern store and the town.

On-site sign suggestion:

Credit in the Arctic:
"What about your skiff, Father?...My helper wouldn't mind it, but you'll have to wait until next winter for payment".
"I'll be satisfied with five foxes."
"That's a fair price, Father. Your skiff is certainly worth it."

-conversation between a visiting Oblate, Father de Cocola, and the Hudson's Bay Post manager, Scotty Gall. Credit has been an important part of the history of the Hudson Bay stores. Today, the Northern Stores (formerly Hudson Bay) act as the bank in many arctic communities.
-charts or similar graphics comparing time to get "goods to market" for the Hudson Bay Co. in the 1920s, to the 1950s, to now
-photo of early HBC post, with flagpole from the mast of the Baymaud

Year 2

approval from Northern stores and community for sign

Year 3

Development and installation of on-site sign $5,000

Aklavik

On site displays are not likely appropriate. Attention should be paid to underwater archaeology, as with the Baymaud.

A display about the Aklavik in the visitor centre would be appropriate. Likely it should tie into a discussion about the Northwest Passage (and therefore mention the Maud, St. Roch etc. as well).

Freshwater Creek/Picnic Sites

Though these are not specifically Territorial Park, they would be good places to introduce the Historic Park, as well as set the context for the proposed Mount Pelly Park.

Suggested media

On-site sign:

Explanation of "Ikalutuktiak"
-drawing of different fish in the river Freshwater as a resource

Year 3

Development and installation of on-site sign $5,000

Thule/Inuit Sites

Site considerations

An archaeological study will be done this summer to determine what archaeological resources are in and around the park. Any sites in the park are likely to be highly disturbed, being the old town site. In addition, tent rings etc. will not "compete" well with the windmills, church and LORAN tower, all more imposing structures. Interpretive of archaeological resources will likely be concentrated outside the park. We should determine how to interpret the archaeological resources once we have the results of the archaeological survey.

Canalaskan Trading Post

Depending on whether signage is appropriate and allowable on site, interpretation could be done through the visitor centre, on site, or both.

Points of interpretation could include:

-charts or similar graphics for where goods were exported (e.g., any copper for knives or similar traded prior to white influence; where fur pelts went in the 1920s; where travellers, taking with them arts and food, go to)

-map/graphic showing trade between Cambridge Bay and other Kitikmeot communities prior to white influence; during early HBC times, to now

-map of Canalaskan posts v.s. Hudson's Bay posts

Development Summary

Year 2

assessment of where site sign could go; getting approval for sign

Year 3

Design/installation of site sign	$5,000

Visitor Centre

The centre is not in the park, but will be an important introduction to the park. It will be where most visitors get their first comprehensive overview of the region and the community. It can identify the many things there are to see and do in the area which they have been unaware of.

Because the park is an significant point of interest, there should be some stories about the historic park area that are not visible on site. For example, Operation Muskox, or the Aklavik, may be appropriately interpreted at the centre.

There will be displays which will interpret the region, not just Cambridge Bay. The Northwest Passage story is an example of a story with regional as well as local implications. Such a display could mention ships such as the Maud, St. Roch, and Aklavik. Mention of present supply routes (via barge) could be included.

A participatory game could be developed to play at the centre, and perhaps sold. One theme could be getting in supplies--now (barge orders), in the 20s (HBC supplies via ship), in the 40s (e.g., for LORAN tower development).

Media suggestions

-model of the Maud/Baymaud
-model of old town in 1946 or so
-various furs to touch (scraps would be best--*not* full pelt. Something that people can touch, and when "worn", can be easily replaced)
-sealskin to chew on
-pieces of char and other foodstuffs to taste
-airphotos from 1946 and 53
-photo album of photos they already have at the visitor centre (send to Heritage Centre in Yellowknife for reproductions)
-chart/graphic on where a person in Edmonton, Toronto, and Cambridge Bay is likely to get goods from
-videos (underwater video, business in Cambridge, old film footage)
-Northwest Passage display, including maps of various "firsts", with photos of the ships
-"getting supplies" game
-travelling exhibits from PWNHC or other visitor centres

Development Summary

Year 1

Exhibit Plan for visitor centre[9]	$10,000
Model of Maud	$ 5,000
Model of old town	$10,000
Articles etc. (staff time only)	$ -
Various furs scraps (minimal cost)	$ 100
Airphoto blow-ups	$ 100
Photo album	$ 100
Underwater video redone in English	$ 100
Approximate total for Year 1	$25,400

Year 2

Development and installation of displays, following through from exhibit plan[10]	$25,000

Year 3

Development of videos	$10,000

[9] Based on approximately 10 spare metres of exhibit space

[10] Based on approximately 10 square metres of exhibit space

4.7 Printed Material

The brochures suggested are for tourists. The community and school should also be encouraged to work on information for use by children. Economic Development and Tourism could assist in this for a number of reasons:

1. Will assist research for other interpretive material
2. Will encourage the community to be interested in the park, and therefore less likely to vandalize it
3. Will be an ongoing way of teaching students and other residents about tourism in a low-key manner.

SUGGESTED BROCHURES

Walking Tour brochure for Cambridge Bay

-theme: "Business - Yesterday, Today, Tomorrow."
-include:
- map of existing town, list of buildings, small history of the buildings
-short write-ups on business history of Cambridge, present statistics (population, income, number of businesses, etc.) and notes on the future

-format:
- two colour brochure
- map in centre, easy to see
- size 8 1/2 x 11" or 8 1/2" x 8 1/2" folded in two
- 2-5 pages folded

Walking Tour of Old Town

-theme: "Early Cambridge Bay"
include:
-map of park
-suggestions for getting to the park (across ice, via Freshwater Creek, outfitters)
-more detailed information than given at the on-site displays and signs; again, use quotes

-format:
-same as walking tour of Cambridge brochure

Boats of Cambridge Bay

-theme: history of boats up to and including present boat traffic
-include: write-up on traditional boats, Northwest Passage, Baymaud, Aklavik, St. Roch, barges, Coast Guard and other significant boats
-format: full colour brochure, to sell to visitors
-larger than walking tour brochures, since not meant for outdoor use (similar to Arctic Coast colour brochure)

Cost Summary

Year 1

Walking tour of Cambridge Bay	$10,000

Year 2

Walking tour of Historic Park	$10,000

Year 3

Boats of Cambridge Bay	$20,000

ESTIMATE OF MEDIA COSTS PER YEAR

Year 1	$92,000
Year 2	$41,000
Year 3	$49,000

5.0 IMPLEMENTATION

5.1 Strategy

An implementation strategy is proposed to complete the park development in a three year time frame. Plan Component summaries for each of the park facilities or programs are attached. Each of these sheets examines the individual components which make up the new park and defines it with respect to:

1. Concerns/considerations
2. Tasks
3. Schedule
4. Responsibility
5. Operations and Maintenance Considerations and
6. Budget

Also included is a work organization management plan (W.O.M.P.) for the entire project which proposes step by step the major tasks, timing, and responsibility.

5.2 Cost Estimate Summaries

Costs have been estimated for three areas of the proposed park plan including;

1. Planning and Design Costs
2. Capital Construction Costs
3. Operations and Maintenance Costs

These are summarized and totalled below on a yearly basis.

Year 1			
1.	Planning and Design Costs	$48,000	
2.	Capital Construction Costs	15,400	
3.	Operations and Maintenance	nil	
Total Year One		$63,400	**$ 63,400**
Year 2			
1.	Planning and Design Costs	$ 15,000	
2.	Capital Construction Costs	156,700	
3.	Operations and Maintenance	nil	
Total Year Two		$171,700	**$171,700**
Year 3			
1.	Planning and Design Costs	$ 10,000	
2.	Capital Construction Costs	44,500	
3.	Operations and Maintenance	1,900	
Total Year Three		$ 56,400	$ 56,400
	SubTotal		$291,500
	10% Contingency		29,150
	TOTAL		$320,650

Work Organization Management Plan (W.O.M.P.)

In order to proceed with the proposed work plan, the following W.O.M.P. is suggested:

Master Schedule

Task	Timing	Responsibility
1. Initiate archaeological survey	May 1991	ED&T, EDA
2. Submit final Historic Park Plan	June 1991	EDA
3. Approval of Historic Park Plan	June - Sept 91	ED&T, Hamlet
4. Designation by Minister of Historic Park Status	June - Sept 91	ED&T
5. Initiate detail design contract for trail layout, viewpoint/interpretive sites, church restoration, and eagle restoration.	July 1991	ED&T
6. Initiate writing and design contract for interpretive signage and printed brochures.	July 1991	ED&T
7. On site archaeological survey	July 1991	Consultant P.W.N.H.C. ED&T
7. On site survey for detail design contract	July - Aug 1991	Consultant ED&T
8. Submission of archaeological survey report	Aug - Sept 91	Consultant ED&T PWHHC
9. Preparation of working drawings and contract documents for summer 1992 works	Sept - Dec 91	Consultant ED&T D.P.W.
10. Fabrication of interpretive sign panels Phase One	Oct 91 - Feb 92	Consultant ED&T Fab. Contr.
11. Design and printing of interpretive guide brochure #1 - Walking Tour of Cambridge Bay	Oct 91 - Feb 92	Consultant ED&T, Printer
12. Issue tender for detail design contract	January 92	Consultant ED&T, DPW
13. Award contract	March 92	Consultant ED&T, DPW

14.	Ship sign panels and printed interpretive guides via air cargo	April 1992	ED&T, DPW
16.	Commence construction program for Phase One: Historic Park including; church reconstruction, signage installation, trails, docks, etc.	Mid June - September 92	Consultant Contractor ED&T, DPW
17.	Issue construction completion certificate	October 1992	DPW, ED&T Contractor
18.	Fabrication of Phase two interpretation signs/displays	Oct 92 - Feb 93	DPW, ED&T Contractor
19.	Design and printing of interpretive guide brochure #2, Walking Tour of Historic Park	Sept - Dec 1992	Consultant ED&T, Printer
20.	Warranty inspections - Phase One	June 1993	DPW, ED&T Contractor
21.	Ship and install Phase two interpretive signs/displays	June - Sept 93	DPW, ED&T Contractor
22.	Design and printing of interpretive guide brochure #3, Boats of Cambridge Bay	Sept - Dec 93	Consultant ED&T, Printer

PLAN COMPONENT: BAYMAUD - VIEWING DOCK

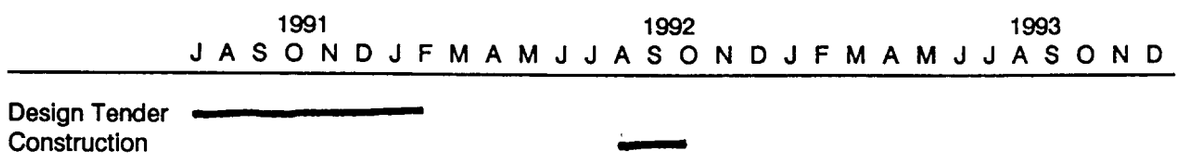
1.Concerns/Considerations

.1 Budget approval
.2 Coordination with interpretive program
.3 Resolve ownership claim
.4 Determine type of tender; single or combined

2.Tasks

.1 Await ownership resolution
.2 Secure funding and define project scope
.3 Design floating dock/viewing platform
.4 Prepare technical specifications and working drawings
.5 Prepare tender and pretender estimate
.6 Issue tender or request for quote
.7 Arrange for materials shipment or barge
.8 Inspection and contract administration

3.Schedule



4.Responsibility

.1 Funding - ED&T, Cambridge Bay & Yellowknife
.2 Design/tender - Consultant, Reg. DPW&H, ED&T, Cambridge Bay and Yellowknife
.3 Construction - Private contractor
.4 Contract administration - Reg. DPW&H

5.Operations and Maintenance Considerations

.1 Seasonal launch and removal of floating deck
.2 Vandalism repair
.3 Seasonal reconstruction (missing planks, bumpers, etc.)

6.Budget

		Year 1	Year 2	Year 3	
.1	Design fees	1,000			1,000
.2	Capital construction cost		6,000		6,000
.3	Yearly Operations and maintenance cost			300	300
		1,000	6,000	300	7,300

PLAN COMPONENT: STONE CHURCH RECONSTRUCTION

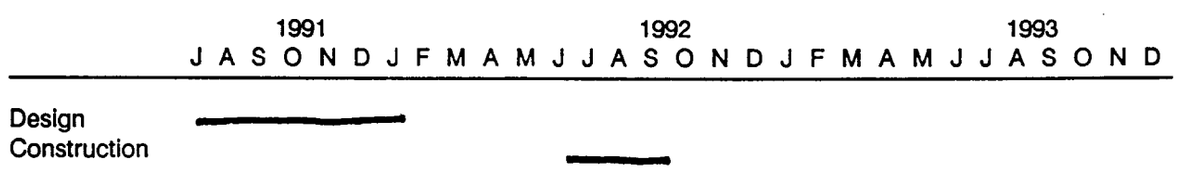
1.Concerns/Considerations

.1 Budget approval
.2 Coordination with interpretive program
.3 Limited summer construction season
.4 Safety of present structure
.5 Issue of separate tender or combined with other site works

2.Tasks

.1 Secure funding and define project scope
.2 Prepare technical specifications and working drawings
.3 Prepare tender and pretender cost estimates
.4 Tender and/or appoint contractor
.5 Ensure construction materials available prior summer construction
.6 Reconstruct bell tower room
.7 Remove all doors, windows, and interior wall framing
.8 Install door and window sills/framing, and new rolled asphalt roofing
.9 Paint exposed wood siding eves and framing white with dark green trim
.10 Inspection and contract administration

3.Schedule



4.Responsibility

.1 Funding - ED&T, Cambridge Bay & Yellowknife
.2 Design/tender - Consultant, Reg. DPW&H, ED&T, Cambridge Bay and Yellowknife
.3 Construction - Private contractor
.4 Contract administration - Reg. DPW&H

5.Operations and Maintenance Considerations

.1 Litter collection and vandalism repair
.2 Painting as required (1 - 3 years)
.3 Reroofing as required (1 - 6 years)

6.Budget

		Year 1	Year 2	Year 3	
.1	Design fees	5,000			5,000
.2	Capital Construction Cost		65,000		65,000
.3	O & M Costs/yr.			1,000	1,000
	including capital reserve for major repairs; painting, roofing, etc.	5,000	65,000	1,000	71,000

PLAN COMPONENT: VISITOR CENTRE EXHIBITS

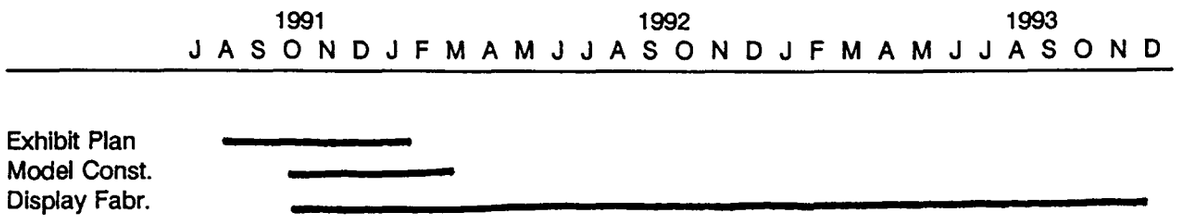
1.Concerns/Considerations

.1 Budget approval
.2 Allowance for exhibit space in centre
.3 Coordination with A.C.T.A.
.4 Coordination with Interpretive program
.5 Need for exhibit plan

2.Tasks

.1 Secure funding and define project scope
.2 Issue contract for exhibit planning
.3 Secure blueprint copies of original Maud ship plans for model construction (from Norway)
.4 Determine extent of old town model
.5 Issue call for model construction quotes
.6 Construction of models
.7 Collection of other interpretive media exhibits including fur, sealskin, foodstuffs, videos, photos, maps, charts, etc.
.8 Installation of models

3.Schedule



4.Responsibility

.1 Funding - ED&T, Cambridge Bay & Yellowknife
.2 Design/tender - Consultant, Reg. DPW&H, ED&T, Cambridge Bay and Yellowknife
.3 Construction - Private contractor, visitor centre staff
.4 Contract administration - Reg. DPW&H

5.Operations and Maintenance Considerations

.1 Included as part of daily visitor centre O & M

6.Budget

		Year 1	Year 2	Year 3	
.1	Design fees	10,000		10,000	20,000
.2	Capital Construction cost	15,400	25,000		40,400
.3	O & M costs/yr	nil	nil	nil	0
		25,400	25,000	10,000	60,400

PLAN COMPONENT: HISTORIC PARK TRAIL

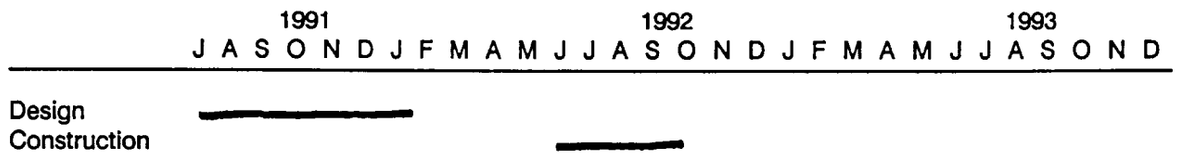
1.Concerns/Considerations

.1 Combined tender with other site works
.2 Budget approval
.3 Linkage with community
.4 Coordination with interpretive program

2.Tasks

.1 Secure funding and define project scope
.2 Conduct on site (summer) survey to determine exact layout
.3 Prepared working drawings & technical specifications
.4 Tender with larger contract
.5 Summer construction
.6 Stake and clear trail and interpretive exhibit sites of large rocks, uneven areas
.7 Install directional markers from community to park site and Arctic coast viewpoint
.8 Install seating benches and litter containers at Arctic viewpoint, stone church, and R.C.M.P. site (Yr. 3)

3.Schedule



4.Responsibility

.1 Funding - ED&T, Cambridge Bay & Yellowknife
.2 Design/tender - Consultant, Reg. DPW&H, ED&T, Cambridge Bay and Yellowknife
.3 Construction - Private contractor
.4 Contract administration - Reg. DPW&H

5.Operations and Maintenance Considerations

.1 seasonal (start of year) trail maintenance including clearing and levelling of trail
.2 replacing and/or repainting directional markers
.3 weekly litter collection along trail

6.Budget

		Year 1	Year 2	Year 3	
.1	Design fees	1,000			1,000
.2	Capital Construction Cost		9,700	4,500	14,200
.3	O & M Costs/yr.			500	500
		1,000	9,700	5,000	15,700

PLAN COMPONENT: ON SITE INTERPRETIVE SIGNS/DISPLAYS

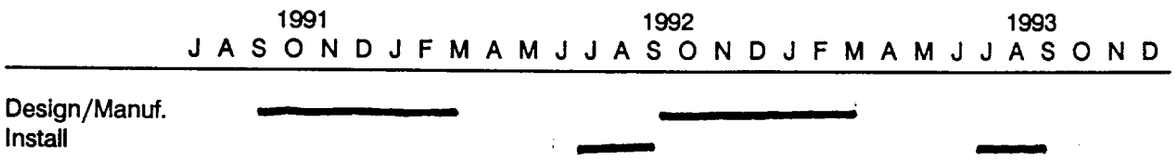
1.Concerns/Considerations

.1 Budget approval
.2 Separate fabrication tender form

2.Tasks

.1 Secure funding and define project scope
.2 Issue proposal call for interpretive signs, detail design, tender documents, and fabrication supervision
.3 Design and manufacture phase one signage/display
.4 Install phase one signs
.5 Manufacture phase two signage/display
.6 Install phase two signs

3.Schedule



4.Responsibility

.1 Funding - ED&T, Cambridge Bay & Yellowknife
.2 Design/tender - Consultant, Reg. DPW&H, ED&T, Cambridge Bay and Yellowknife
.3 Construction - Private contractor/fabricator
.4 Contract administration - Reg. ED&T

5.Operations and Maintenance Considerations

.1 seasonal washing of sign panels
.2 repair maintenance of display items
.3 replacement of vandalised signs/displays

6.Budget

		Year 1	Year 2	Year 3	
.1	Design fees	20,000	5,000		25,000
.2	Capital Construction cost		41,000	25,000	66,000
.3	O & M costs/yr.			100	100
		20,000	45,000	25,100	91,100

PLAN COMPONENT: EAGLE UPGRADING

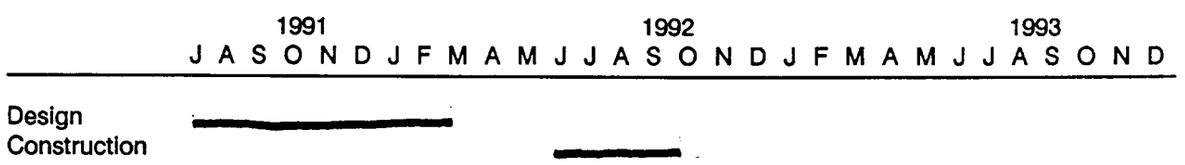
1.Concerns/Considerations

.1 Detailed evaluation of ship's structural soundness
.2 Budget approval
.3 Co-ordination with interpretive program
.4 Winter and summer works program to upgrade and move

2.Tasks

.1 Secure funding and define project scope
.2 Determine feasible extent of upgrading
.3 Issue requests for quotes locally
.4 Reconstruction of missing siding and repainting of entire ship
.5 Inspection and contract administration

3.Schedule



4.Responsibility

.1 Funding - ED&T, Cambridge Bay & Yellowknife
.2 Design/tender - Consultant, Reg. DPW&H, ED&T, Cambridge Bay and Yellowknife
.3 Construction - Private contractor
.4 Contract administration - Reg. DPW&H

5.Operations and Maintenance Considerations

.1 repainting of ship every 5 years
.2 replacement of vandalized items
.3 replacement of vandalised signs/displays

6.Budget

		Year 1	Year 2	Year 3	
.1	Design fees	1,000			1,000
.2	Capital Construction cost			5,000	5,000
.3	O & M costs/yr.				
		1,000		5,000	6,000

PLAN COMPONENT: PRINTED INTERPRETIVE BROCHURES

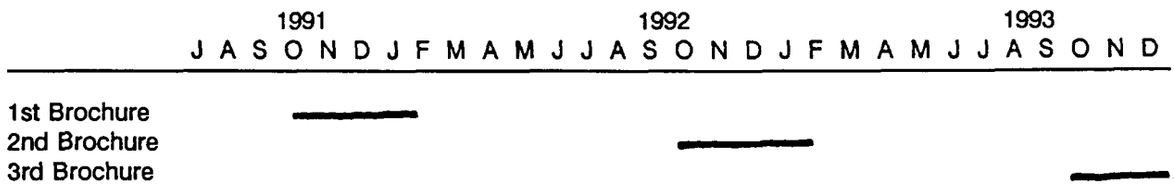
1.Concerns/Considerations

.1 Budget approval
.2 Encourage community and school to contribute

2.Tasks

.1 Secure funding and define project scope
.2 Invite proposals from writers/publishers to undertake the two walking tour brochures
.3 Conduct research, layout, and printing of brochures
.4 Invite separate proposals for writers/publishers to undertake Boats of Cambridge Bay brochure
.5 Conduct research, layout, and printing of brochure
.6 Contract Administration

3.Schedule



4.Responsibility

.1 Funding - ED&T, Cambridge Bay & Yellowknife
.2 Design/tender - Consultant, ED&T, Cambridge Bay and Yellowknife
.3 Construction - Private contractor
.4 Contract administration - ED&T

5.Operations and Maintenance Considerations

nil

6.Budget

		Year 1	Year 2	Year 3	
.1	Design fees	10,000	10,000		20,000
.2	Capital Construction cost	____	10,000	10,000	20,000
		10,000	20,000	10,000	40,000