Navigation Committee Talking Points – 2018 AGM

Refer questions to dragandsprucelakes@gmail.com

- The Navigation Committee was formed during the 2017 AGM to research: Federal Regulations, marking underwater obstructions with yellow hazard buoys, insurance liability, material costs and the feasibility of legally moving rocks, stumps and logs.
- 8 members volunteered to join the committee; Gunars Vestfals, Rick Wesselman, Merla Russell, Stan Consky, Darren Maloney, Les Gondor, Frank Abbey, and Barrett Greenhow. We've had 3 meetings to assign research tasks and to arrive at a consensus.
- We've liased with the Soyers Lake Ratepayers Association members, Jeff Papiez and Greg Freeman, who attended our 2017 AGM and gave us a presentation of their markings of hazards, now in its third year. Several of us were taken around Soyers Lake to see their installed yellow hazard buoys, with Rick taking some photos. Their lake members are fully on board with their program, with additional hazard markers to be installed if necessary.
- Besides our own lake cottagers, we have guests, cottage renters and off lake visitors who boat and fish on our lake system. After seeing the Soyers Lake buoys, it's helpful in avoiding hazards in general boating areas. As always, boaters should remain cautious and motors up if in doubt, especially near shorelines.
- Our committee recommends installing 11 yellow hazard buoys over specific rocks, shoals, a sand bar and two stumps near the public boat launch on the Drag River, south-east of the dam.
- We **DO NOT** intend to mark all hazards along the shores of Drag Lake, Spruce Lake and the Drag River, only ones in the general boating areas of our lake system, unless the hazard is within 100 feet of a shore and where regular boating occurs.
- The Soyers Lake Ratepayers Association has an excellent website, with a google earth map showing and describing the hazards. Also there is a

printable PDF, listing the geographic co-ordinates of the numbered buoys, their local geographic descriptions and what type of hazard, at www.soyerslake.ca . We could have something similar on our website.

- If the Navigation Committee's recommendations are approved today, we would purchase 14 yellow hazard buoys, approved under the Private Buoy Regulations. They are marked "PRIV" with a DSLPOA decal attached and also reflective tape for night visibility. The retailer is Go Deep International Inc. in St. John New Brunswick and they would be shipped to Rick Wesselman in Brampton, more than $100.00 cheaper than if shipped to Haliburton.
- We would purchase our own Garmin Marine GPS Map 78 unit to accurately locate each hazard with recordable geographic co-ordinates.
- Other materials to purchase would be galvanized chains, shackles, braided nylon ropes and 49 lb. concrete anchors, also wooden 2X4's and marine paint for floatation markers during the non-navigable season.
- Total cost would be between $1800.00 and $2000.00.
- The rider for insurance liability is $75.00 annually, underwritten by Cade & Associates, who by co-incidence are also the Soyers Lake brokers. They are pleased with us about marking hazards, a responsible attitude that they feel other lake associations should emulate.
- The suggested hazards to be marked are:

    1. The seamount off the east shore of upper Drag Lake, north of Red Rock and S.E of the former Domain of Killien.

    2 & 3. The two rocks, one east of Sandy Point public beach and one west of Blueberry Point. These are usually marked by illegal "midnight" javex bottles and would be replaced by yellow buoys. We would have to investigate by soundings of the area between the two markers for any additional obstructions.

    4 & 5. The 20 foot long sandbar, covered with weeds about 600 feet south of Harris Beach. A floating log was grounded on it 2 years ago,

and cutting the weeds by a boat propeller, spreads the weeds, which reseed elsewhere.

6. The shallow rocky shoal on the north side of the channel towards Outlet Bay, adjacent to Stephen Fitch's property, opposite the Public Dock.

7. A rock, about 100 feet east of the Public Dock and boat launch off the south shore, off Fred Jones Drive. To access this dock in low water in the fall, one encounters a rock, stump and log, so we may have to examine if these hazards could be marked, since it's a public boat launch.

8. The 3 rocks at the south west corner of the narrow channel from Outlet Bay (Mud Lake) into Spruce Lake. This channel is an obvious NO WAKE Zone by federal law, since it's only 20 to 30 feet wide.

9. The shoal off of the south west corner of the island on Spruce Lake.

10 & 11. The 2 large stumps east of the old but still used boat launch, off Outlet Bay Road, south east of the dams.

- We would purchase 3 additional buoys as spares, if other hazards are recommended to be marked by lake members. The Soyers Lake group bought several extra ones and now are down to one unit.
- Our website and maps would have disclaimers stating that all hazards aren't marked. There are many rocks, stumps and logs adjacent to shorelines, so it's still boaters beware.
- We have no intention of marking the 1000m long channel between the Public Dock off of Fred Jones Drive to Outlet Bay. There are several rocks, stumps and logs in this area, but the feedback that I've received is that most cottagers on both shores don't want buoy eye pollution. They also consider that boats would speed through a green and red buoy marked channel although the OPP marine unit told the Soyers Lake group that boats actually move slower through marked channels. This

area is mostly within 100 feet of the south shore, thereby a NO WAKE ZONE by federal law.

- The tentative plan is to purchase all materials this summer, visit all hazard areas for soundings and co-ordination with the GPS, install the anchors, short chains, ropes and white painted floating markers ready for “Private” yellow hazard buoys next spring.
- Our other responsibilities are to contact FOCA about our program to receive permission to attach DSLPOA decals on our buoys to simplify identification. Otherwise we’d have to have a contact name and phone # on each buoy.
- We also would contact the two local radio stations and two newspapers with our programme information.
- On the DSLPOA website would be a notice that the hazard buoys would be installed by the Victoria Day weekend and be removed by Thanksgiving Day weekend.
- This year’s endeavours would require most of the summer to locate, measure, record and install everything but the hazard buoys. Pontoon boats and a kayak/canoe are ideal and also we’d need relatively calm, windless days.
- There is some concern about boaters speeding midchannel between the dam and Outlet Bay. I’ve scaled the two narrowest areas, one being 60m/200 feet wide and the other 70m/230 feet wide. Even though barely legal by federal law, the wakes at 100 feet and 115 feet still disturb cottagers on their docks and still cause shore erosion, so boaters should slow down.
- We could cost out Parker Pad printing a 11X17 inch paper map from the Directory with numbered hazard buoys in yellow and have the co-ordinates and hazard description on the backside. These could be delivered with next year’s Directory.
- All midnight marker bottles are and have been illegal and the liability falls upon the installer if they cause a mishap. If cottagers want to mark the end of their waterlines or specific rocks, stumps to access their

docks, it would be proper to use a coloured marker but they are still unofficial.