

The following provides an overview of the Navigation Buoy program in 2018. Important this year is a Summary of changes in the program management commencing next year outlined at the end of the e-mail.

2018 Operations.

As reported in May the buoys were set out as scheduled at the beginning of the navigation season. This fall, Dennis Duncan and I took out the remaining buoy on the Brothers Shoal and the buoys on Round Island on 9 October. Peter Newgard with his son-in-law Paul Byrne took out the McNally Bay buoys on Friday, 19 October. Coast Guard issued notships to report that the buoys had been taken off for the season.

As noted above there was only one buoy on the Brothers at the end of the season. The heavy winds associated with the tornadoes which struck the Ottawa area on Friday 21 September took off the east buoy from the Brothers. Fortunately Stan Adams found the buoy the next morning and reported it to me. Coast Guard was informed that the buoy was no longer on station and issued a notship to that effect. An investigation revealed that the weight and chain had come off the buoy. These were recovered and bottles placed on the shoal to indicate its location. However because only a week remained in the navigation season it was decided not to attempt to put the buoy back on location. It was repaired and put in winter storage. The same winds took a buoy off the McNally Bay shoal. Peter and Paul did a thorough search of the lake and eventually found the buoy. Because it was intact they were able to put it back on station. The temporary absence of the buoy and its replacement were reported to Coast Guard who issued notships to report the situation.

We were fortunate that the heavy winds took out only two buoys. Encouraging as well was the fact that we were able to respond quickly to the situation. With the monitoring system in place we knew within hours which buoys were not on station, were able to report the situation to Coast Guard and were able to respond quickly. I would like to take this opportunity to once again acknowledge the contribution of our "buoy monitors": Kim and Terry Frostad, Ron and Wendy Stewart, and Joan and Dennis Duncan.

Over the course of the summer Peter and his sons-in-law Paul Byrne and Marc Robichaud replaced the chain on all but one of the McNally Bay buoys, using the reserve supply of

chain we had on hand. Clever fellows they were, taking advantage of warm weather to undertake a maintenance repair instead of attempting to do it in cold weather as a response to an emergency situation. Not quite so clever, Dennis and I had replaced the blocks and chain for the east Brother shoal when we set out the buoy in the Spring under slightly cooler conditions!

Acquisitions/Expenditures

At its meeting on 3 December, 2017 the URLA executive authorized expenditures on the buoy program to allow the purchase of two buoys partially funded by funds from the RLEF and to undertake associated repairs to existing buoys ("A motion was put forth by Colleen Holmes and seconded by David McKinney to authorize the purchase of two SB-40 buoys and repairs to existing buoys up to a total of \$1500.00. Motion Carried") Over the course of the intervening months I negotiated with GO DEEP International, a New Brunswick firm, for the purchase of two SB-40 buoys. They became available in early September after their production run. Just prior to shipment I added the purchase of a yellow cautionary marker buoy to be used as for emergency and/or temporary marking at a cost of \$39. This year as in other years our regular buoys come off station due to heavy winds &c. The availability of the small cautionary buoy will allow us to mark the shoal until we are able to get the regular buoy back in position. We could also use it for the temporary marking of a shoal before putting a permanent marker in place.

In addition to the expenditures above, I will have to purchase the markings for the new SB-40s. In order to save some money I decided it would be more cost effective to do it ourselves rather than have it done by GO DEEP as part of the purchase. I have found a local supplier in Perth. The cost will be in the range of \$25. To \$30. I may also purchase extra markings for the other buoys currently in service which are showing wear. As noted in my earlier e-mail, we will also have to purchase additional chain this year (When Peter replaced the chain on the McNally Bay buoys it exhausted our reserve chain supply).

All of the expenditure above in total will fall within the pre-authorized expenditure of \$1500.00.

The Buoy Program going forward

As mentioned in the report last year, I have felt that it was time to look to my stepping back from the buoy program. I have been involved in managing/coordinating the program ever since I implemented the program on behalf of the URLA board in 2001. In subsequent years I have worked with a number of volunteers, some members of URLA and some non-members tagged at the last moment to provide assistance with a variety of tasks. For the first few years, there was the constant search in Spring and Fall for a boat and operator to put the buoys in and to take them out or to search for an errant buoy. Finally we were able to establish a routine when Don Rasmussen joined me and for a number of years we did the buoy work together. As the program expanded we looked to the McNally Bay Road Association to provide help with the buoys at their end of the lake. In 2011 Peter Newgard, serving as President of the road association, became involved in managing the McNally Bay buoys, eventually taking over the annual workload completely with his sons- in- law. Don and I continued to take care of the Round Island and Brothers buoys until this summer when Don stepped back from involvement and Dennis Duncan took over from him.

Going forward Dennis has undertaken to move into my role in coordinating/managing the program. As a permanent resident of the Lake, he is well positioned to take over. This will involve providing overall coordination, reporting to Coast Guard, providing liaison with the URLA executive, purchasing, reviewing possible expansion &C. In anticipation of the shift, Dennis was involved in setting and taking out the buoys this year, and next spring will be participate in the remaining aspects of the program. In addition the conduct of the existing program has been documented in a manual which I prepared last year. Over the winter key documents related to the program accumulated over the past 18 years will be assembled in a binder and flash drive to be passed along to Dennis.

Future years

It may be timely for the Executive to take a look at where it wants to go with the URLA navigation buoy program. Ours has been a modest program which has grown slowly over the years. Should we look to expansion? If so, how quickly and how much? Should we change the nature of our operation –move away from a program completely dependent on volunteers? How much can URLA afford to take on in terms of human and financial resources? Perhaps the executive should look to having a focussed discussion to develop a plan for future years. The navigation buoy program is one visible way for the Association to perform a service for our members, for other residents of the Upper Rideau and for boaters in general.

George Ingram

1 November, 2018