

Cedar Island Yacht Club

WORK BOAT ACTIVITY SUMMARY 2024

Water Levels 2024 and Forecast for 2023:

Mean water levels throughout the Great Lakes remained high for 2024, on average being reported as 4 to 11 inches below last years levels. Lake Erie is an anomaly, with season end levels at 8 inches above early season levels, yet the other great lakes are reported at between 4 and 11 inches lower.

The forecast for next year, is that we are at the beginning of a cycle of decling water levels, over that of the seasonal fall decline. There is a reported with a 95% of these levels being within a possible .50 meter drop from 2024.

Fluctuations in water levels noted in the lake and harbors is mostly a variation due to both wind direction and strength and combined with weather events (storms and runoff).

Water Levels in Cedar Island Harbor 2024:

Water levels averaged above 6 feet in almost all areas throughout the season. The channel at the junction of Cedar Creek into the channel to the lake was over 7 feet most of the year, with depths recorded over 15 feet in spots. This level did drop in the fall, necessating a number of dredges to maintain water levels. This was most notable in the area between the first and second channel marker.

This area is a result of sand blowing off the beach, wind slowing as it hits the rock wall and then dropping sand into the channel. Water in the channel was over 7 feet beyond this point. It should be noted that this area presents with a 'hard' bottom after blowing away all loose sand. We will have to investigate a method of breaking up this bottom in the new year.

The Town channel to the boat ramp was high throughout the area except for one spot adjacent to the roadway supplying the houses on the north end of the channel. Here it rose to 5 feet in the middle – possibly where the waterline passes under the channel bed. This is consistent with past years.

Work Boat Activity 2024:

There was much activity this Year. Included was a focus around placing, adjusting position through the year, and removing the channel marks (8 – 10 hours working time). Soundings were conducted, with most feedback from racers weekly, and subsequent dredging activities most notable in the fall consistent with annual fall water level declines.

A new area of activity, clearing the channel of debris (logs, etc.) washing out of the creek after storm continued. The work boat was 'fired up' this year with a major cleaning and painting of most of the cabin. Work involved hours of preparation and then a painting with a 2 part epoxy paint. Next year the remaining areas (aft cabin and trim) will be completed. A new anchor locker was also constructed and installed in proper manner. Ner dock post brackets were installed with a bracket to prevent damage to the shore power cork as has happened numerous times in the past.

Moving forward, we are focused on ongoing maintenance based on recommendations from both Melton Brothers and one of our Club members who has worked on steel vessels for many years. We anticipate this to keep our costs low. Our depth meter seems to have died at the end of the season and levels had to be checked manually. This will have to be addressed over the winter season.

We entered a program of recruiting new skippers for the management of dredging activities. This has been highly successful and a huge thank you goes out to all those that volunteered and went through our training program.

I believe our largest savings this year to be in the area of fuel costs. The reduced requirement to dredge has been a significant factor in this. Next year looks to be positive at this point, although a lower level is anticipated. Again, we may be starting on the declining water level cycle, and weather events may over-ride these trends.