

ULSTC Boating Rules and Policy (BRP)
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1.0 - ORGANIZATION:

One serving member of the Board of Directors or member appointee shall be responsible for Boating at the club.

1.1- Boating Committee Appointments and Overview:

The Boating person may appoint other members to assist in managing boating issues.. All members of the Boating Committee serve at the pleasure of the BOD by majority BOD approval.

Boating Committee members serve until such time they either voluntarily resign or are replaced by a BOD majority vote.

All boating Committee members shall be authorized to operate the club's "Rescue Craft".

Boating Committee members shall insure club members, families and guests are made aware of the BRP as applicable.

1.2- Boating Person's Duties and Responsibilities:

- Answerable to the Board of Directors
- Reporting on all ULSTC boating endeavors to the BOD
- Responsible for all ULSTC boating endeavors, events and equipment
- Enforcing the Boating Rules and Policies
- Coordinating all Boating Committee endeavors
- Conducting Boating Committee meetings
- Setting up and holding Captain's Masts
- Remaining in budget for all Boating events
- Overseeing the assignment of all wet/dry moorings
- Overseeing all wet/dry moorings and the sail/engine sheds
- Scheduling the refueling assignment of the club boat engine
- Organizing and conducting ULSTC Boating safety and rescue seminars
- The Assistant Boating Person shall assist as required.

1.3 – Boating Administrator(s) (if appointed and required) will be responsible for one of the following areas that correspond to a particular type and class of vessel. For simplicity they can be generally referred to as:

Category 1 watercraft - Kayak-Canoe

Category 2 watercraft - Sunfish & Laser

Category 3 watercraft - Open-Class

Category 4 watercraft - Hobie

Category 5 watercraft - Pontoon& Skiff/Misc. Type

However, since these specific names do not accurately reflect the different types that may be encountered, the actual classification categories for each Boating Administrator's area of responsibility (AOR) are technically defined as:

Category 1 – Human Propelled

(Normally under 300lbs hull weight and/or 14 feet and under hull length)

Cat. 2 - Light Mono Hull with Sails

(Normally under 300lbs hull weight and/or 14 feet and under hull length – essentially can be moved, launched and recovered by one person under human power alone)

Cat. 3 – Heavy Mono Hull with Sails

(Normally over 300 lbs hull weight and/or over 14 feet hull length)

Cat. 4 – Multi Hull with Sails

Cat. 5 – Outboard Motor Propelled/ Misc.

(Includes other types that do not fit Categories 1 – 4, including flat bottom aluminum boats – skiffs, John Boats etc.)

NOTE: The above categories have the term “normally” included, as watercraft that may still be associated to a type and class category, may not specifically comply with the weight and size limits. The applicable Boating Administrator shall be responsible for determining the watercraft category classification for a particular boat if there is a doubt as to where it should be assigned.

1.3 – Boating Administrator’s Specific Duties and Responsibilities:

- Answerable directly to the Boating Person.
- Enforcing the Boating Rules and Policies, especially as they relate to their respective areas of responsibility (AOR).
- Maintaining an accurate and up to date list of their AOR wet and dry moorings.
- Assigning wet/dry moorings in their AOR to new members or boat owners
- Maintaining an up to date “wait list” for their AOR for the Boating Person.
- Educating boat owners, within their AOR, about the Boating Rules and Policies.
- Bringing issues that may arise in their AORs to the Boating Person’s attention.
- Requesting that the Boating Person initiates a Captain’s Mast resolution proceeding if a situation warrants.
- Maintaining AORs in a clean and safe condition
- Becoming proficient in ULSTC Boating rescue techniques
- Acting as Boating Safety Officers and Boating Rescue Coordinators

NOTE: Boating Administrators are tasked to assist in the administration of ULSTC boat and watercraft endeavors as they relate to club facilities.

1.5 Pontoon “Rescue Craft”, Sail/Engine Sheds:

- The Boating Committee has overall responsibility for these areas.
- Shed space will be assigned to each Boating Administrator for appropriate watercraft category needs.
- The Boating Person will assign shed space as required to those members who wish to store engines. Engine shed slots will be handled in the same manner as dry moorings.
- All person’s operating the “Rescue Craft” must be specifically checked out on its operation and authorized to use it by Boating Committee members.

1.6 - Boatinf Rules and Policies (BRP) MAP REFERENCE:

The BRP map reference is the governing overview of locations specified within this document. A description of the areas reflected on the map reference addendum are as follows:

2.0 - CURRENT DRY MOORINGS: (These are the areas which have an applicable mooring fee)

- Kayak Dry Moorings: Category 1 watercraft.
- Circle Dry Moorings: Category 2 watercraft.
- Boat Yard Dry Mooring: Category 3 watercraft.
- Hobie Dry Mooings: Category 4 watercraft.
- Powered Boat, Skiff (Aluminum flat bottom craft): Category 5 watercraft.
- Dry Park Moorings, (Watercraft – status pending)

Note the Category 5 Yard, and Dry Park mooring is free at this time.

3.0 - CURRENT WET MOORINGS:

- Area 1 Wet Moorings: Free (left of boat ramp)
- Area 2 Wet Moorings: Free (right of swim beach)
- Area 3 Wet Moorings: Free (off the camp ground beach)
- Area 4 Wet Moorings: Free (right of Hobie beach)

4.0 – NJ State Compliance:

It is the club's policy to encourage all boating members to insure they are in compliance with all Federal, State and Local boating rules and regulations.

If a conflict of policy arises, the legal boating regulations shall always take precedent as applicable.

Below are some **official** salient points regarding state regulations to keep in mind. Please note these are not the complete regulations and if you desire to get more specific information check out www.state.nj.us/mvs.

- Each person on board must have a correctly sized United States Coast Guard USCG approved personal flotation device, (PFDs). **Children 12 and under must be wearing the PFD if the vessel is underway.**
- Between sunset and sunrise canoes, kayaks and sunfish sized sail boats must have ready at hand a white light. Larger boats should exhibit navigation lights consisting of green and red on the bow, and white on the stern.
- All Boats over 12 feet should be registered and display a current state ID number (at least 3 inches high), and state validation decal located on the bow of the boat. The only other exceptions to this rule apply to kayaks and canoes.
- The lake is limited to a maximum propulsion system of **9.9hp**.

5.0 - GENERAL RULES: The following are general club rules as they relate to ULSTC boating endeavors. It is in every member's interest to help monitor and enforce these rules.

5.1 – SCOPE OF APPLICABILITY: In the interest of safety and the uniform understanding of the BRP, it shall be incumbent on any and all members, their families and guests wishing to engage in any type, form or endeavor of ULSTC boating or watercraft usage, to have read the ULSTC Boating Rules and Policies.

NOTE: Failure to abide by, or intentional disregard of the BRP, may result in the revocation of boating, mooring and membership privileges, regardless of fees paid, as determined by the Boating Committee's "Captains Mast" hearing set forth in this document.

It is assumed that upon the payment of dues a member has read and agreed to abide by the BRP.

1. Children and persons not directly involved with the launching and retrieval of boats should remain clear of the designated boat launch beaches and boat ramp **at all times**. Boats may return to launch beaches at any time.
2. Launching and retrieval of all boats must be done ONLY on the appropriately designated beaches, (see BRP Map Reference).
3. From the floating platform to the swim beach is normally a "boat prohibited" area. Little children may be swimming in that area. When operating your vessel stay out of the swimming area, (which is in front of the swim beach), bordered by the north side of the dock, the floating platform and the furthest edge of the swim beach. Note: Sail boats under sail only during particular wind conditions boats may need to infringe on this area, and should do so only after coordinating with anybody swimming in that area.
4. Do not use any wet or dry boat moorings that have NOT been specifically assigned to you! Each mooring is assigned, even though it may, at that particular moment, be empty. Check with the Boating Committee if in doubt.
5. When launching your boat do not block or hinder others from doing so as well. Do not leave your boat trailer or vehicle unattended if at a launch beach or on any beach access point that may interfere with another's ability to launch or retrieve.
6. Keep the island circle clear of trailers and equipment. If you do not have a dry mooring slot assigned to you, park your trailer in the back woods, or what is referred to as the "Dry Park Mooring" area.

7. When your boat is beached make sure that the sail can luff and that wind shifts will not cause any damage to other boats, or cause your boat to sail away unmanned!
8. After beaching your boat do not leave it on the beach for any extended period of time. The beach is only a temporary transit area!
9. Do not leave any items on the beach or ramp after you have either launched or retrieved your boat. Police, (pick up stuff), the area for any objects which could bite stab or stick, damage, cut or scratch, block, trip or create pain - mental or otherwise. The policing of the beach is every member's duty!
10. Boats getting underway have the right of way over boats returning to the beach.
11. Do not attach your boat to any other boat without that owner's permission.
12. Please insure that when using the sail shed you do not use other sailor's equipment or assigned space. (Check with the Boating Committee for available space).
13. Lock the shed and activate the alarm if you are the last person to use it. Do not assume that there are other sailors around.
14. Operation of Radio Controlled craft from any dry mooring, beach or within 100 feet of ULSTC property is strictly prohibited unless specifically authorized by the Boating Committee.
15. Open camp fires are prohibited unless at supervised club events
16. All Dogs must be on a leash when in the boating areas.

6.0 - DRY MOORING RULES (Boat slots):

1. The actual approval and classification of watercraft will be up to the particular boat yard Boating Administrator and no boat may be dry moored on the club property or wet moored without this approval.
2. Vessels which are outside of the realm of normal classification shall be reviewed by the Boating Committee on an individual basis.
3. The standard weight and size limitation for consideration for a dry mooring space is a 2000lb hull weight maximum, and 22 foot maximum hull length. (Known as the 2-22 rule).

4. Moorings are assigned ONLY to a specific individual member. NOTE: Moorings will NOT be assigned under the context of a “family membership”.
5. Moorings are non-transferable, meaning that once the specific individual member relinquishes it or sells their boat, and does not buy a replacement, that mooring will be returned to the Boating Person for re-assignment.
6. A list of currently used moorings shall be maintained for each applicable boat category. Each yard Boating Administrator will maintain this list, (which shall include the appropriate location and name of member using same), for the Boating Person and BOD.
7. A current wait list shall be maintained by each yard Boating Administrator. This list shall be freely available upon request to any member in good standing.
8. All moorings must be occupied by some form of defined water craft or related equipment, (such as a boat trailer). At no time may a mooring be occupied by non-boating, non-Boating items or equipment.
9. Each mooring type shall have a yearly fee which will be suggested by the Boating Committee to the BOD.
10. All boats must be dry moored in their respective category locations.
11. All boats occupying any space at the club must project a wholesome, family oriented environment as well as maintaining a clean and tidy appearance that portrays the club in a positive light befitting a quality yacht club. All boating related equipment such as trailers, dollies etc. must be maintained in such a manner so as to not to be considered in a derelict or abandoned condition.
12. Dry Park Moorings for derelict or un-seaworthy boats are temporary dry mooring slips located in the back boat yard, (defined as the edge of the back woods area beyond the forest parking - across from the tennis courts). The purpose of the Dry Park moorings is to provide relief from the Dry Moorings of those boats that do not fall into the category of being sail worthy or able to sail within 24 hours under their own power.
13. The Category 5 yard is an “over flow” yard for sail boats and the yard designated for “john boats”, and non-sailing powered craft.

14. Members wishing to trade dry mooring locations for more desirable ones that become available, shall be able to do so before a member on the wait list is offered that slot. If more than one member wants to trade for the same newly available “better” slot location, the most senior membership member (continuous current unbroken membership), shall have first rights. If two members have the same seniority they shall resolve the issue by “challenge and execution”, (meaning a coin toss, sail race, or other competitive activity monitored by the Boating Person).
15. All club moorings are a privilege and not a right. If that member fails to comply with BRP rules and policies, their assigned slot may be subject to being forfeited and returned to the Boating Person for assignment to the next person on the waiting list. Recall dues are due on January 1st of each year. They are considered late if not paid in full by March 15th. Accordingly: **Members who have not paid their dues in full by April 1st will be issued a warning letter or e-mail indicating that by Memorial Day they shall irrevocably lose all seniority and slot privileges, and their boats removed.**
16. A member may occupy more than one mooring slot.
17. No wet/dry mooring may go un-occupied for more than one season without Boating Committee review.
18. A “vacant” mooring is an unused one that is available to a member. However, an “un-occupied” mooring is still considered non-vacant and occupied if assigned and paid for, (again provided it does not remain un-occupied for more than 12 months).
19. The temporary parking of vehicles on dry mooring spaces must never interfere with boat access, launch and retrieval.
20. Parking boats, vehicles or equipment, other than in allocated spots is strictly prohibited without specific Boating Committee approval, and in no case for more than 7 days.
21. Only One trailer and/or boat in any one slot at any one time.
22. Allocation of existing slots will be made according to the following criteria:
 - Current membership dues status
 - Condition of Boat (derelict, not sail worthy or not sailed in the past two years)
 - Membership Seniority (current unbroken continuous dues status)
23. The ULSTC is not a long term boat storage facility. Accordingly, any boat which is not sailed in a 365 day period, (without specific approval from the Boating Person) will forfeit its dry mooring slot.

24. The Standard Slot size dimension is as follows:

- Category 1 – Kayak/Canoe Rack Slot
- Category 2 – 6x15 feet
- Category 3 – 8x20 feet
- Category 4 – 10x18 feet
- Category 5 – 8x20 feet

7.0 - WET MOORING RULES:

1. Wet moorings are moorings that are on the water, and must use an “Auger” type anchoring system provided by and purchased from the Boating Committee. All other moorings are prohibited.
2. All wet moorings must be “located” by the Boating Committee and not moved except by the Boating Committee.
3. The portion of the mooring that connects the “eye” of the auger to the bow eye of the boat is the responsibility of the individual member. However, before actual use, the scope and its quality must first be checked and approved by a member of the Boating Committee.
4. Wet moorings are available to boats that are in “immediate sail” condition, meaning that they can be under way within a reasonable time frame under their own power. Boats that are need of significant maintenance shall not be wet moored.
5. ULSTC club members who occupy wet moorings agree to binding arbitration provided by the Boating Committee in order to resolve issues involving collisions, damage etc., as per the Captain’s Mast.
6. Owing to demand, only ONE wet mooring shall be available per member as space allows. The feasibility of more than one wet mooring per member shall be reviewed on a case by case basis by the Boating Committee, once all wait listed members have been accommodated. No member in good standing shall be denied a wet mooring slot whilst another member occupies two.
7. As with all slots, boats that are sold do not include the wet mooring that it may be anchored at.
8. Members wishing to trade wet mooring locations for more desirable ones that become available, shall be able to do so before a member on the wait list is offered that slot.

9. If more than one member wants to trade for the same newly available “better” slot location, the most senior membership member (continuous current unbroken membership), shall have first rights. If two members have the same seniority they shall resolve the issue by “challenge and execution”, (meaning a coin toss, sail race, or other competitive activity monitored by the Boating Person).

8.0 - CAPTAIN'S MAST: (Recourse and Resolution). Inevitably conflicts will arise regarding the interpretation and enforcement of the BRP. In order to address these potential conflicts the Boating Person will convene a "Captain's Mast" as required.

1. The purpose of the Captain's Mast is to address infractions and complaints regarding the BRP that arise in respective boat yards etc.
2. The Captain's Mast is a formal hearing consisting of at least three active members of the Boating Committee convened in a timely manner (within 30 days of the complaint or infraction).
3. The member(s) in question can, in first person, address complaints or infractions directly to the Captain's Mast.
4. The Captain's mast is tasked, after hearing the facts and consulting the BRP, and in unanimous agreement, then recommend a course of action to the Boating Person, who then would present his "findings and conclusion" to the member who has committed an infraction or submitted the complaint.
5. If the member(s) dispute the Boating Committee's decision, the member(s) may request that the circumstances be reviewed by the BOD at the next regularly scheduled BOD meeting. The BOD will have final decision over any Boating Committee actions, (however, it should be noted that if a Boating Committee action is in full compliance of the adopted BRP, then it will be incumbent on the BOD to support a Boating Committee decision).
6. At no time shall the BRP conflict with the standing Constitution and By-laws or Federal, State and Local laws.

9.0 – BRP WAIVERS: Members who feel that their circumstances warrant a temporary waiver from any portion of the BRP may petition the Boating Person.

1. Members who wish to apply for a waiver of the BRP must do so in writing (e-mail is fine) stating their reasons for requesting the exemption(s) to the Boating Person. In turn the Boating Person shall convene a “Captains Mast” to address the waiver specifics.
2. Waivers may be granted for any reasonable request which does not overly burden club facilities or inconvenience other club members.
3. It shall be the joint responsibility of the individual member and the appropriate yard Boating Administrator to maintain a copy of the waiver on file.
4. These waivers are not a right, nor considered a permanent alteration of the BRP, and can be modified, revoked or reviewed at any time by the Boating Person, Boating Committee or the ULSTC BOD.
5. Each waiver granted shall specify the name of the person, specific boat and exact nature, intent and part of the BRP which is being exempted. Waivers are issued only to a specific individual and for a specific boat, (boat meaning all applicable items related to that boat).
6. Waivers are not transferable, and become void upon the sale or removal of that particular boat.
7. Waiver Application Format:
 - Printed Full Name.
 - Date Requested.
 - Boat /Equipment Type and ID.
 - Description of request regarding specifically waived rules/policies:

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