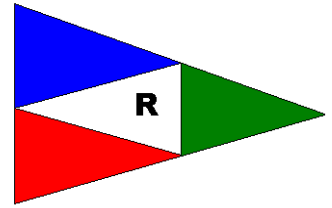




# Rothesay Yacht Club

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## Berths and Docks

This document is to provide new and existing members with information about the dock system at RYC. The goal is to assist members in requesting space and provide some background about how the system functions, including expectations of the members on the docks as well as the overall membership. The information will be as complete as possible and will be subject to modification as the need arises.

The allocation of dock space is at the discretion of the Club. The goal is to allow as many people as possible access to a berth. This may require moving people from one berth to another from year to year. These moves will be kept to a minimum. The allocation depends of several factors. These include the beam and draft of the boat, power or sail, the requirement for electricity as well as boat handling characteristics. The majority of the berths are end on. These are less expensive for the member and are a more efficient use of the overall dock space. A limited number of side on berths are available and are more popular with power boats, particularly smaller ones.

The current limit in boat length is 45 feet. There is a pilot of longer boats (2) to determine the impact these boats may have on the docks and the Club as a whole.

Members who would like to have a berth should contact me at anytime by email only (see below). A notice will be sent early in the spring requesting that existing members who wish to renew their berths contact Hugh Scarth. Members must confirm their intention to keep their berths by the date indicated on the membership invoice in order to better manage the waiting list. As well, all fees must be paid by the due date or the berth may be reassigned.

Dock fees are not refundable. The berth reverts back to the Club should the owner choose not to use the space. The berth cannot be "sold" with the sale of a boat. The Club will do what it can to facilitate the sale of the boat by providing that or another space to the new owner should a berth be available. The new owner will otherwise have to join the waiting list. Berths cannot be sublet or loaned without the permission of the Director of Berths and Docks.

The configuration of the docks has been discussed over the years. The current plan appears to offer the best use of the space as well as allowing for manoeuvring with the prevailing SW wind. The docks are identified as "A", being closest to the breakwater and "B" which is closer to the train tracks. The dock along the breakwater is known as "C" dock.

Water is available on the docks at no charge.

Electricity is available for a fee. The infrastructure for the electricity is significant. It is mandatory that the system meets safety codes. This requires that ground fault detectors be at every outlet. The power supply to the docks is via very large cable that provides 110v, 15amp power to all outlets. Boats may only use one outlet. It is unlikely that the power requirement on the docks will exceed that which can be supplied by this system. Owners that use power regularly as well as sporadic overnight use, are expected to pay for the electrical connection. Members who use the power intermittently, for power tool use for example, are not expected to pay for this service. At no time should another boat be disconnected for access to power. This system is not designed to supply power for 110v appliances such as refrigeration, air conditioning or heaters.

A pump out service is available at the inshore end of “C” dock. This equipment was supported by the Province of New Brunswick pump out is available at no charge to all members of the boating community.

There is one area for temporary docking. These are at the inshore end of “C” dock. The principle use of these sites is to allow people to load and unload or do repairs that require short term docking. This area on “C” dock is where the launch pad and mast stepper are located. Boats may not be left unattended (members must be on the property) and may not be left on the docks overnight. Under exceptional circumstances a boat may be left “C” overnight. The member must first discuss this with the Club Manager who will consider the request on an individual basis. Boats left on this dock without prior authorization will be subject to removal to a mooring at the owner’s risk.

If a member is not going to be in the area for several days a person responsible for the boat should be identified and that person’s name should be provided to the Club Manager. The responsibility lies with the owner’s delegate and the Club will do what is reasonable to safeguard the boat.

Some members leave their dinghy tied to the bow of their boat. This can cause problems with the tender swinging into the neighboring berth obstructing the adjacent boat. Another potential problem is that the dinghy and/or motor may cause some damage to the hull of the neighbor’s boat. Consequently, members who leave their dinghy tied to the bow are asked to do so in a way that the dinghy is confined to the owner’s berth.

The management of the docks is very dependent on members volunteering to help with the launching of the docks from the breakwater, the driving of poles and positioning of the docks. In addition the docks need to be outfitted with water hoses and the electrical system. The spring work can take as much as eight full days. Requests for volunteers will come as the dates approach. The first step will be to transfer the docks from the breakwater to the water as soon as the ice clears out of the harbour, before the freshet arrives. **It is expected that all members with berths will contribute to this work unless a member has physical limitations.** If a member is unable or unavailable, he/she should arrange for a substitute. The membership at large is also expected to contribute since everyone benefits from the docks. A schedule will be developed so that the workload will be distributed more evenly than has happened in the past. Assigning a member a time to work may be considered. Please respond to requests for volunteers, whether it be for the docks, grounds work, launch and haul, etc. It is the only way the Club can continue for provide the services we have.

Members should report any damage, deficiencies or malfunction to the Club Manager, Denise Dickie. The repair will be carried out as directed by the administration. A member will be financially responsible for damage to the docks that results from the member's actions. RYC assumes no liability for loss or damage to a member's property.

Please contact me if you have any questions, need clarification or have suggestions for this document to make it more comprehensive and useful. I recognize that there are a number of rules in the document. Please accept them as being necessary for the benefit of the members of the Club.

Hugh Scarth

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