



## **Harbour Watch Boat Owners Association (BOA) Marina Rules and Regulations**

Original Publish Date- March 24, 2008

Revision #7 Date- October 20, 2023

Approved Revision Date- October 23, 2023

### **Introduction**

The Rules and Regulations (R&R) have been adopted by the BOA membership at large and from time to time, have been and will be revised to promote a safe, clean, and friendly atmosphere for all BOA members. The operation of the marina facility and enforcement of the R&R is administered by a volunteer BOA Board selected from and elected by Harbour Watch lot owners with a 'slip interest' in the marina as specified in their Harbour Watch property deed.

Adherence to the R&R and cooperation of all owners assists the BOA Board in its administrative duties. The BOA Board has the right to interpret and rule on any given situation brought before it.

- **Regulations** have an 'absolute' definition and may not be circumvented, revised, nor amended without the express written consent of the Harbour Watch BOA Board or the BOA membership at large
- **Rules** suggest an implied obligation that all marina users will adhere to them. The BOA Board may revise and/or enforce breaches of the rules consistent with its mission to assure viable marina operations and a favorable experience for all users.
- **Slip Ownership Defined**
  - The Harbour Watch lot deed grants mooring privileges in the marina but does not imply nor grant ownership of the physical structure associated with the mooring of a vessel. The physical structure of the marina is community property and subject to oversight of the Harbour Watch BOA.

### **Mooring Privilege Regulations**

1. All vessels (boat, personal watercraft) moored in a Harbour Watch slip (excluding temporary guest visitors) must be registered within the State of South Carolina in the name of the Harbour Watch lot owner with a deed to the assigned slip. A family member living in the same household as the lot owner with a deed to the assigned slip may moor a vessel when properly registered in the state.

2. All vessels moored seasonally or permanently in a deeded slip shall be registered with the BOA and bear a Harbour Watch decal.

2A. The decal shall be affixed to the bow of the vessel and readily visible for routine BOA marina audit without removal of a mooring cover.

2B. The decal application for a new vessel or a replacement decal is available on the following website: [www.harbourwatch.mysite.com](http://www.harbourwatch.mysite.com).

3. Exceptions to the mooring privilege regulation includes guests and family members but are subject to the following conditions:

3A. Visiting Guest (Day Only). A guest or family member is allowed to moor their vessel in the member's assigned slip if empty or may moor in slips C2, C4, or the outside (the lakeside) of legs A, B, C for the daylight hours only. The vessel must be removed from the slip at end of day,

3B. Visiting Guest (Multiple Days). A request for 'temporary guest mooring' must be submitted to the BOA in advance of the planned visit. The request form is available on the following website: [www.harbourwatch.mysite.com](http://www.harbourwatch.mysite.com). The form should be emailed to [harbourwatchboa@gmail.com](mailto:harbourwatchboa@gmail.com) or hand-delivered to the BOA Secretary.

3Bi. A visiting guest or family member is allowed to moor their vessel in the member's assigned slip *if empty* or an assigned slip for up to six(6) nights annually be it comprised of a single visit or combination of multiple visits. The vessel must be removed from the slip at end of each term.

3Bii. Slips *other than a member's assigned empty slip*, are available for 'temporary guest mooring' on a limited basis and subject to availability.

3Biii. Requests for 'temporary guest mooring' will be processed on a first-come first-served basis. In the event there are multiple requests for a mooring period with limited availability, the date the earliest request was received by the BOA shall prevail.

3Biv. Requests for 'temporary guest mooring' in slips other than a members 'empty' assigned slip may be blocked during marina repairs or reconditioning with priority given to mooring of vessels owned by Harbour Watch lot owners with deeded slip.

3Bv. BOA members with an approved 'temporary guest mooring request' are encouraged to notify the BOA if the guest will be a 'no-show'. Alternate dates may be requested by filing a new request form.

3C. Violation of regulations cited in 1 and 2 will result in a written notification from the BOA and a request to correct the violation within a period specified in the notice. Failure to comply may result in a \$50 per night assessment for the BOA member as per the BOA R&R revision dated 8-16-20 for as long as the vessel remains moored beyond the date specified in the written notification.

4. BOA members may not rent their slip to a party who is not a Harbour Watch lot owner.
5. A Harbour Watch lot owner 'renting' a slip from a BOA member owner must comply with the existing regulations.

### Vessel Mooring Regulations

1. A slip owner assumes all risk of for use of the marina. The BOA will not assume responsibility for the care, custody or risk of **any** loss of each said boat owner.
2. Vessels in the marina will be limited in width, length and weight as follows:
  - 2A. Interior slips are restricted to vessels less than 26 feet in hull length. The manufacturer's stated hull length specifications for the vessel model shall prevail.
  - 2B. Exterior slips are restricted to vessels less than 30 feet in hull length. The manufacturer's stated hull length specifications for the vessel model shall prevail.
  - 2C. Vessel width is restricted to 8'-6"
  - 2D. Any vessel moored in the marina purchased and moored by a lot owner after January 1, 2010 must weigh less than 6,500 lbs defined as 'wet weight' when fully loaded with fuel and vessel gear.
3. Moored vessels must be seaworthy and maintained. Temporary breakdowns are to be expected but a vessel deemed inoperable or demanding major repairs shall be removed from the marina for repair. No on-the-water repairs are allowed except those confined to the vessel cockpit (eg. electrical repairs, battery replacement, cosmetic upholstery or canvas repair) or prop replacement.
4. The BOA reserves the right to demand removal of any vessel that is deemed not seaworthy or is deemed to be a source of a potential environmental hazard including but not limited to fuel and oil leaks. Failure to comply with the terms of the demand for removal may result in an assessment of up to \$100.00 per day for each day of noncompliance.
5. All marina users (BOA members and guests) assume liability for damage to moored vessels and the dock structure that may be associated with use of the marina facility.
  - 5A. The BOA will not be a party to resolution of any dispute related to claims of damage associated with contact between vessels including but not limited to entrance/exit of a slip or purported mooring deficiencies.
  - 5B. The BOA will be an interested party in claims pursuant to damage to the dock structure.
6. Use of open flame devices (propane or charcoal-fueled) is prohibited while moored in the marina. Potential ignition of unknown fuel leaks is a threat to safety.

7. The vessel owner shall be legally liable for all damage to the marina caused by the operation, docking, or securing the vessel. The marina, operating as a private entity, requires a BOA member to maintain an insurance liability policy for property damage and bodily injury.

7A. If a vessel moored in the marina for any period, property liability and bodily injury coverage must be maintained to the minimum \$100,000 coverage limit.

7B. Proof of insurance is required upon application for a Harbour Watch decal or annual dues submission if requested by the BOA.

8. All vessels must be properly moored to the dock cleats with adequate mooring lines and fenders to protect the dock structure and adjacent vessels.

8A. Material for mooring lines or line snubbers should be double braided nylon, three strand polypropylene, or natural fiber with a minimum 3/8" diameter. Larger diameter (1/2" to 3/4") lines should be considered for heavy vessels or vessels in slips that are subject to wind/wave action.

8Ai. Use mooring of lines less than 3/8" diameter, twisted or braided from natural materials (cotton or sisal) or nylon is prohibited.

8Aii. The BOA member is responsible for inspection of mooring lines or line snubbers and replacement of lines that show evidence of fraying and potential failure.

8B. Large 8" fenders should be positioned between the vessel and dock and adjacent vessels

8C. Use high quality stainless, chrome or brass clips when mooring a vessel to the dock. Swivels are not acceptable for dock line connections. The swivel end of the clip to mooring line is inherently weak and will fail when stressed by wind / wave action.

9. The leading edge of a moored vessel (fiberglass bow or pontoon float) shall not be moored closer than 10" from the protective bumper (rub rail) on the main walkway. A 'metal plaque' on each finger is to be used as a mooring guide.

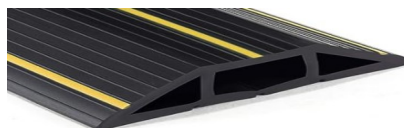
10. The BOA assumes no responsibility beyond notification of a slip owner or guest/visitor as to potential damage to the dock structure (rub rails, cleats) or adjacent vessels that could be attributed to improper mooring. Mooring deficiencies shall be corrected within five (5) days of receipt of notification from the BOA.

11. Damage to the dock structure, walkway, or finger due to improper mooring may result in a \$100.00 assessment filed against the slip owner if the mooring deficiencies are ignored or not corrected within the five (5) day period specified in the BOA notification.

12. A slip owner may elect to repair damage to rub rails at their cost to avoid an assessment. Rub rails, if available, will be provided as a 'pass-thru' expense. Repairs initiated by the slip owner are subject to BOA approval.

### Modifications to the Marina

1. No slip owner or guest/visitor may add to, modify, or change the marina structure without written consent of the BOA Board.
2. Nothing should be permanently attached to any part of the dock. This would include but is not limited to dock cleats added to the original marina design, water hose hangers, carpet, steps, storage boxes, flag/windsock poles.
3. Boat fenders and Jet Ski ramps permanently attached to the dock are allowed but must be fastened below the dock surface in a secure and proper manner. Such attachments may remain if the boat is removed from the slip for an extended time.
4. Dock lines and boat fenders attached to dock cleats should be removed if the slip is empty or anticipated to be empty for a period of more than two(2) weeks. The BOA may remove any lines or fenders from the dock cleats for return to the slip owner.
5. Electrical cords from shore power to the vessel are allowed but must be secured to keep the cords out of the water to prevent electrical shock and prevent tripping hazards on walkways or fingers.
  - 5.A. All electrical cords used from shore power to the vessel must be outdoor-rated, of sufficient gauge for the distance from shore power to the vessel, and have an intact ground plug at the point of connection to shore power.
  - 5B. Electrical cords that cross a path of travel in a walkway or finger must be secured in a cable tunnel securely anchored to the dock surface, must be of a color readily identified as trip hazard (caution yellow or caution orange) and anchored with stainless steel fasteners at each corner of the cable tunnel with additional fasteners spaced no more than 12" apart across the span of the tunnel

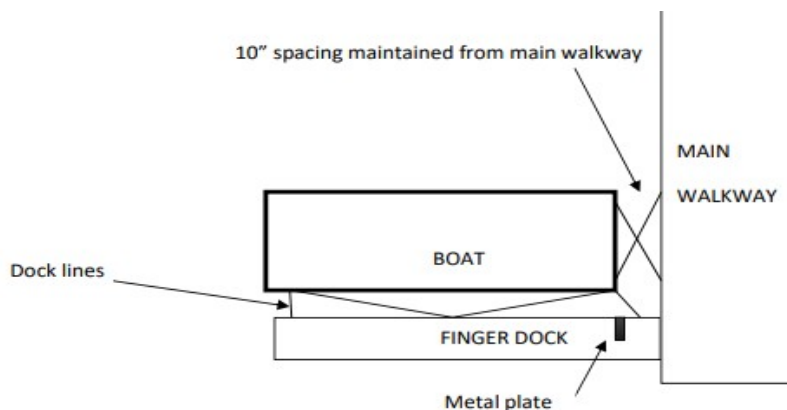


- 5C. Installation of cable tunnels across a path of travel on a walkway or finger must have written approval of the BOA.
  - 5D. Use of adhesive tape to secure an electrical cord crossing a walkway or finger travel path is prohibited.
6. Modifications deemed unsafe by the BOA will be removed without prior notification..

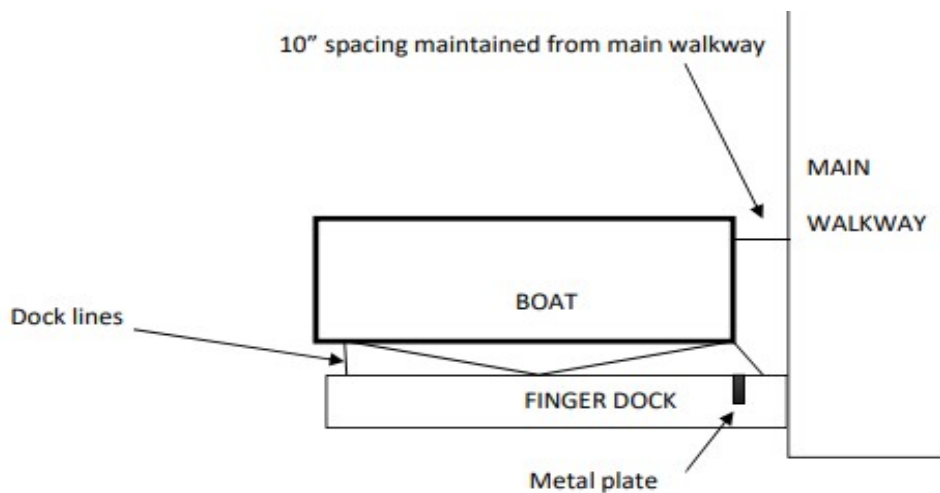
### Marina Mooring Best Practices

When properly moored, the leading edge of the bow should be aligned with the metal plate on the finger dock and have should have a limited range of forward, backward, and lateral movement within the slip. A properly moored vessel is connected to all three cleats on the finger dock and at least one cleat on the main walkway.

1. The 'crisscross mooring method' (shown below) should be used when there are two cleats available on the main walkway and the vessel cleat designed allows for such a method.



2. When there is a single cleat on the main walkway or the vessel's cleat design does not allow for crisscross mooring, an alternate mooring method is shown below.



## Marina Operating Rules

BOA members are encouraged to self-police the marina when witness to bad behavior or prohibited use of the marina but are advised to recognize their limit of authority as private individuals and be mindful of the implications and risk of intervention in any situation

1. All persons using the marina must conform to reasonable Standards of Conduct. A BOA member is responsible for his/her actions as well as the actions of family members and guests.
2. All persons operating a vessel moored in the Harbour Watch marina must be in compliance with existing South Carolina DNR watercraft regulations.
3. The BOA will not be a party to disputes between parties that are based alleged violations of 'Standards of Conduct' including but not limited to disorderly conduct, excessive noise, or abusive/foul language and like behavior.
4. The BOA may refer an alleged violation of prevailing local or federal law to local authorities.
5. Vessel operators must observe a 'no wake speed limit' within 200' of the dock structure and contiguous shoreline. 'No Wake' is defined as a speed that allows control of the vessel with the absence of discernible wave action caused by the vessel passage.
6. No minor under 13 yrs of age is allowed on the dock structure without adult supervision.
7. Minors under 13 yrs of age using the dock structure must wear a life vest that is USCG approved and the individual must be within immediate parental control.
8. Swimming, floating, or rafting from a vessel moored in the marina is not allowed.
9. All pets must be on a leash and controlled by the owner.
10. No waste associated with use of the marina shall be left on the dock structure. All waste (pet waste, bottles, cans, paper goods) must be immediately removed and deposited in receptacles provided at the dock entrance or returned home.
11. Fish cleaning in the marina is confined to the designated station located at the head of C walkway. Users of the fish cleaning station are required to rinse the station after use. No entrails or scales shall be left on the cleaning station after use.