



Pointe-Claire Yacht Club

Harbour and Storage Regulations

To provide members a safe and enjoyable harbour, the Pointe-Claire Yacht Club (henceforth 'the Club') operates under the rule of its by-laws, policies, and regulations, including those set out in this document. The Club has the authority to enforce compliance with these regulations, and violations must be reported in writing to the Club Manager or Harbour Master or their designated representatives (henceforth 'Club Management'). A minimum of three Executive Committee members will investigate, consult the involved parties, and render a final decision, which shall be binding. Disciplinary actions may include fines, suspension, expulsion, or other measures deemed appropriate. For fines and other charges, see the [Schedule of Charges](#).

1. Safety / General

- 1.1. Members, and their guests, enter Club property at their own risk. The Club assumes no responsibility for personal injury or damage to vessels, vehicles, or other property on Club premises, including the leased area of Lac St. Louis. Members may be held financially responsible for any damage or loss caused to property or the property of others. The Club reserves the right to seek restitution for such damages.
- 1.2. Boat-owning members must provide the Club with a Certificate of Insurance confirming 12 months of coverage, including Protection & Indemnity (liability) insurance of at least \$1,000,000.
- 1.3. Children under 13 years old must wear a life jacket at all times when on any dock or boat in the harbour and must be accompanied by an adult.
- 1.4. All vessels in the Club harbour must comply with the Collision Regulations (COLREGs) under the Canada Shipping Act.
- 1.5. Boats leaving the Club harbour have the right of way over arriving boats.
- 1.6. Harbour traffic must proceed at no wake speed.
- 1.7. Boats must comply with Canadian [Small Vessel Regulations](#).
- 1.8. No barbeques are to be used on docks or on boats while in the harbour or yard.
- 1.9. Blow torches and portable stoves are prohibited in Club buildings.
- 1.10. Club docks may not be used for any commercial activity.

- 1.11. Personal property may not be left overnight on docks, fingers, or other areas where it creates an obstruction, poses a hazard, or affects the Club's appearance. Members are responsible for keeping their assigned slip area tidy and free of dock lines, hoses, electrical wires, and personal items. Items left on the docks may be removed without prior notice and held in the yard for pickup within 30 days.

2. Fueling Safety

- 2.1. Fuel may only be transferred between tanks at the service dock, including both portable and fixed fuel tanks.
- 2.2. Fuelling must comply with the Transport Canada [Refueling guidelines](#), and to [Vessel Pollution and Dangerous Chemicals Regulations](#).

3. Electrical Safety

- 3.1. Shore power is intended for trickle charging on-board batteries and powering small, low-amperage appliances or tools. Use of high-power devices (e.g., air conditioners, refrigerators, freezers) is prohibited.
- 3.2. All connections to shore power must use a CSA-approved, outdoor-rated power cord of the appropriate gauge (minimum 14 AWG for lengths up to 15 metres, 12 AWG for longer runs). Cords must be in good condition and of the correct length. Multi-outlet plugs must be outdoor-grade. Cords must be secured neatly to prevent pinching by dock sections and minimize obstruction to dock traffic. On the boat, 120V AC equipment (shore or land power) connections must be located at least 24 inches away from any gasoline tank.
- 3.3. Any electrical connection to shore power deemed unsuitable by Club Management may be disconnected immediately and without notice.
- 3.4. All electrical systems, including portable and on-board battery chargers, must be CSA-approved, in safe working condition, and wired and grounded in accordance with applicable regulations.
- 3.5. Any use of solar panels during winter storage must be authorized by Club Management.
- 3.6. The following battery charging regulations are based on the recommendations of the ABYC (American Boat & Yacht Council) A-31 standard. They aim to minimize the risk of fire caused by the use of chargers. These rules also apply to inverters.
 - Batteries must be located in well-ventilated areas and away from flammable materials.
 - Ensure that cables and connectors are of adequate size and show no signs of wear or damage. Battery connections should be of the ring terminal type.

- Use chargers specifically designed for the type of battery (Li-ion, NiMH, etc.) and follow the manufacturer's instructions. These instructions must be available on the vessel for consultation.
- Chargers must be equipped with protection systems against overcharging and overheating.
- Chargers must be appropriate and adjusted to charge the batteries at the correct voltage and amperage for the type of battery or battery bank.
- Solar panels require the use of a charge regulator (or charge controller) between the solar panel and the batteries.

4. Boat Preparation and Hazardous waste Disposal

4.1. The Quebec “Regulation respecting hazardous materials” prohibits the disposal of any hazardous material into lakes or rivers. Club Bulletin H 20 Boat Preparation (https://www.pcyq.qc.ca/wp-content/uploads/2021/12/Bulletin_H20_EN2021.pdf) must be respected. Key regulations are:

- Sanding, blasting, and spraying activities must be performed with plastic sheeting (or similar) to shield hull to eliminate the circulation of dust, spray, and particulate to the lake, or to other boats, persons, or unprotected ground.
- Engine winterization and de-winterization must be performed in the yard. Surplus paints, coatings, chemicals, waste oils, and other related fluids must be properly contained and placed in appropriate containers as may be provided by the Club, or removed from Club property and taken to an authorized disposal site in compliance with relevant regulations.
- The re-use of blue expanded polystyrene (EPS) flotation cubes, removed annually from the harbour, is prohibited on Club premises. Cutting, handling, and use of EPS can result in chunks and fragments ending up in the lake, eventually breaking down into micro-particles that contaminate drinking water and are consumed by fish and other marine species downstream.

5. Dock and Slip Assignment

- 5.1. Members who used dock or dry-sail space during the previous season must notify Club Management by March 1st if this space will not be required for the upcoming season. Vacant spaces will be reallocated in March. Any space not reassigned by March 31st will be offered to new members.
- 5.2. Members who do not plan to occupy their assigned space for more than one month must inform the Executive Committee, who may reassign the space at their discretion.

- 5.3. Dock space is allocated at the discretion of Club Management, based on safety, optimal harbour use, boat requirements, and member seniority. If necessary, Club Management may reassign a slip and move a boat to a different location.
- 5.4. As per Club By-law 8.6.4, "Service charges must be paid in advance of the service rendered", which includes the occupation of dock space.

6. Launch and Haul-out

- 6.1. Launching and hauling out facilities, except those provided for dry-sailors, must not be used by any person without the permission of Club Management. Launching and hauling out facilities, except those provided for dry-sailors, must not be used by any person without the permission of Club Management.
- 6.2. At scheduled launch and haul-out times, boats must be prepared on time. Any boat not conforming to the following may be subject to the 'Boat Not Ready for Launch or Haul-Out' fee, as outlined in the schedule of fees. In addition, the member is responsible for any materials and labour required to complete the launch or haul-out safely, and the boat may not be launched or hauled out.
 - Made as light as possible.
 - Bow, and stern lines attached.
 - Fenders attached in number and size appropriate to the boat size and mooring.
 - Dock lines installed at assigned slip before launch. Dock lines must be removed after haul-out.
 - Boats must be able to navigate safely on their own between their slip and the service dock.
 - Powerboat canvas removed or lowered, if necessary.
 - Cradle or trailer must be ready.
- 6.3. Any boat owner who wishes to have their boat hauled out with the mast up must inform Club Management before September 1st.
- 6.4. Club Management must be notified before haul-out if a boat's launch the following spring might be delayed or cancelled, so that the boat can be placed appropriately in the yard. Failure to do so may be subject to the 'Boat Not Ready for Launch or Haul-Out' fee, as outlined in the schedule of fees.
- 6.5. At least two weeks before the big crane haul-out day, dinghies and trailers that are not paid for winter storage must be removed from the yard, and boats that are paid for inside storage must be moved inside.
- 6.6. On Big Crane Day, boats over 30 ft must have their backstay lowered, and the mast must be stabilized so that it does not interfere with the crane. For boats not hoisted on

Big Crane Day, the boom must be lowered. Further haul-out preparation requirements may be specified by Club Management.

- 6.7. It is the owner's responsibility to ensure that their boat is properly secured at the slip on launch day and stored after haul-out. Boat owners are advised to be present during launch and haul-out but may be represented by a third party. It is the responsibility of the boat owner to notify Club Management of the third party's contact details.
- 6.8. Advance notice and permission from Club Management are required for handling boats stored off-premises or new boats arriving by land transport. Except by special arrangement, these boats cannot be handled before mid-May.
- 6.9. Per Club by-law 8.6.4, 'service charges are to be paid in advance of the service rendered', including for launch and haul-out.

7. Club Equipment

- 7.1. Life jackets must be worn when using any Club boat.
- 7.2. Launching and hauling out facilities, except those provided for dry-sailors, must not be used by any person without the permission of Club Management.
- 7.3. Club materials, tools, etc. must not be used by members without permission of the Yard Foreman.
- 7.4. The shear-legs are for rigging purposes only and may not be used after sunset. All spars should be rigged and ready for stepping before boats are secured at the shear-legs to minimize the time spent occupying them. Boats may dock at the shear-legs dock but must prioritize vessels using the shear-legs. Docking must not obstruct their operation.
- 7.5. Boats must be docked in their assigned slip and may not be left overnight elsewhere without permission from Club Management. The Service Docks are not a mooring facility; boats may only be temporarily tied there for a specific purpose.
- 7.6. Only authorized operators who have completed the Club's hoist training and certification may operate the dry-sail hoist.

8. Docking

- 8.1. It is the responsibility of the boat owner to ensure that their boat is correctly secured with the appropriate lines and fenders and does not damage other property. Club Management may replace or add equipment without notice at the owner's expense.
- 8.2. Boats must be secured with at least five nylon lines, including two spring lines. Boats under 6.5 metres and 1100 kg must have minimum $\frac{3}{8}$ inch lines. Larger boats require minimum $\frac{1}{2}$ inch lines.

- 8.3. Whenever possible, lines must be attached to metal connections on docks or fingers. On boats 1100 kg and over, lines must attach to chains, which are in turn secured to metal parts of the dock.
- 8.4. At least one fender is required on each side of a boat.
- 8.5. Sailboat owners are required to tie off halyards. If this is not done and halyards are left slapping, Club Management is authorized to tie them off without prior notification to the boat owner.
- 8.6. Masts may not protrude over the dock, except during the two weeks following launch and preceding haul-out. Any protruding object must be clearly marked, such as with an orange PFD.

9. Storage

- 9.1. Members not requiring winter boat storage on Club premises must advise Club Management by September 30th.
- 9.2. Per Club bylaw 8.6.4, “service charges are to be paid in advance of the service rendered”, including storage.
- 9.3. Any boat left on Club property without authorization or beyond an approved docking or storage period may be considered abandoned if the owner does not respond to the Club’s reasonable attempts at contact. The Club reserves the right to take necessary action regarding abandoned boats, including sale, removal, or destruction, in accordance with applicable laws.
- 9.4. Any member planning to store their boat in the yard for more than two years must pay, in addition to regular storage fees, a deposit equal to the cost of disposing of the boat. This cost shall be assessed at the discretion of Club Management and will be reimbursed when the member resumes activities at the Club. The Executive Committee may suspend this rule in exceptional circumstances.
- 9.5. Boat storage locations are determined by Club Management.
- 9.6. Fires or heating appliances of any kind are forbidden on boats in storage.
- 9.7. Any keelboat new to the Club that is to be stored in the yard must have a knockdown cradle or jack stands. These must be approved by Club Management upon arrival and labelled with the boat name. Trailers may only be used for dry-sail boats.
- 9.8. Any trailer left in the yard must be licensed and able to be easily moved by one person. Tires must be properly inflated. Trailers used to transport boats during the sailing season must be registered with Club Management by May 1 each year. If trailers need to be accessed during the season, standard yard charges will apply.

- 9.9. Masts may be stored on the mast rack west of the Service Dock. They must be labelled with the boat name, and all lines must be contained. Masts must be removed no later than June 15 unless authorized by Club Management.
- 9.10. Gasoline, naphtha, paint, turpentine, and similar volatile inflammable materials must not be kept in any Club locker or building.