



Pine River Boat Club

New Member Information

The Pine River Boat Club is a private non profit Corporation established as a club in 1959 to facilitate local residents and cottagers access to Lake Huron for boating. From the beginning the club has depended on the volunteer labour and participation of members to be successful. The Board requested this publication be created to assist new members with many of the issues that arise in boating from a river on Lake Huron. This publication is for the most part a collection of information from previous club newsletters.

Mission Statement

The Club adopted the following Mission Statement at the 2004 Fall meeting.

The purpose of the PRBC is, as a cooperative, to provide an environment that allows for safe, convenient, and timely access to and from the Pine River and Lake Huron.

The goal of the PRBC is to build community amongst its membership through values of participation, cooperation and mutual respect.

What Do I Get As A New Member?

As a new member you should receive a key to the gate. The north and south gates are keyed alike. You receive a key to the clubhouse and a club pennant. A copy of the minutes and Bylaws is available on the club website.

<http://www.pineriverboatclub.ca>

A dock space will be provided on request if there are any spaces available. If not you will be placed on a waiting list. Your dock space comes with a partner who you are expected to work with concerning the dock costs, installation and removal. See reference to docking inside this publication. There is also a parking area available for summer use of trailers on the north side.

The Governing Board

As a corporation the club is governed by a set of corporate bylaws that are available for download in PDF form from the club website at pineriverboatclub.ca.

The bylaws establish a Board of Directors of ten who are charged with running the affairs of the club. The bylaws call for an annual election of Directors at the September meeting. Practice has been developed for many years that unless there is a vacancy on the Board the September General Meeting is asked to affirm the Board for a second year.

The Board after its election in September meets to elect the executive from its members. The Chief Executive Officer hold the title of Commodore. There is a Vice-Commodore, Secretary, and a Treasurer. A Rear Commodore is elected to take responsibility for the property of the club while a Fleet Captain is elected to be responsible for social events.

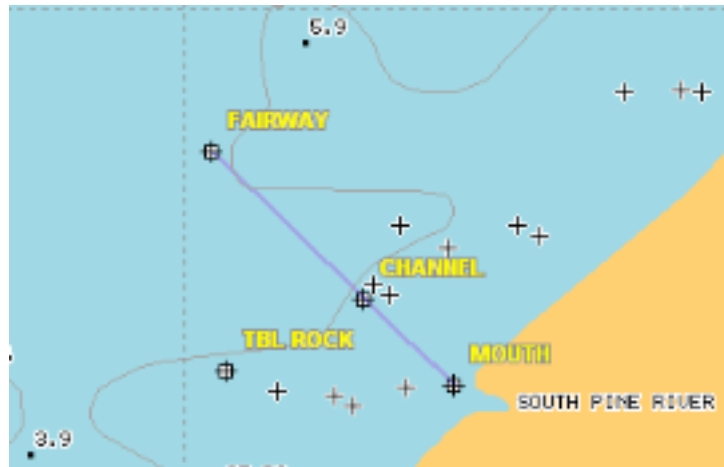
The Board appoints a Harbour Master for each of the sides of the river to organize the dock spaces. Harbour Masters are not necessarily members of the Board but are usually in attendance. The club also appoints up to two non voting Directors at large.

Be a Good Neighbour

From time to time the Directors have been asked to respond to incidents involving members on the property of adjacent landowners. It is important that all members make an effort to respect the neighbours. Loud noise at the docks interferes with the neighbours rights to enjoy their property! Please follow these requests. Do not litter. Do not leave your dock on the neighbours property. If you cannot take your dock back to your cottage there are designated places on the club property for storage.

The directors have responded to the unsightly problem created by some abandoned docks with the following motion. BIRT a dock that is not in the water may remain on club property no longer than one year. After one year if still on the club grounds it will become club property.

After that time you may expect it to become firewood for the corn roast. Talk to your Harbour Master.



Navigating the channel

The above two graphics can be found on the club website. They illustrate the location of the channel. The club places buoys in along the sides of the channel each Spring to assist you in following the channel. These buoys do not guarantee a safe passage as they are affected by storms, lake levels, and even wind direction. Placed on the shore are two poles that when aligned provide the best guidance to following the channel. The club has placed a private fairway buoy out in the lake in line with the channel. Many boaters find this an easy way to locate the channel by going to the fairway buoy and following a reverse bearing.

In addition the club sometimes finds it necessary to buoy parts of the river that have been found to be shallow.

Pine River Boat Club INC

The club is a non profit corporation. As such we fall under a variety of government regulations for corporations. The club must have a process for identifying the owners of the club assets. For this reason the bylaws identify how shares are distributed.

A member receives a share for each five year consecutive period of membership. The shares are distributed annually..

When a member ceases to be a member they forfeit a right to any shares they hold. The Bylaws request the shares be returned. In any case the shares will be removed from the list.

Shares may be passed to a member of the family who is a member. This is generally a son or daughter but has been a grandchild. If you have a share question contact the Secretary..

Dock Advice for the beginner

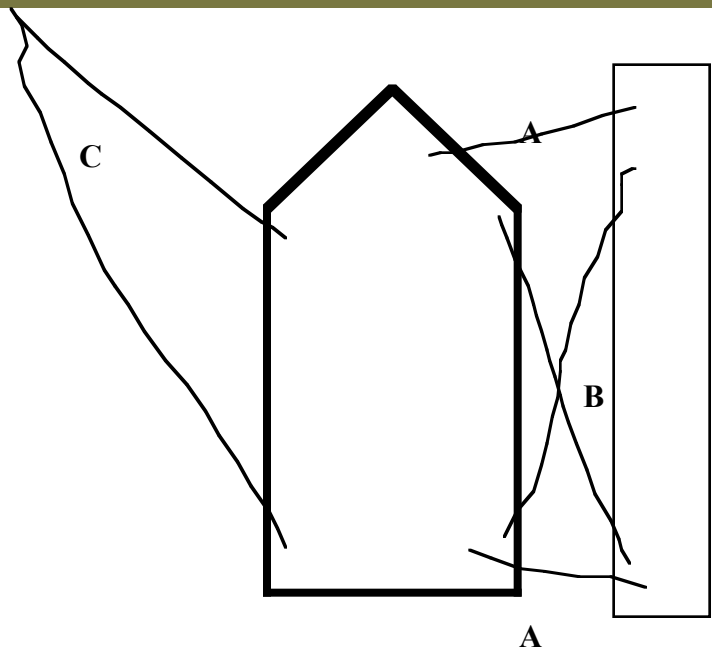
With new members each year it is easy for old hands to forget to mention some of the fine points of docking in a river on the Great Lakes. While the Great Lakes have no significant tides they are prone to something called a seiche. The water level in the river can rise or lower rapidly and repeatedly without obvious warning. While these are weather related, the weather causing the seiche may be occurring far out on the lake. I have seen a seiche in the Pine River that had a range from high water to low water of more than two feet. A dock installed well above the waterline in the Spring may occasionally be covered by the river. Along with the rapid rise and drop can be a stiff current that runs in then out the river.

If you leave your boat tied up in the river at your dock the possibility of a seiche must be taken into account.

Without care a boat may either end up on top of a dock or hanging from it. Both these cases may lead to damage to your dock or a neighbour's. Don't tie your boat tightly to the dock or the dock may keep your cleat when the water drops. Alternatively a boat tied too tightly adds extra upward pull on a dock as the water rises. A boat tied loosely can also be a hazard. As the current pushes the boat around it may swing heavily against the dock or your neighbour.

The usual solution is the spring line. In addition to your normal dock lines, tie a line from the bow to the opposite end of the dock and another from the stern to the far end of the dock. These lines will create an X allowing the boat to rise and fall without it swinging wildly.

Always respect the power of the river.



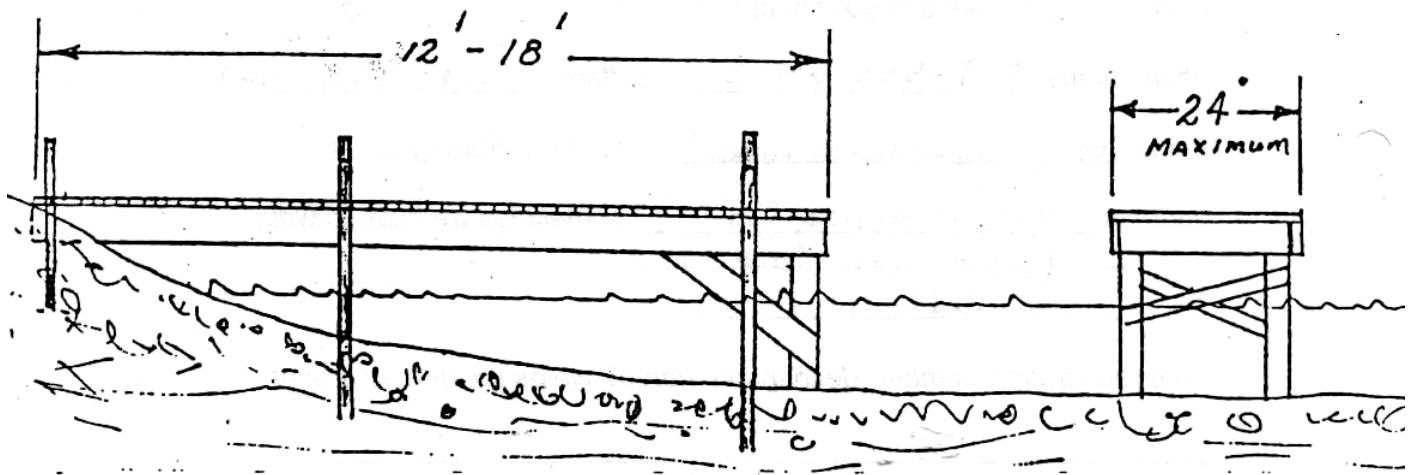
A these are the normal lines most use to tie up.

Tying these lines too tight is a common error.

A seiche can use these lines to pull the legs of the dock up out of the mud or turn over the dock.

B Spring lines keep the boat from moving out past the dock or onto the shore when bow & stern dock lines are left with slack.

C Lines from the boat to shore reduce the strain of the boat pushing against the dock or pulling on the dock as water surges in or out of the river.



This is the drawing of the approved dock design first submitted with our application for water rental from the government. There are many approaches that seem to work, however a flotation device left under the dock is likely to cause the dock to turn over in high water. Putting your name on your dock makes it easier to identify if there is a problem, and is a rule of the club.



Available in the Club storage shed for dock installation are large floats.

In less than 10 minutes the river can rise or fall like this. Seiches have occurred with more than a metre of change. The material on this dock was deposited by a previous seiche rise earlier .

Rules of the Road & The Pine River

The Boat Club **does not have any authority to legislate behavior on the water.** The law is the law and you ignore it at your peril

The law gives the right of way to vessels going down stream. Our channel, that is beyond the mouth into the lake, is very narrow. It places both boats at risk of hitting rocks should two boats try to pass each other in the channel. Since it is reasonably safe for a boat in the river to wait in the river for a boat coming in from the lake we have encouraged anyone preparing to enter the lake to wait until the channel is clear.

Some boaters are in the habit of coming in on plane. This has several advantages. There is more lateral control and the boat takes less water. There are regulations that govern speed close to shore however. In addition there have been several near misses with boats in the river. When going out there is deep water in the south edge of the mouth and it allows a clear view of the channel..A boat operator is always responsible to be aware of the safety of others when under way.

Dead Slow in River

Showing respect for the boats of other members reduces the wave effect on the docks protecting members boats. It makes operating in the river safer, and protects the river banks.

Run **dead slow - no wake** in the river.



Who do you see for what

You need to join, see the web site for all information

To pay your dues see the Treasurer

For a key talk to the Secretary

For a dock space make arrangements with a harbour master

Property issues are dealt with by the Rear Commodore

You want to party hang out with the Fleet Captain

Advice is available from the Past Commodore

The Vice Commodore is in training so (s)he gets delegated

Complaints go to the Commodore

Google map of Pine River Boat Club