

as shoreline erosion; and 3) The additional downward forces from the boat and propulsion system disrupt the lower strata of the Lake and the delicate ecological balance of the Lake. To help manage the lake's quality and for the safety of all users, boats with wake enhancing devices such as but not limited to, wedges, plates, or other mechanical devices for wake enhancement will not be allowed to operate on the lake. Boats with built-in ballast systems will be required to disable the systems by means such as removing control fuses, plugging of intake hoses, or removal of weights, hoses, or impellers that fill the systems. Boats with wedges, plates, or other mechanical devices will be required to remove the device, remove the handle for adjusting the plate, disable any electrical control to the device or put a pin through the device thereby disabling its use. Owners of boats with "fat sacks" or other "stand alone" bladder systems will not be allowed to have them in their boats and will be required to remove such devices. The recommended penalty for violation of this provision is removal of the boat from the Lake for twelve months.

- b. Boats with specific wake-enhancing hull designs are not permitted on Lake Mohawk. The hull design characteristics and description that the boat manufacturer uses to market the boat will determine whether a boat fits into this category.
- c. Boat weight is also recognized as a factor in wake creation and enhancement; therefore the "Dry Weight" of any boat on Lake Mohawk will be limited to 3500 lb. or less. Dry Weight is defined as the manufacturer's specified dry weight plus. Additionally, the "Total Weight" shall not exceed 5500 lbs. Total Weight is defined as the sum of the following three components ((A)+(B)+(C)= Totally weight which is 5,500 lbs or less) and must be provided either through manufacturer-provided documentation or a statement from a dealer or mechanic:
 - i. (A) Wet weight of the boat- If the manufacturer does not specify the wet weight it is calculated as the sum of the following two components:
 - a. Dry Weight of the boat
 - b. Maximum weight of operating fluids (where applicable);
 - 1. Fuel weight (maximum fuel capacity X 6.0 lbs/US gal)
 - 2. Engine oil weight (maximum capacity X 6.9 lbs/US gal)
 - 3. Engine coolant weight (maximum capacity X 9.3 lbs/US gal)
 - 4. Hydraulic oil weight (maximum capacity X 7.5 lbs/US gal)
 - ii. (B) Maximum weight capacity (manufacturer specified or by the NMMA capacity plate, whichever is greater);
 - iii. (C) Supplemental tank weight (including, but not limited to, live-wells, built-in coolers and integral ballast tanks, calculated by the maximum capacity of the container(s)/tank(s) X 8.3 lbs/US gal);

3. **Club members are advised to contact the Club Office prior to purchasing any boat that may be questionable.**

The Marine Services Committee must approve all boats before LMCC Tags can be issued. Prior to the issuance of LMCC Tags for your watercraft, it is necessary to present at the Club Office:

- a. LMCC registration card filled out and signed by a member in good standing.
- b. Proof of liability insurance. Minimum coverage must be \$100,000.00
- c. Current New Jersey Boat Registration, New Jersey Boating Safety Certificate, and valid Operator's License where applicable.
- d. The watercraft must be inspected by the Marine Services Committee. If the craft is transferred or subsequently altered so that its description on the Club Registration Card is not accurate, the craft must be re-inspected and re-approved. Failure to permit inspection by the Marine Services Committee constitutes grounds for revocation.