



Rush Creek Harbor Development Plan

Overview:

Rush Creek Yacht Club is fortunate to have the most scenic and deepest harbor on Lake Ray Hubbard. The adjacent open sailing area provides for year round sailing. The harbor and docks play an important role in keeping Rush Creek as one of the premier sailing clubs in the U.S. and attracting new members.

This working document should be utilized and updated periodically to serve as a reference for the Rush Creek Board of Directors when planning maintenance, improvement and expansion of the Rush Creek harbor and dock area.

The board should remain mindful of the club’s primary mission of promoting sailing and sailboat racing.

Version	Changes	Author(s)	Date
1.0	Original draft	Kelson Elam	5/21/07

Document last saved: 5/21/07

Last Board of Directors Approval: 5/21/07

Harbor Lease

The take line property and harbor area are owned by the City of Dallas and leased to RCYC by the City of Heath. The lease was renewed in 2000 and with extensions will last through 2040. RCYC pays Heath \$25 per slip and \$25 per club member per year.

North Break Wall

The harbor break wall was built by RCYC and terminates at one of the deepest points of the lake. Past efforts to extend the break wall further have failed due to the depth of the water. Further extension of a non floating extension should not be attempted. Portions of the break wall are beginning to erode and will need attention some time in the future.

South Break Wall

The land at the south end of the harbor entrance is controlled by the City of Heath and although available to the public is not an official park. A break wall was added by the original developer of the adjoining residential area to protect the harbor. The break wall has eroded and now exposes the harbor to SW wind and waves which have an adverse effect on the end slips of B and C docks, the T dock and the junior dock.

Members of RCYC have met with the city and requested permission to rebuild the break wall. Heath has commissioned an engineering study to present to Dallas for the repair but there are no guarantees that permission will be granted by Dallas to proceed.

If permission to repair the break wall is granted, RCYC will likely be responsible for the cost of rebuilding. Proper fill must be purchased or donated. Two county commissions who are also RC members have agreed to assist with procuring fill from other projects. The board should also explore alternate funding sources such as economic development funds as the break wall reconstruction would benefit others outside of RCYC. There is currently no time frame for possible completion of this project.

If the break wall cannot be repaired, the option of a floating break wall should be explored and presented to the city.

Small Boat /Junior Area

The junior dock was extended in the early 2000's and the ramp widened to accommodate boat dollies during low water. The floating ramps are unusable at low water. The docks are exposed to SW winds and waves and should not be expanded until a protection solution is determined.

If properly protected, future expansion or improvement options for the area include floating docks along break wall for storage and launching of board boats, an additional T type dock, rest rooms and a Junior Clubhouse.

Ramp/Fuel Dock/East T Dock

The ramps appear to be in good order however there is some erosion below the concrete which should be monitored. The ramp dock was replaced in '06.

The fuel dock has fallen into disrepair and should be replaced or removed. The fuel dock area is protected from waves by the T dock and may be improved without changes to the south break wall.

Fuel dock options include:

1. Replace dock
2. Remove dock and place pump on shore with long hose
3. Remove dock and shut down fuel operations. RC boat fuel would be brought in by trailer.

Environmental and regulatory requirements should be closely considered when determining the best option for upgrading the area.

The T dock in this area is relatively new and appears to be weathering the SW waves well.

West T Dock, Hoists & Rigging Dock

The west portion of the T dock is protected from SW waves and in good condition

The yellow hoist (east end used for small boats) is approximately 8 feet deep at max level. At low water only centerboard boats may be launched. Dredging is not recommended as it may undermine the concrete structure supporting the hoist.

The rigging dock between the hoists was replaced in 06. The dock connects the two hoists to the T dock and facilitates rapid launching and retrieval during large racing events.

The blue hoist (west end used for large boats) has a depth of 15 or more feet at max level and provides for launching of most keel boats even at low water. The dock on west side is in need of repair or replacement. A high pressure sprayer located in this area provides for boat cleaning both at the hoist and on a portion of the rigging dock.

A Dock

The 20' slips house small keelboats and powerboats. The docks are aging but usable if the decking is replaced as needed. Painting the anchoring poles will also improve the overall appearance. Due to their age, extensive refit costs are not recommended. There are no water outlets.

Electricity is adequate for light use but not sufficient for heavy use such as refrigeration. These slip are low revenue producers and mainly utilized by the Sea Scout fleet of Catalina 22's.

The harbor area around A dock provides the initial view of the harbor. The board should consider moving A dock to a new location and better utilizing this prime portion of the harbor.

B Dock

The 25' slips are almost fully occupied with exception of the slips close to the break wall. The docks are aging but usable if the decking is replaced as needed. Painting the anchoring poles will also improve the overall appearance. The docks should not be extended without a solution for the SW waves. Due to their age, extensive refit costs are not recommended. There are no water outlets.

Electricity is adequate for light use but not sufficient for heavy use such as refrigeration. Also, multiple hydro hoists may not be operated simultaneously. Any upgrades to the electrical should be considered as part of a long term replacement plan.

C Dock

The 30' slips are the largest in the harbor but do not have the length, width or entrance depth to accommodate the wider, longer and deeper designs which have become popular in sailboats since the late 90's.

The docks are aging but usable if the decking is replaced as needed. Painting the anchoring poles will also improve the overall appearance. The docks should not be extended without a solution for the SW waves. Due to their age, extensive refit costs are not recommended. There are no water outlets.

Electricity is adequate for light use but not sufficient for heavy use such as refrigeration. Also, multiple hydro hoists may not be operated simultaneously. Any upgrades to the electrical should be considered as part of a long term replacement plan.

Maintenance Area:

Currently there is no prescribed area for boat maintenance. Dedicating a maintenance area would provide a service to the members as well as improving the overall look of the club grounds. The city recently removed the water filtration system at the east end of the harbor which may provide a suitable location. The possibility of installing a rail or travel lift for retrieving boats should also be explored in the future.

Volunteers and Contractors:

Rush Creek members have traditionally volunteered for maintenance and improvement projects. These efforts reduce cost and provide a means for building a sense of ownership in the club. The board should continue to encourage this tradition and be wary of hiring work which can be accomplished from within.

The relatively small nature of our dock projects and our volunteer attitude makes it difficult to get the attention of dock manufacturers and maintenance groups. In order to accomplish contractor based dock and harbor projects, the board must commit to funds

and time lines in advance and provide the RC of Docks and Harbor the leeway to manage and alter the project as needed during construction. Quality contractors have shied away from working with Rush Creek in the past because of multiple requests for quotes followed by non action of the club.

Expansion Plan:

RC originated as a sailboat racing club and should maintain racing as a primary focus in order to differentiate it from competition from marinas and restaurants in the area. Aging club membership has led to an overall decline in membership and Rush Creek needs to attract new members, specifically racing enthusiasts.

Recent upgrades of the junior area, T dock and rigging dock have improved the overall appeal of the harbor. RC should begin upgrading the slip area to accommodate today's racing boats and improve the visual appeal to prospective members.

Modern racing boats have become longer and wider than those of the '70's thus creating a demand for larger slips. The existing dock configuration should be updated to accommodate these changes. There is a current demand for wider 40' slips for longer, lighter and wider boats which have become popular over the past ten years. Electrical and water systems capable of supporting these size boats should also be considered. These additions will allow RC to compete with other clubs and marinas in the area.

The erosion of the south break wall has limited the expansion of the harbor beyond its current configuration. The harbor should be reconfigured within the current confines to accommodate growth of the sailing program. Only when a solution to the SW wave conditions has been found should the harbor be expanded beyond its existing boundaries. Finding a solution for protecting the harbor from SW waves may be a long term project and should not retard the growth and improvement of the harbor within the protected area.