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**Williamstown, New Jersey 08094**  
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[www.fvlaonline.com](http://www.fvlaonline.com)

## Dock Application Instructions

### **A. General Information**

This is a general guide for those who are planning projects that will require written permission from the F.V.L.A. Board. It will be the responsibility of the requestor to obtain all required approvals prior to commencing the project; **the requestor must be an active member of the association.**

FVLA regulations limit the size, configuration, materials, placement and number of docks that can be constructed based on the size of your lot.

### **B. Registration Requirements**

Written permission must be obtained from FVLA prior to commencement of any new project. No registration is needed to repair, maintain or replace your existing structure provided that:

1. The repairs do not change the size, shape, location or height, and
2. The materials are on the approved materials list.

#### **Examples of projects that require registration**

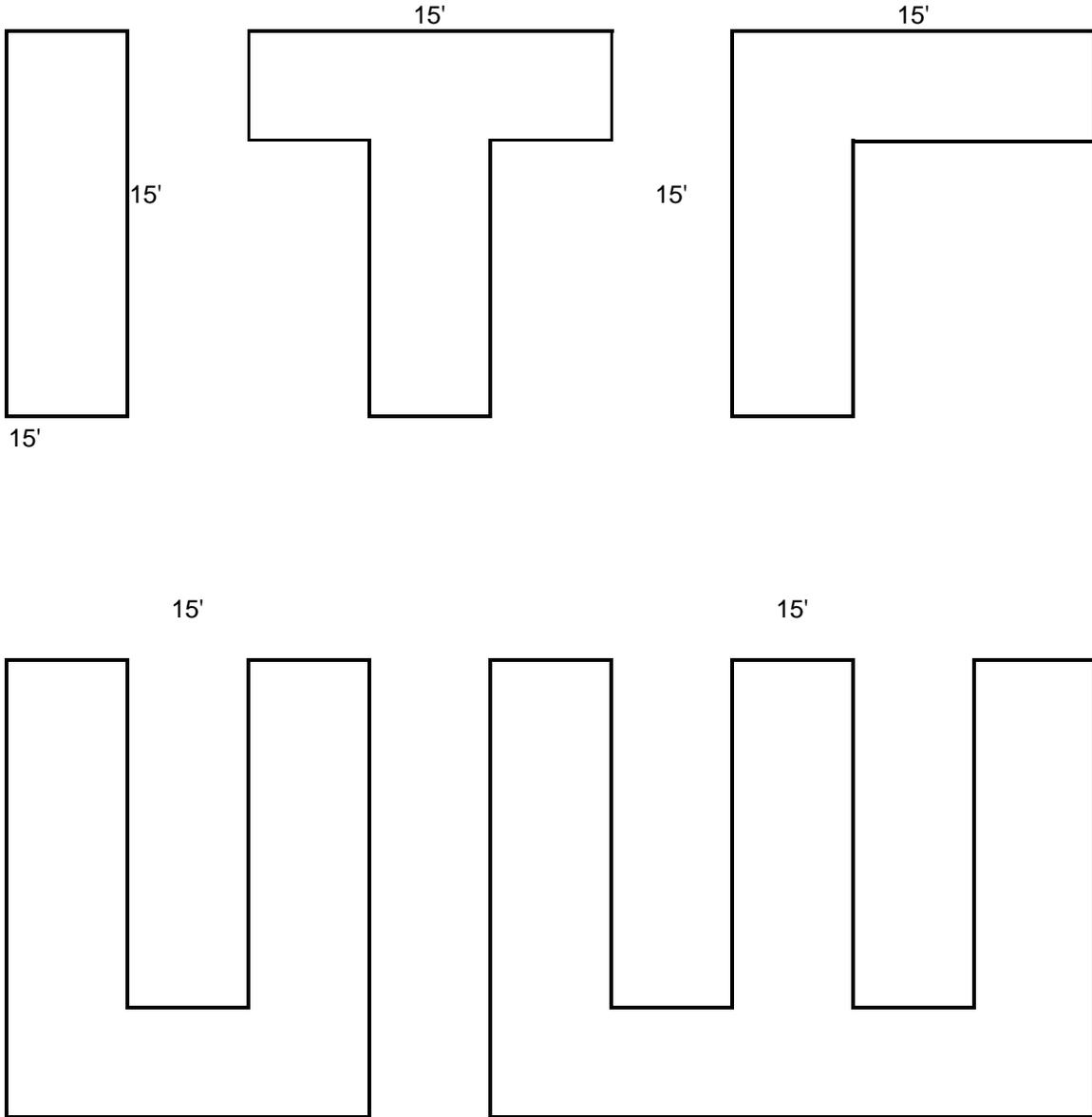
1. Constructing or placing Floating docks, piers, piles, decks, ramps, or other shoreline structures.
2. Extending, moving or otherwise altering existing structures.

### **C. Filing your Application**

A complete application must include the following:

1. Application Form- completed and signed
2. Project plans.
3. A location map for the placement on the property
4. A drawing of the structure
5. A materials List
6. A Construction plan and timeline

**D. Examples of acceptable structures**



*Docks can be no larger than fifteen feet long and no more than fifteen feet wide. Other shapes and designs will be considered provided they do not exceed the maximum surface area of fifteen by fifteen.*

## D. Accepted Materials List

1. Eastern White Cedar
2. Western Red Cedar
3. Redwood
4. Cypress
5. Plastic
6. Pressure treated

- **Things to know about pressure treated wood**

Pressure treated spruce or pine, that Kermit-green alternative seen on countless decks, jungle gyms, and suburban retaining walls. Pressure-treated pine or spruce is about 20-30% less expensive than the preferred decking species, such as cedar, but because the grades of lumber set aside for treatment are usually low, pressure-treated wood is typically more susceptible to warping and cracking when exposed to weather than the untreated decking species, and even some of the structural species, such as fir. Most of the problem wood is labeled S-GRN (the chemicals applied when the wood is wet with sap, and therefore not as absorbent); pressure-treated wood labeled S-DRY is typically of much better quality and longer lasting, but also more expensive.

**Because it can leach chemicals into the environment, pressure-treated wood is banned for waterfront use in some areas and, in all cases, construction should take place well back from the shoreline, with the finished dock being left to thoroughly dry and "age" before being placed near the water.** Working with pressure-treated wood is more difficult, the sawdust considered toxic, and each cut end must be sealed with an approved preservative, all of which exposes the builder (not to mention the flora and fauna living in the water) to some nasty chemicals.

- **Other things to know**

The preferred deck woods for dock building are western red cedar, redwood, cypress, and eastern white cedar (in that order), all of which offer reasonable longevity and beauty. For most docks, that's also the preferred structural list, but for dock cribs and permanent piles, stronger woods, such as Douglas fir, hemlock, and tamarack (in that order) are a better choice. Unfortunately, this group is not as resistant to rot as the first. For permanent piles, western larch, pine, and even spruce can be used if fir is not available.

The downside of opting for the preferred species, such as western red cedar, is cost. It may last longer than other species, but it's also becoming increasingly expensive. Granted, that could be said for all types of wood. Certainly, the better decking species, being naturally resistant to rot, will outlast species such as spruce, but what if the bank account won't accept that logic and demands a cheaper solution? That's when we compromise. One way to do this - already mentioned - is to reduce the deck acreage. Or you can try to extend the life of lesser grades of wood.

Unfortunately, the standard route to wood preservation - paint and stain - is not the answer for docks. Any coating you put on a dock will fade, blister, and peel. Not only will this look terrible, but damaged coatings also trap water, creating an ideal spot for a wood-destroying fungi family to take up housekeeping. So you can either scrape and re-coat the dock every few years or use preferred wood species and do as many dock builders advise - let the wood go naturally gray.

## E. The approval process

The approval process begins with you. Please do your homework and have everything ready as outlined above. The FVLA principals meet every two weeks. If everything is in order you will get a ruling at the next meeting. If one of the requirements is not attached you might be required to resubmit your application and wait for the next meeting. There is no fee required for the application. The ability to construct a dock is just one of the reasons lakefront homeowners pay a higher seasonal fee.

APPLICATION TO CONSTRUCT A DOCK OR STRUCTURE

INSTRUCTIONS:

- 1. Submit all information typewritten or in dark ink.
- 2. This application shall be submitted to FVLA office or principal
- 3. A map indicating exact location of the structure must be attached to the application. The map should be as detailed as possible.
- 4. The dock or structure plans and specifications must be attached to the application. Sufficient details should be provided in order that the structural adequacy of the dock can be determined. No oil drums will be permitted, as flotation only factory built cylinders with Styrofoam fill will be allowed.

Name

\_\_\_\_\_

Phone number

FVLA Membership #

\_\_\_\_\_

TYPE OF STRUCTURE PROPOSED ( ) DOCK ( ) FISHING PIER ( ) SPECIFY OTHER  
APPLICATION IS FOR ( ) NEW CONSTRUCTION ( ) REPAIR OR RENOVATION OF  
EXISTING STRUCTURE

NUMBER OF WATERCRAFT STRUCTURE WILL ACCOMMODATE

\_\_\_\_\_

PROPOSED LOCATION \_\_\_\_\_

SIZE OF STRUCTURE

\_\_\_\_\_

TYPE OF STRUCTURE FOUNDATION

\_\_\_\_\_

I have read the rules and stipulations and agree to said rules and stipulations. I also agree that construction will be in accordance with standard plans and specifications FVLA has outlined above and will construct this structure in accordance with the plans and specifications submitted with this application, if approved.

SIGNED

\_\_\_\_\_

DATE \_\_\_\_\_