

CODE OF PRACTICE
for Winter Storage at Batson Boat Park Salcombe

General

This Code of Practice has been based on the Yacht Harbour Association Code of Practice 1977 re-written 2007.

Batson Car Park will be designated as a boat storage area for the winter months; actual dates will vary annually and will be promulgated with the booking form. The boat storage will be under the management of the Harbour Master.

Boat owners must have 3rd party protection and indemnity cover and hull cover to the value of £3,000,000 for the period vessels are stored ashore.

Use of the Boat storage is at the discretion of SHDC and vessels which cause a nuisance may not be allowed into the boat storage area in future years.

Owners or their agents should check their boats regularly and particularly before and after periods of inclement weather.

Charges for winter storage will be set annually by SHDC.

Access

The boat storage areas will be surrounded with fencing and warning signage to restrict public access and enable contractor access to be controlled.

Contractor access will be restricted to those contractors on an approved contractor list. Contractors wishing to be added to this list are to apply to the Harbour Office, confirming acceptance of the Code of Practice and providing insurance details for inspection.

Access roads to the entrance to the fish quay and public slipway are to be kept clear at all times. Particular care is to be taken in the areas where the public have access.

The boat storage area is to be kept clean and tidy at all times.

Lifting and Hoisting

If mobile cranes are hired in for specific tasks, the crane operator will require a temporary licence from SHDC authorising activity on Council land.

All personnel involved in lifting operations are to be trained, certified and wear the personal protective equipment stipulated in the method statement.

Vessels are not to be lifted with any person onboard, the only exception being on launch to allow owner to check sea cocks.

The boat storage area is rated to 10 tonnes weight restrictions. Cranes are not to be used within 2 metres of the quay edge.

Maintenance and Operations

All maintenance work is to be carried out by Authorised personnel. Authorised personnel include owners and contractors who have registered with the Council. Owners appointing a contractor must ensure the contractor is registered with the Harbour Authority.

All boats requiring their hull to be power washed must have this done during the lift out, utilising the Council's scrubbing facility. This will prevent toxic run off polluting the estuary.

Painting and antifouling debris is to be disposed of into the hazardous waste bin, spillages are to be wiped up and removed from the storage area surface.

Peeling of gel coat, shot blasting fibreglass repairs, welding, fabricating and grinding is to be carried out only with the express permission of SHDC. Approval will only be given to properly trained personnel within an area that is enclosed by suitable sheeting or segregated from other boat park users, all residues are to be disposed of in accordance with the Port Waste Management Plan.

Scaffolding, stages, ladders and steps are to be properly secured by the owners or contractors. Customers must provide their own ladders, use them at their own risk and secure them when they are not in use to prevent unauthorised access.

Removal of masts is to take place only with the express permission of SHDC and must be carried out by an authorised contractor.

Engine Maintenance: The running of engines, whilst ashore, should be carried out only by authorised personnel. Boat engines are not to be run without authorisation as it could cause stability problems to the boat. Before authorisation is given the chocking arrangements will be re-checked.

Oil and diesel may be disposed of only into the waste oil tank. Stale petrol must not be placed in this tank. The nearest disposal site for petrol is at Torr Quarry.

Any oil spillages must be cleaned up immediately. The Boat Park has a spill kit for land and sea spillages, disposal and replacement of oil spill control equipment will be charged to the polluter.

If outboards are run ashore, due consideration is to be given to noise. If outboards are stored, petrol tanks are to be emptied and outboards inhibited to minimise fire hazard.

Redundant batteries are to be disposed of into the receptacle provided.

Fridges, deep freezers and air conditioning units removed from boats are to be removed from the site and disposed of by the contractor/owner.

Noise and noise nuisance: Due consideration is to be given to local residents and customers when operating machinery during the working day and particularly at weekends. All halyards or rigging left on masts is to be tied out or secured to avoid noise nuisance from flapping.

Gas installation work is to be carried out only by a suitably qualified gas engineer.

Electrical and electronics work is to be carried out only by properly trained, certified and authorised personnel.

All portable electrical equipment is to be in date for PAT.

Electrical leads are not to be trailed in a dangerous or hazardous manner that may cause a trip hazard or be susceptible to damage. An RCB must be used at all times.

Rigging repairs are to be carried out only by qualified personnel.

Trailers left on the storage area are to be locked or clamped with a lock that is insurance approved. Trailers are stored at owner's risk.

After launching, an inspection is to be carried out externally and internally once the vessel is returned to its mooring to ensure that it is watertight. This check is to be reported as being complete to the Harbour Authority.

Contractors are to take extreme care when working on customer's boats and due care and diligence is to be exercised at all times.

The boat storage area is a no smoking zone.

STORAGE OF BOATS ASHORE

The docking plan and any specific handling instructions for each vessel are to be made clear to SHDC by the owner or agent prior to lifting.

Vessels with masts in place are more at risk in severe weather conditions. If the mast is left in place the vessel's cradle or chocking arrangements should reflect this.

Owners are to remove all sails, spray hoods and dodgers, before storing for the winter.

Boat covers if fitted must be in good condition, close fitting and well secured with ropes passed under the vessel, but not secured to props or cradles.

All craft and particularly those with large, open, un-drained areas should be checked regularly for excess accumulation of water.

Bilge keel boats should be adequately supported fore and aft.

All crane and hoist drivers are to be suitably trained and certificated in line with HSE requirements.

Only properly designed cradles are to be used. They should be in good condition and designed with local weather conditions in mind. The prior approval of the Council must be obtained to all cradles before use.

Cradles provided by customers are to be marked with the vessel name. The boat-owner/agent is responsible for delivering and assembling the cradle at the beginning of the winter storage period and removal of the cradle from the boat storage area at the end of the winter storage period. The boat-owner/agent will also be responsible for ensuring the boat is correctly and safely stored in customer-provided cradles and/or chocking arrangements.

Where appropriate the keel should rest on a suitable bearer, which is an integral part of or secured to the cradle, and the keel should be restrained from moving sideways.

The pads should be of adequate area to avoid point loading the hull and must be angled to line up with the hull.

Where appropriate the legs should be positioned to align with bulkheads and capable of adjustment.

Consideration should be given to securing light displacement craft to their cradle.

Cradles should be lifted and carried, not dragged to a new position in the boat storage area. Dragging cradles causes considerable damage to the boat storage area surface and the cradles.

Props, blocks and other traditional means of support can be used, but only if they are properly braced, and provided that they are installed by a suitably trained and competent contractor.

Beaching legs may be sufficient for short term purposes, but are not regarded as adequate for long term use.

Support systems can be undermined by wind induced vibration, regular checks are to be made to ensure correct tightness of wedges and props, and a record kept of such inspections.

Where appropriate the weight of the vessel should be taken on the keel which should rest on wood or some other suitable non-metal surface.

CRADLES

It has been noted that some cradles utilised at the Batson Boat Park over the winter storage period do not use a keel board of sufficient length or thickness. This causes the cradle to lift at the corners as can be seen in Fig. 1.



This can cause instability of the cradle legs supporting your boat.

The correct method is to have a long plank that will transfer the weight of the boat along the length of the cradle so giving the legs adequate support. As in Fig. 2.



You are to provide a suitable plank to ensure your boat is adequately supported for the winter period.