

**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 Batson Boat Park for the winter months; actual dates will vary annually and will be promulgated with the booking form. Whilst being used as a Boat Park it will be under the management of the Harbour Master.

Boat owners must provide proof of protection and indemnity cover and hull cover to the value of £2,000,000 for the period vessels stored in the boat park.

Use of the Boat Park is at the discretion of SHDC and vessels which cause a nuisance may not be allowed into the boat park 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.

Contractors will be required to provide a signed acceptance of work authorised by the customer (boat owner) before access is granted.

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 park is to be kept clear 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 staff 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 Batson Boat park is rated to 9 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. Owners appointing a contractor must ensure the contractor is registered as an authorised contractor and that they authorise the contractor to undertake the work.

Painting and antifouling should be carried out by authorised personnel and all relevant debris is to be disposed of into the hazardous waste bin.

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. Owners or crew are not permitted to carry out any work other than minor maintenance. Unless authorised in writing, owners are not to run their boat engines ashore as it could cause problems of stability to the boat stored ashore and noise pollution.

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 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. A RCB must be used at all times.

Rigging repairs are to be carried out only by trained and experienced personnel.

Trailers left on the Boat Park 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 all due care and diligence is to be carried out to ensure that the boat is left as it is found. This is to include pointing out any defects or damage to the customer before the work commences, this will eliminate any doubt of damage caused by lifting or work carried out on the boat.

The Boat Park is a no smoking area.

## **STORAGE OF BOATS ASHORE**

The docking plan and any specific handling instructions for each vessel is to be checked before lifting out.

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 encouraged to remove the masts from their vessels to reduce wind age.

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.

Craft should be stored on firm ground.

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.

Cradles are to be marked with the vessel and owner's name. The owner is responsible for delivering the cradle and removal of the cradle from the boat park at the end of the winter storage period.

Where appropriate the keel should rest on a substantial bearer, which is an integral part of or secured to the cradle, 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 boatyard. Dragging cradles causes them considerable damage.

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.

The positioning of support pads should be carefully considered and due regard should be paid to the structure and weight distribution of the vessel.

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.

The need to secure light displacement craft to the ground should be seriously considered in exposed positions.