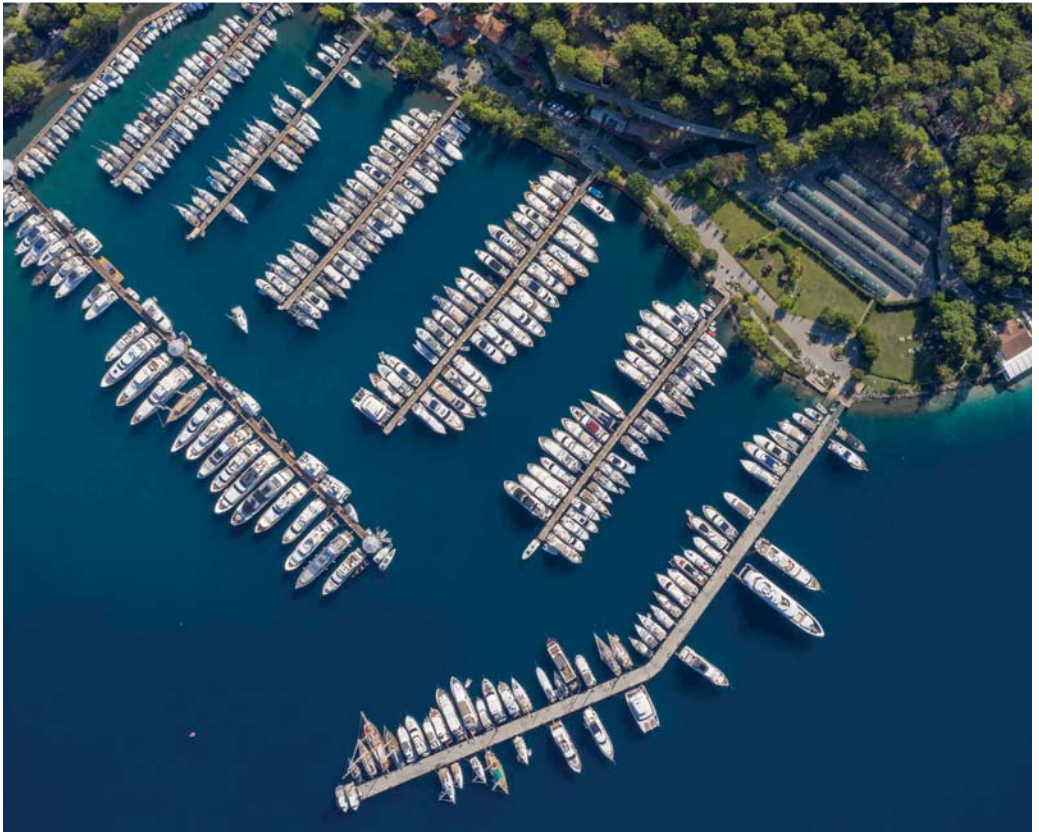


Fore and Aft

M A G A Z I N E



T H E Y A C H T H A R B O U R A S S O C I A T I O N

BCF Anti-Fouling Guidance

TYHA Autumn Marina Tour



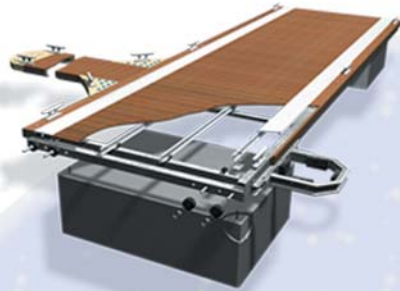
RYA Cold Water Immersion

TYHA Clean Marina Program

MARCH 2021



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In FOCUS

In these difficult times it's encouraging to hear from many members that occupancy remains strong and businesses are weathering the COVID-19 crisis well. However in some countries/regions we recognise that this is an extremely difficult period especially for marinas dependant on visiting boats and tourism, we hope that once vaccination programmes gain control of this terrible virus that all marina businesses will again prosper.

We also appreciate that for some marina businesses the UK leaving the European Union has created additional challenges including customs and VAT status of vessels.

TYHA Directors and Council intend to help members in every way they can through these challenging issues and therefore encourage members to share their concerns and experiences with TYHA staff and we will do our very best to help. A measure we will be implementing from March 2021 is monthly member open Zoom

meetings which are designed to share knowledge and experiences across the membership whilst also facilitating member networking. The TYHA office will communicate dates and joining instructions so please watch out for these.

For those members waiting for their Gold Anchor re-accreditation we are pleased to confirm that we will recommence assessments as soon as we are able, commencing with regions and countries where we have a resident Assessors. Hayley Cloke is working on the process and schedule and will be in contact with you soon.

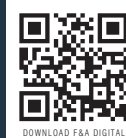
We are pleased to announce that we are launching the International Clean Marina programme to TYHA members in 2021. Many will be aware that this very successful environmental accreditation is currently delivered by our partners the Marina Industries Association in Australasia, more information is available in this edition of F&A. Clearly, we have been unable to



Jon White
TYHA General Manager

meet directly with members in the last year at events such as BOOT, METS, the World Marina Conference and the Southampton International Boat Show however the TYHA team look forward with great anticipation to meet with you in the near future once these events recommence.

Stay safe, good luck and please get in touch if you need our help.



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Trading address:
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Southampton SO14 3TJ
www.which-marina.com

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TYHA Events & Boat Shows Executive:
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TYHA Gold Anchor Executive:
Hayley Cloke

12 THE BRITISH MOTOR YACHT SHOW CONFIRMED FOR MAY 2021



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46 NEW TERRACOTTA GRC PONTOONS AT NEWARK



Front Cover: D-Marin Göcek, Turkey

F&A March 2021 / Volume 39 / Issue 01

F&A Magazine - Published Quarterly: The publication of TYHA, the trade association for marinas and suppliers striving towards best practice within facilities in UK Coastal and Inland, and International waters. If you would like to unsubscribe to F&A magazine please email 'unsubscribe' to lgordon@britishmarine.co.uk or contact us by phone on +44 (0) 7788 318753.

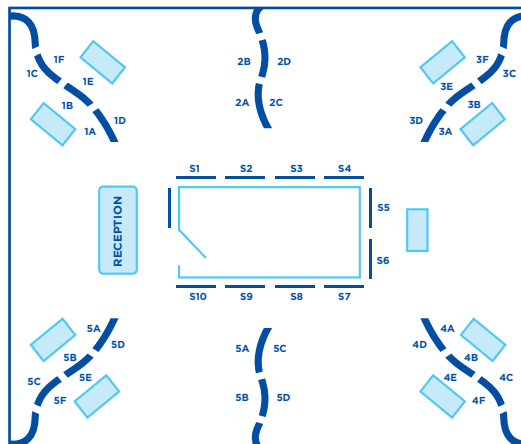
SOUTHAMPTON INTERNATIONAL BOAT SHOW

10 - 19 September

We are now taking bookings to exhibit on the ever popular TYHA Which Marina? Stand. British Marine are working hard to ensure that all COVID-19 safety measures are in place and TYHA will be doing the same. As you can see from the diagram we have removed some of the panels to give more space for exhibitors and visitors.



TYHA WHICH MARINA? STAND



3 panels with reception / TV / brochure holders	£5,784 + VAT
2 panels with reception / TV / brochure holders (S5 - S6)	£5,000 + VAT
2 panels no reception + brochure holders	£4,000 + VAT
1 panel	£2,200 + VAT



If you'd like to find out more about exhibiting with us or wish to discuss stand space, please contact Libby: lgordon@britishmarine.co.uk or call 07788 318753 who would be delighted to assist.

“ International Clean Marina

Marinas are gatekeepers to the natural world and without exception our members wish to do their best to protect our fragile environment. To support members, TYHA are delighted to be launching the International Clean Marina program in 2021.

The Clean Marina program is a voluntary accreditation that encourages environmental compliance and the use of best management practises for marinas. The goal of the Clean Marina Program is to reduce 'non-point source pollution' associated with boating/marina facilities, and to promote clean water, clean air and thriving marina industry businesses.

This very successful accreditation has been delivered by TYHA's partners, the Marina

Industries Association, in Australasia over recent years and is greatly valued by accredited marinas.

The focus of the program is to assist the marina industry operators in their endeavours to protect inland and coastal waterways by leading them through a voluntary accreditation process.

The program provides an easy-to-follow system to develop valuable environmental management practises and rewards accredited operators with real business benefits.



The process requires a marina to self-assess against the Clean Marina criteria, which is then reviewed during an Assessor site visit. Upon completion the report is reviewed by the Clean Marina awards panel prior to confirmation of award. Accredited marinas are provided with a responsibly sourced plaque and flag in conjunction with digital resources.

So whether your business has a rich heritage and history in boating or your site is newly modernised, whether you provide world class boat storage or repair superyachts or small timber vessels, you now have the opportunity to become part of a program that is dedicated to improving the environment whilst boosting the reputation and profile of your business.

“
**A voluntary accreditation program
focused on protecting inland & coastal waterways**

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TYHA AUTUMN VISIT 2021

BOOK YOUR PLACE TODAY

DAY 1 06-10-21

- Meet at Chatham Marina for a tour of facility
- Chatham Historic Dockyard
- Lunch at Medway Yacht Club
- Tour of Gillingham Marina
- Tour and sampling at Shepherd Neame Brewery
- Overnight accommodation at local hotel

DAY 2 07-10-21

- Tour of Royal Ramsgate Marina
- Lunch at Royal Ramsgate Brasserie
- Tour of Dover Marina
- Drop off at Chatham Marina

VISIT & ACCOMMODATION FEES

- Single occupancy £350
- Double occupancy £600

Costs include transport from Chatham marina, entry to Chatham Historic Boatyard and Shepherd Neame Brewery, accommodation, food and drinks.

Tour is subject to change.



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Marina



HMS OCELOT
Historic Dockyard



GILLINGHAM
Marina



RAMSGATE
Royal Harbour



Dover Marina



Contact: Libby Gordon
LGordon@britishmarine.co.uk
Call: 07788 318753

THE BRITISH MOTOR YACHT SHOW CONFIRMED FOR MAY 2021

Premier Marinas is delighted to announce that the British Motor Yacht Show 2021 will take place at its flagship marina at Swanwick on the Hamble River. Now in its 7th year, the show will extend to nine days from Saturday 15th May to Sunday 23rd May 2021; giving everyone the opportunity to view the boats they want to see in a safe, socially distanced and relaxed environment.

This will be the second British Motor Yacht Show to run under pandemic conditions:

In August 2020 the British Motor Yacht Show was the UK's only high profile boat show to proceed. The success of the show was largely due to the generous pontoon layout at Swanwick, the organiser's strict adherence to COVID-19 regulations and their approach to 'by a private appointment only' viewings for attendees.

Backed by top British luxury motor yacht brands Fairline, Sunseeker and Princess, and Premier Marinas, the 2021 show will feature a stunning line up of motor yachts from the top three

British brands plus a selection of prestigious exhibits handpicked by the organisers from the best motor boat manufacturers in the world. Alongside the in-water displays there will be boats ashore to view and with the by appointment only system once again in place, this will be a 'must visit' for serious buyers who appreciate the private time to view each vessel in a laid back atmosphere where unhurried conversations can take place with the various dealers.



For those who wish to book an appointment to visit the British Motor Yacht Show and/or register their interest now, further information can be found at www.britishmotoryachtshow.com

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- 
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- 
12-90 ton
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- 
Submersible
 The SUBLIFT operates both on land and under water. Engines and electronics is completely submersible
- 
Fishbone pattern
 When boats are parked in a fish bone pattern vessels can be picked up and parked individually with SUBLIFT
- 
Remote control
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- 
Variable width
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- 
Motor boat
 Motor and sailing boats are lifted without any conversion of the hoist in between lifting
- 
Sailing boat
 Sailing boats are lifted easily with the mast on for fast service



MDL MARINAS CONVERTS HUMAN ENERGY INTO ELECTRICITY WITH NEW FITNESS BRAND

Opening in up to four of MDL's marina locations between 2021 and 2022, the first being a new 35-plus station gym, the fitness centres will feature the innovative SportArt ECO-POWR™ equipment, which harnesses up to 74% of a user's energy spent exercising before converting it to utility grade electricity.

Putting into perspective how much electricity can be generated, when tested, two ECO-POWR™ bikes used for a collective total of 47 hours produced enough electricity to power a laptop for 74.8 hours or a LCD flat screen TV for 32 hours.

By simply plugging in its new ECO-POWR™ treadmills, cross trainers and bicycles into a standard outlet, MDL will be able to send the AC power generated by the gym's members back through the gym's power grid

to offset its energy consumption and reduce its carbon footprint.

"We're delighted to be launching MDL Fitness, broadening the appeal of our locations and attracting more people to our marinas," says Tim Mayer, MDL's Sales and Marketing Director. "By partnering with SportArt, making the new fitness centres 'green' and enabling people to transform their workouts into a power source, we're also continuing our pledge towards environmental improvement."

By working out on an ECO-POWR™ treadmill for an hour twice a week for a year it's also possible to create a CO2 emission offset* equivalent to 62 lbs of coal burned, 138 miles driven in a car or 7,197 Smart phones charged.

"We recognise that our core marina business is not yet carbon neutral, but MDL Fitness

and our green gyms are another step to reducing our carbon footprint and achieving this," adds Tim.

Featuring cardio and weights areas, as well as group cycling, each gym will be run by an MDL Fitness Manager and have qualified personal trainers. Users of the gym will also be able to track their progress and energy production against local and global leader boards through a specialist Wellness APP.

Designated parking and free WIFI will also be available.

Open to all, there will be three levels of membership giving users as much flexibility as possible, ensuring the best possible fitness experience in some of the most picturesque waterside locations in the UK.

To find out more about MDL Fitness visit www.mdlmarinas.co.uk/mdl-fitness



*CO2 comparisons generated by EPA Greenhouse Gas Equivalency Calculator. Calculations based on traditional treadmills using 567.52KWH, the Verde producing 200 WH per hour workout, 2 hours per week, 52 weeks per year.

“
Innovative SportArt ECO-POWR™ equipment harnesses up to 74% of a user's energy

“ 6 FACTORS TO CONSIDER BEFORE CHOOSING YOUR MARINA MANAGEMENT SYSTEM

Whether choosing your first marina management system or simply shifting from one software to another, the whole experience can be daunting. Check out the 6 most important factors to consider.

1. Cloud vs on-premise

With a cloud-based marina software, you always have the latest version and it's easy to access the system online. However, if your internet connection fails, you will not be able to access the data. With an on-premise solution, you have more control and no subscription charges. However, you need to have IT personnel, purchase the necessary hardware and software, as well as incur higher initial costs.

2. Features & customisation

Very often marina management software comes with a lot of functions that need to appeal to a wide spectrum of marinas. You don't want to pay for a solution which is "one-size-fits-all". Choose a marina software vendor that is flexible and willing to adapt to your unique marina needs.

3. Seamless integration

You are not buying a marina software as yet another system in the collection of all the other systems, but rather as a facilitator to streamline your marina operations. Make sure the system integrates with other applications at your marina (e.g. accounting).

4. User experience

Pay attention to user experience and ease-of-use. Does it help you to accomplish a task faster? Is it intuitive? How many clicks does it take to do a specific task (e.g. send out invoices)? Answering these questions will let you avoid choosing the system which burdens your marina operations rather than makes them easier.

5. Training & Support

Any marina management system is no good if you don't know how to use it or if you don't get prompt customer support when needed. Find out what kind of training and support is available (e.g. free vs. paid). Observe your communication with a vendor from the very beginning. You want someone who is friendly, supportive and professional by your side.

6. Live demo

Never choose a marina management system without seeing or testing it out first. The best solution is to start with a live demonstration. During the demo, try to perform the most important tasks you expect the system to help you with. Click around and feel how everything works and looks.

Conclusion

Making the right choice when choosing the marina management system can be challenging. Considering these 6 important factors will help you to better understand where to focus your attention first.

This is a brief version of the article written by Jolita Pundzaitė, Marketing and Project Manager at Harba. The full version of the article can be found on the Harba blog.

Harba is a Danish company providing digital solutions for marinas and boaters worldwide. Visit the Harba website to learn more.

6 FACTORS TO CONSIDER

BEFORE CHOOSING YOUR MARINA MANAGEMENT SYSTEM

1. CLOUD VS ON-PREMISE

Both solutions have their pros and cons - choose what's the most relevant for your unique marina needs.



2. FEATURES & CUSTOMISATION

Prioritise - make a list of mandatory and nice-to-have features. Check whether customisation is available - you don't want to pay for a solution which is 'one-size-fits-all'.

3. SEAMLESS INTEGRATION

Your marina software must have seamless integration not only with your accounting system, but also with other systems you may be using at your marina.



4. USER EXPERIENCE

Make sure your preferred marina management system is easy to use and intuitive. It must simplify your daily tasks, save time and be enjoyable to use.

5. TRAINING & SUPPORT

Check whether training and prompt customer support is available. Any marina system is no good if you don't know how to use it properly or have no support when things break down.



6. LIVE DEMO

Book a live demo, see it for yourself, click around, ask questions - you have the right to know what you are buying. Never buy a system without seeing and testing it first.

LEARN MORE AT HARBA.CO

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“ OBAN MARINA Now is the best time to go digital

In the summer of 2020, Oban marina – a peaceful marina based on the Isle of Kerrera, Scotland - contacted Harba. The marina was looking for a smart solution to reduce time spent on check-in as well as to better protect its visitors in times of global pandemic.

“Our check-in process was somewhat inefficient in terms of the number of people involved and the time spent on it. We were also unable to operate our tiny reception space due to social distancing requirements.” – says Samantha King, Director at Oban Marina.

Harba team offered an easy and accessible payment and check-in solution via the free mobile app for boaters and marinas – HarbaApp, as well as through the web browser.

“Harba helped us to increase productivity as well as to improve our customer experience through quick and safe payments and check-in. Our boaters love it!” – says Samantha.

In addition, HarbaApp integrates with the HarbaMaster marina management software which allows Oban marina to have a better overview of its berth availability, reporting and statistics.

“I also like the enthusiasm of the development team at Harba. If you have any particular need

to suit your marina, the team will do their best to understand it as well as to create the best possible solution for your unique marina needs.” – adds Samantha. Moving to various digital solutions seems like a natural and essential transition for marinas worldwide. According to Samantha, if marinas don't move together with the digital age, they will fall behind and miss all the financial gains that digital systems offer.

In times of the global pandemic, there has never been a better time to start digitalizing your marina. It helps to protect your customers and marina staff as well as to better comply with the COVID-19 regulations.



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OUT WITH THE OLD PONTOON BOLLARDS AND IN WITH THE NEW

Whilst the Spring Covid-19 lockdown and subsequent restrictions had a very negative impact on the running of Braunston Marina in 2020, they came with an unforeseen silver lining. With the marina largely empty of boaters, we were able to carry out a major programme of repairs and upgrades, with large sections of the marina simply shut down whilst those works were being carried out. The few boaters still about had their boats temporarily moved to sections of the marina not undergoing works. It meant these works could be carried out more safely, and in a fraction of the time they would normally have taken, and with very little inconvenience.

The major task undertaken was Phases 1 and 2 of a four-phase programme with Rolec Services, to replace all their electricity bollards in the marina – some of which were installed nearly 25 years ago - with their new state-of-the-art bollards. Phase 3 and 4 will be carried out in the Spring.

The new bollards are the Rolec Classis Service Pedestals, which come with aluminium composite blue outer casings, with each bollard having between two and four 16amp lockable sockets – where previously the supply to each socket was 6amp. The bollards are about eight inches taller than the old, and are capped with a four watt low energy LED illumination – the extra height giving improved and safer lighting.

The bollards carry a half-inch water tap on the reverse side to the electricity supply, which are at a much higher location than the old – so making them easier to use. Coming with a thermostatically controlled heat trace for winter operation the taps do not freeze up. When turned on in a cold snap, the first water coming out is actually warm.

In addition Rolec has replaced the water pipes to the pontoons with new pipe-work, lagged and heat traced for added frost protection during the winter. It means that the water supply to the bollards can now continue all year round, surviving up to

10 degrees of frost, a great improvement of the marina's previous practice of shutting off the water supply between the beginning of November and the end of March.

What is pleasing about Rolec Services is that they design and manufacture all of their products in their four factories in Boston, Lincs, from where they are exported to marinas all round the world. As we know only too well, the quality of their products is so good that they can easily provide twenty five years of service. We only changed their existing bollards to take advantage of the many technological improvements since we first started installing them in 1995, when we were amongst the first inland waterways marina to do so, and the internet hardly existed. We have donated the old bollards to small boatyards that work with us, where no doubt they will see another 25 years of service!

“
The replacement Rolec bollards are packed with many technological advancements



When signing off the first two phases, which due to a mild autumn and almost no one about, were completed in half the time anticipated - Sales Director Martin Georgeson wrote to me saying, 'The new bollards will certainly be servicing Braunston Marina for another 25+ years.'

As a thank you to their onsite team of two engineers, Andy Chapman and Jamie Yarnold, we opened a celebratory bottle of champagne before they left on Friday the 18th December, just finishing Phase Two in time for a well-earned Christmas break.

PICTURED ABOVE: A Christmas toast to the Rolec team on the early completion of Phases 1 and 2 of the installation of new bollards and water supply to Braunston Marina. (L/R) Graham Newman General Manager and Tim Coghlan MD of Braunston Marina, and Rolec engineers Andy Chapman and Jamie Yarnold. (Mike Baker)

For further information about Braunston Marina and their services, visit : www.braunstonmarina.co.uk

Words by : Tim Coghlan

“ WASTE ROVER

The environmental impact from activities within boatyards, marinas, harbours coastal and inland waterways is without doubt a real and ever-increasing problem. Every year thousands of birds, seals, fish and other wildlife, die as a result of plastic litter. The huge variety of waste products that litter our waterways pose real threats to the inhabitants of our rivers and seas. Plastic products do not break down but break up into small pieces which can be easily ingested, act as potential traps and can badly injure wildlife that come into contact with them.

As an industry we have an accountability to utilise all the resources available, from British Marine, The Green Blue and other online tools to ensure that waterways are safe and free of waste. Microplastics are a hidden threat and come from a variety of sources, including larger plastic debris that degrades into smaller pieces. In addition, microbeads, a type of microplastic, are minute particles of manufactured polyethylene plastic that are added as exfoliants to health and beauty products, such as some cleansers and toothpastes which are disposed of via grey water. These tiny particles easily pass through water filtration systems and end up in our seas, watercourses, lakes and reservoirs, posing a potential threat to aquatic life.

PDMS have been working to create a solution to this ever-growing problem to remove plastic and other waste products from our waterways to provide clean and waste free marinas, harbours, rivers and canals.

Marinas, boatyards and harbours are not simply a car park for boats. People look at the environmental approach owners take to maintaining a plastic free environment and how they invest in continuing to maintain the quality of the water for birds, fish and smaller indigenous species that the food chain relies upon to maintain the eco system.

Millions of pounds are spent each year to inform and educate, however this is not always enough, as we still find waterways littered with discarded waste to the detriment of the environment.

PDMS are pleased to be launching the PD Waste Rover; a small robot capable of collecting waste from waterways including Microplastics. The Waste Rover will also clear chemical/oil waste from the water and can be operated by just one person. Marinas can take advantage of our serviced solution where one of our team visits and carries out the clearing for you. The new PD Waste Rover is also available to hire or purchase outright.

To find out more visit
www.pontoonanddock.com



MANAGING MARINA MAINTENANCE

Everyone working in marinas, boatyards and harbours knows that the top priority is customer, staff and visitor safety. The baseline for safety is good maintenance, with unambiguous processes embedded into day-to-day operations.

The most straightforward approach for small and medium-sized marinas is to link commercial activities, training and maintenance together with a common history. Harbour Assist integrates all elements in a single online resource.

Start with assets

An asset register is a good starting point. Capture all assets in the database - finger pontoons, washrooms, swinging moorings,

telehandlers, rental units – anything important to your site. Having a comprehensive record enables you to establish bespoke inspection and maintenance regimes, flag faults and allocate tasks associated with the asset.

Scheduling makes it happen

Set an individual inspection and maintenance regime for each asset. For example, step-by-step for the monthly pontoon survey, daily boat hoist checks or weekly fire alarm test.

Cowes Harbour Commission has been using Harbour Assist to log inspections at all their sites. “It provides the officers with clarity of tasks, and it also allows management to remotely monitor activity and to have visibility over any issues,” said Harbour Master

Ed Walker, “The tasks function is used every day – we’d come to a halt without it.”

Finding fault

A systematic approach to recording and resolving faults is vital for safety. Recording the timeline and people involved not only enables identification of persistent problems, but it also provides a ‘single version of the truth’ in any dispute.

With a mobile system and staff using tablets on the dock or afloat, any user can flag a fault and alert the maintenance team, who then record their actions. There’s visibility over the entire process.

For more information contact nick.gill@harbourassist.com or visit harbourassist.com



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Boatfolk, Portland Marina






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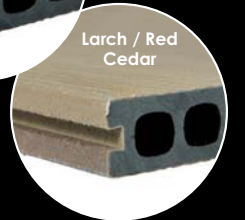
Part of The Pontoon and Dock Company, PDMS delivers a wide range of boat yard support services. Servicing and maintenance, refurbishment, LOLER thorough examinations, supply and sale of new and used boat yard equipment. Custom boat yard solutions. All of our training and other services are applicable to all makes of boat yard machinery.

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2
COLOURS ON
1 BOARD

NEW Dura Deck® Flip for Marinas

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MARINE ANTIFOULING

Post Brexit update from the British Coatings Federation

With the UK's Covid vaccination scheme well and truly underway, marinas, boat-parks and repair yards will greatly look forward to welcoming back customers in 2021, in a controlled and respectful way.

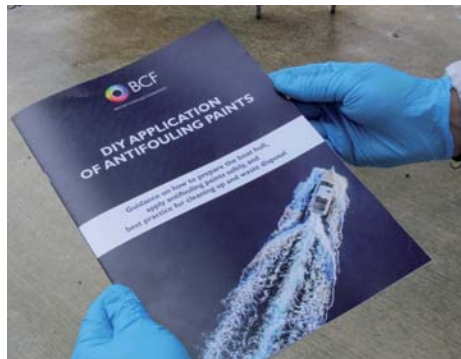
Emerging from this necessary state of hibernation will come as a huge sense of relief, particularly for those more DIY-minded owners, longing to get back to a list of jobs that will have been placed on semi-permanent hold.

The months of spring, for example, are when sales of antifoul coatings are at their highest.

Maintaining the ongoing right for ordinary boat owners to be allowed to continue the 'Do-It-Yourself' practice of applying antifoul is something that the British Coatings Federation's

'Marine Coatings Group' takes very seriously. In 2015, the BCF undertook a series of surveys with 2400 ordinary boat owners that proved, overwhelmingly, that owners were not only passionate about maintaining their right to DIY antifoul, but a significant 23 percent said they would seriously consider selling their boat, if that right was taken away.

The survey became a catalyst for the BCF's 'Safe Antifouling' marketing campaign, which still very much exists, but has since been added to with the 'Protect Collect Dispose' campaign from 2019. This campaign focusses more on the obligations of boat owners to contain and dispose of the washings and hazardous waste left over from antifouling in the correct way.



Now with the UK having left the EU, the UK has adopted its own version of the EU's Biocidal Products Regulation (BPR), which governs the active substances contained in the formulation of many of the UK's antifoul solutions.

The policy will be administered by the Health and Safety Executive, the content, structure and governance of which will, for the time being at least, follow the same path and objectives as for the EU's BPR.

Although this gives reassurance to UK antifoul manufacturers and distributors placing products on shelves, it does not discount the fact that increased environmental regulation could still threaten the freedom of boat owners by making this a 'professional-only' application.

Please use these links to obtain further information on the antifouling best practice campaigns, as referred to in the article:
www.thegreenblue.org.uk/get-involved/campaigns/protect-collect-and-dispose
www.coatings.org.uk/antifouling.aspx

Let's make 2021 the year of working together:

The BCF believes it's not just about having compliant products on shelves. It's as much about the marine industry and marine businesses working together to show the authorities the vast majority of DIY antifouling is taking place in a safe, controlled and responsible way, although there's more work to be done here.

With the successful backing of The Green Blue (RYA and British Marine) and The Yacht Harbour Association, the Protect Collect Dispose campaign proves we can be more successful by coming together.

With other pioneering ideas having been discussed, such as the possibility of a voluntary half-day, or one-day course in How to Antifoul Safely and Responsibly, and The Green Blue's environmental accreditation for marinas due later this year, these are all areas which the BCF's 'Marine Coatings Group' looks forward to being involved with.

WHY NOT BECOME A GOLD ANCHOR MARINA?



This will then be reviewed by TYHA who will also consider other sources of information such as websites and publications, and subject to the marina satisfying the criteria they will be recognised as a Gold Anchor Marina. The marina will receive a flag and further promotion of the award will be through TYHA website and the Fore & Aft publication.

Whitehills Marina, who recently received runner-up in Towergates Marina of the Year Awards, have self-assessed and are Gold Anchor Marina accredited. Bertie Milne, Harbour Master says of the scheme, "As a self-assessed Gold Anchor harbour, the audit process is undertaken remotely. Being part of this quality assurance scheme, supports Whitehills Marina in its efforts to provide the best in customer service and facilities. As well as the assurance of quality for our berth holders and visitors, The Yacht Harbour Association are always on hand to offer advice and information."

For as little as £150 you can be flying a Gold Anchor flag in your marina!

**To find out more contact Hayley:
hcloke@britishmarine.co.uk**

TYHA is proud to introduce you to the Gold Anchor Marina Self-Assessment Accreditation which is easy to follow and can be completed in less than a day! To achieve Gold Anchor Marina status the marina is required to confirm that they achieve or exceed the description for every relevant criteria in the six sections of the assessment booklet.

These sections are:

- 1 Ambience
- 2 Planning, Policies and Procedures
- 3 Customer Service
- 4 Environmental
- 5 On Water
- 6 On Shore



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NEW BERTH FOR DUNMORE EAST RNLI'S ALL-WEATHER LIFEBOAT

Working for the Department of Agriculture Food and Marine, Dunmore East Fishery Harbour Centre and liaising closely with the RNLI, Inland and Coastal Marina Systems (ICMS) has designed, manufactured and installed a new berth for Dunmore East RNLI's all-weather Trent class lifeboat.

Installed in December 2020, the new berthing facility has been built to service the RNLI as

well as provide safe and secure access ashore for various users, including cruise ship passengers.

The shared 27m long x 7m wide steel tubular pontoon is a new product from ICMS, employing waterproofing and paint system technologies not previously used on its other projects. Moored on piles, it has a 32m access gangway and is surfaced with durable Glass Reinforced Plastic (GRP) decking with excellent anti-slip

properties, offering all users confident footing on a stable platform.

"Weighing in at 90 tonnes, we fabricated the tubular pontoon in six pieces to make it less challenging to manoeuvre," says Oliver Shortall, Managing Director at ICMS. "We then joined the pieces together in the dry dock at New Ross Boat Yard in Co. Wexford prior to floating the massive structure and towing it to its new home at Dunmore East."

Cormac O'Donoghue from the Department of Agriculture, Food and Marine comments: "Working closely with us to fully understand the brief and what needed to be achieved, Inland and Coastal developed a bespoke solution catering for all stakeholders.

"The RNLI now has somewhere secure for its crew to launch from, allowing them to provide a safe environment for anyone out on the water in the area, while the cruise ship passengers can easily access the bustling fishing village, increasing footfall to local businesses during the tourist season."

To find out more about Inland and Coastal's pontoon ranges and unique decking options visit www.inlandandcoastal.com or sales@inlandandcoastal.com



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“ MDL MARINAS COMMITTED TO INVESTING £60 MILLION OVER THE NEXT DECADE TO IMPROVE CUSTOMER EXPERIENCE

2020 has been a year for postponements, cancellations and putting things on hold. But MDL Marinas has continued with its investment program, helping to ensure that all berth holders and visitors to its marinas have the best experience possible.

One fifth of this year's £5m investment across MDL's UK marinas has been spent on dredging and upgrading the pontoon systems, vital for all tides access and a safe and stable berth upon arrival. Quay walls and breakwaters have also received a lot of attention, providing a protected haven and ensuring a comfortable stay and in many areas improving the experience of both customers and tenants.

"As always, most of the investment we make is not always the most visible, such as dredging and pontoon refurbishment," says Tim Mayer, MDL's Sales and Marketing Director, "but it would be very

noticeable if we didn't complete these major works, and would impact heavily on a customer's experience of our marinas. Our aim is always to provide excellent infrastructure and facilities for our core boating clientele – everything else that we do expands on that, enhancing the experience for all."

Inextricably linked to providing a great customer experience, especially in a marina location, is the environment and the need to respect and care for it. MDL takes meeting the challenge of improving its environmental impact very seriously. Three MDL marinas (Hamble Point Marina, Cobb's Quay and Ocean Village) have solar panels installed producing 118,447 kWh of electricity last year – a further two locations are to receive solar panels in the very near future. Actively promoting the use of electric vehicles, MDL has 20 charging points across its locations for all variety of

vehicles, including Teslas. Specialist Filtabund filtration systems have also been installed at certain marinas, and very soon at Hamble Point Marina as well, filtering micro particles and oils from the wastewater generated by boatyard services before it drains into the marina and accesses the marine ecosystem. There is now a planned programme to roll out these green filtration systems across other marinas.

"MDL has recognised that social trends are transforming leisure boating and marinas need to present a welcoming, relaxed atmosphere for people to enjoy the on-water scene and lifestyle with family and friends," continues Tim. "Provision of bars, restaurants and the very best facilities are a core part of our marinas' infrastructure, but we're planning on taking this a step further, broadening the appeal of our waterside locations for all in the coming months." Over the next 10 years MDL is



committed to investing a further £60 million in its marinas. Some will be spent on environmental initiatives, and some will be spent on diversifying its business making it more inclusive and its locations more attractive to

boaters and non-boaters alike. But the majority of investment, as always, will be spent on upgrading facilities, new marina hardware and the provision of services which underpin any marina operation.

To find out more about MDL, its marinas, facilities and services please visit www.mdlmarinas.co.uk

COLD SHOCK AND HYPOTHERMIA

With water temperatures continuing to fall, Craig Burton, RYA Training Resource Manager, takes a closer look at cold water immersion, what to expect and what you can do to increase your chance of survival should you find yourself in the water.

A British Government report, published in 1977, identified that 55% of open water deaths occurred within 3m of safety, and 47% within just 2m of safety. It was clear something much quicker than hypothermia was incapacitating these casualties, and the various stages of the body's reaction to cold water immersion were identified.

We've known about these stages for some time, but it is no less dangerous. There are however, a few simple things you can do to prepare yourself should the worst happen. Here, we revisit the basics.

1. Cold shock

Cold shock, or cold water shock, is the physiological reaction when a person enters cold water. The sudden lowering of skin temperature produces involuntary responses which take effect almost immediately, reach their peak in the first 30 seconds and last for 2 to 3 minutes:

- Breathing becomes quicker – hyperventilation.
- This over-breathing can cause dizziness and confusion in the first few minutes.
- In water below 15°C an initial involuntary gasp of air can result in inhalation of water.
- The ability to hold breath is greatly reduced to less than 10 seconds.
- In choppy water where waves wash over the face frequently, this rapid breathing and reduced ability to hold your breath greatly increases the risk of water inhalation and drowning.

- The blood vessels near the surface of the skin constrict to reduce flow and prevent heat loss, leading to increased blood pressure as the heart pumps against the constrictions. Any exertion at this point can increase the risk of heart attack or stroke.

It is easy to see how these responses could cause panic. Remember, the rapid breathing will settle down in a minute or two. It's best to focus on protecting your airway and NOT undertaking the swim to perceived safety until your heart rate and breathing settles.

An appropriate personal floatation device (PFD) for the activity (lifejacket or buoyancy aid) will assist in keeping you afloat and able to protect your airway in the first few minutes. The RYA website has detailed advice about choosing an appropriate PFD, but in general terms a buoyancy aid should be worn in activities where it is expected that you will enter the water as a typical part of the activity. For example, dinghy sailing.

2. Loss of co-ordination and dexterity

As the cold water begins to cool your muscles, dexterity is reduced. This takes place between 3 and 30 minutes. In this time, you may lose your ability to operate a distress beacon, such as a MOB alert.



Your ability to swim will also gradually become more impaired. Deploying or activating equipment should be done as soon as possible, particularly if in open water.

If you have a MOB beacon or strobe light, activate it now. Don't wait until your hands are too cold. If you have a lifejacket with a spray hood, deploy it now to protect your airways.

3. Hypothermia leading to unconsciousness

From 30 minutes onwards genuine hypothermia becomes a reality. Uncontrollable shivering will stop as the body continues to cool. Without rescue this may ultimately lead to unconsciousness and loss of life.

Having appropriate clothing will help, and you should also minimise your surface area by adopting the HELP position (Heat Escape Lessening Posture). This will reduce loss of body heat. Avoid excess activity, such as swimming, as it will increase your rate of cooling.

Be prepared

The RYA Sea Survival Handbook is the official supporting text for the RYA Sea Survival course. It covers everything from understanding weather to calling for help, as well as the importance of the correct safety equipment and how and when to use it.

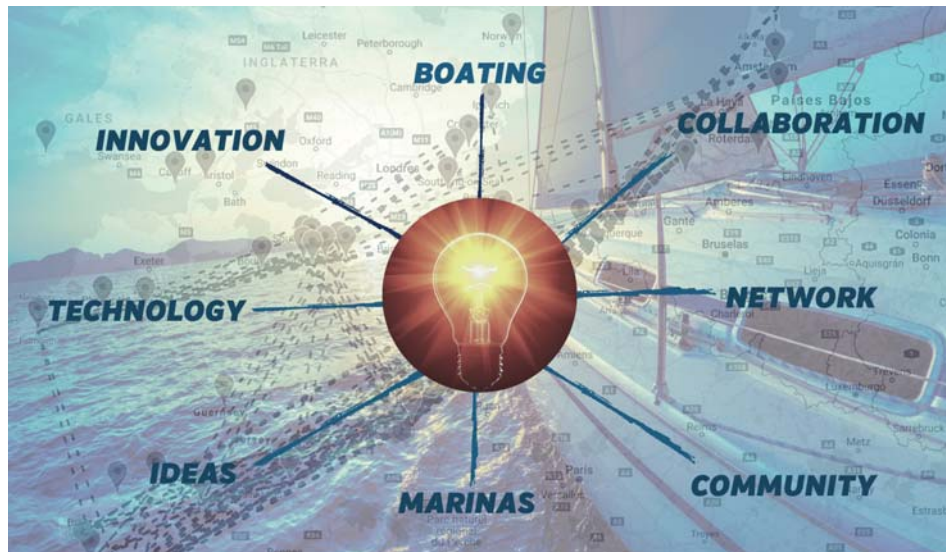
Visit the [RYA website](http://www.rya.org.uk) for more information about the book and the course – www.rya.org.uk

“ STEERING DIGITAL INNOVATION IN MARINA NETWORKS

Today's rallying cry from global institutions pushes for the tourist industry to embrace sustainable and digital transformation. Whilst still largely registered within the transport industry, marina operational models are often more akin to nautical tourist destinations and yet still rarely reflect the level of customer-centric digital innovation now

“ Pick a Pier Transforms TransEurope Marinas for the Digital Age

increasingly commonplace in the travel and hospitality sphere. The nautical tourism sector is known for being highly heterogenous, due in part to geographical separation and very distinct management profiles and methodology. This lack of operational coherence has complicated the job of advancing a digital agenda with affordable off-the-peg solutions. Correspondingly, the industry has



struggled to produce reliable data as regards its economic impact.

Enter centre stage: Pick a Pier, founded by Idan Cohen and Asaf Cohen. Dynamic and highly focussed, this start-up was quick to pick up on a vast potential for improving interaction between boaters and marinas and optimising marina management. Their first move was to identify a suitable candidate and start putting theory to practice.

Idan Cohen, Pick a Pier's CEO, described his team's objectives: "We wanted to work with an established international network with a positive disposition towards collective innovation, and a range of variants and management systems."

Fulfilling all these requisites, TransEurope Marinas was a prime candidate, with representation in 11 different countries, including a healthy variety of languages, currencies, and time-zones, together with a strong focus on quality services and collaborative interaction.

For its part, TransEurope Marinas was looking to adopt a new digital membership system with members keen to reduce paper use and sensitive to their customers' increasing reliance on user-friendly smartphone-based communication. Idan Cohen recounts the journey so far: "One of the most significant challenges has been trying to drive a shift in thinking. We started our onboarding process prior to the pandemic with our research reassuring us that for the most part, managers



recognised digitalisation as an opportunity and logical step forwards. We're talking to people who have often spent the bulk of their professional career in this industry and who are highly aware of their markets and the complexity of their business – and who also often need to attend to multiple and very varied challenges on a daily basis.

After helping to update operating systems and identify existing drawbacks in admin and communication procedures, data security is the next major concern. We have gone to great lengths to guarantee GDPR compliance, including anonymising and encrypting personal data, restricting access

to personal data and setting up the means to thoroughly test security measures. This has been a huge learning curve and we genuinely appreciate the chance to develop ideas with experienced managers.

It has been a fascinating and rewarding journey thus far, particularly as we're already seeing marinas optimising the flow of communication between boaters and admin teams, and now keen to explore new services."




TransEurope is naturally delighted with the new system, now accessible for berth-holders via the association's website: www.transeuropemarinas.com Find out more about Pick a Pier on their website: www.pickapier.com



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LIKE FATHER LIKE SON RICHARD AND SCOTT EDWARDS

After getting his first taste of the marine industry through his father, Scott soon realised he could follow in his footsteps to learn and train at the same time and set his sights firmly on an apprenticeship.

When Scott was young, his dad Richard would take home the glossy Oyster Yachts brochure showcasing the finished yachts in all their glory. "Scott was fascinated from a young age" Richard comments; "He used to ask how on earth I built something like that? He was exposed to what I did well before he began his apprenticeship, and I think it certainly helped inspire him." When Richard began work

at Oyster Yachts in 1990, he never realised he had planted a seed for not only his own career, but also for his son. Fast forward 31 years, Scott is part of the Oyster Yachts workforce doing a Level 2 Carpentry and Joinery Apprenticeship, attending college one day per week with the other four in the Oyster Yachts boatyard.

After completing a Level 1 Carpentry college course, Scott felt an apprenticeship would offer him more and that the balance of education and the hands-on work would be invaluable; "There was an apprenticeship opportunity to join the same business that my dad works for, something which

I had heard so much about and jumped at the chance. I believe you must learn trades like carpentry and joinery by 'doing'. That's why an apprenticeship is great - you are working and building the knowledge and skills you need but also getting paid at the same time. There is so much more I can do that I wouldn't necessarily have done in college. Although my apprenticeship is in Carpentry, at Oyster I already have had the chance to learn skills like laminating and metalwork."

Marine perfection

Perfection is expected onboard luxury yachts, and apprentices in the marine industry learn this

early on embedding value and a work ethic that is not always seen in other industries. Richard explains; "One thing Oyster Yachts does with all apprentices and new staff is to show them a completed yacht. Seeing the finished product motivates you, you feel part of the bigger picture." However, the exercise also has another purpose at Oyster Yachts: it sets the standard. Whilst the quality finish of the completed yacht can be difficult to see during build stages, from the start all staff know what they are striving for. Indeed, there are zero, or near-zero, build tolerances on every part of an Oyster yacht. Richard explains; "I've seen experienced people coming from other trades and industries who don't work to such tolerances and they find it quite amazing." Scott continues; "The level of detail and perfection has been ingrained in me right from the start in my working career and will stay with me forever."

Family dynamics

With Richard now a team leader in the Oyster boat building team, having his son join the ranks was unquestionably a proud moment. However, a few family nerves crept in early on; "When Scott started, I was a little worried about the father and son dynamic. In fact, at first, we almost deliberately tried to make sure we didn't work together!" As time passed, father and son have reached a professional working relationship, with a big dose of pride on Richard's part. "Years ago, it was traditional for children

to follow their parents in their trade, however, this happens less and less now. I guess Scott and I are bucking the trend, and it has been a great bonding exercise for us. Back in my day there wasn't a structure to on-the-job learning, and it could be overwhelming at times. But I am so pleased Scott has been able to take advantage of the apprenticeship scheme. He is supported throughout whilst learning a range of skills."

Committed to the industry

Undoubtedly inspired by his father, Scott has long-term career aspirations in the marine industry and to become the next generation of innovators that the industry needs. "My ambition is to complete my apprenticeship and then work my way to the top, just like my dad who has had a really successful career so far. It is great to see a possible progression path after my apprenticeship, and if I work hard, it hopefully won't be long before I can start to climb the career ladder."

When asked what it is like to work in the marine industry, Richard says; "There's nothing like seeing one of the finished boats leaving the yard and heading off to the new owner. As you can imagine, logistically, these boats are very difficult to build. Unless you work in the industry, many people wouldn't ever see these boats and the craftsmanship that goes into

them. They are handmade by a team of skilled people, like myself and my son, and to be a part of that gives a huge sense of satisfaction."

Future thoughts

With exams being cancelled across the country and an increasingly competitive job market, Richard and Scott share the same message to people who may be considering different career options: an apprenticeship is a great way to start a career. They both say, "Be passionate, work hard and you can go far." As someone who now supervises and supports apprentices, Richard adds; "An apprenticeship offers not only a specialism but so many other skills as well, the key thing is to show willing."

Bazil Figura, Oyster Yachts Training and Development Officer concludes, "We believe every Apprentice that joins the workforce has the opportunity to develop themselves through their work at Oyster Yachts. We have a team of mentors that work with the Apprentices in their professional development and this training complements and enhances classroom learning, so that we ensure that skills are transferred from classroom theory to manufacturing knowledge. We are looking at the next generation of Oyster master crafts people and supporting them so that they are equipped to take the business forward."

To find out more about apprenticeships and how British Marine facilitate and enable apprenticeships within the marine industry, please contact training@britishmarine.co.uk



The templates in the Legal Register comprise of a brief summary of legislation and a comment on the applicability to either the boatyard, marina or manufacturer. The organisation should personalise the template with its own branding and self-determine its compliance rating to indicate the degree to which they are compliant with the legislation. There are four levels of compliance rating which range from 'Not applicable to the organisation,' to 'Compliant without the need for further action.'

The Green Blue, the joint environmental awareness programme between the Royal Yachting Association and British Marine, also provide a range of other online resources to help marinas, boatyards and manufacturers to minimise their environmental impact. Their website includes a UK-wide Environmental Facilities Register, an Awareness Raising Toolkit with downloadable materials

that can be printed and displayed in marinas, as well as an Environmental Checklist which can be used to identify areas for green improvements.

Kate Fortnam, The Green Blue Campaign Manager, commented: "We are so pleased to be able to host the Legal Register on The Green Blue website, it's a fantastic resource that we hope will make environmental compliance so much easier for marinas, boatyards and manufacturers to navigate. The Register is a great starting point for marine based businesses that are becoming more sustainability focussed and we anticipate that the Register will boost interest in businesses joining schemes that prioritise the environment."

If you are interested in learning more about how to make your marine activities more sustainable or to raise awareness amongst your customers through your media channels or onsite, please visit the 'Marine Business



Advice and Resources' webpages on The Green Blue website. You can also sign up to The Green Blue's newsletter and don't forget to search for The Green Blue on social media and receive regular updates and tips for sustainable boating by following @TheGreenBlue on Facebook, Twitter and Instagram.

Together we can safeguard the marine environment that we rely on for our livelihoods, wellbeing and enjoyment.

“ THE GREEN BLUE

Announce New Online Resource For Marine Businesses

The Green Blue launch new Environmental Legal Register on their website. Marine businesses including marinas, boatyards and manufacturers will be able to use the comprehensive template of environmental legislation as a method of recording their operations and activities. The Register will provide users with the means to officially

demonstrate compliance with environmental law. Benefits of using the Register includes satisfying the requirements of an environmental management system such as ISO 14001, as well as industry specific schemes such as The Yacht Harbour Association's Gold Anchor Scheme, which requires marinas to display legal compliance. Free to download for all users, the Register is designed

to be a helpful tool to ensure environmental compliance is not overlooked and that the importance of the environment and sustainable boating continues to move to the forefront. The Register covers the required legislation, policies and guidance for a variety of environmentally related subjects such as pollution, biodiversity, drainage and planning, amongst many others.



“ INLAND AND COASTAL MARINA SYSTEMS EXPANDS NEWARK MARINA

Responding to increased demand for berthing, Inland and Coastal Marina Systems has designed and manufactured a 33-berth extension to the popular Newark Marina.

Situated on a non-tidal section of the River Trent, Newark Marina's expansion has not been without its challenges. Extensive flooding, buried

vehicles and the ongoing pandemic have caused disruption to the realisation of Managing Director James Wilkinson's vision of a bright and attractive new extension to the picturesque inland marina.

The endeavour, also using local contractor Action Demolition, garnered a great deal of interest in the area, resulting in early demand from the local boating community keen to secure one of the new berths.



“The marina plays an important part in the local community,” says James. “Our new berths will give an important boost to the local economy, attracting, as it does, boaters from far and wide. We’ve already seen a strong take up in berths and would encourage anyone interested in keeping their boat with us to get in touch.”

Ironically, the onset of Covid-19 and the subsequent lockdown in March unlocked availability of important local earth moving plant that enabled the team to catch up on lost time, moving the project forward.

Working closely with James and his team, Inland and Coastal ensured the new standard leisure pontoon system, with terracotta Glass Reinforced Concrete (GRC) decking, was available for delivery as soon the ground works were complete, ready for his team to install themselves, creating substantial savings for the marina.

“James had a very clear idea of what he wanted to achieve with the marina expansion, giving his berth holders a very pleasant place to stay,” says Jon Challis, Sales Manager at Inland and Coastal. “Disruptions to

works, due to flooding and the coronavirus, meant uncertainty and installation dates moving as the situation unfolded, but we kept in touch throughout and were able to deliver as soon as he was ready.”

With the installation now finally nearing completion, James comments: “I am really pleased with the outcome. We went for Inland and Coastal's own specialist GRC decking system because it gives a much brighter, lighter feeling to the marina, whilst offering great stability and grip underfoot for our berth holders.”

To find out more about Inland and Coastal's pontoon ranges and unique decking options visit the website www.inlandandcoastal.com or sales@inlandandcoastal.com

For more information about Newark Marina visit www.newark-marina.co.uk

SIX NEW SEABINS INSTALLED AT WHITEHAVEN MARINA



The first of a fleet of six new Seabins has been installed at Whitehaven Marina in Cumbria. Driven forward by the staff and young people of the Whitehaven Harbour Youth Project, this plastic pollution fighting solution has been funded by Sellafield Ltd's Social Impact, Multiplied programme. "We're really pleased to have been able to add six Seabins to Whitehaven Marina making this the largest Seabin installation in Europe, and one of the largest in the world, along with Sydney and Dubai. The Seabins remove both large scale and crucially micro

plastics from the water," says Stephen Walter of the Whitehaven Harbour Youth Project. "The waste ends up in the marina by washing in from the culverts that run under the town, and also from the side of the marina itself. The Seabins are a huge support in removing unwanted waste from the marina, and subsequently stopping it before it goes out to sea and causing further damage to the marine environment." The remaining five Seabins will be installed at a rate of one per month.



Inland and Coastal Marina Systems is the UK and Ireland supplier of Seabin. For more information about the product, contact the ICMS team via sales@inlandandcoastal.com

FACILITIES UPGRADE FOR KING'S SCHOOL ROWING CLUB

The King's School wanted its students to have dedicated non-slip and safe access to the River Dee for their on-water rowing training. Several incidents had occurred on the existing facilities, owing to the nature and finish of the units. It was time to upgrade.

Working closely with the school's Head of Estates and the King's School Rowing Club, Inland and Coastal Marina



Systems created a stable rowing facility with wide access ramps. The company's low freeboard, high residual buoyancy pontoons, decked with GRP mini mesh, will ensure easy, non-slip water access and egress for the students, all year round. The King's School now has a first-class rowing facility. It can confidently promote its new facility, attracting top performing rowers to the school.

Creating berthing people want to come home to



"Not only do Inland and Coastal Marina Systems produce durable pontoon systems, the team works with what currently exists, making more efficient use of time, resources and budget."

Christopher Odling-Smee, MD, The Marine Group

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JOSH ROSS WINS ELECTRONIC TECHNICIAN OF THE YEAR AWARD

Berthon are pleased to announce that Josh Ross, one of Berthon's 4th year Marine Electrical apprentices, was recently awarded the newly certificated Electronic Technician of the Year by the British Marine Electrical & Electronics Association (BMEEA).

Josh has been a model apprentice during his time at Berthon, achieving high grades throughout his training at Bournemouth & Poole College where he has been studying City & Guilds Marine Electrical qualifications, as well as achieving his British Marine

Electrical Training (BMET) and Marine Electronic Installers (MEI) certification.

Keith Longman, Apprentice Ambassador, commented, "We are extremely proud of Josh. He has worked hard through his apprenticeship and this award is well deserved. Josh has proven to be a valuable asset to the electrical department. Any project he is assigned is completed to an extremely high standard and with impressive autonomy."

Josh commented, "I'm extremely pleased to have won this award, it's a great example of hard work paying off.

I am almost fully qualified now and this award helps recognise 4 years of dedicated learning; but is also a testament to my tutors and mentors, who have gone above and beyond to help me achieve my potential".

Berthon's apprenticeship programme has an annual intake across four disciplines. Over the past year Berthon have committed to the young cohort of apprentices doing everything possible to ensure their jobs remain secure during the pandemic; the company is now recruiting for the September 2021 intake.



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TYHA EDITORIAL CODE OF PRACTICE

Due to COVID lockdowns the development British Marine and TYHA's Code of Practice for the Marine industry was delayed. We restarted the project late last year, beginning with forming a sector wide working group to give feedback and information to ensure that the COP has a comprehensive scope for coastal and inland marinas and boatyards.

The Code is split into 15 sections covering all operational aspects of marinas, harbours and boatyards. It is essential that a common standard exists across the sector; and that is adhered to by everyone from yard operators to private owners and crews working on their vessels.

The first section (currently underway) deals with lifting of vessels and equipment. The HSE are aware that we have some

unique circumstances within our industry, and the COP will address these specifically.

We have also agreed with the HSE that while the Code in full will take up to eighteen months to complete, we will be able to release the individual sections to industry as they are completed. This will allow us to address the most pressing areas of concern and allow the industry a rolling timescale to be able to implement the Code more efficiently. It may require updating and changing some of the practices currently used and to be able to do this as each section is released will be easier to achieve.

We would like to hear from members about concerns they have regarding operations, particularly if there is something unique that should be addressed. These should be sent to either Jon White or myself.

We will be keeping the industry informed of progress mainly through BM Latest News but also AGM's and Association meetings.

For more information contact
James Scott-Anderson –
 Environmental, H&S Executive
jscott-anderson@britishmarine.co.uk
Jon White –
 TYHA General Manager
jwhite@britishmarine.co.uk



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WALCON REBUILDS BERTHING INSTALLATION AT ROYAL NAVY'S JUPITER POINT 'SEA-SENSE' TRAINING BASE



Twenty-three years after Walcon delivered the original Jupiter Point berthing installation to the Royal Navy, the company has been back at the naval training facility for high-speed RIB and jet-ski operations in Cornwall. Its brief, to replace the entire structure with new, updated equipment to allow it to continue its important role in training naval personnel in a range of seamanship skills.

The two-stage project involved first installing a new 43m bridge and an alongside docking area for RIBs and launches, the latter constructed using Walcon's heavy-duty Jumbo pontoons, fitted with mesh decking. This was followed by the second stage, the replacement plus extension of the floating storage and launch slipways for the RIBs. This was achieved using twenty, 10-metre long, low-level sloping concrete pontoons to allow for easy launching and retrieval. Situated in an exposed

location and subject to intensive, often inexperienced use, the facility has been built to withstand heavy punishment over the long term.

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On-the-water rapid launch facilities of this type are also highly suitable for leisure and recreational usage. Sailing clubs, sailing schools and waterside hotels and resorts can benefit from the ability to store boats on but not in the water rather than taking up valuable water-side land that could be put to more profitable use. The time and effort spent in launch and retrieval is also greatly reduced, thereby potentially increasing utilisation rates of the craft. The alongside berthing featured at Jupiter Point is also ideal for use by safety, keel and other, larger leisure boats. Pontoon specifications can be adjusted to reflect the intended usage.

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