

Fore and Aft

and

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

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Evolving
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Boot
Dusseldorf
2024

MARCH 2024



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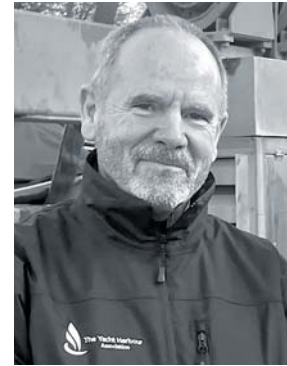
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In FOCUS



Jon White
 TYHA General Manager

Welcome to the first edition of Fore & Aft in 2024, I trust the new year has commenced well for all members. TYHA has had a busy and productive start to the year as have the members the TYHA team met recently at BOOT Dusseldorf.

The growing focus on boating in the Red Sea and broader Middle East has prompted an increase in the number of countries with TYHA members which now stands at 31; most recently we are pleased to have welcomed Marassi Marina Yacht Club in Egypt and Ayla Marina in Jordan into TYHA membership and we look forward to supporting them.

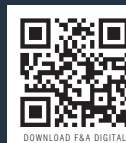
Complimenting the increase in membership is growth in the number of accredited Gold Anchor, Clean Marina and Superyacht Ready marinas. Recently I was pleased to personally award all three accreditations (including 5 Gold Anchor) to Abdulla Bin Habtoor from the Shamal Group who own and operate Dubai Harbour following the diligent work of the marina team to achieve the award standards. Leading the team there are two experienced CMM's, Wayne Shepherd and Andy Savill.

I was pleased to meet and work with 19 candidates from 5 countries on the CMM/P

pathway recently in Wales who participated in the AMM course which I facilitated with Tony Dye. Following a busy week and some challenging project work all candidates were awarded course completion certificates and will now progress towards well deserved Certified status.

We have a busy year planned and very much look forward to meeting many of you at events, meetings and in your wonderful marinas. We will continue to promote up and coming events through email, LinkedIn and our website.

I hope you enjoy this edition of Fore and Aft and should you have any interesting articles or subjects please let us know as we may be able to include it in a future edition.



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DUBAI HARBOUR MARINAS - ADDS SUPERYACHT READY ACCREDITATION TO CLEAN MARINA & GOLD ANCHOR



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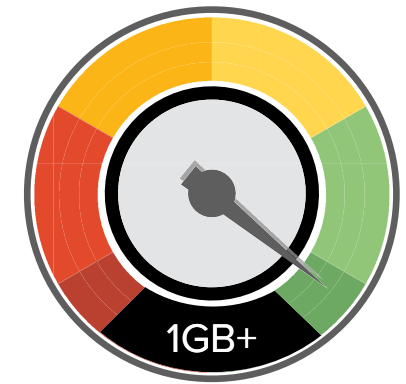
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ADVANCED MARINA MANAGERS COURSE 11-15th NOVEMBER 2024 (LOCATION TBC)

British Marine presents the internationally renowned Advanced Marina Management (AMM) School in TBC.

The AMM course has been designed as a pathway towards Certified Marina Manager (CMM) and Certified Marina Professional (CMP) Certification. The course consists of a variety of training sessions and a group project.

Each day is packed with a range of learning opportunities, including formal classes and lectures, informal discussions, field trip to nearby marinas, group projects, marina/boatyard industry networking and discussions.

THE COURSE CRITERIA

Applicants

- You must have at least 3 years' experience as a marina manager working on-site in a marina or 5 years in a leadership position in a marina affiliated company having done the IMM course, if not 10 years.
- British Marine will assess the application against this requirement.

Benefits of Attending

- Learn about a wide range of subjects relevant to marinas.
- Meet like-minded marina personnel for useful networking.

Suitable for

- All those with at least three years' experience at supervisory/management level in a marina
- People who would like to advance their career in marina management.

Please note the course will be taught in English

With a wide range of expert speakers, each day is packed with a range of learning opportunities, including formal classes and lectures, informal discussions, field trip to nearby marinas, group projects, marina/boatyard industry networking and evening classes and discussions.

PRICE LIST

- | | | |
|---|---|---------------------------------|
| • British Marine Members | - | £2,350 + VAT |
| • TYHA Overseas Members | - | £2,820 |
| • Non-British Marine/ TYHA/ MIA Members | - | £3,320 + VAT (where applicable) |

FURTHER INFORMATION: Call Kitty Judd –
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LARGS YACHT HAVEN

Receives Renewable Energy Guarantee Certification

Largs Yacht Haven, Scotland's largest marina located on the Firth of Clyde, has received a Zero Carbon certification, guaranteeing 100% of their energy originating from renewable sources.

Matt Wood, Director of Energy Supply for Scottish Gas/British Gas, certified Largs Yacht Haven as a 'Zero Carbon' business. This means that 100% of electricity supplied to the site will be backed by a mix of Renewable Guarantees of origin and nuclear declarations. This is guaranteed for the next two years.

Dave Hewitt, Marina Manager at Largs Yacht Haven, commented on the certification saying, "We all need to contribute to ensure our energy is sustainably sourced. By receiving this guarantee, we can not only ensure that the electricity used in our Marina Office comes from a renewable source, but this electricity is also supplied to all 700+ boats on our pontoons, our external lighting and boats around our boatyard."

Dave continued, "We take the stewardship of our marina very seriously, committing to providing a sustainable, responsibly-run marina. Our day-to-day operations and

sustainability schemes are regularly scrutinised and examined by our external partners such as British Marine, The Yacht Harbour Association (TYHA) and The Green Blue. Furthermore, we partner with a wide range of initiatives such as the native oyster restoration project which continues under our pontoons and we have also recently installed additional EV Charge Points on-site. We will continue to look for more opportunities to reduce our environmental impact and to protect, preserve and maintain our marinas for generations to come."

At the Yacht Haven's most recent TYHA inspection, the Gold Anchor assessor noted the marina's environmental efforts and initiatives, saying; "Largs Yacht Haven breathes respect for nature... it is green in both the literal and figurative sense. Environmental awareness is obvious throughout the marina, while the marina manager and marina team lead by example."

For more information about the ongoing green initiatives visit www.yachthavens.com





Dubai Marina Yacht Club

Discover Dubai Marina Yacht Club, nestled within the heart of 'new Dubai'.

A prestigious 5 Gold Anchor award-winning marina recognised for the quality of services and facilities, perfectly located for ease of access to sea and transportation links. By day, a boater's haven and by night a vibrant bustling nightlife waterfront.

Philip Sather, Director of Operations, Dubai Marina Yacht Club, said: "The prestigious '5 Gold Anchor Award' underscores the relentless commitment and exceptional performance of the Dubai Marina Yacht Club.

This recognition reflects our unwavering dedication to upholding the highest standards in every aspect of service and operational excellence. Our overarching goal is to provide a truly unmatched experience for berth holders and residents alike, ensuring that every individual enjoys a seamless and unparalleled level of service. We take great pride in our continuous efforts to create an environment that goes beyond expectations and sets a new standard in the realm of maritime hospitality."

The award acknowledges Dubai Marina Yacht Club's excellence in engaging guests and providing top-notch facilities and amenities for berth holders.

This encompasses outstanding service at individual berths and distinctive offerings catering to both visitors and members.

With four unique marinas that span from the East to the West Bay, Dubai Marina Yacht Club has berths for over 550 yachts available for members, ranging from six to 40 metres in length, making Dubai Marina Yacht Club, the largest marinas in the GCC to achieve the honour.

As a member, enjoy year-round membership benefits such as F&B, Gym and Infinity Pool access, buggy shuttle service, complimentary ice, Gold Tier enrollment in the U by Emaar loyalty programme and access to the exclusive Dubai Marina Yacht Club's Rally Programme.

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“ DUBAI HARBOUR MARINAS

At Dubai Harbour, we remain committed to delivering upon a premier, vibrant and multifaceted seafront experience. We are immensely grateful to have received industry leading accolades from The Yacht Harbour Association, a prestigious recognition for perfect marinas around the world.

Dubai Harbour has been awarded five Gold Anchors, along with a title each for Clean Marinas and Superyacht Ready. We are proud to be the first TYHA marina to have achieved all three accreditations simultaneously. We are also the first marina in the region to have received the Superyacht Ready title.

Dubai Harbour is a carefully curated and purpose-built gateway, home to a wide range of upscale living, retail, and

hospitality experiences that combine to form the region's most vibrant, and comprehensive maritime lifestyle offering with a wide range of comprehensive berthing facilities. "Home to the region's largest marina, we have seen a massive growth in yachting over the recent past with increasing foreign interest.

We are pleased to have achieved such renowned accreditations in recognition of our efforts towards being the perfect gateway for yachts from around the world, cleanliness and above all, the five Gold Anchors. "We would like to thank our expert teams for their dedication and commitment towards creating extraordinary experiences and building the region's most unique lifestyle offering," said Wayne Shepherd (CMM), Director – Marinas, Dubai Harbour.



Dubai Harbour Marinas features close to 700 berths that can accommodate yachts up to 160m in length. They consist of three dedicated marinas offering a fuelling station, capable of taking vessels up to 50m. As well as providing guests and crew with a full home port solution in one of the world's most spectacular cruising grounds, Dubai Harbour Marinas also enables direct access to the open waters of the Arabian Gulf with ample water depths and no air draught limits.

Welcoming a new wave of green innovation at its extraordinary seafront district, Dubai Harbour recently announced the introduction of the UAE's first ever PixieDrone. Fitted with a video camera and remote sensing LIDAR technology, the PixieDrone can access small areas and spaces, as it helps collect waste including organic waste, plastics, glass, metal, paper, cloth, rubber and more. We also have a dedicated sustainability committee – our very own 'Seaguardians' who ensure sustainable practices are followed across all our operations. They also educate our boat owners and partners through a range of workshops and environment related initiatives, further expanding ESG awareness within maritime communities.



To find out more visit www.dubaiharbour.com

The Evolving Role of The Marina Manager

The need to respond to the causes and impacts of climate change, together with varied economic, regulatory, and societal uncertainties provides considerable challenges for marina managers. They are tasked with employing long-term vision whilst obliged to react to the needs of the current market and deliver the requirements of their stakeholders (customers, suppliers, local authorities, marina personnel, etc.).

So how has the role of the marina manager changed in recent decades?

Describing a significant shift in orientation, GMI Director Tony Dye CMM described how 20 years ago privately managed marinas tended to be hidden from the general public, whereas today “the majority are actively promoting their services to the non-boating public, with attractive bars, restaurants and associated leisure facilities.” He added: “Managers have to be increasingly aware that today’s customers are more selective on what marinas have to offer apart from a berth, both in

terms of services and environmental credibility.”

Member managers of TransEurope Marinas and directors contributed with their impressions:

Jean-Michel Gagné CMM: In a nutshell, I would say that the job has become more professional. Managers agree that the job has become more demanding, with regulatory requirements (safety, legal rules, etc.), management protocols, risk assessment, and environmental constraints, which perhaps were perceived as guidelines a few decades ago but are now an essential requisite.

Customer service has of course also jumped to the top of the priority list over recent decades.



Previously, strong demand, long waiting lists, and full marinas meant that managers weren’t incentivised to pay attention to the service quality. Nowadays, despite strong demand, competition has increased and third-party platforms offering consumer ratings have led managers to pay much more attention to customer satisfaction. In the coming years, increasingly marinas will utilise digital systems to monitor and optimise marina operations, manage energy usage and automate bookings, contracts and payments. Personalised communications and tailor-made solutions for every consumer will become the norm.

Falk Morgenstern: For me, the greatest challenge in these hectic times is to draw the attention of our guests and customers to the essentials, namely nature, the environment and interpersonal relationships.

Consultant and representative of a group of marinas based on the Baltic coast of Germany, Falk agrees that a marina manager now has a greater realm of responsibilities but that this can make the job more interesting:

Requirements for data protection, increased environmental regulations and other official regulations drive marina managers to expand their field of activity. Customers have an increased need to consider safety and security and are much more sensitive as regards the influence of their hobby on the environment and nature.

Beyond growing environmental awareness and awareness of climate change he mentions inherited wealth, digitisation, and the impacts of COVID as factors driving change.

Artificial intelligence shows us where things are heading, and it is expected that processes such as booking a berth and organising winter storage will soon be carried out by fewer people and more automated processes.

I believe that the focus in the future will be to meet the expectations of guests and water sports enthusiasts and the management of more and more processes in less time, whilst also conveying of environmental awareness and awareness of the vulnerability of our natural surroundings.

Renata Marevič CMM– The role of the marina manager has certainly changed over recent decades, as has the role of the marina in its wider community. I believe that empathy, service and listening to the needs and wishes of the audience – from guests, employees, members of society, the media and institutions to the local community and destination, as well as their gaining their trust and active collaboration is

extremely important not just for the viability of the company, but also in terms of our sociocultural responsibility.

Each marina is different and for this reason, it is important to understand the details of an individual boating area, customer demographics and interoperability of the various tenants, service providers and other assets that contribute to the value of a marina destination ecosystem.

Renata has successfully worked her way up the ladder, having now managed award-winning Marina Punat in Krk Island, Croatia for over ten years. The customer mix includes a strong charter fleet together with many private customers who are based in neighbouring countries and whose peace of mind upon leaving their boats in the marina’s care is assuaged with the use of proprietary boat sensors. She explains more about implementing strategies to increase cooperation and reduce seasonality:

We have tried to ensure that our stakeholders’ interests are recognised and served in a manner that complements rather than competes with others. An example is the reduction of seasonality for the use of vessels throughout the year, giving users of marina services the opportunity to enjoy the specific gastronomic delicacies of our climate or relax in the warm wellness of our hotel during the winter months. By cooperating with charter partners, we help them attract customers outside summer sailing season.

We have expanded the network of yacht repair and maintenance service providers, in a certain period outside the peak season of yacht maintenance work, we offer benefits to ensure enough orders and distribute these jobs more evenly throughout the year, not just during the peak season.

We pay a lot of attention to the implementation of new technologies, especially IT solutions and the development of robotics, which will not replace humans, but will make their work easier by taking over automated, rudimentary tasks, thus leaving employees more time to deal with customers and their problems.

Ensuring the future generation is also key and Marina Punat extends their efforts by working with the local sailing club by contributing towards the purchase of material and conducting outreach activities to interest youngsters, helping to develop the next generation of boaters.

The work doesn’t stop there however, and like both Jean-Michel and Falk, Renata is a well-respected member of both her national and the international community, actively promoting the interests of the industry.

In summary, there is significant proof that the marina managers role has evolved significantly, embracing stricter regulatory compliance, greater environmental awareness and stewardship, digital competence, joint lobbying, and far more intrinsic community-based collaboration.

“EV ADOPTION IN THE MARINA INDUSTRY

Rolec have been trusted suppliers of electrical facilities to marinas for over 30 years, but did you know we have another way to electrify your destination?

Emissions have been the biggest discussion point over the last 10 years. We are seeing more investments in renewable energy, over 800,000 people are now driving electric cars and a larger conversation is opening up about how much waste we produce as a nation.

As the UK prepares for a net-zero future, demand for greener modes of transport and charging infrastructure increases. The transition to fully electric vehicles is imminent, which means that EV remains one of the largest green tech industries, with the most potential for growth over the next decade. In fact, according to the International Energy Agency, the number of electric cars on the road globally surpassed 10 million in 2020, despite the COVID-19 pandemic. This trend is expected to continue as more manufacturers invest in electric vehicle technology.

And zero-emission transport is not purely a car issue; if we expand our perspective to include other forms of transport, you might be surprised to find out that the most significant thing that we can do to reduce our individual environmental footprint is to stop flying. Travelling abroad is responsible for around 1 billion tonnes of CO2 emissions globally each year, which is more than the emissions produced by entire countries, making it the next on the chopping block for the environmentally conscious people among us.

With this in mind, the marina industry has the potential to become the saving grace for Brits looking to get away from it all without sacrificing the planet in the process.

A Home-Away-from-Home Needs a Home Charger

The infrastructure needed to support the transition to fully electric is not currently meeting demand. Identified as the main concern for EV drivers in Zenith's EVXperience report, range anxiety and the struggle of finding somewhere to charge-up on journey's stands as a roadblock to enjoying an EV staycation. Having the option of charging at your destination, for many, will make the difference between a relaxing family vacation or a weekend trawling the countryside trying to get charged up.

Which is why it's no surprise that, according to new research by the Department for Transport (DfT), almost half (47%) of the available public charging network, or 19,044 chargepoints, can be found in destination locations. By adding charging to your list of facilities, EV drivers will have the security of knowing that they won't have to plan their trip around charging, which will encourage them to favour your marina for their next short-break or summer holiday.

Put Your Marina on the EV Map

Did you know that 90% of EV drivers will seek out destinations that have chargepoints over those that do not? Put your marina on the EV map and attract new guests by providing convenient charging.

One thing you might not have considered is how many EV drivers will travel that bit further in search of charging. If you know your area is lacking public charging infrastructure, which we've already discussed that most are, offering chargepoints

increases the likelihood that EV owners will choose your marina over others than don't offer charging. Depending on your location, EV chargepoints can be offered to guests for the duration of their stay, as well as offering accessible chargepoints for motorists passing through your area. Make your chargepoints visible on charging apps like ZapMap and attract drivers to your marina to charge on their way to another destination.

Vehicle downtime, although a source of irritation for EV drivers, opens possibilities for you as a business to provide additional facilities to cater to this particular clientele. A café, mini golf, or even just a vending machine will be well-loved by families looking to pass the time as their car gets juiced up. All of which have the potential to become additional revenue streams for your business.

Even so, if you look at energy prices in the UK currently, the thought of giving away more electricity to visitors might seem like a daunting proposition. However, with the right back-office software, your chargepoints can pay for themselves over time.

Charging tariffs can now be completely customised: you can segment pricing for different groups, like staff and public, tariffs can be raised during peak hours and you can even reserve chargepoints for certain visitors at certain times. Meaning you can guarantee your visitors will have charging available to them.

What if There Was Funding Available?

Well, there is! Thanks to their strategic partnership with Wattif, Rolec are in the unique position of being able to offer fully funded, part funded, and subscription options to you, meaning you can install EV charging infrastructure with less risk to your business.

Wattif's 100% fully funded turn-key solution covers the cost of chargepoint installation, purchase, maintenance, and software. Meaning you can install charging infrastructure without any risk of investment for the business. Alternatively, you can take advantage of a 50% partially funded option. If you opt for this alternative, Wattif will take responsibility for the cost of installing, maintaining, and operating your chargepoint

but the initial upfront cost will be shared between the two.

The third, subscription, option provides an all-inclusive EV infrastructure solution without initial costs, Wattif handles everything from setup to site management, and you can still access OZEV grants.

Whichever model, all operating costs are included. Wattif EV will always operate and maintain the chargepoints, meaning you can spend less time looking at EV chargepoint management and more time with visitors.

Future-proof your marina at zero cost

Have you noticed an increase in employees driving an EV? Are more of your visitors driving greener vehicles? Perhaps you're looking to electrify your fleet, or maybe, your private car park requires charging facilities to meet demand?

Get in touch with the team; Steve, Kate, and Karen on: +44 (0) 1205 724 754. Or visit our website: [rolecserv.com](https://www.rolecserv.com) where you can view our full product range.



PREMIER MARINAS

Acquires Trafalgar Wharf Site

The Trafalgar Group has completed the sale of the Trafalgar Wharf site in Portsmouth Harbour, including the dry stack boat storage and Trafalgar Shipyard to Premier Marinas for an undisclosed sum.

The acquisition by Premier Marinas marks a new chapter for these significant marine facilities and complements Premier's existing portfolio of 10 marina and boatyard sites across the South Coast.

The Trafalgar Group has developed the site to now encompass Europe's largest indoor dry stack boat storage facility and a significant commercial shipyard providing bespoke maintenance programmes for commercial vessels and private yachts. The wider Trafalgar Wharf site has become a hub for a wide range of marine and non-marine businesses and will now be known as Premier Trafalgar Wharf.

Other Trafalgar Group businesses which include Boat Club Trafalgar, RIBs For Sale, Ballistic RIBs, Thornham Marina and Gatcombe House Serviced Offices are not included in the transaction and those located at Trafalgar Wharf will continue to operate as usual.

All of the existing operations team at Trafalgar Wharf will be retained and transferred to Premier Marinas as part of the sale agreement.

Premier Marinas CEO, Pete Bradshaw said: "We're delighted to add the Trafalgar Wharf site to the Premier portfolio and welcome new team members into our family. The acquisition marks yet another milestone for Premier as we continue to invest and grow our business. Trafalgar Wharf adds new capabilities to our group and we're confident that we will be able to combine the knowledge of the existing team and our wider operational experience to further enhance the site and operations.

Jonny Boys, Managing Director of The Trafalgar Group, shared, "We're all about doing things differently and putting our customers first. We're delighted to be handing the reins to Premier Marinas who share our vision to create fantastic boating and waterside experiences."

To find out more visit www.premiermarinas.com



CELEBRATING EXCELLENCE IN LIFESAVING SERVICE



The Volunteer Ireland Awards, an annual initiative, serve as a beacon to illuminate the extraordinary efforts of volunteers across the nation, acknowledging their immeasurable impact. The Christine Buckley Volunteer of the Year award, named in memory of a woman dedicated to altruism, is reserved for the most exceptional volunteer whose actions echo the spirit of Christine Buckley.

Gary's volunteer journey extends beyond the RNLI, as he has also dedicated nine years to serving with Dalkey First Responders. His role in both organizations showcases a passion for community safety and a commitment to saving lives, both on land and at sea.

The nomination for Gary eloquently highlighted his pivotal role in maritime rescue missions: "As a helm, Gary operates the lifeboat during dangerous rescue missions, navigating through challenging conditions to reach those in distress. His skills and experience are essential in ensuring the safe and effective execution of rescues. Gary's commitment and dedication have undoubtedly resulted in countless lives being saved and families being reunited."

The recognition of Gary Hayes as the Christine Buckley Volunteer of the Year is a testament not only to his individual heroism but also to the collective spirit of volunteerism that defines the Dun Laoghaire RNLI and Dalkey First Responders. His story serves as an inspiration for us all, a reminder of the impact one person can make in the service of others. Congratulations, Gary, on this well-deserved honor!

“

Gary Hayes Honored as Christine Buckley Volunteer of the Year 2023

WHAT DOES BIOSECURITY MEAN FOR MY MARINE BUSINESS?

The spread of invasive species is becoming a major issue in both marine and inland waters around the world. Non-native species compete with native plants and wildlife and can cause major changes to entire ecosystems.

In addition to the potentially devastating environmental impacts, invasive species can spread disease, restrict navigation, block waterways, clog up propellers and add significantly to the management cost of waterways. Recreational water users can also face access restrictions as certain stretches of water become impassable or restricted for safety reasons.

For example, the Carpet Sea Squirt (*Didemnum Vexillum*), has a smothering effect, covering marine habitats in thick sheet-like growths and interferes with fishery and aquaculture operations. While fast-growing species like Zebra Mussels can cause many operational issues such as blocking engine cooling water intakes, resulting in engines over-heating.

Once established, non-native species become extremely difficult and expensive to eradicate. It is important that marine businesses and water users do all they can to mitigate the spread before it takes hold.



Check • Clean • Dry

The best way to protect your local area of water is to encourage water users to follow the 'Check, Clean, Dry' approach. **Check** for any plant or animal material on the boat, equipment, or clothing.

Clean the boat, equipment and clothing that has come into contact with the water thoroughly with tap water. Pay particular attention to crevices where species can be hidden.

Dry the craft and any piece of equipment or clothing thoroughly. Many species can survive in damp conditions for many weeks.

RAISING AWARENESS

Invasive Species Week is the 20-26 May '24. The week aims to help water users feel confident in identifying key invasive species that they may encounter and to share preventative measures and tips for stopping the spread.

The Green Blue, the environmental awareness programme for the Royal Yachting Association, will be sharing guidance and information throughout the week across their website and social media channels.

There are several ways that your business can help support and share information from the Week:

- Download digital assets from The Green Blue website.
- Display posters in your Reception.
- Share facts and information on your social channels.
- Use the hashtag: #INNSWeek.
- Share a news article in your business newsletter.
- Add the Week's email banner to your email footer.



Visit thegreenblue.org.uk website to find more information on how you can improve the biosecurity of your marina, harbour or boat yard. Follow on Facebook, Twitter: @TheGreenBlue and Instagram: @the_green_blue.



NEW YEAR, NEW INTERMEDIATE MARINA MANAGEMENT COURSES IN 2024

British Marine are starting 2024 with a bang! We have a variety of Marina Management Courses being delivered in the UK, Europe, and the Middle East!

We are pleased to announce another three Intermediate Marina Manager courses! The first in the beautiful setting of Dubai, UAE and the second in Windsor, UK and the third course will be in Europe, however the exact location is being finalised. These courses have been consistently sold out so get in touch to secure your place!

This four-day course is accredited by the Global Marina Institute (GMI) and is designed to provide marina personnel in a leadership position with fast-track training in the critical issues in marinas. It is also an essential course in a career path leading to the globally recognised Certified Marina Manager (CMM), Certified Marina Operator

and Certified Marina Professional (CMP) qualifications.

The course is aimed at managers, supervisors and foremen who have had at least one full year of experience working at this level.

Marina industry professionals and Certified Marina Managers will share their expertise and knowledge on a wide variety of topics including:

- Leadership Development
- Health, Safety & Emergency Management
- Budgeting & Accounting
- Environmental Management
- Customer Service and Marketing

IMM Dubai (UAE)
4th-7th
March 2024

IMM Windsor (UK)
13th-16th
May 2024

IMM (Europe)
21st-24th October
Location TBC

Each day is packed with a range of learning opportunities, including formal classes and lectures, informal discussions, field trip to nearby marinas, group projects, and marina/boatyard industry networking.

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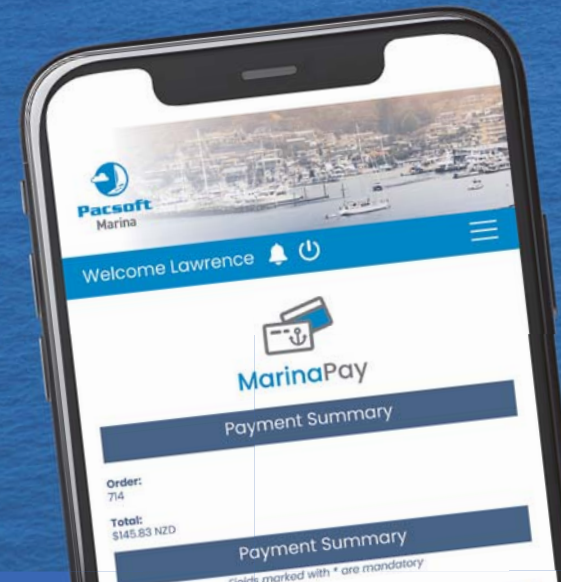
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“ Third Apprentice passes course with Yacht Havens

A young Marina and Boatyard Operative has completed his apprenticeship with Fambridge Yacht Haven, Essex, to become a fully qualified member of the marina team and the third apprentice to pass their course with Yacht Havens.

Tom Yarwood, 19 from Chelmsford in Essex, received his Certificate of Achievement and Recognition from Yacht Havens Group director Dylan Kalis and Fambridge Yacht Haven director Danyal Adams (pictured).

Yacht Havens Group, which own and operate nine marinas around the UK and the Netherlands, began exploring apprenticeships several years

ago after identifying a lack of trained, skilled prospective employees in the wider marine workforce, along with the specific lack of employees in specific geographic regions. Yacht Havens worked in partnership with British Marine and a local Devon college to develop the original apprenticeship course content, ensuring it met the needs of the

company as well as ensuring the apprenticeship met fundamental requirements of an educational programme.

Tom is now the third apprentice to complete his course with Yacht Havens Group with other staff completing the course while working at the Yacht Haven Quay dry stack in Plymouth, as well as Fambridge Yacht Haven in Essex.

Tom’s two-year long Marina & Boatyard Operative apprenticeship was run in partnership with Paragon Skills



/ Tom Yarwood - Fambridge Yacht Haven



/ Fambridge Yacht Haven Team

and British Marine with Tom’s employer, Fambridge Yacht Haven, subsidising the course.

“We are delighted that he has chosen to continue his career at Yacht Havens”

“It’s been great to see Tom gain knowledge and confidence over the past two years. He quickly became a valuable member of our Haven Team and we are delighted that he has chosen to continue his career at Yacht Havens on completion of his course”, Danyal Adams, Fambridge Yacht Haven director.

“We’re keen to provide opportunities for young members of our teams to gain experience alongside a professional qualification through our apprenticeship partners. Thank you to Paragon Skills and British Marine for working with us and of course congratulations to Tom for successfully completing his apprenticeship”.

For more information about Yacht Haven and their facilities please visit www.yachthavens.com

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★★★★★
MARSA AL BATEEN MARINA

Marsa Al Bateen Marina is a redevelopment in the Bateen area of Abu Dhabi, combining an existing 324 basin marina and slipway with a new 60-slip SF Marina-system for yachts up to 30 meters, and a dry stack for 106 boats.



★★★★
EASTERN MANGROVE MARINA

The 50-berth Eastern Mangroves Marina is built into a vibrant public promenade lined with restaurants, and overlooks the natural low-lying mangroves over the east side of Abu Dhabi island. A sheltered location for vessels up to 25 metres.



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MARINA DE PORTIMAO

Surrounded by some of the most beautiful beaches of Europe, the Marina de Portimão, has assumed the leading position in Portugal as a preferential Super-Yacht destination up to 50 meters.



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“ Port Authority generates new income stream from fixed-berth houseboat rentals

There's an exciting new opportunity to generate an innovative income stream for marina owners looking for ways to expand their services to attract new customers – one already exploited by Yarmouth Harbour Port Authority. Two houseboats from alternative lifestyle company, Waterlodge UK, have successfully been rented for short-term lets through Airbnb since they were installed at Yarmouth last June. Six months down the line, and the harbour is already looking to put in more lodges to expand its rental accommodation. So, could this be the way forward to help secure a new stable source of income and position marinas as a popular destination for the non-boating community?



Plugging an income gap with a tailored solution

Yarmouth Harbour noticed a decline in the number of small boats berthing during the winter months. By utilising their 'dead space' to moor new Waterlodges – uniquely styled floating apartments – they have managed to leverage the profitability of their berths. “The ability to change the outside appearance and interior layouts – including tailoring our houseboats to the local environment – was a big factor in us choosing to partner with Waterlodge UK,” explains Facilities Manager, Vikki Faulkner.

Improved financials from steady bookings

“Since the Waterlodge Oasis 3 models were installed, we have seen a steady stream of bookings,”

expands Vikki. “We were booked out across Christmas and New Year and had a lot of last-minute bookings for January 2024, despite the weather being awful. “This guaranteed revenue is better for us, in that people pre-book and pre-pay. If we compare the number of nights the berths were booked previously, it is better financially.”

Attracting a wider customer base to the marina

Since listing their houseboats, Yarmouth Harbour has managed to attract a “broad spectrum of guests, who aren't traditionally 'boaters'; from three elderly ladies who were attending the Isle of Wight Festival to young people needing somewhere to stay while their parents stayed on a boat,” says Vikki.

Future plans

The success of the pioneering houseboat accommodation project at Yarmouth Harbour has already prompted them to look towards listing on more booking platforms and installing more Waterlodges to further boost their profit revenue. “Due to the success, we are looking to broaden our marketing and hopefully invest in more Waterlodges in the near future,” anticipates Vikki. Perhaps this venture provides a valuable insight for those marina businesses looking for ways to expand and futureproof?

To find out more visit www.waterlodge.co.uk, call 02382 120000 or email info@waterlodge.co.uk



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KERRIE GRAY CMM

Kerrie's journey within the marina industry began 19 years ago, when in 2005, she joined Poole Quay Boat Haven as a seasonal marina assistant. After gaining experience at PQBH during the summer seasons, she embarked on a new adventure by sailing across the Atlantic. Kerrie spent the remaining months in the Caribbean as a watch leader for the Tall Ships Youth Trust, serving on board their 60m brigs. This diverse experience, both in marina operations and sailing leadership, has undoubtedly contributed to Kerrie's well-rounded understanding of the industry and her ability to handle various roles and responsibilities.



The Port of Poole Marina, which opened in 2011, is home to over 100 vessels on long-term contracts. It includes two RYA training schools and a Rib and Jet Ski club.

Kerrie's extensive experience and leadership have contributed to the success and growth of these marinas, making them vibrant and thriving destinations for boaters and visitors alike.

In 2020, Kerrie was announced as the Marina Manager for the

Southampton International Boat Show (SIBS). SIBS Marina is recognized as Europe's largest purpose-built marina, featuring over 300 vessels lining up on over 2km of pontoons. Managing such a large and complex marina is a unique challenge that only a few marina managers have had the opportunity to undertake. Kerrie's appointment as Marina Manager for SIBS showcases her expertise and ability to handle the responsibilities associated with overseeing a marina of this scale.

Accolades – Since the start of the TYHA Marina of the Year awards in 2014, Poole Quay Boat Haven has Won the 'Coastal under 250 berths' 4 times and runner-up 6 times, making it the most decorated marina in the UK. Additionally, the marina holds the prestigious 5 Gold Anchor accreditation, further highlighting its commitment to excellence. Ending an impressive 2023 Poole Quay Boat Haven has also achieved the 'Superyacht Ready' accreditation, making it the first marina in the UK to receive this recognition. These accomplishments demonstrate the marina's dedication to providing exceptional services and facilities for boaters and visitors.

In 2011 during the build of the Port of Poole Marina, Kerrie was offered the opportunity to join the marina team on a permanent basis and oversee the sale of the new berths. The following year Kerrie was promoted to Assistant Marina Manager and in February 2017 after an extensive recruitment process Kerrie was announced as the Marina Manager for Poole Quay Boat Haven, Port of Poole Marina and Poole Harbour Boat Show.

Poole Quay Boat Haven primarily serves as a visitor's marina, accommodating over 9,000 visiting vessels annually, with a maximum length of 70m. The marina hosts more than 23 events each year, including international regattas, brokerage open days, Yacht Club rallies and cruise in company events. It is also the home of 'Pip Hare Ocean Racing x Medallia,' where Pip and her team prepare for her second Vendee Globe campaign.

“
**Marina Manager, Poole Quay Boat Haven
 & Port of Poole Marina**



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ROYAL PHUKET MARINA

Now certified as Phuket's First & Only Carbon-Neutral Mixed-use development

In a landmark environmental achievement, Royal Phuket Marina (RPM) proudly announces becoming Phuket's First & Only Carbon-Neutral Mixed-use development. It has achieved this milestone by substantial emission reductions and further carbon offsetting.

This significant accomplishment reflects RPM's unwavering commitment to sustainability and is in line with global environmental objectives, mirroring Thailand's goal to achieve carbon neutrality by 2050 and net zero greenhouse gas (GHG) emissions by 2065. RPM remains dedicated to leading in sustainability,

continuously striving to maintain its position at the forefront of this important initiative.

Earlier this year, the Thai government's Thailand Greenhouse Gas Management Organization (TGO) certified RPM with its prestigious Carbon Footprint for Organization (CFO) certification. RPM is Thailand's only marina and Phuket's Only

Hospitality and Real Estate Developer to have received such certification.

RPM remains a frontrunner in sustainable marina operations and set a new benchmark this year by reducing its carbon footprint to 640 metric tons of carbon dioxide and subsequently neutralizing this output. Since 2016 RPM, on the path to carbon neutrality, notably switched to solar energy by investing heavily in solar panels, now generating up to 40% of daily energy requirements. The company received a Letter of Recognition for solar initiatives under the Low Emission Support Scheme. Additionally, in partnership with boating affiliates, RPM aims to eliminate single-use plastic bottles on excursions, targeting a reduction of approximately 4 million plastic bottles annually. Mr. Gulu Lalvani, Chairman of Royal Phuket Marina, stated,



"Securing the status of Phuket's First & Only Carbon-Neutral Mixed-use development goes beyond an accolade; it reflects our deep dedication to environmental preservation. Our journey to carbon neutrality is an integral part of our broader commitment to achieving net zero greenhouse gas emissions. We have adopted a comprehensive approach, managing solar, water and air resources effectively and additionally implementing

waste management strategies. We are delighted to receive official government recognition as Thailand's only marina and Phuket's only hospitality and real estate developer who is granted carbon-neutral status."

This remarkable achievement not only reinforces RPM's status as the region's premier luxury Mixed-use Development but also establishes it as a key advocate for marine sustainability in Asia and around the world.





Inland and Coastal team up with Sydney based Living Seawalls

With sustainability fast becoming the number one priority for the marine industry, we are increasingly looking for innovative, eco-friendly solutions that not only help reduce the impact of the industry on our oceans but also on our precious

coastal regions, where natural habitats such as saltmarshes, mudflats and beaches are routinely giving way to artificial structures such as seawalls, marinas and pontoons.

Leading this charge is Inland and Coastal Marine Systems (ICMS), who have teamed up with Living Seawalls, a Sydney-based company – and runner-up in Prince William’s Earthshot

prize – whose ground-breaking designs involve innovative modular panels that mimic foreshore and intertidal habitats. These can be affixed to harbour walls and marinas to help revive natural habitats around these man-made coastal structures.

Dr Louise Firth, Associate Professor of Marine Ecology at Plymouth University explains the purpose of Living Seawalls

is “basically to make space for nature on a structure that it wouldn’t normally survive on”

Living Seawalls represent a paradigm shift in coastal protection, embodying the idea of net gain rather than mere mitigation by actively contributing to the enhancement of marine ecosystems. The modular design allows the Living Seawalls to be tailored to each site, and as sea levels rise in coming years, they can provide habitats for species to migrate vertically.

Another key aspect that sets ICMS apart is their utilisation of waste material from the manufacturing process. By repurposing waste into construction material for Living Seawalls, ICMS not only reduces their ecological footprint but also demonstrates a commitment to circular economy principles. This eco-friendly approach is a testament to their dedication to sustainability at every stage of the production cycle.

“As part of our sustainability initiative, we’re always looking at ways to minimise the impact of our business and the products we produce on the environment, and the partnership with Living Seawalls provides us with a dual-purpose solution.” says Oliver Shortall, Managing Director at ICMS.

The company’s forward-thinking approach goes beyond mere protection, aiming to create a symbiotic relationship between coastal infrastructure and the natural environment. While safer access to boats is at the forefront of everything they do, and one of their key drives for 2024, ICMS is also committed to investing in what lies beneath the water’s surface.

The net gain aspect is twofold. Firstly, ICMS recognizes the importance of investing in the quality and safety of their floating pontoons, ensuring a secure and reliable infrastructure for boat users. Secondly, the company

acknowledges the significance of the underwater realm, actively contributing to marine growth by providing a base for natural habitats to form.

“Over time, Living Seawalls become thriving ecosystems that support marine life and contribute to the overall health of our coastal areas.” says Floriane Catillon, Sustainability Manager at ICMS.

By implementing Living Walls into their marine infrastructure projects, as well as leveraging the waste generated in their production processes, ICMS proves not only their commitment to environmental stewardship but also their ambition to promote a more harmonious coexistence between human infrastructure and the natural world.

To find out more about the Living Seawalls partnership visit the ICMS website www.inlandandcoastal.com



“ NAVIGATING EXCELLENCE

Abu Dhabi Maritime Raising the Bar

With a commitment encompassing waterway regulation, public water transportation (PWT) and a number of facilities including marinas, the custodian and regulator of Abu Dhabi's waterways is transforming Abu Dhabi's maritime landscape.

In its pursuit of maritime excellence Abu Dhabi Maritime is certainly hitting the mark. Since its establishment in 2020 by AD Ports Group in cooperation with the Department of Municipalities and Transport, Abu Dhabi

Maritime has been elevating the maritime domain within the UAE capital. The past year has been no exception with marinas taking centre stage.

The inauguration of Saadiyat Marina & Ferry Terminal and Rabdan Marina in February this year, alongside Sila Community Harbour and Al Fiyay Island Marina in UAE's Al Dhafra Region last year, brought to fruition a significant investment in the UAE's marine infrastructure. Saadiyat Marina & Ferry Terminal, a multipurpose hub, offers a range of amenities including 64 floating pontoons for vessel mooring, a 10-metre-

wide slipway, and ample parking. It also features a state-of-the-art ferry terminal with two ramps providing crucial links between Saadiyat and neighbouring islands, catering to both the maritime community and visitors alike.

Situated in the Rabdan area of Abu Dhabi, a prime location with incredible views of Sheikh Zayed Grand Mosque, Rabdan Marina consists of 19 wet berths for leisure boats and jet skis, along with a slipway, utilities on the dock, and 24/7 security and CCTV surveillance. The marina also offers a range of services, including boat launching and recovery, washing and engine flushing service, and assisted berthing.

In the Al Dhafra Region of Abu Dhabi, the new facilities at Sila Community Harbour includes pontoons for 64 fishing boats, a dhow quay wall, a Ro-Ro ramp, 68 wet berths and a 14-metre slipway while at Al Fiyay Island enhancements include a 500-metre navigational canal, 1.5-metre-deep mooring basin and 26 wet berths providing safe and reliable access. Both are pivotal developments advancing



Al Dhafra Region as a maritime destination whilst preserving local heritage and stimulating economic growth.

Sustainable development of all the marinas has been considered with inclusion of solar lighting and responsible management of marine ecosystems top of mind. Seventeen ecological articulated concrete mattresses were installed on the Saadiyat Marina & Ferry Terminal seabed, alongside Eco Sea Wall Panels on the quay walls, each composed of unique materials that seamlessly integrate into the environment, attracting and promoting the growth of organisms and improving water quality and biodiversity.

All the marina projects align with the overarching strategic plans to transform Abu Dhabi's maritime infrastructure, cultivating a safe and secure environment and solidifying Abu Dhabi Maritime's standing as one

of the largest marina operators in the Middle East.

To promote the same kind of standards across marinas in the region, Abu Dhabi Maritime launched a brand-new awards programme in 2023 aimed at recognising excellence and success across leading marina facilities, setting new industry benchmarks. The Abu Dhabi Maritime Awards, Marinas Edition,

inaugural event in November, showcased the achievements of marinas from eight countries reflecting outstanding leadership and innovation.

The event not only left an indelible mark on the industry but also reinforced Abu Dhabi's emergent position as a leading global maritime destination, driven by the commitment and achievements of Abu Dhabi Maritime.



Is it time to replace the wooden bearers in your inland marina for something more durable?

Once a ubiquitous material in construction and structural applications, wood has experienced a decline in popularity in recent years. This shift away from wood as a primary structural material can be attributed to a variety of factors, including the emergence of alternative materials like GRP composites, concerns about deforestation and sustainability, as well as changes in regulatory requirements. If you're using wooden substructures in your marina, here are some factors you might like to consider:

Limited Lifespan: Wooden bearers typically have a limited lifespan compared to alternative materials like GRP bearers. Inland marinas may incur higher long-term maintenance costs when using wood because of the need for more frequent replacements.

Rot and Decay: Wood is susceptible to rot and decay when exposed to moisture for extended periods. In inland marinas, where boats are constantly in contact with water, wooden bearers can deteriorate over time. This not only weakens the structural integrity of the bearers but also creates a maintenance issue, as they may need to be replaced or repaired regularly.



Inconsistent Performance: Wooden bearers may warp or degrade unevenly, leading to an uneven surface. This can cause problems with walkway stability, making it difficult to navigate the marina safely.

Fire Hazard: Wood is flammable, which poses a fire hazard, especially in marinas where there are fuelling stations and a high concentration of boats. Wooden bearers can contribute to the spread of fires if not adequately protected or maintained. By contrast, most composite bearers have a fire rating, making them safer to use.

Insect Infestations: Wooden bearers are also susceptible to insect infestations, such as termites. These pests can compromise the structural integrity of the bearers and necessitate costly repairs.

Maintenance Costs: Wooden bearers require regular maintenance, including sealing,

staining, and replacement of damaged sections. The cost and labour associated with maintaining wooden bearers can be higher than that of more durable composite materials.

To address these issues, many inland marinas have been transitioning to more durable and environmentally friendly materials for bearers, such as GRP solutions made from Dura Composites structural profile sections known as d² Dura Profile, which offer better longevity and performance in the challenging marine environment. When paired with an appropriate marina walking surface such as d2 Glass Reinforced Polymer grating, a durable, high-performance system that will stand the test of time can be easily achieved.

If your Marina could benefit from Dura Composites off the shelf composite bearer solution, why not get in touch with the team on 01255 440297 or email hello@duracomposites.com



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SUPERYACHT READY

Superyacht Ready is an accreditation available to marinas that have the minimum capacity and capabilities required to provide safe and adequate berthing for Superyachts. Superyacht Ready is available to Global Gold Anchor accredited marinas that satisfy the program's assessment standards.

The Superyacht Ready criteria is based around the suitability of the marina's infrastructure to accommodate superyachts, accessibility for superyachts, security measures and service availability. The program is designed to help skippers and owners identify suitable marinas for their vessel.

For those marinas not part of the Gold Anchor program, the easiest way to join the program is via the Gold Anchor self-assessed accreditation, where marinas self-assess against the core program criteria.

To be eligible to accredit as a Superyacht Ready Marina, marinas must:

1. Be a TYHA Member
2. Participate in the Gold Anchor accreditation
3. Assess compliance with the required criteria
4. Return a completed declaration of compliance assessment
5. Pay the 3-year participation fee of £625 excluding VAT

The assessment declaration will be reviewed by TYHA and upon approval, the marina will be authorised to use the Superyacht Ready branding and marketing.

 The 3-year participation is £625 plus vat

More information about the Gold Anchor program can be found on the TYHA website: www.tyha.co.uk

Limitations on reliability of the accreditation:

The Yacht Harbour Association (TYHA) Superyacht Ready accreditation is designed as a tool to identify marinas which have the minimum capacity, capabilities and infrastructure to provide safe and adequate berthing for superyachts. The Superyacht Ready accreditation does not consider the extent, quality or availability of the general facilities and amenities of a marina. TYHA's Gold Anchor accreditation may provide further guidance as to a marina's service, presentation, and amenities. TYHA recommends that those responsible for the berthing of a vessel make their own enquiries directly with the relevant marina regarding berthing suitability of the marina for the vessel in question as well as the level of service, presentation and amenities provided at the marina.

“ The Yacht Harbour Association (TYHA) Superyacht Ready Accreditation

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aspects of the business from marina owners, managers and staff, marina development organisations, technical experts, manufacturers of essential marina products, services and technologies, start-up businesses, media stakeholders, fleet owners and charter agencies.



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Barrie Perry, 90, died peacefully at home on Sunday 14th January after a lifetime spent on and around the water. He is remembered as an accomplished dinghy sailor, naval architect, and yachtsman, one of the founders of Proctor Masts, a Managing Director of Hamble Yacht Services and of Marina Developments Limited (MDL).

After obtaining a degree in naval architecture from Newcastle University, where he was a founder of the British Universities Sailing Association (BUSA), then a postgraduate qualification in production engineering and management, Barrie joined Hawker Aircraft in Kingston. Here, one of his jobs was to work on the design of a mast for "Sceptre", the British challenger for the America's Cup in 1958. He left Hawker's after two years to join Ian Proctor in a new metal mast making venture, Proctor Masts. As Managing Director and later Chairman, Barrie worked with Ian Proctor, Cliff Norbury and others to build Proctor's into the largest mast maker in the world.

Through Proctor's Barrie remained connected to the

“ BARRY PERRIE



yachtsman, naval architect and businessman
1933-2024

America's Cup, manufacturing the masts for "Sovereign" in 1964 and "Lionheart" in 1980 briefly joining the crew of the latter at the request of his friend, John Oakley, in the build-up to the Challenger Series.

His interest in sailing started in Kingston when he was just 13, sailing an 11ft Sharpie, financed by the sale of his sister's silver dressing table set, out of Hart's Boatyard. He progressed to

Minima Yacht Club where he started sailing National 12's, competing with and against the likes of Cliff Norbury and John Oakley. In 1954 he won the Burton Cup in an Ian Proctor design, "Chiquita". He then moved to International Fourteen's where he was a member of the winning British team which sailed in Bermuda in 1963 and continued sailing in the class until 1971.

Barrie's involvement with yachts began with an International Folkboat for family sailing, then campaigning "Whisper", a Half Tonner of the Comfort 30 design. Success in the Half Ton fleet encouraged him to go on to design one of his own, also "Whisper", a striking wooden, varnished boat which was built in 1978 by the Webb brothers at Elephant Boatyard on the River Hamble.

A longtime member of the Royal Southern Yacht Club, Barrie became a regular competitor in the Hamble X-boat fleet before ultimately leaving the Hamble to spend his retirement running a riverboat marina, formerly part of the MDL portfolio, in Huntingdon. It was here that he spent his last years sailing model yachts, pottering about on the river and looking out over the toings and froings of the vibrant marina.

A cremation service was held for Barrie on the 29th January at Huntingdon Cemetery & Crematorium, Sapley Rd, Kings Ripton, Huntingdon PE28 2NX. Donations to the RNLI are welcomed in his memory.

Barrie (far right) discussing masts with (from left to right), Ron Holland, German Frers, Ted Heath and Olin Stevens.



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BOOT DUSSELDORF



BOOT Dusseldorf has become, for the TYHA team, a highlight of the calendar well and truly launching the 2024 marina and boating year. Once again the show provided valuable opportunities to meet many members from Europe and further afield and make new connections. Whilst halls 13 and 14 containing marinas, charter and tourism were the main focus, the show also provided the team opportunities to engage with the broader marine industry, that of course relates directly the business of running marinas.

After joining the European Boating Industry in 2023 this was TYHA's first BOOT as members and Jon White was pleased to join the EBI's renowned Breakfast Briefing which delivered

both fascinating content and the opportunity to connect with existing and new marine contacts. Attending the EBI's General Congress for the first time also provided a valuable insight into their important work in supporting the marine industry in Europe. Later in the show Jon joined a panel on the EBI's Blue Innovation Dock to discuss the challenges and solutions associated with marinas adapting to climate change which stimulated some fascinating debate with fellow panel members Anne-Marie Bouweraerts (Nautibel), Areti Priovolou (D-Marin) and Roberto Perocchio (ASSO Marinas).

With it's main focus of the World Marina Conference 2025 Jon met with other worldwide

ICOMIA Marinas Group members to discuss, support and contribute to the Italian team of Alberto Sonino and Roberto Perocchio in their preparation for the much anticipated WMC24 in Venice.

Other topics of discussion included the significant issue for many marinas of EU concession law and the challenges it brings to the running and development of marinas.

Kindly hosted by the Greek Marinas Association on the Wednesday evening CMs, CMPs and TYHA members met to network and debate many industries issues. This Global Marina Institute gathering helped to further reinforce the value of GMI training and the unique networking and sharing associated with it.



SAFETY LADDERS

If you fall into the marina can you get out?

When you look around there are lots of exit locations but when you're in the water it's a different matter. Following our recent 5 Gold Anchor Inspection, safety ladders were one of the top discussion points. Yes, our marina comes up to TYHA marina Code of Practice but.

As a relatively new manager to the site, I had not measured the distance from one ladder to another. Under section 5 of the Code of Practice lifesaving section 5.1 and 5.2 its states "a ratio of 1 to 30 berths or a minimum of 1 within 25 meters of any walkway in the marina". We had the correct number, but Jon White, TYHA, kept on pushing the "what if questions".

A few months prior to this we had put in 8 new Fire Extinguisher points in the middle of each pontoon as we were 2 meters short in distance. The same was now repeating itself on the ladders, BUT it depended on where you fell in. Yes, there are swim platforms with

many access ladders which could be used, or you could swim under the pontoon and climbing out the via bank edge, but can you, when in the water, see the safety ladders,

If we were to have a fatality in the marina could the court argue that we were being negligent? So, we took the line that 8 new ladders were better than do nothing. All the old ladders also had an extension on one side of 2 m, to really make them stand out along the pontoon, plus a further pile top banner which will be fitted once the weather warms up, to give even more direction clarity.

The extension arm is 2 m high and "drops in" to the current ladder format and will help people get out of the water. We added a piece of reflective tape to help as well, but a relatively simple fix on a budget.

These safety ladder improvements have now been rolled out across the group, a benefit we hope will not be used, but action which can only improve safety within the marina. So now if you fell in could you get out now?



By Mark Pearce, Tingdene Marinas - Racecourse Marina

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Rising Stars: Managers Ascend to Director Roles, Driving Organizational Success

Following the recent 40th Anniversary of Maricer (CPES Ltd) they have now welcomed their third generation of Directors. The company recognises the importance of nurturing internal talent & progressing employees through to crucial leadership roles.

The Shareholding Directors were handed their reins from the original founders back in 1997 after working their way up the company ladder. More recently they have developed & progressed a management team at Maricer who they recognised added a valuable contribution to the operation of the company.

Ed Waring, Paul Sykes & Cheryl Toon had this to say "We have been building up to this for some time with the management team & feel the time is right for us as shareholders to make this move. This is an important step for the company & its future and recognises the huge contribution these people play in the operation of Maricer. The company will benefit from having a younger team leading it throughout 2024 and beyond."

The new team of Directors with a combined total of 40 years' of service are Stephanie Brackley (Compliance Director), Simon Sinclair (Contracts Director), Nick Gurnell (Research & Development Director) & Karen Smith (Finance Director). They had this to say "We would like to thank the shareholders for the opportunity given to ourselves & trusting us with moving the business forward. Our experiences across different departments will enable us to come together & progress into 2024 & beyond. We believe the future is looking bright for Maricer & are excited to pave the way in not only this sector but pushing to develop into others."

Join us in congratulating the team at Maricer (CPES Ltd) – we look forward to seeing what the future holds!



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AQUAVISTA'S CROPREDY WATERSIDE & MARINA RECEIVES MAJOR INVESTMENT

A major refurbishment project is underway to significantly enhance the amenities at Aquavista's Cropredy Waterside & Marina.

Based just a short walk from the picturesque Cropredy village and 5 miles from the pretty market town of Banbury, the marina offers 355 moorings in the Oxfordshire countryside on the South Oxford Canal.

The significant investment which is set to complete in March 2024, will see the installation of new high-speed Wi-Fi, CCTV and a new security entrance gate, as well as a new laundry facility with state-of-the-art commercial washer and dryer stacks and pet laundry machines. The investment will also provide eight

brand-new luxury ensuite bathrooms with power showers and hairdryers, plus a new dog wash facility for all the four-legged friends at the marina.

In addition, the existing reception area and moorers lounge will see a complete refurbishment with a contemporary colour palette, new furniture and lighting fixtures and a brand-new outside social space including a pergola and BBQ area will be created. There will also be some other works to improve the aesthetics of the marina more generally.

Speaking about the project, Operations Director, Mark Wanless, said "We purchased Cropredy in December 2021 as part of our acquisition of Castle Marinas. It's a beautiful marina

in a stunning location, but the facilities were lacking. So, we're delighted to have started these works which will transform the marina and really enhance Cropredy's reputation as a fantastic place for our moorers to spend their time on the water".

Cropredy Waterside & Marina is the latest marina to receive investment as part of Aquavista's commitment to continuously invest in their marinas and to offer the best of waterside life for their customers. In the last 12 months, Aquavista has completed major refurbishments at their Brinklow, and Kings Bromley sites and Wigrams Turn Waterside & Marina in Warwickshire will be refurbished in the first quarter of 2024.



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INDUSTRY WIN ON THE VISITOR LEVY (SCOTLAND) BILL



© PMF Pictures - Mark Turner

Following a limited 'national discussion' on tourism taxes in 2019 and before any proper engagement with our industry the Scottish Government introduced its Visitor Levy Bill to Parliament in May last year. Whilst welcomed by many councils as a vehicle to raise money for local services, British Marine immediately saw the risk that this legislation posed to Scotland's leisure marine industry and the dangerous precedent it could set for rest of the UK.

As introduced, the Bill lists "boat moorings and berthings" alongside hotels, B&Bs and camping sites etc as the "type of accommodation" where the levy could apply. If passed unamended, it means local councils could make marinas and other mooring providers liable for calculating,

charging and returning levies, or face enforcement action, including potential fines. The levy would place an excessive burden on marinas and be impossible to apply fairly. It could result in absurd scenarios, such as boaters being charged irrespective of whether onboard accommodation is utilised or even possible! It could also lead to a loss of moorings in some of Scotland's most remote and treasured cruising areas.

Therefore, as soon as the lead committee issued its Call for Views last June British Marine set about galvanising support from others to help persuade the committee of the need to amend the Bill. British Marine Scotland, aided by British Marine's Public Affairs Team, provided a robust and detailed response. Many of its arguments were echoed by others,

including by the Scottish Tourism Alliance. It also secured the support of the Cross-Party Group on Recreational Boating and Leisure Marine Tourism, whose convenor, Stuart McMillan MSP, helped facilitate discussions with the Government which, by late summer, was anxious to better understand the leisure marine industry and avoid unintended negative consequences.

The year ended with the committee fully endorsing British Marine's arguments and asking the Scottish Government to bring forward an amendment to remove boat moorings and berthings.

In January the Government confirmed it will introduce an amendment to "remove moorings and berthings from its scope unless a vessel is permanently moored or berthed and providing accommodation." This is expected within the next month and before the Bill proceeds through its final parliamentary stage.

Securing this change is a major win for UK's leisure marine industry. Beyond Scotland, the Welsh Government intends to introduce a similar levy but is first seeking advice from British Marine's Public Affairs Team. As for England, any such tourism tax would require primary legislation backed by government.

For more information, please email Joanna Richardson at publicaffairs@britishmarine.co.uk

CALOR GAS LISTENS TO THE BOATING COMMUNITY CONCERNS

Calor Gas has confirmed that it will continue to supply 3.9kg propane and 4.5kg butane cylinders having announced it was phasing them out.

The company has confirmed that it is returning 3.9kg propane and 4.5kg butane cylinders back into circulation and is working hard to return supply to normal, as soon as possible, after listening to the concerns of the boating community.

Over the festive season, a message from the Calor Network Team was circulated on many boating and sailing social media sites, stating that following the recent modernisation of Calor Gas's filling centres, it could now increase the supply of 3.9kg propane and 4.5kg butane cylinders.

The message had been sent to Calor Gas's retail network, although no statement appeared on the firm's website confirming its decision.

For the last few years, many boat owners have struggled to source 4.5kg cylinders in the UK. In 2022, Calor Gas blamed the shortage of 4.5kg and 7kg cylinders on a shortage of workers due to the COVID-19 pandemic and high seasonal demand.

In January 2023, the firm announced that from 1 February 2023, it was discontinuing its 4.5kg butane cylinders and 3.9kg propane cylinders, along with the Cube, 6Lite Propane and 12kg Butane cylinders.

This caused concerns for many in the boating community, as most gas lockers on older boats will only take the 4.5kg or smaller-sized bottles; some boat owners even discussed filling their own gas cylinder, which is both illegal and highly dangerous, according to the Boat Safety Scheme.

As a result, Calor Gas announced in April that it would be extending the phasing out period to allow customers to source "an alternative way to power their onboard facilities", although stressed at the time that it would still be discontinuing

4.5kg butane and 3.9kg propane cylinders from its range. Boat owners were encouraged to take part in the association's Calor Gas Bottle Small Cylinders Supplies survey to ascertain the scale of the problem, with over 1,000 people responding in the first 24 hours.

95% of the 2,000-plus respondents said they were unable to fit 6kg or 7kg bottles in their gas lockers, and more than 11% said they would fill their own bottles.

For more information please visit the calor website www.calor.co.uk



“ Marine Society

www.marine-society.org

Marine Society is Britain's oldest maritime charity, dating back to 1756 and originally founded to recruit young boys for the Royal Navy. Nowadays, we support the wider maritime and marine leisure sectors, both 'wet' and 'dry' sides with apprenticeship training, online courses, bursaries, careers advice and even a crew library and bookshop service.

MSSC was formed in 2004 after a merger between Marine Society and Sea Cadets Association. Their merger in 2004 was a natural fit, bringing together young people with a passion for nautical adventure and the established services of Marine Society to help them develop this passion into a lifelong career. The fact that we have access to over 14,000 employable young people is a real asset and selling point to maritime employers with whom we work.

I came onboard as Marine Society's director in 2019 having previously worked in further and higher education for 20 years. I started my career in the Merchant Navy as a deck officer, so it was wonderful to find a job that combined both elements.

Apprenticeships are becoming increasingly common in the marine industry but are they right for everyone? Well, that depends. For employers willing to offer an opportunity for a young person or perhaps an adult retrainee to join the sector, they are a great route into structured training and career progression. Apprenticeships must be 12 months duration or longer so may not suit someone with experience who wants to gain rapid promotion. Employers need to cope with some government bureaucracy to access the funding but that is where we can help and steer them through.

There are a number of apprenticeship standards tailored for the marine leisure sector. These include; Marina and Boatyard Operative, Composite Technician, Engineering Operative, Boatbuilder and Marine Electrician. Detailed

information on these can be found at Marine Apprenticeships (britishmarine.co.uk).

Apprentices must have a permanent or fixed term employment contract which understandably prohibits smaller employers due to the salary costs (although the apprentice minimum wage start at £5.28 per hour for 16–17-year-olds). An alternative approach is to use a flexi job apprenticeship agency (FJAA). They take on the employment costs and administration on your behalf for which you pay a contribution and the apprentice is effectively placed with you for all or part of the apprenticeship.

Marine Society now delivers the Marina and Boatyard Operative apprenticeship across England. We work with a range of employers, large and small including TYHA members!

Entry points are throughout the year and we can assist with recruitment if needed. We provide additional useful certifications such as RYA VHF and Power Boat level 2, Slinger and Banksman and several British Marine in-house courses.

By Darrell Bate MCCR



If you would like an informal discussion about your needs then don't hesitate to contact me at dbate@ms-sc.org or 07904 118841

Darrell Bate MCCR

“ Marine Society is Britain's oldest maritime charity, dating back to 1756

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