

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

TYHA
Networking
Coastal Tour

Safety
Ladders
Guidance



Superyacht
Ready
Accreditation

Maintaining
Black Water
Pump-Outs

SEPT 2024



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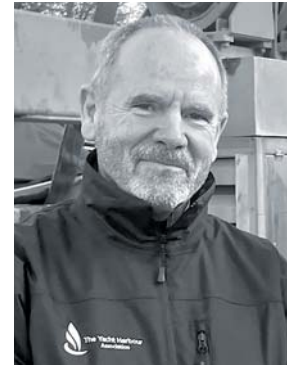
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In FOCUS



Jon White
TYHA General Manager

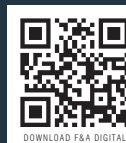
It was a great pleasure to see around 50 members recently at our UK Coastal Networking Tour, the opportunity to learn and network in the context of marine businesses is always fantastic and our Cowes event didn't disappoint. There's more information in the coming pages and I hope to see many more members at our future networking events.

With the marina of the year awards announcements and ceremony almost upon us the TYHA team are excitedly looking forward to announcing our award finalists and celebrating their achievements along with our Marina of the Year sponsors Haven Knox Johnston. As always the awards have been hotly contested by Gold Anchor accredited marinas in all categories so the excitement is definitely mounting for our award presentation event on 18th September at Southampton International Boat Show.

As we are moving into the shows period of the year, networking will be high on many peoples agenda, the sharing culture within our industry creates a great opportunity to learn from other marina operators and suppliers, so don't miss out on any networking opportunities that come your way!

Inevitably conversations will move into design, construction and operation of marinas and therefore I'd like to draw your attention to the enclosed article regarding the TYHA Code of Practice revision which we have just embarked upon. Please contribute to this important review when you have the opportunity.

I trust that you find the content in this edition of Fore & Aft useful and as always if you would like to contribute or suggest content then please do not hesitate in contacting Hayley Cloke. In the meantime I wish you success in the autumn 2024 period.



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TYHA Gold Anchor Executive:
Hayley Cloke

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Front Cover: Largs Yacht Haven

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TYHA

UK Coastal Networking Tour

Those fortunate enough to have visited the Isle of Wight will appreciate the calm holiday feeling that embraces you as soon as you disembark the Redjet ferry. This was exactly the experience our members had upon arriving in Cowes for the TYHA UK Coastal Networking Tour 2024. This sensation was further enhanced as the Medina River was filled with flags and banners in preparation for the upcoming Cowes Week and British Classic Week, creating a vibrant atmosphere.

In anticipation of the event, nearly half the delegates arrived the evening before, setting the stage for reunions and networking. Our event sponsor team from Dura Composites led by Dean Fuller, Joanna Pilinger, along with Hayley Cloke, Steve Arber and Jon White, were on hand to greet delegates and make introductions. We were pleased to have British Marine directors Robert Parton (President), Lyndsay McClay (Vice President), and new board member Paul Knox-Johnston join us. The event formally kicked off the next morning with coffee and bacon rolls at Cowes Yacht Haven, where local marine businesses gathered to meet and network with TYHA members.

After a short welcome from TYHA Chair Steve Arber and Jon White, the day's activities began with an introduction and tour of Cowes Yacht Haven led by MD Daniel Jehan, Marina Manager Katy Ednay, and Boatyard Manager Simon Davies.

As delegates toured the 260-berth, full-service, 5 Gold Anchor Cowes Yacht Haven, they experienced its central location, impressive event facilities and renowned dry sailing capabilities. The team explained how the marina and Cowes host major regattas like Cowes Week, Round the Island Race, Commodore's Cup, Swan Regatta and the British Classic Week, which was in full swing during our visit.

Next, delegates boarded the Jenny M passenger boat for a motor up the Medina River, passing numerous marine businesses and centuries of maritime history en route to Kingston Marina and Boatyard. Owned and operated by Cowes Harbour Commission, we were met by MD Gary Hall and his Harbour Master John. Gary briefed us on the site's history and future development plans before guiding us through its comprehensive boatyard operations.

A short trip across the Medina took us to

the United Kingdom Sailing Academy (UKSA), an RYA Centre of Excellence. Director of Training Chris Frisby and his team welcomed us to a vibrant site buzzing with activity. Hundreds of children and young adults were engaged in learning boating skills at all levels from beginners to those studying for professional maritime qualifications. We toured the impressive shore based training facilities which support learners of all ages along with over 350 craft, including keelboats, dinghies, kayaks, windsurfers and paddleboards.

Afterward, we returned to the Jenny M and headed over the river for lunch at the Lifeboat Inn. A brief walk then brought us to the RNLI Inshore Lifeboat Centre, where the renowned charity builds its inshore lifeboats. Following a safety briefing and donning of high-vis PPE, our delegates toured the centre, witnessing the craftsmanship of 70 skilled boatbuilders, fitters, electricians and solutionists who build and maintain up to 80 boats each year. The boats are then launched at the adjacent East Cowes Marina for testing before being deployed across the UK.

The tour continued with a visit to Boatfolk East Cowes Marina, managed by Mike Townsend. Mike showcased the 330-berth marina, explaining its operations and relationships with customers, tenants and stakeholders, as well as the events centred around Cowes. He introduced us to another highlight of the day which was meeting the team at the Ellen MacArthur Cancer Trust. This national charity does remarkable work, inspiring young people aged 8-24 to envision a brighter future while living through and beyond cancer. The presentation from their dedicated team left a lasting impact on all of us.

To conclude the day, the Jenny M provided a final tour of the lower reaches of the Medina River and out into the Solent before returning to Cowes Yacht Haven. The day concluded with a BBQ and networking at the onsite Pontoon View restaurant, where TYHA delegates were joined by members of British Marines South and the Isle of Wight Association.

TYHA extends heartfelt thanks to sponsors Dura Composites, Cowes Yacht Haven and all the other businesses we visited and of course, our 48 members who participated in the 2024 TYHA UK Coastal Networking Tour.



Joanne Pillingier, Marine Project Manager at Dura Composites commented: "With several projects successfully installed on the island from both our Marine and Rail departments (including some of the new train station platforms that serve the Island Line), the TYHA Coastal Networking Event was a great opportunity to showcase our deep understanding of the performance of GRP walkways and their capabilities where exposure to saltwater and harsh weather conditions can accelerate corrosion in traditional materials.

Our unique, low embodied carbon and fully recyclable d² product range has an exceptionally high strength-to-weight ratio, making it a lightweight yet durable material which is advantageous when constructing structures such as jetties, pontoons, gangways and walkways, where the weight of the structure is a critical factor. It was great to see the enthusiasm from TYHA attendees on embracing the sustainability of the Dura materials for their own projects.

A heartfelt thank you to everyone who participated and made the day so memorable. All of us at Dura Composites are already looking forward to the next opportunity to connect and explore together".

For more information on the organisations referenced in this article, please check out their websites:

- Cowes Yacht Haven / cowsyachthaven.com
- Cowes Harbour Commission / coves.co.uk
- UK Sailing Academy / uksa.org
- RNLI Inshore Lifeboat Centre / rnl.org
- East Cowes Marina / boatfolk.co.uk/east-coves-marina
- Ellen MacArthur Cancer Trust / ellenmacarthurcancertrust.org
- Dura Composites / duracomposites.com



TROON BECOMES FIRST SCOTTISH MARINA

To install Wi-Fi 6 technology

Troon Yacht Haven has announced its completion of a major connectivity upgrade across the site, bringing the latest Wi-Fi 6 technology to berths across the 400 berth marina.

As the next generation of Wi-Fi technology, Wi-Fi 6 is designed to comfortably handle a higher number of devices compared to the previous Wi-Fi 5 technology, perfect for a busy marina like Troon Yacht Haven. But, most importantly, Wi-Fi 6

can deliver greater Wi-Fi coverage at faster speeds. Troon Yacht Haven's initial monitoring shows areas of the marina which previously only had download speeds of 5Mbps is now seeing speeds of up to 60Mbps.

This upgrade is complemented by 19 new access points across the marina, contributing to a major connectivity upgrade across the marina.

"Investments like the rollout of the new Wi-Fi 6 comes from the feedback we had from our berth holders over recent years", comments Marina Director Stephen Bennie. "We've seen an increase in the number of devices using our Wi-Fi service, along with a marked increase in data usage. Boat owners are changing the way they use their vessel and how they spend their time onboard; in many cases using it as a remote work station before or after a day on the water. So finding a solution to meet the requirements of modern day boaters was important to meet these changing demands and Wi-Fi 6 does exactly this."



2024 is likely to be a busy year for Troon Yacht Haven and the town itself. The mainland to Arran ferry has been relocated to Troon Harbour and the picturesque seaside town is preparing to host The Open Championships golf this summer.

Demand for the marina and on-site facilities such as The Salt Lodge hotel and Scotts Restaurant will surge this year with an additional 250,000 visitors expected to the town compared to a normal year.

For more information visit www.yachthavens.com



NEW TYHA MEMBERS



CE MARINE LTD
28 North Street, Dairy, KA24 5DW, Scotland

Manager: Cameron MacPhail
Tel: 07944 508706

CE Marine Ltd specialises in areas of harbour and port compliance and governance (including facilities and marinas) alongside the delivery of marine operations – ranging from harbour operating contracts, port operations, vessel movements, manning requirements, cargo/ship agency and dredging survey support.



ELITE DYNAMICS UK LTD
8-10 Hill Street, Mayfair,
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Manager: J Campbell
Tel: 0161 521 9447
www.elitedynamics.co.uk

Elite Dynamics developed the Microsoft Dynamics 365 powered all-in-one software, exclusively designed for the Holiday Park and Marina Industry. They work with holiday and residential parks and marinas to help streamline all business operations.

TYHA MEMBERSHIP JOIN TODAY!

To find out more about TYHA and becoming a member, visit our website www.tyha.co.uk



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GOLD ANCHOR



INVERNESS MARINA

Inverness Marina, NMU UK Small Coastal Marina of the Year 2018, lies seven miles south west of Chanonry Point in the Inverness Firth and one mile from the city centre of Inverness. The marina sits close to the eastern entrance of the Caledonian Canal, an ideal location for yachts to be based with easy access to both the Scottish north east coast and via the canal to the popular Scottish west coast.



BRUNDALL BAY MARINA

Situated on the beautiful Norfolk Broads, Brundall Bay Marina is the largest and best equipped marina on the Broads, with moorings for over 300 boats, in a relaxed and friendly atmosphere. Brundall Bay Marina is set in 50 acres of beautiful and peaceful parkland in an area of outstanding natural beauty with National Park status. There is a RSPB reserve beside the Marina, which is rich in wildlife.



IPSWICH BEACON MARINA

Ipswich Beacon Marina provides easy access and generous manoeuvring space between all our 316 berths for vessels up to 40 metres LOA. We also have a range of services and facilities for the yacht owner, making your stay pleasant and comfortable, whilst keeping your boat safe and secure. The waterfront is lined with cafes, galleries and shops, with restaurants, shopping centres, cinemas.



EMIRATES PALACE MARINA

Emirates Palace Marina in Abu Dhabi, the most prestigious marina in the Middle East, was built with privacy and exclusivity in mind, set into the private bay of Emirates Palace Hotel, the destination of choice for Royalty and dignitaries visiting the Capital City.

“
Congratulations
to all TYHA
Gold Anchor
accredited
marinas



PARKSTONE BAY YACHT CLUB

Situated on the North shore of the second largest natural harbour in the world. Poole harbour boasts panoramic views, sandy beaches and clean waters. Our new modern clubhouse offers spectacular views and modern bar & restaurant facilities, as well as meeting rooms for conferences or seminars.



New Self-propelled Boat Mover for Dale Sailing

P&D Marine Services Ltd and Boat Lift have successfully introduced a variety of Boat Lift products to the UK market.

Marina operators are becoming familiar with the Boat Lift brand, quality, and superior technical abilities for customized solutions to enhance boatyard operations.

Dale Sailing in Pembrokeshire recently took delivery of a 20-ton Self Propelled Boat Mover which was customised to accommodate all hull types and the ability to transport the vessels with or without cradles by utilising the retractable internal support rails.



This multidirectional version with 90°- degree steering of all wheel groups allows the lateral movement of the equipment that makes it possible to optimise space when manoeuvring in compact environments.

Boatyards teams can be sceptical to new concepts and ways of working so we find it rewarding to receive their feedback following manufacturer training and practical experience with the new equipment.

SALCOMBE BOAT COMPANY & SHEPPERTON MARINA

Shepperton Marina is thrilled to announce an exciting new venture: a national distribution agreement with the esteemed Salcombe Boat Company. This partnership will see the highly regarded Salcombe 600 day boat marketed across all UK inland waterways. This collaboration marks a significant milestone for both companies, offering boating enthusiasts access to one of the most admired vessels in the market today. Coastal sales will continue to be managed exclusively by the Salcombe Boat Company, ensuring that their legacy and expertise in coastal boating remain unparalleled.

The Salcombe 600 will be showcased at the Boat Showrooms of Harleyford office starting at the end of August, with stock available for the current boating season. This strategic move not only broadens the reach of the Salcombe 600 but also allows Shepperton

Marina and Boat Showrooms to enhance its portfolio with a boat that epitomises quality, performance, and elegance.

The Salcombe 600 is the ultimate luxury launch that can be tailored just for you. Experience the luxury of a handcrafted fibreglass and plastic boat, designed for easy maintenance and endless adventures! A stunning 19ft handcrafted small boat that combines functionality, beauty and low maintenance. Whether you're new to boating or looking to upgrade to the next level, the small fibreglass Salcombe 600 is ideal for every level of boater. Take your boating experience to the next level with our Salcombe creation.

The Salcombe Boat Company, a family-run business, is passionate in its dedication to craftsmanship, attention to detail and commitment to customer satisfaction. These values align perfectly with Shepperton

Marina Ltd and Boat Showrooms, making this partnership a natural fit. Both companies take immense pride in their products and services, ensuring that every customer experience is exceptional.

As the boating season is in full swing, anticipation is building for the arrival of the Salcombe 600 at the Boat Showrooms of Harleyford office. Boating enthusiasts are encouraged to visit and experience the Salcombe 600 firsthand, discovering why it is believed this is one of the finest day boats around.

Shepperton Marina and the Salcombe Boat Company look forward to welcoming you aboard the Salcombe 600, where quality, performance and style come together on the water.

For more information about the Salcombe 600 and to arrange a viewing, please contact Boat Showrooms of Harleyford on 01628 569888.



SAVE THE DATE British Marine Inland Boating Autumn Conference

Date : Wednesday November 13th, 2024
Time : Full Day Event
Location : Worcestershire County Cricket Club, New Road, Worcester WR2 4QQ

Join us for the British Marine Inland Boating Autumn Conference, a full day event dedicated to exploring the latest trends and developments in the inland boating industry. This conference is a must-attend for professionals and enthusiasts alike!

- Key Highlights:**
- Gain valuable insights from industry experts.
 - Network with fellow industry professionals.
 - Explore new technologies and innovations.
 - Stay updated on regulatory changes and best practices.
 - Engage in thought-provoking discussions and Q&A sessions.
 - Speakers to be confirmed. Stay tuned for updates!

Save the Date: • Wednesday November 13th, 2024. More details to follow.

Don't miss out on this opportunity to connect with the inland boating community and expand your knowledge. Mark your calendar and stay tuned for further details!

For inquiries and updates, check our website events page which will be updated with more detail nearer the time.



For inquiries and updates, check our website events page which will be updated with more detail nearer the time.

Safety Ladder Provision



Ellen MacArthur Cancer Trust

It's so important charities like this exist to show there is a light at the end of the tunnel and things do get better.

When Mel was 22, she was diagnosed with a brain tumour right before Christmas. She had surgery, but the anxiety lingered: will it come back? Now 24, she has spent two summers with the Ellen MacArthur Cancer Trust sailing with other young cancer survivors just like her.

The charity, set up by the round-the-world yachtswoman Dame Ellen MacArthur in 2003, takes young people aged 8-24 on sailing and outdoor adventures to inspire them to believe in a brighter future living through and beyond cancer.

Something that Mel says is essential: "It is crazy how much I've grown in such a short space of time with the Ellen MacArthur Cancer Trust. I can push myself and do things I wouldn't do otherwise. These trips have definitely helped me develop confidence again and rebuild

a new life. "At the end of the day, I'm still Mel. I've just had a touch of cancer."

Wind in your sails

Through the Ellen MacArthur Cancer Trust's sailing and outdoor adventures, young people rediscover their independence, gain a new sense of purpose and self-worth and have loads of fun with others who understand what they have been through. They stop feeling like 'the only one'.

They start to re-establish their purpose and place in the world and their mental wellbeing improves, all while realising what they are capable of again. For Shaheed, 25, sailing with the charity was the first time he'd ever met anyone else who'd had cancer. After treatment for a pituitary tumour, he was left without the support to get back into 'normal' life.

He said: "I was so lost on what to do and how I go forward from here. But cancer is

not a weird thing at the Ellen MacArthur Cancer Trust. Your confidence gets knocked down after chemotherapy, you don't feel like yourself and then the charity helps build it back up.

"I feel a lot more positive and optimistic. It's fun being out in the sun on the sea, gliding through the water with the wind in your sails. It gives you a level of control that you feel like you've never had. Life is a lot brighter than it used to be because of the Ellen MacArthur Cancer Trust."



Visit the charity website ellenmacarthurcancertrust.org and follow @emctrust on social media to stay up to date with the Ellen MacArthur Cancer Trust.

During marina visits and particularly Gold Anchor assessments the topic of pontoon safety provision and particularly ladders inevitably come up regarding number, location, depth below the surface/height above, colour, accessibility, visibility and cleanliness. These are discussed in the context of prevailing weather conditions, water temperature, inland or coastal, tidal or lock access, tide and flow, type and size of vessels, hours of operation, boat movements and so on.

16.4 of the TYHA Code of Practice provides a guide to the number and specification of safety ladders and prompts marinas to 'apply common sense when preparing a risk assessment for the provision of safety ladders...'. Applying logic and common sense when preparing a risk assessment is key to determining the number and location of ladders through the application of a collaborative logical thought process.

As identified there are many factors to consider both general and site specific when risk assessing and the process needs to be more considered than simply deciding that you need to install safety ladders to a given ratio in case someone falls in the water. Although not a definitive list here are some safety ladder provision considerations.

A person in the water will need to identify where the safety ladders are located therefore consider:

Mental cues (remembering what you have seen)

- From visuals (signage, handbooks, websites, other communications)
- Logic of ladder positioning (at either end of a hammerhead for example)

Visual cues

- Ladder colour (a fluorescent colour will be easier to see)
- Ladder extender (can be seen at a greater distance)
- Tall flag identifying location (can be seen at a greater distance)
- Fluorescent identifiers on adjacent piles (can be seen at a greater distance)
- Water level signage

And then they will need to get to the ladder and out of the water therefore consider:

- Ease of access to the ladder
- Is a ladder always within a realistic swimming distance?
- Is it necessary to swim away from safety to access (e.g. across a fairway or away from the shore/bank)?
- Is tide or flow going to impede ladder access?
- Is under pontoon access realistic (height, width, distance, handholds, vision)
- Ability to climb a ladder
- Is the ladder deep enough below the water surface to easily step on?
- Does the angle and stability of the ladder hinder egress
- Does that ladder have handholds above the pontoon to assist egress

Once you have risk assessed and implemented mitigation measures then make sure that you revisit these on a regular basis because inevitably mountings become loose, colours fade, marine life grows and your customers may damage them or inadvertently block access to them.



Tingdene Racecourse Marina



MEMBERS INVITATION

Please join TYHA for an afternoon of great networking events

Wednesday 18th September 2024
Southampton International Boat Show

13.30 - CMM Networking Event
Holiday Inn, Mayflower Park

16.00 - TYHA Marina of the Year Awards
Foredeck Stage, Ocean Hall

17.00 - TYHA Stand Party
Stand J150, Ocean Hall

Daily Hub Talks
Stand J150, Ocean Hall
Mon / Tues / Thurs / Fri - 4pm



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AQUEDUCT MARINA IMM CASE STUDY



operations side of the business. A couple of years after leaving college Alex left the Marina and went to work elsewhere, but the boating world fortunately pulled him back to Aqueduct Marina and he has remained ever since.

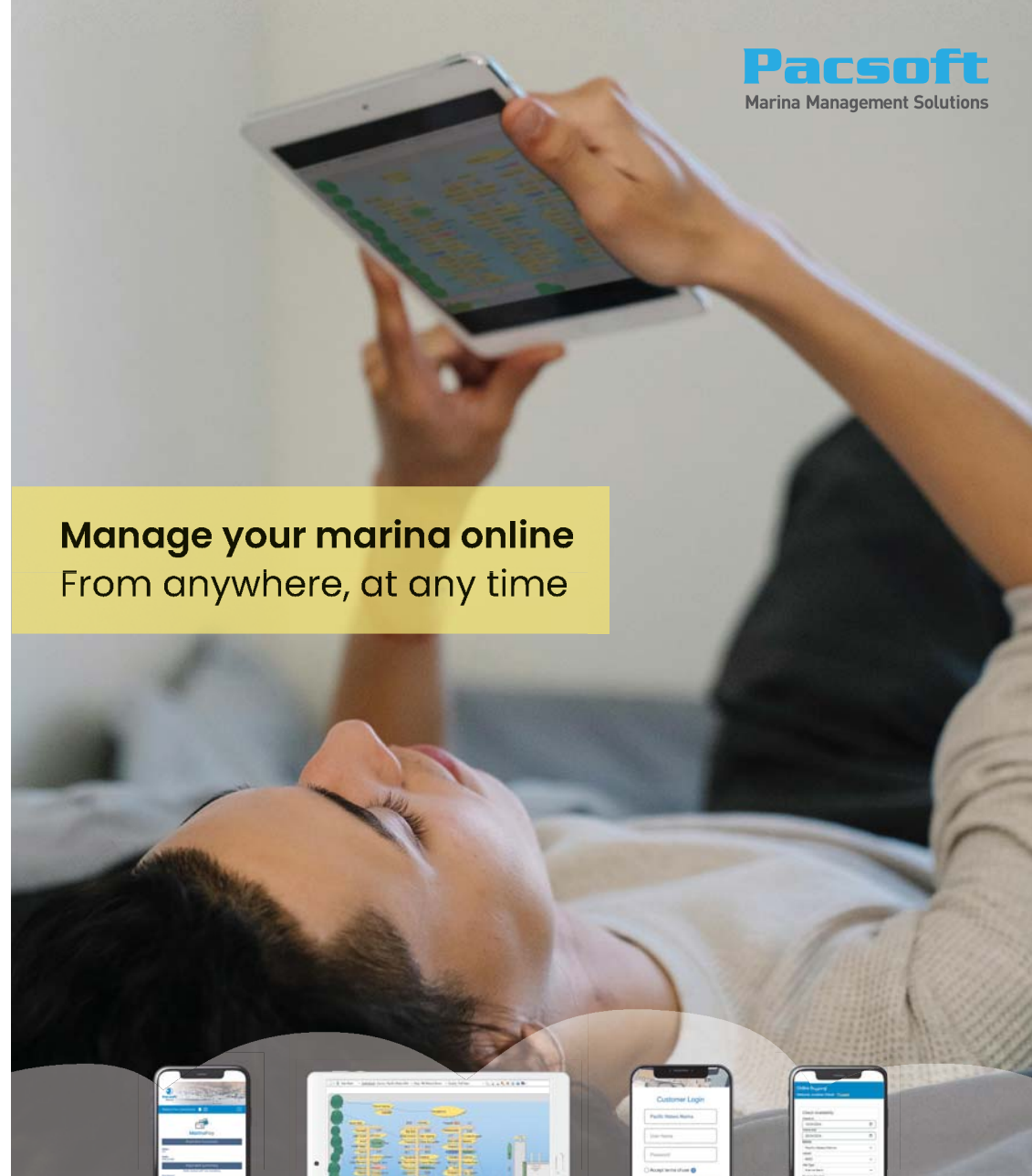
Since returning to Aqueduct the boat yard has become a much busier place carrying out a wider range of services and activities, during this period Alex has been the key person in the middle delivering the services. Eventually he found himself in a leadership role with 10 engineers to manage, but with no formal management or leadership training, the time had come for him to get some more formal training, so it was decided the best option was to attend in Intermediate Marina Managers course.

Alex commented that "being in a training environment is not his favourite place to be, but the marina visits and hearing the other delegates experiences made for a very interesting few days". The image is of Alex back in his natural environment in the operations office!

Alex Strachan first started working at Aqueduct marina over 10 years ago while still at college, helping out around the boatyard at weekends and during college holidays.

On leaving college where he had studied Agricultural engineering, his interest in machinery and natural ability to drive a tractor in reverse with a 70ft narrowboat behind, meant he rapidly became a key man working on the marina

To find out more about the products and services available at Aqueduct marina, visit the website www.aqueductmarina.co.uk



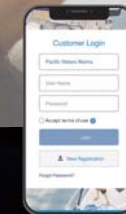
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MarinaPay



PacSoftNG Cloud



Customer Portal



Booking Portal

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LARGS YACHT HAVEN INCREASES CAPACITY FOR LARGER VESSELS

Scotland's largest marina has adjusted their berthing layout to meet growing demand for berthing vessels up to 20m in length.

Largs Yacht Haven on the Firth of Clyde provides a sheltered, full-tide marina with berthing for over 700 boats plus up to 300 more in the boatyard serviced by a 75 ton boat hoist and Park & Launch service. The marina plays host to the famous Richard Mille Fife Regatta and the annual Largs Regatta Festival, as well as providing visitor berthing for over 4,000 visitor nights per year.

However, in recent years the popular marina has witnessed a

change in demand for its visitor and resident pontoon berths. "We've seen a notable increase in the number of 15m to 20m vessels berthed at Largs Yacht Haven", explains Marina Manager Dave Hewitt. "Berths for this size of boat can be hard to come by for owners so to meet this demand we have adjusted a number of finger berths to provide additional alongside berthing for 15m+ boats."

With larger berths comes an increased demand for services so there were more changes required at the Yacht Haven to meet the demand. Dave continues, "We increased the number of 32Amp electric

points which these larger vessels require, as well as installing additional cleats and more Wi-Fi access points to meet growing demand for connectivity.

Eighteen months ago we also invested in a larger, 75 ton boat hoist to offer boatyard services to a wider range of vessels"

Based on the West Coast of Scotland, Largs Yacht Haven celebrates its 40th birthday this year after first opening in the spring of 1984. They are located to the south of Largs where a natural sandy beach lent itself to dredging and land reclamation, ultimately creating a new marina on the Firth of Clyde. With the expertise of the Kalis family (of Lymington Yacht Haven, now Yacht Havens Group), the vision for the marina took shape in the early 1980s before opening a few years later.

"The Yacht Haven means so much to the local community of Largs and Ayrshire, and the wider boating network", Dave concludes. "We have a series of events planned to celebrate our ruby anniversary for berth holders and the wider community alike. 2024 is set to be an exciting year!"

For more information, visit www.yachthavens.com



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MARINA PROJECTS

Lake Windermere, Lake District National Park

Marina Projects Limited, a UK based marina consultancy business, has overseen a £4 million redevelopment of Windermere Marina Village on Lake Windermere, located in the heart of the Lake District National Park. The redevelopment of the facility has been designed and project managed by Marina Projects to introduce a significant improvement and upgrade to the existing marina facilities.

Located to the south of the iconic Bowness-on-Windermere, Windermere Marina Village is the largest full-service marina, providing 337 berths on Lake Windermere within the Lake District National Park, a UNESCO world heritage site. The full-service marina has moorings for annual berth holders and visitors, along with a fuel berth, slipway and boatyard facilities for servicing vessels. The marina is complemented with high-quality facilities and amenities for customers and property owners.

Marina Projects was commissioned for a broad range of specialist support to include:

- Strategic advice on the initial planning permission
- Relevant environmental approvals
- Concept design and specification of the new marina
- Procurement and contract administration
- Project management and site supervision

The construction was completed over three consecutive winter phases. The primary strategy for the redevelopment was the replacement of all existing traditional fixed timber jetty structures which were submerged by floods on an annual basis, with modern floating pontoon equipment. Flood protection is an ever-increasing issue in the marine environment with the rising threat of global climate change.

The transition to floating pontoons away from fixed jetties will help to mitigate the potential of any future flood events, following periods of sustained high rainfall.

Furthermore, the redevelopment provided the opportunity to undertake a complete review of the existing customer fleet and establish a new berthing layout that sought to optimise the waterspace in the most efficient manner. Designed in accordance with industry codes, the new layout provides improved access and navigation within the marina for all vessels, with the largest up to 15m LOA.

As part of the new design and installation, consideration was given to the enhancement of customer access and circulation to the marina through dedicated access arrangements, high-quality fibre utilities to include fibre connections to the vessel, along with upgraded wi-fi installation across the basin.

UK specialist pontoon contractor Walcon Marine Ltd completed the main construction works to include the demolition of existing timber jetties and the

supply & installation of all new marina pontoon equipment. Local Cumbrian contractor Jetties & Moorings Ltd provided support to the demolition works and completed a targeted campaign of dredging to complement the construction programme. UK pedestal manufacturer Maricer supplied all utilities equipment in readiness for installation by local electrical contractor UK Electrical Services (UES Ltd).

Dan Fairweather, Windermere Marina Village Manager commented, "The new marina provides our customers with the modern berthing facility that they deserve. The improvements cannot be understated, mitigating the risk of flood events through the introduction of high-quality berthing facilities within the sheltered confines of our marina

basin. Marina Projects have worked with us to understand the needs of the business, establishing a design that delivers a new market leading marina on Lake Windermere. My thanks go to out to all involved in the project from start to finish".

Simon Goodhead, Marina Projects Ltd Commercial Director noted "It has been a pleasure to work with the client team throughout the life of this project. Moving away from traditional timber jetties to a floating pontoon solution provides Windermere Marina Village with an unparalleled enhancement against flood protection. Walcon Marine have completed the works to a very high standard and I am pleased the Marina Projects had the opportunity to been part of such a successful and meaningful project for our client".



RETIREMENT FOR RESPECTED MARINA MANAGER MATT SIMMS

Boatfolk Marinas have announced the forthcoming retirement from the Company of Royal Quays Marina Manager Matt Simms, (3rd from the left in image) who will hand over the reins in January 2025. Matt has been a stalwart of the marina from it's very conception on the designers drawing board in the mid 1990's as part of the Tyne and Wear Development Corporation's plans for the regeneration of the area. Matt was instrumental in the development of the marina and has overseen it's phased development, growth and great


success over the years. Winning numerous industry awards, including the TYHA Coastal Marina of the Year award on a number of occasions the Royal Quays Marina has maintained a very high profile within the marina industry, a prolife which has been enhanced by Matt's respect within the industry. Along the way, Matt and the Royal Quays team have created a thriving and successful marina which is managed and maintained to the highest of standards, a point which is recognised by the TYHA 5 Gold anchor status which has been maintained over many years.

Simon Haigh, MD of Boatfolk Marinas commented 'It is with great sadness, but also barrel loads of gratitude that we thank Matt for his tireless service and dedication over the decades and wish him every success and happiness in the next chapter of his life. We will be starting the recruitment process shortly, seeking both internally and externally to fill these very large and capable shoes.'

For anyone interested in the position please visit the boatfolk website, or get in touch with Tim Newell timn@boatfolk.co.uk in the first instance.




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“ YACHT LEGS

TYLCC announce relaunch

Mention the Aires Vane Gear and many Yachties will drag their memory the name Nick Franklin. In the early 1960's Nick set out to develop a wind-generated autopilot and his Servo-Pendulum System was a winning formula, still manufactured and sold to this day.

What is possibly not so common knowledge is that whilst building his own boat a few years later, Nick, unwilling to clutter the boats lines with the heavy, bulky wooden beaching legs that were the norm at the time, challenged his brother John, also a highly respected engineer, to design him some "Proper ones".

It is from these humble beginnings that in 1973 "The Yacht Leg Company" was born and a year later saw the first fully engineered Yacht Legs being offered for sale.

The initial design quickly became popular with boat owners from the UK, Channel Islands and the Continent. Further development led to the Fully Adjustable Leg being added to the range, allowing for easy single-handed compensation of unanticipated seabed conditions or slopes.

Paul Williams joined the company in 1992 to help develop sales at home and abroad and in the mid 90's the company expanded into design and manufacture of

Yacht Cradles and Boat Stands.

The supply of these shore storage solutions paved the way for the company to take on supply contracts with some of the country's leading Marina Groups and in 1998 the company was renamed "The Yacht Leg and Cradle Company" to better describe its new range of products.

John Franklin retired in 2005 and Paul took over the Managing Director role focussing more heavily on the Stand and Cradle side of the business and production of the Yacht Legs was stopped in 2012. With the last stock units being sold a year later.

Move the clock forward 10 years and Paul, wanting to take a more relaxed role approached his current Stand and Cradle supplier, SCP Group with a view to them taking over the company.

Paul worked closely with SCP Group Operations Director Matt Shore to ensure a seamless transfer and the sale completed in July 2023.

Matt commented, "As part of the takeover I obviously spent time reviewing the various documents handed over by Paul. It was during this time that I came across a folder relating to Yacht Legs."



Paul Williams and Matt Shore

“ ELECTRIC BOAT CHARGING A MARINA'S GUIDE

Rolec have been designing and manufacturing outdoor electrical equipment for over 3 decades.

Similar to the developments in EV car charging over the last 50 years, electric boat charging has welcomed some exciting new technology that has already improved the overall user experience. Increased battery storage, increased automation, and developments to motor technology to name a few.

Where there was once only AC, 3-pin charging, there are now high-powered fast DC chargers with the capacity to produce up to 360kW of power direct to your boat. Which, paired with advances in battery technology, has revolutionised the boating industry's capacity to provide green transport.

Not to mention the environmental benefits of making the oceans green. As a society we have seen vast improvements in lowering ocean pollution, through national beach clean ups, investment in offshore wind and much more.

When deciding on a charging solution that suits your needs, it is important to understand the key differences between AC and DC charging.

Notably, the main distinction between the two is charging speed. AC charging is, by nature, slower at filling your batteries than DC charging.

AC charging, for example, is championed as the more battery-friendly option for electric boat charging, due to its gentler approach to electrification. On average, an AC charger can take between 8-10 hours to provide a full charge, and as such is best suited for overnight charging. Or for boat owners who are setting out on the water less often or at a much slower pace. They are also the more cost-effective option, both in unit price and electrical usage. The electrical draw of an AC charger being significantly lower than their DC counterparts means that charging hardware doesn't need to be as substantial, saving space and money. Additionally, overnight charging allows the user to take advantage of favourable electricity tariffs.

DC charging, however, is most recognisable for its rapid charging speeds. Comparatively, a DC chargepoint could provide an 80% charge in as little as 20 minutes, and an average of between 20-60 minutes. The benefits for boating rental agencies, larger vessels, and more frequent users (such as water taxis) are clear - a reduction in boat downtime.

They are also fully configurable, upgradable, and scalable to meet any of your marina's needs now and in the future.

With this considered, for most electric boaters an overnight AC charger is sufficient. However, for the keener skippers, a combination of AC fast charging with ad hoc DC rapid top-ups is a great option. Think, AC for need and DC for speed.

Now that you have a clearer idea of whether AC or DC charging is the right fit for you, it is time to start considering what other features you are looking for in your electric boat chargepoints.

Considerations such as durability, accessibility, and aesthetics, are likely to make up a large part of your decision. For example, the unit needs to be able to withstand the daily wear and tear present at a waterside location where weather is unpredictable, and traffic may be high. For this reason, it is important to look for units manufactured with more durable materials, like aluminium and steel, that are industry tested in combination with a generous warranty and maintenance policy. It is also important to consider how charging hardware will work within your marina network. Both aesthetically and in relation to accessibility. Features such as built-in LED amenity lighting, therefore, will not only fit the overall look and feel of your waterside location, but also provide a pivotal function in increasing unit visibility.

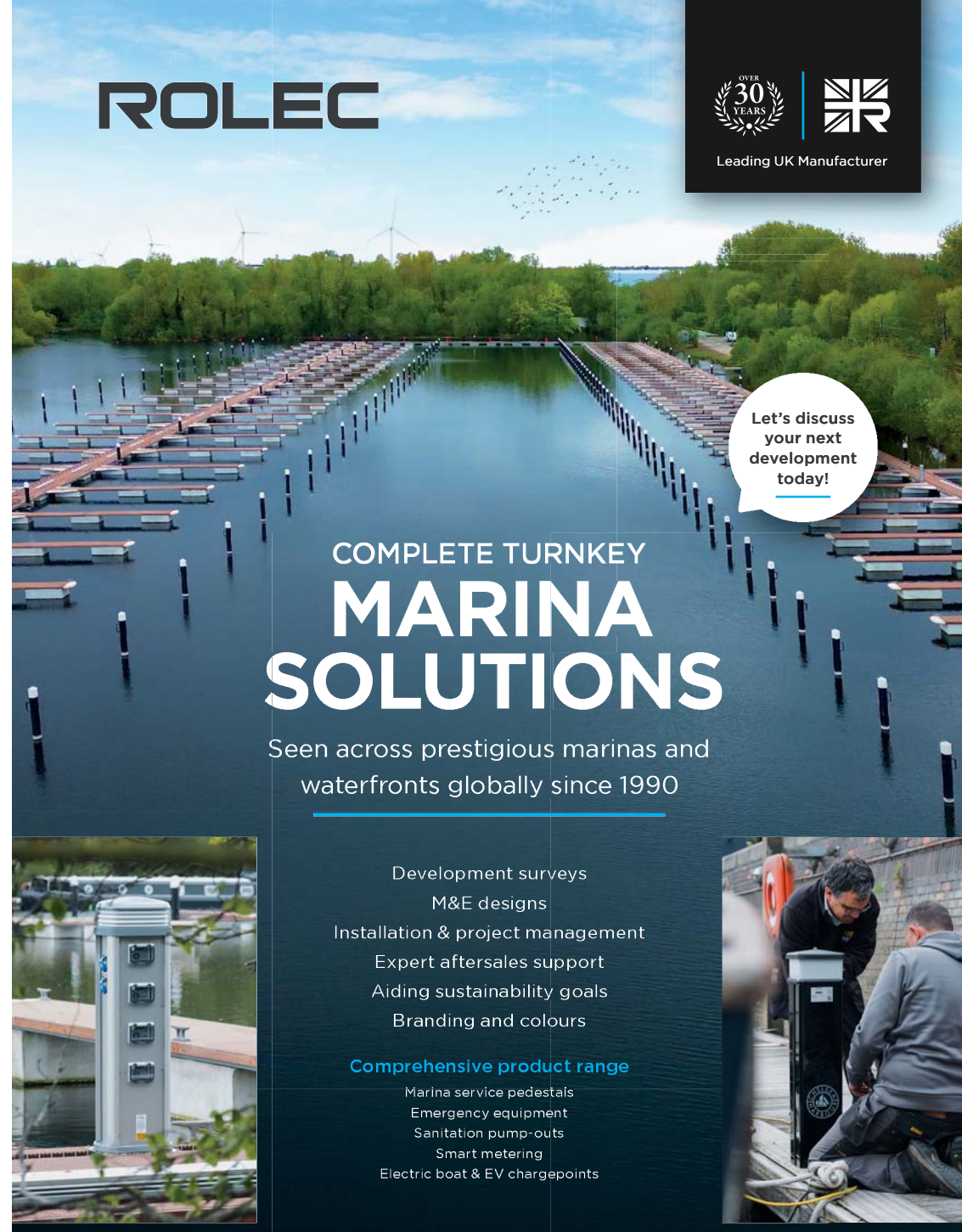
For more information on electrifying your marina, contact the marina team at: rolec@rolecserv.co.uk

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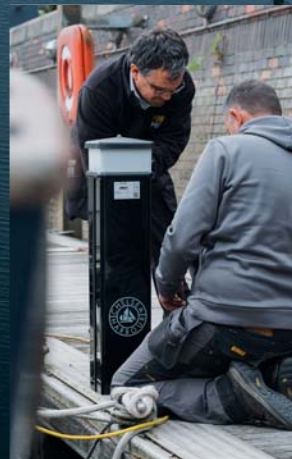
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SEAGRASS

Has Superpowers

Seagrass has superpowers. It creates biodiverse hotspots that not only support our seas but the climate too. The sheltered conditions of Studland Bay in Dorset have attracted the boating community for many years enjoying the waters above Dorset's largest seagrass meadow.

As an established research area for marine conservation Studland's unique habitat became a Marine Conservation Zone in 2019, in 2021 a voluntary no anchor zone (VNAZ) was introduced to help protect the seagrass and the ecosystems it supports.

Studland Bay Marine Partnership

Marina group boatfolk has been a central member of the Studland Bay Marine Partnership (SBMP) formed in 2020 to represent a wide range of local stakeholders including conservation and boating organisations, academics, community groups and local businesses. The partnership aimed to find solutions that meet the needs of the public and recreational boaters, ensuring everyone can continue to enjoy the bay, whilst protecting and restoring the area's sensitive seagrass habitat.

Working alongside The Seahorse Trust who have championed the protection of Studland's native Spiny Seahorse, Group Managing Director of boatfolk Michael Prideaux was instrumental in recognising the benefits of deploying eco-moorings within the VNAZ and an initial 10 were installed. Recognising that significant engagement with the public and boating community was needed, the SBMP use engagement specialists Dorset Coast Forum to promote the project. Through additional donations and by securing a grant of £186,000 from the Marine Management Organisation's (MMO) Fisheries and Seafood Scheme, in the past 3 years the SBMP have now installed 87 publicly available eco-moorings.

The project is now one of the largest and most successful seagrass protection and restoration projects in the UK, illustrating that in working in partnership nature can flourish through innovative solutions.

"There is still more work to do, but it is heartening to see such a major change in approach by the boating community who have



embraced this forward-thinking way of pursuing their hobby, and way of life, but who are also helping to protect the natural world. Through education and working together we are making a tangible difference for seahorses, seagrass and the marine environment." Michael Prideaux, Group Managing Director, boatfolk.

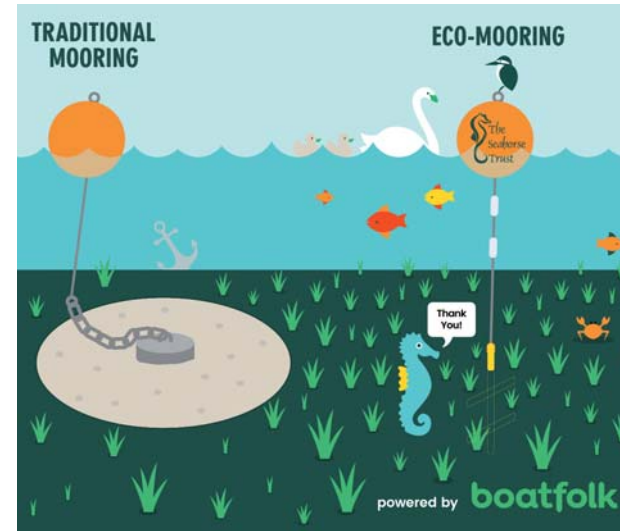
Eco-moorings

Providing a fantastic solution to meet the needs of both conservation and recreation, eco-moorings are a tried and tested alternative to traditional anchoring. The special design of the moorings uses a helical screw anchor which is driven into the seabed and attached to the mooring buoy via an elastic rode.

The elastic rode stretches at higher tides and contracts at lower tides, avoiding scouring the seabed. In 2024 the Ocean Conservation Trust installed 22 distinctive yellow VNAZ marker buoys on behalf of the partnership which aid navigation.

What's happening now and how to pledge your support

Partnership member the National Trust have set up a restricted fund so that 100% of all donations and mooring fees can be collated on



behalf of the SBMP to continue a mooring alternative to anchoring and ensure scientific monitoring of the MCZ continues. 10 of the fully assembled eco-moorings are left on the water for emergency use in the winter months with the remainder cleaned, maintained, and winterised ready for redeployment each year. This is a high-cost operation and with the project not for profit, securing mooring fees and donations is essential.

To make mooring fee payment as simple as possible, boatfolk introduced the SBMP to the team at Agena Group who have adapted their Sippi Parking App to include a mooring option. Boaters make a payment of £10 per mooring session which can be for as long as they wish within a 24hr period on the same buoy. Further details and a guide to moor are available on the dedicated SBMP website.

"By adapting our Sippi technology for use in marine settings, we've developed a solution that not only facilitates easy and responsible mooring payments but also directly contributes to the preservation of critical habitats like the seagrass beds at Studland Bay." Paul Dawson CEO, Agena Group

Hundreds of waterborne visitors to Studland Bay have now already taken a proactive approach to conservation by using eco-moorings. The SBMP hope this will continue for many years to come.

For more information on the SBMP, or to donate, visit dorsetcoasthaveyoursay.co.uk/studland-bay-marine-partnership



Portimão Marina expands to make berths for superyachts

There are currently “no berths for superyachts in Portugal” despite significant demand.

A project to expand Portimão Marina and create 30 new mooring berths for superyachts – large and luxurious pleasure crafts – was announced last week by Portugal’s Secretary of State for Tourism, Pedro Machado.

The project was presented to the press on Thursday, July 11 during an event attended by regional leaders, such as Algarve tourism boss André Gomes, Portimão mayor Álvaro Bila and president of the Algarve’s regional development

commission (CCDR Algarve) José Apolinário. Estimated to cost between €12 million and €14 million, the project – entitled ‘Projeto de Segurança, Inovação e Otimização da Marina de Portimão’ (Portimão Marina Safety, Innovation and Optimisation Project) – will also involve other works considered vital to the improvement of the marina.

For years, the marina’s existing breakwaters have proven ineffective during storms, being unable to prevent damage to marina infrastructures and moored boats. In recent years, however, the issue has worsened.

“The ineffectiveness of the existing breakwaters leads to

a feeling of great insecurity and discomfort for people on board the vessels, whether they are residents or not,” says the project’s study, unveiled at last Thursday’s presentation.

The solution involves replacing the floating breakwater system with fixed pontoons at the marina’s entrance. As the project’s study shows, one breakwater will extend from the existing south jetty, while a new, extensive breakwater will be built on the north side.

The south breakwater will feature 12 berths for boats up to 20 metres, while the larger north breakwater will boast 18 berths for boats up to 45 metres. In other words, the marina will

finally be able to welcome the dozens of so-called superyachts (or megayachts) that every year show an interest in stopping over in Portimão but end up “travelling to other marinas along the Mediterranean which have the capacity to welcome them,” the study says.

As it points out, there are currently “no berths for superyachts” in Portugal, despite significant demand.

“The creation of the Megayacht Project at Portimão Marina opens the door to the possibility of establishing a high-quality nautical destination, generating more direct and indirect jobs with the creation of new concierge services.

Consequently, this adds more value to the local and regional economy, given that the potential clientele has significant purchasing power,” it adds. Vilamoura Marina also announced at the start of the year plans to create 68 mooring

berths for larger vessels between 20 and 40 metres.

The expansion of the Portimão Marina will take place within its original concession area, ensuring that there will be no interference with the Ferragudo Marina project or the project to expand Portimão port to welcome larger cruise ships.

Speaking to the Resident after the presentation last week, Algarve tourism chief André Gomes said that the overarching plan with the expansion of the marina and cruise port in Portimão and the long-awaited construction of the marina in Ferragudo is to ensure that these infrastructures “complement each other”.

While the Ferragudo marina project has been in limbo for years due to legal issues, it is a project that Gomes said is “very important for the region” and which tourism authorities will continue to “follow closely”. Meanwhile, the tourism chief

also revealed that he recently questioned the Ministry of Infrastructure about the state of the plans to expand Portimão port, having voiced his concerns over the lack of attention that the port has received from its administration headquartered outside of the Algarve region, in Sines. The ministry replied that it is working on creating a regional management board for the port, which André Gomes said is “something we clearly want, as it is an important entry point for tourists in the region”.

“We currently welcome around 60 to 70 cruise stopovers on average per year at Portimão’s cruise port,” Gomes said, stressing its significance to the region’s tourism sector.

Despite the latest announcements and developments, there is still no set deadline for the completion of any of the works.



LEESAN PUMPOUT



machine drained and replenished, preferably before the start of a new boating season. At every opportunity pump out machines should be flushed with just water; this will allow any solid material to be passed through to the drainage system rather than solidifying in the pump or pipework.

Even an annual clean of the exterior of the machine may reveal possible problems for the upcoming season and can be rectified before causing major failures.

Some of the latest pump out equipment can be complex to maintain, however I believe that a phone call to the supplier of the machine can set minds at rest, it may be worth requesting a visit from the manufacturer or their service agent to complete at least one service under the gaze of the local maintenance person.

Lee Sanitation who are one of the country's largest designer, supplier and installer can service these machines and would be more than happy to instruct local engineers in the procedures necessary to provide the best health of your Pump out machine for the season ahead.

There is no doubt that Pump out machines are good for the marine environment and in many cases provide a steady income stream for some operators, however it can cause more than a mere inconvenience when they are not operating due to breakdowns. Many boaters these days have no other means of emptying their tanks other than the pump out machine and the bad press caused by failed

equipment can be expensive. Much like many other service providers. Marina operators tend to work on the philosophy that 'if it ain't broke don't fix it!' Pump out machines due to seasonal operation do stand idle for long periods of time and when they are operated, they do work very hard due to the material they handle and should be afforded at least an annual inspection, but preferably any perishable parts replaced and any oils in the

For more information about Lee San Pumpout solutions visit www.leesan.com

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“Crick Winners Announced



White Mills Marina on the River Nene in Northamptonshire has announced the lucky winners of the free mooring competition it held during Crick Boat Show last month.

And the news could not be more timely for boaters Mitch and Maria (pictured) who are currently in the throes of having

a brand new narrowboat built and were looking for a quality marina on which to moor their new pride and joy.

Marina Manager Georgina Wickham was delighted with the result and said, “We are so looking forward to welcoming Mitch and Maria to our beautiful White Mills Marina and introducing them to the stunningly pretty River Nene and

Nene Valley. The competition generated numerous entries and so we decided we wanted everyone to be winners and are now offering all those people who entered our competition 10% off a mooring. So it is win, win all round.”

For further information contact Georgina Wickham on 01604812057 or email info@whitemillsmarina.co.uk



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 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

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

“ Polystyrene Pollution And Finding Alternatives

How often do marina users think about the composition of the floating dock that they are walking on and tying their boat alongside? Or consider what material is keeping the dock afloat? And the condition of that material and its impact on the environment?

Thankfully, many marina professionals do think about this and understand the importance of safeguarding the environment from various sources of pollution generated in marinas. Plus, the Clean Marina Accreditation scheme has provided TYHA members and marina managers with even more assistance in addressing potential threats to the environment, including preventing plastic pollution.

Fauna & Flora, an international biodiversity conservation organisation, works to tackle the threat plastic pollution poses to marine wildlife and ecosystems, often working with industry, governments and other stakeholders to find evidence-based, practical solutions that prioritise preventative action.

In 2021, Fauna & Flora

supported TYHA's development of the Clean Marina Accreditation scheme to develop best practice guidelines to tackle foamed polystyrene pollution, that originates from floating pontoons, as well as other applications in the marine environment.

Foamed polystyrene demands attention because it is a particularly toxic plastic and poses a serious threat to the

environment. It easily fragments in the marine environment and can persist for hundreds of years, presenting chemical and physical risks to marine species, such as impacting species growth, fertility and immunity. However, the versatile properties of foamed polystyrene – being lightweight, cheap, waterproof and buoyant - means that it is widely used in the marine environment, in construction,

packaging and food and beverage containers, resulting in it being one of the most recorded components of marine litter.

In 2024, we are heartened to learn that the Clean Marina Accreditation scheme has had a positive impact on managing polystyrene and has been well received by marina managers, helping to draw attention to the issue. This increased awareness is a significant step forward in tackling the problem.

However, despite these advancements, finding a viable long-term solution remains challenging without suitable alternatives to polystyrene. The material's widespread use, particularly in marine applications, underscores the need for a sustainable alternative with similar properties.

In the on-going United Nations Environment Programme negotiations



towards a Global Plastics Treaty to end plastic pollution, nations are debating measures such as global bans for a range of problematic and avoidable plastic materials, which includes polystyrene. This is largely due to its prevalence in the environment and because of its chemical content, poor recyclability, threats to the environment and human health and its pervasiveness – including the risk of it breaking down into

ever smaller fragments.

However, commercially viable alternative materials with similar characteristics to polystyrene are limited – especially for application in the marine environment. But the tide is slowly changing. New and novel materials, such as mycelium-based food packaging, have shown promise in reducing reliance on traditional polystyrene. These sustainable designs could potentially revolutionise the polystyrene packaging industry, but their application in marine contexts remains uncertain. The transition from polystyrene to novel materials in a maritime context is a crucial step to reduce this form of pervasive pollution. Innovation in this field must result in more sustainable, lower impact yet high-performance materials that can withstand the pressures of the marine environment.

While we are eager to see what these alternatives might look like, it is imperative to approach this transition with caution. Any new solutions must be thoroughly evaluated to avoid unintended consequences that could potentially exacerbate the problem for biodiversity or sensitive coastal ecosystems and communities reliant upon them.

If this topic resonates with you and you would like to learn more or get involved, please contact us at info@fauna-flora.org. Your support and interest can help drive further progress in our mission to protect marine environments from polystyrene pollution.



“Solar So Good for Premier Marinas



Following some 15 years and nearly £850,000 of investment in solar PV systems, Premier Marinas has launched a new feature on its website displaying live data from the energy it has generated from the sun.

This can be viewed at premiermarinas.com/sustainability and shows the electricity generated in the last 24 hours, and last 12 months from its various sites.

As of June 2024, Premier’s solar installations have grown to a total of 3630 solar panels

with a total generating capability greater than 1200 kWp. To date, these solar panels have harnessed over 4,000,000 kWh of electricity - enough to power over 1500 homes (Ofgem estimates the typical household in England, Scotland and Wales uses 2,700 kWh of electricity a year).

This ongoing investment in solar energy is a pivotal aspect of Premier Marinas’ environmental strategy. Each installation has been designed to optimise the amount of energy harnessed from the sun and reduces the draw on the power grid and

resulting greenhouse gas (GHG) emissions.

Last year, Premier Marinas set ambitious targets to reduce GHG emissions from facilities they occupy (buildings and boatyards) benchmarking it by becoming the first UK marina operator to be verified ISO 14064-1:2008 for the management of greenhouse gas (GHG) emissions and reaffirming their commitment to sustainability.



In addition to solar energy, Premier Marinas has made significant strides in reducing its carbon footprint by switching to hydrotreated vegetable oil (HVO) for its boatyard plant and machinery. Premier was the first marina group in the UK to adopt HVO, significantly reducing carbon emissions from its operations.

“Our customers want to see that we are serious about protecting the environment,” said Peter Wortley, Premier’s Environment Health and Safety Manager. “It is critical for us to take action and be as transparent as possible in what we do—which is why the Premier Marinas website now displays live solar data.” Premier plans to continue growing its solar capability including at the new Boat House Café reopening at Swanwick Marina this summer.



JERSEY MARINAS DESIGNATED SUPERYACHT READY



Jersey Marinas have been designated Superyacht Ready by The Yacht Harbour Association (TYHA). This means the facilities provided on this small island – tucked away in the English Channel just off the north-west coast of France – meet all the requirements of the world’s superyachts.

Customer Experience Manager for Jersey Marinas, Michel Le Moine, said: “Jersey Marinas are delighted to be awarded accreditation as Superyacht Ready. This complements the Five Gold Anchor award for our Marinas, and it assures superyacht owners and their agents a level of service that we think will

help make Jersey a top, go-to destination. We look forward to welcoming you to this unique Channel Island, and to demonstrating the renowned hospitality of our Island home.”

Jersey is a self-governing Crown Dependency with a strong Norman-French culture and a history that stretches back to the Paleolithic and Neolithic eras. As well as stunning beaches and breathtaking coastline to explore, its harbour provides a range of deep-water berths from 20m to 90m with secure



access and very competitively priced VAT-free fuel delivered to berth.

Ships’ agents are available 24/7 to handle the administration and logistics needed by transiting vessels and to act as bunkering agents. There is a 65-ton crane to manage shoreside storage, and ROV inspections are also available.

Jersey Harbours provide a pilotage service, a concierge service and additional security if required. There is also a Ships Registry which provides membership of the Red Ensign Group and many other benefits.

Jersey is well-served by air links to the UK and the harbour is just 20 minutes’ drive from the airport. There are also several picturesque anchorages and historic harbours dotted around the coast which provide a delightful base from which to explore the Island.

The Superyacht Ready designation is available to Global Gold Anchor accredited marinas that satisfy the programme’s assessment standards. They have to show that their infrastructure can accommodate superyachts and that security measures and good quality service are available. This means the facilities for yacht crews also meet 5 Gold Anchor standards.

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The **ICOMIA World Marinas Conference** is a specialist marina conference overseen by the **ICOMIA Marinas Group** and, starting in 1993, held approximately every two years in a different worldwide location. The conference attracts marine professionals from all 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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www.icomia.org/venice2025

Inland and Coastal's

Mission To Get Everyone Onboard Safely

Get Onboard Safely. Three simple words, yet they convey an important message – one that can mean the difference between a great berth holder experience and happy adventure afloat or a twisted ankle... or worse.

A slippery, uneven walkway can often be the cause, as can a steep, narrow gangway or a wet, seaweed-coated ladder access. Marina industry professionals know first-hand the importance of getting onboard safely. A wider marine industry report noted that slips, trips and falls account for over 34% of minor accidents when getting off and on boats.*

With over 20 years' experience, we understand the physical, environmental and commercial challenges operating a busy marina, harbour location or watersport leisure facility and agree that safe access is

the starting point to a well-run operation.

For 2024, we have made it our mission to promote the 'Get Onboard Safely' campaign message, attending several marina and wider maritime trade shows and events to highlight the importance of safe access and stress the priority for all stakeholders to help mitigate potential hazards.

Whether it's designing durable pontoon and gangway systems, non-slip pontoon decking or innovative access solutions, safety remains at the forefront of our considerations. We understand that even the smallest detail can make a significant difference in preventing accidents and always ensuring peace of mind.

To uphold this commitment, we work together with marina professionals, leveraging their

expertise and insights to identify potential hazards and develop effective solutions to address them.

Looking ahead

Ensuring safe and efficient water access is crucial for any marina facility, be it a rowing club, marina or private dock. We also know that change and improvement takes time to plan and organise

If you're considering installing or upgrading your water access infrastructure for 2025 now is the right time to talk to us. We specialise in listening and understanding your needs and helping you find the right outcome for the future.

*** To find out more about our wide range of water access solutions visit our website www.inlandandcoastal.com or to arrange a safe access assessment email sales@inlandandcoastal.com**



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REVISION OF KEY TYHA GUIDANCE DOCUMENT

TYHA are pleased to confirm that its renowned code of practice is undergoing a comprehensive revision with a planned Q4 2025 launch date.

First published in 1977 this extensively used industry guidance document underpins the design, construction and operation of marinas in multiple countries whilst also supporting the Gold Anchor marina accreditation scheme.

To ensure that this revision is directly influenced by global marina trends TYHA are pleased to be working with the renowned marina consultancy Marina Projects to ensure that the revised code provides the very best up to date guidance for the worldwide marina industry. TYHA will of course also be reaching out to our broader membership too for your expert contribution, therefore we look forward to your valuable insights and contributions.

In addition to the core elements of marina design, construction and operation the revised document will inevitably include a greater focus on

“ A Code of Practice for the Design and Construction of Marinas and Yacht Harbours

boatyard operations, superyacht provision, environmental and climate change considerations and changes in boat type and usage.

Jon White of TYHA remarked, "The leisure marina sector is growing and evolving at a rapid pace, putting increasing pressure on marina designers, builders, and operators to maintain the highest standards and deliver exceptional service to customers. Ensuring that our code of practice offers the best possible guidance for our members across 30 countries is therefore crucial. We are thrilled to collaborate with the renowned industry

experts at Marina Projects on this important review. Led by Mike Ward, the Marina Projects team not only brings exceptional skills and experience to the table but also genuine enthusiasm about partnering with TYHA to create a new, outstanding code of practice for our industry."

Mike Ward Managing Director at Marina Projects Ltd commented: "We fully support the need for a comprehensive update of TYHA's Code of Practice and we are delighted to be working with Jon and the wider TYHA organisation on this very important piece of work.

TYHA's expanding international presence and the general expansion of the marina sector across the world has the code being applied in an increasing range of varied circumstances. Furthermore, the industry is changing at an increasing pace and it is essential that the industry led design and operational guidance provided by THYA not only keeps pace but also sets the course for improving standards across all aspects of marina design and operation."

“ TYHA are working with the renowned marina consultancy, Marina Projects

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“ RUNNING AN AWARD WINNING MARINA

Running an award-winning yacht marina involves meticulous attention to detail in all aspects of its operation. From maintaining high customer service standards and impeccable facilities, right through to ensuring robust insurance coverage is in place, every detail counts.

Comprehensive insurance coverage based on thoughtful risk analysis is a critical element of safe and sustainable marina management. With the right policies in place, you can safeguard your marina against relevant risks and liabilities. For instance, a Management Liability Policy (MLP) is essential to protect your directors and officers from personal liability. Within such a policy, Employee Dispute Cover is particularly valuable. This specific coverage option provides directors with a shield against potential claims made by unhappy employees, including against grievances such as wrongful termination, discrimination, or harassment.

In today's litigious environment, having this element of protection offers a safety net for your management team against significant legal

and financial burdens.

Another crucial policy to consider is Engineering Insurance, particularly cover for sudden and unforeseen issues with mechanical plant. This type of insurance is designed to cover unexpected breakdowns or failures of essential equipment, provided all service and warranty work has been completed. As marinas rely heavily on complex mechanical systems like travel lifts, cranes and tractors to provide a full service offering to their berth holders, unforeseen breakdowns can lead to costly emergency repairs and operational downtime impacting on service quality and potentially letting down clients. By ensuring you have this cover in place, you can at least mitigate the financial impact of unexpected equipment failures, allowing greater options to ensure your marina continues to run as efficiently as possible.

As well as helping to ensure your marina insurance cover is robust, Haven Knox Johnston Commercial is also pleased to offer TYHA members an opportunity to become Commercial Introducers to commercial tenants based at your marina.

This exclusive opportunity is available only to TYHA members and provides 1, 3, and 5-year deals tailored to suit your marinas unique needs. By partnering with Haven Knox Johnston Commercial, TYHA marinas can provide tenants with access to specialised insurance knowledge, advice and policy solutions, enhancing tenant satisfaction and fostering stronger business relationships.

Maintaining an award-winning marina means offering top-notch service and facilities as well as providing support to your commercial tenants, whilst also being prepared to deal with any unforeseen eventualities which could put all your hard work at risk.

Commercial insurance coverage planned with an expert is a cornerstone of this preparation, providing peace of mind and financial security for your operation; allowing you more time to concentrate on the all important customer service that you offer to your berthholders.



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“ Jersey Seagrass Project

Ports of Jersey have recently deployed additional (eco-moorings) at St Catherine’s Bay as part of a longer-term project to protect Jersey’s largest area of seagrass, which lies within the shelter of St Catherine’s breakwater, on the islands north east coast.

The moorings have been added in addition to the three trial versions which were originally installed in spring 2023, to assess their suitability and explore how they would fare with Jersey’s

large tidal range, and how they would interact with the seagrass beds. These moorings are manufactured by the French company – Temano – and the three new ones are designated specifically for visiting craft to the area.

A number of visiting craft enjoy visiting the bay for relatively short visits, perhaps to stop for a spot of lunch or a BBQ whilst enjoying Jersey’s picturesque coastline and predominantly, up to now, either picked up a vacant private mooring buoy

(not always recommended!) or had to drop anchor and it is specifically to help eliminate the need for this, these new moorings have been installed.

Seagrass is known for its blue carbon, calculated to absorb 35 times more carbon than tropical rainforests. Traditional moorings are typically made up of significant lengths of chain, to allow for the tidal range around Jersey (12.1m) which over low water periods scour bare patches in the seagrass beds and the eco-moorings are designed to prevent this by offering a semi buoyant line to the anchor block, which keeps the line clear of the sea bed.

The Head of Maritime Operations and Deputy Harbourmaster, Louise Stafford,



said: “We are working to prevent the damage caused by traditional moorings and anchoring by using eco-moorings systems which protect the seagrass and prevent erosion. The provision of visitor

moorings will provide an alternative to anchoring in the bay and will ultimately contribute to protecting the seagrass beds.”

Seagrass

Seagrass provides shelter for marine fauna and at low water is an important feeding ground for wildfowl and other birds. It is also recognised for its blue carbon, calculated to absorb 35 times more carbon than tropical rainforests.

Studies have highlighted that traditional mooring chains and anchoring damage the seagrass and erode the seabed.

For more information visit the marina website www.emsworth-marina.co.uk





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“ 20TH BRAUNSTON Historic Narrowboat Rally

— By Tim Coghlan —

Despite so many major events going on nationally, the Braunston Historic Narrowboat Rally remains as popular and successful as ever. Held in its traditional slot over the last weekend in June, a total of 74 historic narrowboats attended this year's event. The boats that have attended our Rallies over the years since the event started in 2003, represent about two-thirds of the entire fleet of historic narrowboats now surviving on the waterways which are in reasonable-to-good order. The overall total is estimated at only about 250 of them, versus the 35,000 modern narrowboats. This emphasizes the fleets' historic importance – almost an endangered species – and also the vital roles that museums, canal societies and private owners perform in their preservation for the future.

The annual Braunston Historic Narrowboat Rally remains by far and away the largest gathering of these historic narrowboats anywhere on the inland



waterways, and the best place for enthusiasts to see them. Some 5,000 of them attended the rally, coming from all parts of the UK and abroad.

The Rally was opened by Lady Sheila, who since the 1970s has been a great canal enthusiast together with her husband David. They are both Vice Presidents of the Inland Waterways Association. It had been intended that David would have opened the event on the last surviving coal-fired steam narrowboat President, which regrettably is still undergoing repairs. And by way of a double whammy, David's filming scheduled had been changed at short notice. So Sheila accepted our invitation to do the honours on the Buckingham Canal

Society's 'Diana the Dredger' which had already been scheduled to attend the Rally for publicity purposes. David had presented it to the society in October 2023 in memory of my late wife Diana, who had died of cancer in 2014.

As Sheila would now be seen on a dredger, she put her designer clothes to one side and opted for the sort of overalls that the WWII Idle Women's wore, together with a boatman's red scarf we gave her and a cap loaned to her by David.

An hour before the Rally's formal opening, music legend and steam enthusiast Pete Waterman unveiled the Red Wheel plaque that Braunston Marina had recently been awarded by the National

Transport Trust - largely on his recommendation. Present were several members of the National Transport Trust, including Jerry Swift, its Deputy Chairman. Also present was the CRT CEO Richard Parry. The plaque had been fixed on the wall of the former engine shop, which faces the marina entrance, where it is now well-seen. Tradition holds that the engine shop was built by the Women's Land Army during WWII.

The Guild of Waterways Artists were again provided with their own marquee, sponsored by Braunston Marina and ten of its members had their works on display, including the great canal artist Dusty Miller.

The Rally is also billed as a canal festival – in the fine tradition of the first IWA Rally held at Market Harborough in 1950. Entertainments included the canal-travelling Alarum Theatre, with their new show, a bitter-sweet comedy with song, about working women of the canals and the tough lives they had led. The Rally's resident music-impresario Janul for some years now, produced the amazing musicians she finds each year for the beer tent – a mini-Glastonbury, without the mud. On the Saturday, children were entertained by Professor Diamond's Punch & Judy Show.

Braunston Marina will be hosting the event again next year on the same last weekend in June, 2025, with hopefully Pete Waterman opening it on the restored President, towing its butty Kildare. Here's hoping we see you there!



The Braunston Historic Narrowboat Rally is sponsored by Braunston Marina and Towpath Talk, and is supported by the Canal & River Trust.

“Wigrams Turn Waterside & Marina

Launches New Residential Moorings

Aquavista has just announced its latest marina to be awarded full residential status. Wigrams Turn Waterside & Marina on the junction of the Oxford and Grand Union Canals in Warwickshire now has brand-new residential moorings

for sale for both wide beams and narrowboats.

Aquavista's residential mooring package includes a bunch of fantastic benefits including a registered UK postal address and post box, a 2000L Keter storage box, a free weekly wash & dry per week in the new laundry facility,

a free pump out every month and access to Vivup Lifestyle Discounts – discounts on lots of high street brands and supermarkets.

The marina has also seen some other major changes in recent months including a new Marina Manager, Marc Mewis

and a significant investment in its facilities including refurbished showers, laundry facility and customer lounge. They've also installed a new dog wash, high speed WI-FI, CCTV, security entrance gate and outdoor socialising area for all the community events that happen at the marina.

Set on the junction of the Oxford and Grand Union Canals, Wigrams Turn Waterside & Marina offers three cruising directions and miles and miles of open countryside to explore. The marina is just a short walk from Napton on the Hill, a lovely little village with a couple of pubs, a

general shop and a post office with its own café. Or if you want to go further you can reach Southam in just 10 minutes by car. Along with a leisure centre, plenty of pubs and shops, this pretty market town has some interesting architecture to look at and is well worth a visit.

Wigrams Turn 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.

For a limited time, Wigrams Turn is offering a complimentary two-night stay for anyone

interested in finding out why it's a perfect place to call home. Their next open day takes place on Saturday 21st September, 11am-5pm with tours of the new facilities plus a chance to meet the team and moorers. There'll be craft stalls, floating traders, food & drinks and live music throughout the day too. There'll be a range of used boats on sale available to look around plus waterside crew on hand to provide advice on all things boating for anyone considering a change in lifestyle or just starting out on their boating journey.

For more information
visit www.aquavista.com



“ EMERGENCY LADDERS

Buckler's Hard Yacht Harbour

At the beginning of the year, we had a couple of incidents that made us review our procedures and equipment that assist us to rescue people from the water.

In particular, we were finding that if someone falls in they are generally unable to move from where they fall, in order to get to our safety ladders. We have also found that in the panic that follows, both the person in the water and their friends/partners are unable to easily locate the installed emergency ladders.

One such incident took place in April. A customer was walking along the cross pontoon between our inner and outer pontoon and became distracted. They were walking in daylight, on a clear pontoon, but did not notice it coming to an end and stepped off the end of it.

Once in the water, they were able to cling on to the pontoon, but not much more. They were calling for help from their partner who was on a boat 15m away and the nearest emergency ladder was only 6m away from their position, with a clear line of sight to it.



Their partner finally heard their calls and came to assist after about 10 minutes. However, they still struggled to find or move to the ladder which was straight down the pontoon from them. Fortunately, our evening dockmaster was on scene by this point and able to get them to the ladder and safely recovered.

At this point, we felt that although our ladder provision exceeds all guidelines and best practice advice it was still possible that someone could fall in and not self-rescue.

What we wanted to create was a mobile ladder available for anyone to use that we could attach anywhere in the marina. I also wanted to make it long enough that you could stand on the bottom rung without having to bend your legs, to make it as easy as possible to climb out of the water.

Experience has shown that entering cold water will have a debilitating effect on strength and flexibility. Combine this with an inflated life jacket and it becomes a real struggle to climb some ladders, where you have to get your foot up on to a ladder rung 1m or less



below the surface of the water.

What we made up was a 2m long, lightweight stainless ladder that has an additional ribbed stainless steel flat bar on the top that allows it to be hooked over any cleat on any pontoon – meaning visitors will never more than about 4m away from where we can put a ladder. The ladder is also slightly angled when hooked onto a cleat, making it easier to climb.

We also considered that a member of staff may have to work alone while dealing with an emergency, so wanted to keep the rescued person secure if they were unable to climb up the ladder and we needed to alert the emergency services or leave them to call for help. To solve this issue, for each emergency ladder we added a buoyant Man Over Board sling, which can be clipped around the casualty then made off to a cleat, keeping the casualty safe with their head above water until further assistance arrives.

We have positioned these emergency ladders on the visitors' pontoon and at the bottom of the gangway leading to the marina. So if a call comes in for assistance, the ladder will be taken by the staff member as they go to assist.

I'm pleased to report that these ladders have proved very effective with initial testing, making it much easier to climb out of the water even when a person is cold and wearing an inflated lifejacket.

Adam Lewis - Deputy Harbour Master Beaulieu River

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