

# BOSHAM YACHT COMPANY

## ENVIROMENTAL & HEALTH AND SAFETY REGULATIONS

### WORKING ON VESSELS STORED ASHORE

Boat storage facilities are potentially hazardous environments. It is important that boat owners, their guests and contractors comply with the BYC terms and conditions available on the BYC website or upon request. It is also important for the health and safety of all users of the boat/car park and the residents of properties adjacent to the Bosham Car Park that the following health and safety / environmental regulations are adhered to:

#### 1. Use of generators and power tools

It is not permitted to run generators or use power tools at any time within the rear overflow car park. In other areas owners must not run generators or use power tools outside of daylight hours. When using generators, please consider the noise impact on surrounding properties. Please turn off generators when power is not directly required.

#### 2. Dust creating activities

**During any operation that is likely to cause significant dust or debris, appropriate measures MUST be taken to contain the dust and debris.** Such measures may include the use of vacuum extraction and/or the use of dust sheeting to tent off the area. Any operation that uses powered sanders or grinders is likely to release dust into the atmosphere. The type and extent of sanding to be carried out and the substrate being sanded will depend on the level of containment required:

##### Removal of antifoul from hulls

- **Written consent must be sought from Bosham Yacht Company prior to the removal of existing antifoul from the hull of a vessel stored in the boat park.** This consent may be refused if appropriate health and safety measure are not in place. A method statement must be produced and shown to BYC before permission is given. Such a method statement must illustrate that appropriate methods for the containment of the debris will be used.
- All debris must be cleared up daily from around the vessel, sealed in bags and disposed of in the bins provided. Dry sanding of antifoul should be avoided whenever possible. When unavoidable, effective vacuum extraction (generally class M extraction) must be used *or* the vessel must be appropriately sheeted in to contain dust.
- Preferred methods for the removal of antifoul to minimise dust creation are manual scraping (with dust extraction if practical), or chemical removal (ground sheets must be used).
- Workers must use appropriate personal protective equipment (PPE) including coveralls, gloves, eye protection and facemasks.

## Sanding and grinding

Sanding painted surfaces and GRP can be necessary during annual maintenance. It is important when carrying out such operations that consideration is given to containing dust that may be produced in the process. Owners must take suitable measures to contain dust before carrying out any work.

### **Sanding / grinding of GRP or painted hulls and topsides using powered sanders or grinders**

- If there is a need to sand GRP hulls or painted topsides then appropriate measures should be taken to prevent excessive dust from becoming airborne.
- A vacuum dust extractor should be used *or* the area sheeted off.
- For very small areas a dust bag on the sander may be adequate.
- Contained dust and debris must be cleaned up at the end of each day, bagged and disposed of in the bins provided.
- During work, the surrounding area should be visually monitored for excessive escaping dust.
- Suitable PPE should be used when sanding or grinding with power tools. Such equipment includes a dust mask, coveralls, gloves and eye protection as appropriate.

### **Small sanding jobs or hand sanding**

- For small areas, hand sanding can reduce airborne dust and limit the need for containment.
- If practical wet sanding is ideal as this eliminates airborne dust. Ground sheets should be used when possible to prevent contamination of the ground when wet sanding if practical.
- Appropriate PPE should be worn including coveralls and gloves.

### **Shot/Sand Blasting**

- **This work can only be carried out with prior written approval from Bosham Yacht Company** and permission may be refused. It may only be carried out by fully insured contractors, in specific allocated areas which must be fully sheeted in to contain waste material. All spent and waste material is to be cleared immediately on completion of the work and disposed of in accordance with current legislation.

## **3. Application of Antifouling Paints**

- Any preparation of the existing antifouled surface prior to applying fresh antifoul must be carried out taking into account the dust creating activity regulations as above.
- Antifoul should only be wet sanded whenever practical.
- The safety instructions on the antifouling tin should be followed.
- Appropriate PPE should be worn.
- If antifoul is spilt on the ground this must be cleaned up. Empty paint tins, and used masking tape must be disposed of in the bins provided or taken off site and disposed of properly.

## **4. Compounding, Polishing and Waxing of hulls**

Compounding and polishing using electric polishers is not considered a significant hazard for airborne pollution. In some instances sheeting may be required to prevent “flinging” of polish from the polishing mop onto surrounding surfaces to prevent staining.

PPE such as gloves and eye protection should be worn as appropriate and as per the instructions on the particular compound or polish being used.

## **5. Engine work and Servicing**

When carrying out work on engines, care must be taken to avoid the spillage of fuels, oils or other lubricants into the bilges or onto the ground. If a spillage does occur it must be properly cleaned up. If there is a spillage of fuel or oil into the bilges, this must not be pumped out onto the ground and automatic bilge pumps must be switched off.

Waste oil, oil filters and fuel must be suitably contained and removed from the site for appropriate disposal.