

ENVIRONMENTAL

All customers and contractors must be aware of their environmental responsibilities related to the repair and maintenance of vessels in the boat yard and must comply to the rules at all times.

DROP SHEETS – required for ALL painting activities. NO WET SANDING on any unsealed surface. Only permitted on designated areas with the correct collection systems.

DRY SANDING/DISC SANDERS – permitted only with approved vacuum equipment. Complete units are available from the boatyard office for hire. NO GRINDING, WELDING, SAND BLASTING or WATER BLASTING.

SAND BLASTING – requires management approval and approved contractors only.

SPRAY PAINTING – requires management approval and approved contractors only.

HAZARDOUS LIQUIDS – such as fuels, oils, cleaners and paints must be handled correctly, stored safely and with care. The containment of waste oil and other hydrocarbons in the boatyard is essential. Use large drip trays and oil absorbent pads to contain and control any spills. Removal of significant quantities of hazardous liquids such as fuels shall only be done by approved contractors and must have management approval.

SPILLS – the boatyard has a comprehensive Emergency Spill Response Plan and equipment to clean up any spills onsite. In the event of a spill please contact the office for assistance.

The boatyard reserves the right to charge an additional fee to clean up substandard work sites. Non-compliance with any of these rules may also result in enforcement action by the yard and relevant authorities.

WASTE DISPOSAL

TYPE OF WASTE	LOCATION OF DISPOSAL
USED OIL	USED OIL BUNKER IN YARD
SOLVENTS	SOLVENT DISPOSAL STATION AT PAINT SHED
OLD BATTERIES	STORAGE UNIT BEHIND PAINT SHED
ANTIFOULING SCRAPPINGS	SKIP BINS
GLASS, CARDBOARD, PLASTIC	RECYCLING STATIONS IN MARINA

HEALTH & SAFETY

All accidents and incidents must be reported to the Boatyard Office. All contractors must register at the Boatyard Office.

HAZARDS

TRAVEL LIFT – machine has right of way - keep clear of Travel Lift when in operation.

SLIPWAY – NO unauthorised persons in slipway area when operating.

WATER BLASTERS – keep clear of wash pad during operation.

MOVING VEHICLES – NO unauthorised vehicles in the boatyard 10kph speed limit.

TRIPS/SLIPS/FALLS – take care on uneven ground and keep work site clear of trip hazards.

WORKING AT HEIGHT – all scaffolding must be well maintained and meet NZ Regulations.

LADDERS – only approved ladders to be used and secured to boat at the top by boatyard staff. Ladders must not be used as work platforms.

CRADLES & PROPS – must not be tampered with. Only boatyard staff are authorised to move them.

ELECTRICITY – all electrical cords must be Tag Tested and in safe condition, kept from damage and unplugged in wet conditions.

DUST – no sanding without approved vacuum system – keep all vehicle movements to a minimum.

CHEMICALS – the use and disposal of chemicals must comply with BOI Boatyard Environmental Management Practices.

ANTIFOULING – In accordance with WORKSAFE and the E.P.A. persons working with antifouling paints must wear protective clothing (including gloves, eye protection and respirators).

EMERGENCY TELEPHONE NUMBERS

FIRE/AMBULANCE/POLICE 111
MARINA BOATYARD 09 402 7124 VHF 73
EMERGENCY 24 HRS 027 24 69 423
ENVIRONMENTAL HOTLINE 0800 504 639

Bay of Islands Boatyard is a work site,
all New Zealand work place rules
and regulations apply.

SLIP WAY HAUL OUT & RELAUNCH GUIDE

The prospect of hauling a vessel can be daunting, if you have any questions or concerns, please do not hesitate to ask staff for assistance.

OUR TEAM IS HERE TO MAKE THIS PROCESS
AS SMOOTH AS POSSIBLE.



28a Baffin Street - Port Opua - Bay of Islands NZ
Ph: 09 402-7124 Fax: 09 402-6124
VHF Channel: 73 Call sign: Bay of Islands Marina
Email: enquiries@boimarina.co.nz
www.boimarina.co.nz

BOOKING

This can be done at either the Marina office, Travel Lift office, by phone or email. A Customer Registration Agreement will need to be completed and signed prior to the presentation of the vessel for hauling.

A slip/hauling plan for your vessel will need to be supplied on booking (if the vessel has not been hauled with us prior). This information is needed to set the cradle up to suit your specific vessel—information needed: LOA, beam, draft, keel shape and location, keel centers (for catamarans) and location of any underwater appendages that could be damaged during the hauling process.

THE APPROACH

The Slip Way is located between J and K piers in the southern end of the marina. The Slip Way runs at 90 degrees to the tidal flow, this along with wind direction must be taken into account when lining your vessel up for the approach. **Do not enter the cradle** until the slip master has signaled he is ready for you. Enter the cradle slowly with all fenders on deck. A bow and stern line on both sides of the vessel will be required. The skipper is to bring the vessel to a stop once the vessel is centered over the cradle. The slip master will direct the vessels crew to where he would like the vessel to sit within the cradle and how to secure it with the bow and stern lines. He will then have the adjustable arms wound in to centralize the vessel in the cradle. Once he is happy with the positioning of the vessel, the vessel will be hauled up the slip way with the crew onboard until the vessel is settled on the cradle.

At this point the slip way will be stopped and the crew will be offloaded into the Boatyard tender, the vessel will then be hauled clear of the water.



RELAUNCH

The vessel will be lowered into the water, at this point the skipper and crew will be allowed to board the vessel via the Boatyard tender. The vessel will be held in the cradle to allow the skipper to check for water leaks, start the engine and ready the vessel to depart. Once all checks are done and the skipper is ready he will signal the slip master. The cradle arms will be wound out clear of the vessel, the skipper will be signaled when it is all clear and the vessel can exit the cradle slowly.



If at anytime you have concerns with entering the well please let us know, we can arrange a tender to assist or rope your vessel in from J Pier.

GENERAL RULES

- All vessel movements should be slow when entering and exiting the cradle to avoid damage to both vessel and cradle — the cradle is sitting on railway tracks and can be dislodged if shunted with force.
- The skipper is responsible for supplying a hauling plan — without this information a vessel **cannot** be hauled
- Slip Way movements are booked around the high, slack water time. A late arrival may force the slip master to postpone the haul out until the following day for reasons of safety for staff, vessel and cradle.
- At all times please follow the directions of the slip master and his team.
- The Slip Way is regulated by the same policies/rules as the Boatyard hardstand— please familiarize yourself with these (some are on the back of the brochure).

Please refer to our Terms & Conditions for any further information.

