

## **ADDENDUMS**

### **A CODE OF PRACTICE FOR THE DESIGN, CONSTRUCTION AND OPERATION OF COASTAL AND INLAND MARINAS AND YACHT HARBOURS**

**PLEASE TAKE NOTE THAT THE  
FOLLOWING ADDENDUMS HAVE BEEN  
APPROVED BY THE YACHT HARBOUR  
ASSOCIATION MANAGEMENT COUNCIL**

## **ADDENDUM – UTILITY SERVICES – ELECTRICITY**

### **CHAPTER 1 – SECTION 11 – MARINA DESIGN**

**The 17<sup>th</sup> Edition of the Electrical Installations, IEE Wiring Regs come into force on 1<sup>st</sup> July 2008, and include the following:-**

#### **Reference 11.2.3.2**

The regulations now state that socket outlets shall be protected individually by an RCD.

Also an isolation switching device should be installed for a maximum of 4x sockets.

RCBO devices will be commonly used in bollards as opposed to separate RCD's and MCB's, an RCBO combines the functions of an RCD and MCB in one 2modular switch.

#### **Reference 11.2.4.2.**

The regulations now state that socket outlets shall be placed at a height of not less than 1metre above the highest water level, in case of floating pontoons or walkways only, this height may be reduced to 300mm above the highest water level provided that the appropriate additional measurements are taken to protect against the effects of splashing.

The regulations also state that in order to avoid any hazard due to long connections cords, a maximum of four socket outlets shall be grouped together on one bollard/enclosure.

**ADDENDUM – TOILETS AND SHOWERS – INLAND WATERWAY MARINAS**

**CHAPTER 1 – SECTION 14 - MARINA DESIGN**

Additional item:-

14.2.3            One unisex shower regardless of marina size

## **ADDENDUM – INSURANCE**

### **CHAPTER 2 – SECTION 9 – MARINA OPERATION**

- 9.1 It is recommended that Operators should include, in their berthing agreement, a paragraph requiring customers to notify the Marina Office of their insurance company, the policy number and renewal date. It is further recommended that the minimum Third Party insurance cover should be at least £5,000,000 for marinas and contractors, and £2,000,000 for leisure boat owners.
- 9.2 For visiting yachts the requirement for insurance as a condition of berthing should be drawn to their attention either by means of a notice or by presenting them with a document detailing the marina rules and the requirement for insurance.
- 9.3 It is important to differentiate between the various types of Liability and Indemnity insurance that are needed for various Professionals, Contractors and Sub-Contractors who may wish to visit and/or work on/at your premises at the request of a berth-holder, tenant, main contractor or the Marina owner and his staff.
- 9.4 All of them should be asked to show evidence of current Third Party Liability insurance to a level that you consider acceptable (see 9.1);
- 9.5 If in doubt about the nature or level of any risk and therefore the Limit of Indemnity, ask your Insurance Broker or Advisor
- 9.6 The category levels can be different for the same operation if the method used to complete the work is more or less hazardous, in these situations your Health and Safety and/or Risk Assessment Manager will need to make a finding about exposure levels; there is no other way to approach this because rigidly applied rules may well prevent access to sub-contractors who are to all intents and purposes acceptable and whose work standards are impeccable. Any finding made by the Health and safety and/or Risk Assessment Manager should be recorded in writing.
- 9.7 There is no specific way to assess the risks that each visiting tradesman or contractor will bring to your premises and/or berth-holders; it is important therefore that you ask each to provide a detailed description of the work they will undertake during each visit or contract
- 9.8 **Tables 10 & 11 are no longer the standard recommended format and are deleted.**