

Rhode Island Mooring Policy Change Fall 2020

There have been many changes in state Department of Environmental Protection (DEM) requirements as well as monitoring over the past few years.

The annual monitoring costs for contaminants such as lead, zinc, copper & assorted heavy metals have dramatically increased annual operating costs at every marina.

Full service customers help offset the annual testing costs required by Department of Environmental Management (DEM) with the 1.5% Environmental fee (yes, state taxes this also) associated with each service item that they require plus are billed for general clean-up & disposal.

Clients that ask to do their own work (DIY) skirt this contribution and yet they often do not use the proper containment, equipment or techniques required. This potentially results in generating contaminated run off to the bay during rain events. Often the yard, at our own expense, has to clean contaminants left behind by DIY clients (not always).

DIY clients do pay the environmental fee on their Storage Invoice, but again not on fiberglass repairs, bottom fairing & sanding, painting, prop prep/sanding & zinc changing (for example). All boat work can contribute to site pollution that can result in DEM fines.

For the reasons outlined above RIMS will be making two policy changes:

#1 An estimated fee of \$ 3.40 per foot of boat LOA (25 ft minimum) will be applied to your boat for individuals doing their own work services. This fee will be invoiced after January 1st & included on the balance of storage payment.

#2 Filling out a DIY Stored Vessel Work Approval Form will be required prior to doing any work on your boat. This is to assure that we know exactly what projects you are undertaking & that proper containment & equipment is utilized.

↓ Check all that apply

Stored Vessel Work Approval

- Any bottom work will require a heavy duty painter's tarp or construction tarp that will retain its integrity on the ground below it while being walked on and work being performed. Light duty plastic or painters tarps are unacceptable as they will blow in the wind and certainly get holes in them if they are on a rocky surface. All tarps must be secured or weighted down to prevent them from blowing up and scattering contaminants onto unprotected areas. We will have limited tarps for sale in the NYR store.**
- Pressure Washing** – There will be NO pressure washing of any type of any vessel in the marina except by a designated employee and in the designated area for pressure washing, NO EXCEPTIONS.
- Bottom sanding with a vacuum sander-** approved dustless vacuum sanders must be used, not a sander with a cloth bag on it but a sander that is designed to be hooked up to a vacuum to contain all of the material that is being removed.
- Bottom sanding without vacuum sanders, scraping, grinding or sandblasting-** The entire bottom of the boat will need to be encapsulated starting with ground protection as described above, along with sides extending down from all sides of the boat and attached to the ground tarp to contain all particles of paint removed from the hull. Once the job is complete the entire tarp should be rolled up and disposed of properly in the dumpster.
- Bottom painting-** All painting shall be done over a tarp to insure no paint will inadvertently end up on the asphalt, stone, soil, or grass surface of the marina. If prior to painting there is paint visible on the ground surface under or around your boat the marina should be notified. If after you have painted the vessel and there is paint noticeable it will be assumed that you or your painters have done so. Brush cleaning and or the use of solvents must be done so in an approved container and the solvents are to be removed from the marina and disposed of properly, we do not have facilities for proper disposal of those solvents.
- Fiberglass work Minor-** Small repairs of fiberglass and gel coat will be allowed as long as the same procedures for sanding and painting are followed.
- Fiberglass work Major-** Anything over 1 square or linear foot, or needing more than a quart of resin will be considered a major job and require approval on a case by case basis.
- Hull side, topside, deckhouse, etc. painting-** No spraying of paint whatsoever, airless, compressed, etc. Brush and roller painting are the same requirements as bottom painting, however, extra care should be taken that the area and other boats, cars etc. around your vessel are protected also.
- Mechanical- Prop, shaft, rudders, zincs, etc-** All work shall be done as to prevent any metal or filings, oils, lubricants, bilge water, etc from contaminating the soil, stone or asphalt below the workspace.

I have read and understand the agreement and I agree to the marina's terms and conditions regarding contamination protection while working on my vessel and further agree to be financially and legally responsible for any environmental damages and remediation deemed to be caused by myself, or my assigned individuals, by the marina.

Signed _____ Printed Name _____

Vessel Name _____ Date _____

FALL 2020