

Over the years we have always allowed customers to do a majority of the work on the outside of their boats such as painting, sanding, changing zincs, fiberglass work, etc.

We have also become heavily regulated by all of the state and federal agencies such as EPA, DEM, RECRA, and CRMC, and are subject to testing of storm water discharge and soils on a scheduled basis. These samples will show heavy metals, copper, zinc, etc. as well as solvents, fuels and oils if they are present, and who knows what else going forward.

Due to this there is a zero tolerance for any possibility of contamination from work done on vessels docked, stored, or hauled out in the Marina. This includes sanding, grinding, fiberglass work, painting, sandblasting, etc. At this point waxing, buffing and polishing are permitted as long as no chemicals (on-off, acetone, other solvents etc.) are used in the process.

Any customer wishing to do their own work will be required to sign an agreement which will have a description of the work they wish to do themselves, and the proper procedures and requirements necessary to contain any possible contaminants generated by such work. It may be as simple as a tarp and dustless sanders, or a complete enclosure around the boat, in extreme cases it will be work that cannot be performed by the vessel owner in the yard and have to be contracted out, or performed by Narraganset Yacht Repair. If you chose to have a sub-contractor do work, they must be registered and approved by the marina, prior to the start of any work.

We have already eliminated any commercial vessels from performing their own work in the yard due to the continual problems of owners and crew members not following marina policy and do not want to have to do the same with pleasure boat owners, but will be forced to do so if everyone does not comply.

The forms are available below this page and should be submitted and approved by a marina representative before work begins. Only the approved work may be performed, until a revised or new approval is granted. Thank you for your anticipated cooperation and consideration in this matter. Of course, if you have any questions please feel free to contact me directly at pointviewmarina@gmail.com or (201)376-8872. Thank you.

Frank Mazza

Owner, Pointview Marina



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 _____

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