

DELL QUAY SAILING CLUB

ENVIRONMENTAL POLICY AND STRATEGY

DRAFT : Dell Quay Sailing Club Environmental Policy

With an unrivalled location on the shores of Chichester Harbour, DQSC appreciates and understands the national and international importance of our local environment. Being a family focussed club, we recognise we need to do all we can to protect and preserve our unique home waters for the next generation of sailors.

To achieve this we will:

- Meet environmental legislation that relates to the running of our clubhouse and sailing activities, and where possible, identify opportunities to adopt best practise over and above minimum legislative requirements.
- Reduce our use of energy through efficiency and encourage energy saving behaviours by members.
- Minimise the use of water through improved efficiency and avoiding unnecessary waste, particularly when cleaning boats.
- Manage all waste produced by the Club through a hierarchy of reduce, re-use and recycle, before disposing of waste appropriately and responsibly.
- Ensure we continuously manage all pollution risks that result from club activities including; use of antifouling on yachts, refuelling of safety boats and storage of hazardous materials.
- Promote sustainability in our events and regattas by following the RYA guidance on running greener events.
- Ensure we include environmental criteria in refurbishment planning so that any future developments meet our Environmental Goals.
- Promote our environmental commitment to members and everyone who visits the Club and encourage pro-environment behaviours.
- Actively engage with Chichester Harbour Conservancy, our local community, and other Harbour sailing clubs, working together to protect our unique Harbour environment.
- Measure our progress and report on this policy annually.

Signed and Dated :



¶

28th September 2020 ¶



1) Introduction

DQSC is keen to reduce the impact it has on the environment. We recognise the need to protect our Harbour, whose habitats and biodiversity are important nationally and globally. We were one of the first sailing clubs to take steps to reduce our environmental impact, encouraging recycling and reducing the amount of energy we used. To champion these issues at the Club, we appointed an 'environmental tsar'. However, in a club run by volunteers, it is important we have the policies and procedures in place to ensure we keep improving.

To deliver the greatest impact, we need to be strategic in our approach to environmental management - ensuring we have assessed all club operations and any impacts they may have. By doing this we will manage risks, identify wasteful practises and encourage members to adopt 'greener' behaviours. As a family friendly club we care about our next generation and their future. We want them to be able to sail, mess about on the water and enjoy this wonderful Harbour - a home to incredible wildlife and a source of inspiration for all of us at DQSC.

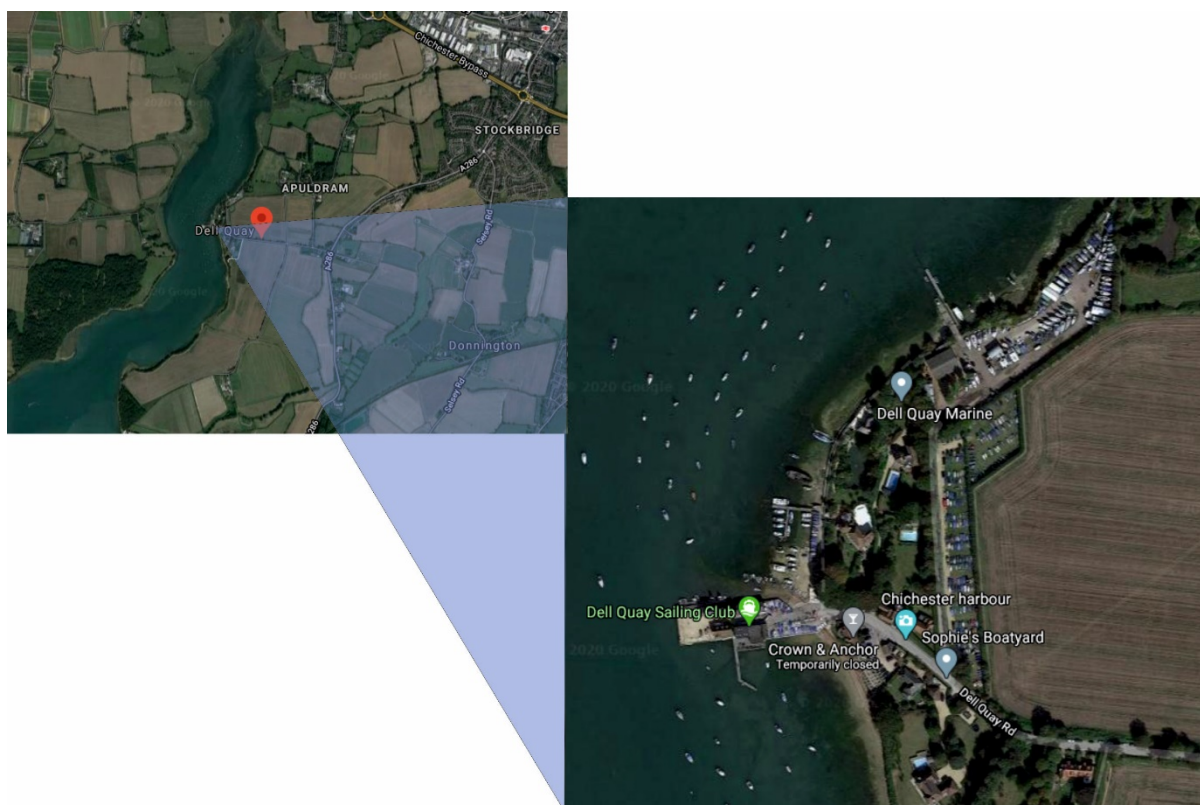
2) Overview of DQSC Site - History and Development.

In Roman times, Chichester Harbour was navigable all the way to Fishbourne and Roman galleys may have sailed right up to the Fishbourne Palace. Dell Quay became one of the more important landing places within Chichester Harbour. From the early 13th century, Dell Quay rose in importance. Cargoes of grain, timber and wool were among the goods exported, and imports included coal, wines, cloth and building materials. Within Chichester Harbour, Dell Quay was the only official 'Port of Landing' for foreign trade. In 1580 it was written that the wharf had been "longe sythens buylded by the Lord Fitzwilliam". The Quay was at that time the only official landing place for the Port of Chichester, which in the 14th century was rated the 7th in importance in all England. At that time there were no warehouses at Dell Quay and no inn. By the mid-1920s, the canal basin in Chichester had been cut off from the Harbour because the old swing bridges had been replaced by permanent structures. Almost no trade came through Dell Quay, and commercially Chichester Harbour was all but dead.

From the 1930s onwards, only the occasional barge arrived at Dell Quay and the Harbour became a pleasant backwater, its peace and quiet enjoyed by the increasing number of small-boat enthusiasts. A gale in August 1925 wreaked havoc with moored boats, owners struggling to re-float their craft realised that co-operation would ease the task and this led to the formation of the Dell Quay Boat Club. The name was changed to the Dell Quay Sailing Club in 1934. At a meeting called on the 23rd February 1940 it was reported that it was not possible to call an AGM due to "the present day circumstances". The Club then appeared to close down until the 26th January 1945. Before the war the Club was an old, weather board and tiled structure. Built as a cottage on the Quay in the 17th Century. There are no records that it was ever lived in, being of more use in the management of the Quay. During the war nearby fields were used by the RAF concerned with the

invasion of Europe in 1944. An Anti-Aircraft gun for the defence of the airfield was located on the Quay and the firing of the gun in close proximity to the old building resulted in damage to the structure such that it had to be demolished. The Club House was built by club members in 1947 but with no galley and was extended in 1970 to install a galley. It consists of a single storey building containing the main clubroom, galley, licensed bar, lounge and toilets. The galley was refurbished in March 2010 followed by the lounge in May 2011. The changing rooms and showers were moved from their original location on the ground floor (where the new lounge is) to a newly constructed area above the bar/lounge which resulted in a two storey structure accessed via external steps. The clubroom opens onto a terrace comprising part of the original stone and concrete structure of the quay, which has been expanded by the club with timber veranda extending over the sea. The terrace links to the timber jetty, the first part of which was constructed in 1963. The balcony and jetty were replaced by members with an extended balcony and pontoon in 2015. Diagram 1 shows the location of DQSC.

Diagram 1: Location of DQSC.



Redbrick Building, originally this was Sadlers grain store, when the Quay was still in active use by coastal vessels. Fred Sadler was our first President, and leased the Quay from (then) Chichester Corporation, hence our permission to use the building. After several Landlord moves, the Redbrick

Building became the responsibility of the Conservancy. This listed building was restored with assistance from National Heritage and has the original winding gear for moving grain. The building now provides a workshop on the ground floor and a race control position/training area and office on the first floor.

DQSC also has use of part of a field, off Dell Quay Road, for the storage on sailing dinghies.

Diagram 2 : Location of DQSC Buildings and Areas.

Although club buildings are for use only by members, it is important to note that the external Quay areas are accessible by the public. Controlling the use of these areas is not possible.

3) DQSC Structure and Organisation

DQSC is a thriving volunteer run club, with approximately 640 members. Renowned for its friendly atmosphere, it provides a full program of dinghy racing, dinghy cruising, cruising on yachts (going ports around the Solent and beyond), junior activities, training (RYA recognised) and socials with expanding participation in kayaking, paddle boarding and wind surfing. Additionally, DQSC has recently purchased a long boat.

General Committee, senior committee of DQSC and is responsible for the overall management of DQSC. Consists of Flag Officers (Commodore, Vice Commodore, Rear Commodores (RC) (Sailing, Cruising and House), Officers of the club (3) and lay members (3).

Sailing Committee (SC), chaired by RC Sailing and manages the dinghy racing, cruising and Open Meetings. There are two specific groups Women on the Water (WOW), Blokes on Boats (BOB) that are non-competitive groups encouraging those members who may not be as confident or just want to sail in company for pleasure. The SC also provides the RYA Recognised Training Centre with support. The Training centre provides limited sailing and power boat courses to members. Reporting via the SC is the Juniors section which runs coaching, events and races for the junior members of DQSC.

Cruising Committee, chaired by the RC Cruising this committee looks after and plans events for cruising boats around the Solent, to France or down to the Channel. Included in this committee are the Victoria Class model yachts who race from the DQSC. During the winter months this committee organises the storage of some of the cruisers on the quay using the space normally occupied by dinghies.

House Committee, chaired by the RC House this committee is responsible for the provision of a galley and bar. The committee also organises the social functions within ranging from Sunday lunches to murder mysteries (written and produced by club members).

4) Background to Environmental Policy and Strategy

The Royal Yachting Association (RYA) is increasingly concerned about the threats facing marine environments. Many Sailing Clubs now recognise that the future of sailing depends on a healthy environment. DQSC were one of the first to take steps to reduce the impact they have on the environment. Attending the launch event of Emsworth Sailing Club's (ESC) Environmental Policy, DQSC Conservation Officer suggested DQSC follow a similar process to take further action to protect the environment. The Club's General Committee decided to engage the person responsible for delivering the ESC environment programme, to develop a policy and strategy for DQSC.

All organisations have an impact on the environment be they a large multi-national company or a sailing club. Businesses use formal Environmental Management Systems (EMS) to ensure environmental improvements in their operations. The process followed by DQSC in principle mirrors that taken in developing an EMS. An environmental review was undertaken with the purpose of identifying current environmental practises relating to use of resources and the management of risks. The information was collated to draft an environmental policy and strategy.

5) Initial Environmental Review

A site visit took place on 15th July 2020 with the following club members: Anita Binning, Joanne Gilhooly, Chris Rigg-Milner and Mark Moranne.

The team used an adapted version of Eco-Mapping as a tool to collect data, information and identify environmental actions. The participatory approach of Eco-mapping supports learning and acts as a visual benchmark for future audits. The review covered all buildings and external areas, except the dinghy park. A summary of the information from the review is provided in Appendix 1. The completed Eco-maps are in Appendix 2. The review identified areas of good practise with measures already undertaken to reduce environmental impact such as LED lighting and self closing taps in WCs. There were examples of areas for improvement, with one or two highlighted for immediate attention.

Energy Consumption:

All lighting and heating are electric. Propane gas canisters are used for cooking in the galley area. The Club mostly operates in the summer, with the tidal nature of the site naturally limiting use. There are controls in place to prevent wastage of electricity such as timers/thermostats to wall heaters. In winter, heating thermostats are on frost settings when the Club is closed.

The Club has already invested in new insulation in the main house and double glazing, so wastage due to heat loss is considered minimal. Lighting has already been upgraded to LEDs and external lights are operated by motion detectors. There appeared to be an issue with unnecessary lighting in the changing blocks, however these areas are planned for refurbishment.

The Treasurer has oversight of the energy bills with implied reporting to the General Committee if he perceives a problem.

Water Consumption and Wastewater Discharge:

Water use at the Club is metered. Areas of heaviest water use are probably boat washing and showering. Taps in WCs are all self-closing (push down) as are showers. During the visit there was no evidence of leaking pipes or dripping taps. There are external taps located on the site but no control measures to reduce flow or who has access to these.

Regarding wastewater drainage, there was no plan identifying drains discharging directly into the sea on display in the clubhouse. The drain in Blackshed empties directly into the sea.

Although not seen during the site visit, the team reported risks to watercourses during winter/spring, when yachts on the Quayside are anti-fouled. Anti-fouling contains toxic substances harmful to marine life, therefore procedures should be in place to reduce any risks. The Club currently issues no guidance to yacht owners, or have any controls in place, to ensure this activity follows best practise guidance issued by the RYA.

The Treasurer has oversight of water bills with implied reporting to the General Committee, if he perceives a problem.

Prevention and Management of Waste:

Non-hazardous waste: The Club appears to have a domestic contract with Chichester District Council for waste, possibly due to the limited time they operate. It is segregating waste and has three separate waste streams: Dry Mixed Recycling (DMR), General Waste (GW) and Glass. The latter is taken by members and disposed of at facilities locally. The bins are 360ltr wheelie bin types so waste cannot escape into the environment.

DQSC have already phased out all single use plastics from the galley operations and are trying to reduce packaging.

There is a problem with 'open access' to the GW and DMR bins located at the end of the Quay, making control challenging. The team reported issues of cross-contamination of waste.

Hazardous Waste: The Club does not issue guidance for disposal of hazardous materials and the team believed this was left to individuals to decide how to dispose of them. On the day of the review there were several old tyres placed up against the brick building.

There is a separate contract for the disposal of feminine hygiene products.

Soil Pollution - storage hazardous materials:

All surfaces internal and external are impenetrable, either concrete or tarmac. Approximately 50lts of fuel is stored in a locked metal shed in the Blackshed with no secondary containment. There is a bucket of sand as a spill kit. The drain in Blackshed empties directly into the sea and is not marked as such.

In the Redbrick Building the cupboard where hazardous materials were stored was unlocked on the day of the visit with a few containers left outside (although the building itself was locked). Although the quantities of materials stored is low, the location of the Club and open drainage to the sea, means any escape into the environment must be avoided.

Air & Noise Pollution:

The only emissions to air are from a small flue in the galley from a cooking hood. The filters are changed regularly and this task is part of galley duties. There are no reported incidents of noise pollution.

6) Environmental Policy

Information from the Environmental Review has been used to draft the Environmental Policy. The policy will help everyone who visits DQSC understand what it is they are trying to achieve for the environment.

7) Environmental Strategy

This strategy describes activities that deliver the Club's policy goals. It provides the rationale for action, important when communicating changes to club members. Some members may not be receptive to new procedures. Providing legal context, or information on financial benefits, can help with accepting change. All actions require a timeframe and responsibility should be assigned to individual Committees/members.

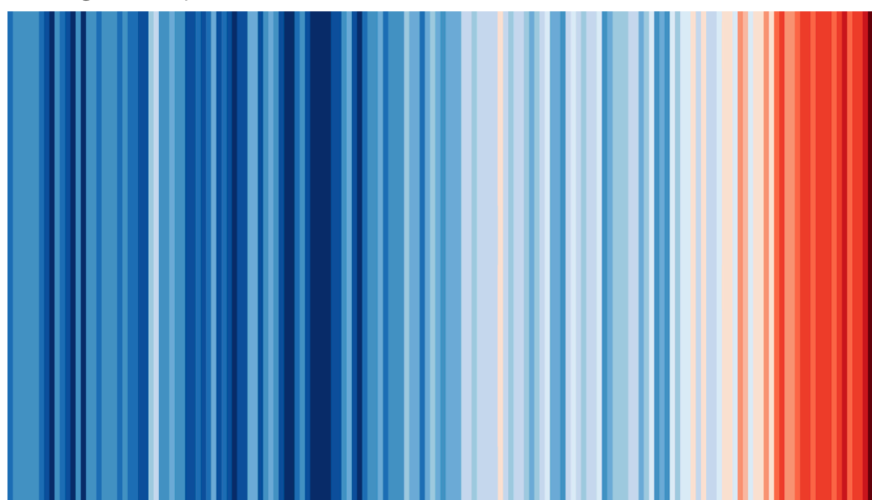
Using Energy Efficiently

Reducing the amount of energy the Club uses benefits it financially. More importantly, it contributes to efforts to tackle the climate crisis. Burning fossil fuels, releases the greenhouse gasses into the atmosphere that are causing the warming of our planet. [Diagram 3](#) shows the trend towards a warmer planet with the annual rise in global temperatures.

Diagram 3: Annual Global Temperature rise 1850-2017

(source: Climate Lab).

Annual global temperatures from 1850-2017



The colour scale represents the change in global temperatures covering 1.35°C [data]

The climate crisis is the greatest environmental challenge globally. Sea level rises and extreme weather events will affect coastlines, including Chichester Harbour. Whilst individuals may feel completely powerless to do anything, the combined action of individuals and communities can drive change at the highest level. Although DQSC is not part of the Government schemes such as the Energy Savings Opportunity Scheme, it will contribute to the UK Government target to bring all greenhouse gas emissions to net zero by 2050.

Activities:

- Ensure GC monitor energy bills and understand patterns of usage and spot any negative changes.
- Ensure bills are based on readings and not estimates.
- Establish a target for energy reduction, using energy bills to determine a benchmark.
- Build in maintenance checks to electrical heaters, ensure timers and thermostats are operating effectively.
- Switch to instant heat on demand system for water, rather than heat and store water.
- Review existing energy supplier and switch to a green provider (if not already being used).
- Remove unnecessary lighting in shower blocks (if deemed applicable). When replacing electrical appliances or equipment, ensure products are A++ rated (most A++ appliances use 50% less energy than ones rated A).
- Consider installing renewable energy technology e.g. photovoltaic panels during refurbishments.
- Investigate possible use of solar heating for shower blocks during refurbishments.
- Maximise use of natural light when planning refurbishments.

Using Water Efficiently

Whilst there is no legal requirement to conserve water, DQSC is located in one of the most water stressed areas of the UK. The Environment Agency has identified the level of risk of water shortages as 'most serious' within the Portsmouth coastal region. With hotter, drier summers the trend for more water shortages is set to increase. Additionally cleaning tap water is energy intensive, as is treating the water emptied into sewers and drains. This all adds to the Club's Carbon Footprint. Reducing the amount of water used, by cutting out unnecessary waste, is hugely beneficial to the environment and will reduce costs.

The discharge of water is subject to legislation, including the Water Resources Act 1999. This sets out offences relating to water and discharge consents. The Environment Agency has the power to bring criminal charges against people or companies responsible for crimes concerning water.

Activities:

- Ensure the GC have oversight of water bills and check readings are accurate.
- Using existing bills, establish a benchmark for water use.
- Apply automated shut off devices (trigger nozzles) to all hoses.
- Lock hoses or external taps when not in use by club members. If this is not possible, consider flow restrictors to limit amount of water when external taps are fully open.
- Install cistern displacement devices (if existing WCs pre date January 2001) or retro fit dual flush systems.
- Install tap aerators in galley area.
- Install urinals with flush controllers or waterless systems (if not already achieved).
- Create awareness amongst club members of the need to use water efficiently and reduce wasteful behaviours by:
 - Communicate true cost and level of water use at the club to members.
 - Communicate DQSC's location in area designated as 'most serious' to water stress (Environment Agency).
 - Communicate what you want to achieve - reduce water use by x% by year (based on your benchmark)
 - Communicate changes required, e.g not leaving taps on during boat washing.
- Switch to environmentally sensitive products in cleaning and maintenance of club property. Avoiding use of bleach and chlorine (toxic to marine organisms) and the use of phosphates (encourage algal blooms).
- Use pressure washer to clean pontoon and outside areas.
- Protect the surrounding environment from run off during Anti-fouling of yachts (see action in Preventing Pollution).
- Mark drain in Blackshed as draining direct to sea (paint it blue or create a fun graphic to inform members).
- During refurbishments consider installing aerators to shower heads (aerators can save up to 6 litres of water per minute). Investigate the use of rainwater collection system to use for toilet flushing, boat washing.

Managing Waste Sustainably

DQSC has a legal responsibility to manage waste without harming the environment or human health. Responsibility for waste does not end when something is placed in a bin or passed on to another organisation. All organisations have a 'duty of care' to store, transport and dispose of waste without harming the environment or human health. Waste falls into two main categories, controlled waste and hazardous waste. A definition and examples of both types of waste is provided in Appendix 3.

DQSC would appear to be on a domestic contract, rather than business contract with Chichester District Council. Therefore the Club may not have access to information regarding rates of recycling, meaning establishing a benchmark is difficult. There are opportunities to work with local

neighbouring businesses to develop a waste consortium. This could enable DQSC to develop a secure waste compound, provide additional facilities for managing HW and remove risks that arise from public access to the Club's bins. As the status of DQSC waste contract is unknown at the time of writing this report, the waste responsibilities assigned to businesses is described:

- Keep waste to a minimum by doing everything you reasonably can to prevent, reuse, recycle or recover waste (in that order).
- Keep waste in a secure place
 - use suitable containers that will stop waste escaping
 - label containers clearly with the type of waste they contain
 - use covers to stop waste blowing away
 - use waterproof covers if rain could cause contaminated run-off or prevent the waste from being reused.
- complete a waste transfer note for each load of waste that leaves premises:
 - For each load of non-hazardous waste you move off your premises, you need a waste transfer note or a document with the same information, such as an invoice.
- check if your waste carrier is registered to dispose of waste.

There are extra responsibilities when handling hazardous waste:

- Separate and store hazardous waste safely.
- Use authorised businesses to collect, recycle or dispose of hazardous waste - check that waste carriers are registered and waste sites have environmental permits.
- Fill in the parts of the consignment note that apply and keep one copy and give 2 copies to the carriers collecting your waste.
- Keep records (known as a register) for 3 years at the premises.

To keep waste to a minimum, it is suggested you adopt a waste hierarchy approach. Details of this are provided in Appendix 4.

Activities:

- Use a 'waste hierarchy' to manage waste at DQSC.
- Record the amount of waste produced and set targets for reduction.
- Develop a clear and simple guide to waste and what can be disposed of at the Club. Display in club buildings and on website.
- Train all volunteers in your waste procedures, ensure they understand what you require them to do.
- During busy periods, such as during racing or Junior weeks, ask organisers/volunteers to remind participants to separate their waste.
- Improve labelling of bins to explain clearly what goes in which bin. Have a 'NO' and 'YES' list for each bin. Consider using images as well as text.
- Regularly look at the contents of the DMR bin to see if there is cross-contamination. If you see rubbish in there that isn't recyclable, then add it to the 'NO' list.

- Develop clear procedures for disposal of hazardous waste and display where materials are to be stored and disposed of. Ensure agreement of those using these materials to abide by procedures.
- Consider having facilities on site for the disposal of HW and batteries rather rely on individuals. If quantities are so low that it is not financially viable to have facilities, then ensure members take responsibility for managing their own waste by taking it to their local council's recycling facility.
- Inform yacht owners they have responsibility for disposal of their own HW and on no account must the Club's GW bins be used.
- Ensure all waste electrical and electronic equipment is disposed of appropriately. Ensure members are aware this must not be placed in the Club's GW bins.
- Develop secure waste compound for external bins (end of Quay) to manage risk of contamination from current open access to public.
- Remove tyres present on end of Quay and dispose of appropriately. (URGENT)

Preventing Pollution

Pollution is the escape of contaminants into the environment, either air, water or land. In the worst cases it can decimate local wildlife and be harmful to human health, as seen in the most recent oil spill in the Maldives. Even when a small amount of pollutant escapes into the environment, harm can be done. Substances do not always break down, they can be absorbed by organisms and enter the food chain with devastating consequences. The legal limit for oil and fuel in water discharge is roughly one drop of oil in two litre of water (15mg/l). Any more and damage can be done to wildlife and habitats. Controlling pollution therefore requires measures to prevent the escape of harmful materials during storage, use and disposal. DQSC is responsible for managing all of its pollution risks.

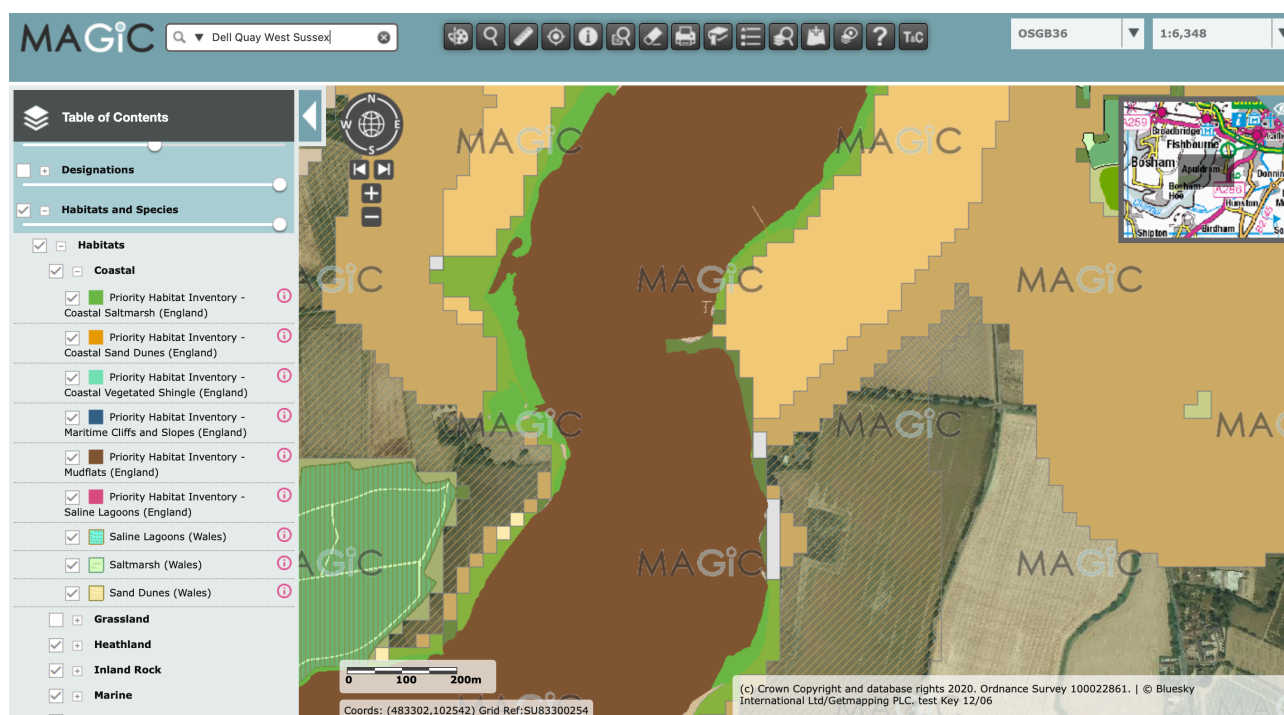
Activities:

- Develop secondary containment system or bund for oil storage.
- Ensure there is a clear plan for handling any spills and training is given to those who refuel craft.
- Improve outboard engine wash facilities and develop procedure for disposal of contaminated water (URGENT).
- Develop procedures for anti fouling using RYA best practise. Make this a condition of storage of yachts on Quay (URGENT).
- Keep incident log of spills (fuel, chemical).
- Given DQSC's sensitive environmental location, check all materials used for their impacts on aquatic life. Have a site drainage plan (with drains discharging to watercourses clearly marked) and displayed in clubhouse.
- Check procedures for handling spills and ensure those using harmful materials eg. fuel are trained.
- Mark drain in Blackshed as draining direct to sea by painting blue or creative artwork!

Protecting Biodiversity

Wetlands are one of the most threatened habitats in Europe. Chichester Harbour is of national and international importance to biodiversity. Its unique habitats provide shelter for bird species overwintering in the UK and food for migratory species. It has a resident population of seals, who use the peaceful shores as haul out sites. In [Diagram 4](#) the importance of habitats in the immediate vicinity of Dell Quay Sailing Club are shown.

Diagram 4 Habitats of importance near DQSC. (Source, UK gov.Defra)



Harbour designations include: Special Area of Conservation, Local Nature Reserves, Ramsar Site, Specula Protection Area, Site of Special Scientific Interest,. In addition its landscapes are also valued and protected through additional designations. Balancing the needs of wildlife and demands from human activity is challenging. Chichester Harbour Conservancy takes the lead on this through its Management Plan for the Harbour.

Activities:

- Using <https://magic.defra.gov.uk/MagicMap.aspx> identify key habitats and species within the vicinity of the DQSC and frequently used sailing areas. Identify any sensitive areas or wildlife species requiring measures to reduce disturbance from activities.
- Avoid setting race courses in areas vulnerable to disturbance.
- Ask members to inform the Club of sighting of wildlife, keep a record and post it on your website.

- Ensure rib drivers, yacht owners all know how to behave around wildlife, keeping their distance and avoiding disturbance.
- Promotes the RYA 'The Green Wildlife Guide for Boaters'. Consider handing these out to new members when they join DQSC.
- Improve understanding of local biodiversity displaying information on club notice board and on website.
- Organise talks from local wildlife experts and Chichester Harbour Conservancy.
- Prevent the spread of invasive species and follow RYA biosafety guidelines, especially if sailing your boat away from your home.
- Run local beach cleans with members.
- Work with other organisations including; Chichester Harbour Federation, The Final Straw, Sussex Wildlife Trust, Save Our South Coast Alliance and Harbour Sailing Clubs to proactively engage on environmental campaigns and events.
- Consider the part the Club's environmental focus can play in the DQSC bicentenary anniversary.

Engaging Club Members:

Communication with your members is vital. Although establishing environmental controls can be perceived as negative, remember this is being done for the benefit of your club community, especially the next generation of sailors. Our environment inspires us, our sport depends on clean healthy waters, actions to improve the environment can be exciting and bring people of all ages together.

Activities:

- Launch Club Policy and Strategy with membership and inform your local community.
- Display the Policy prominently in Clubhouse.
- Adopt the RYA Green Event Guidelines. <https://thegreenblue.org.uk/wp-content/uploads/2020/07/Sustainable-Boating-Event-Checklist.pdf>
- Look for opportunities to integrate environmental practises into training programmes, such as; Power Boat 2, Assistant Instructor, Dinghy Instructor, Safety boat.
- Seek ideas from Junior members on activities and events they would like included.
- Run an environmental activity on World Oceans Day (8th June 2021) or World Environment Day (5th June 2021).
- Consider having an annual award for a Club Environmental Champion. Celebrating success and achievement in taking environmental action is as important as winning a race series!

8) Conclusion and Next Steps

The Policy and Strategy will be enhanced by seeking input from DQSC members and committees. Consultation is likely to identify expertise within the Club and members will have their own ideas as to how the Club can move forward with reducing its environmental impact.

As the purpose of the Policy is to establish the vision, it is worth remembering not everything needs to be achieved immediately - it describes the Club's environmental aspirations. The Strategy provides context to the Policy, with some suggested activities. It should be given a timeframe and reviewed and renewed. Once the Club has consulted on these documents, it is suggested the Club prepares an action plan providing timescales, responsible lead and resources required. The action plan should be continuously reviewed and updated as DQSC makes progress.

Resources

Marine sector specific Resources:

The RYA Green Blue Programme has resources for clubs providing everything from activities to do with junior club members to guidance for boat maintenance and running Green Events.

<https://www.rya.org.uk/programmes/Pages/thegreenblue.aspx>

They have infographics that can be used by clubs and embedded into newsletters, websites etc.

<https://thegreenblue.org.uk/resources/club-centres-association-resources/awareness-raising-toolkit/infographics/>



World Sailing have materials and resources relevant to sustainability that can be used by clubs.

<https://www.sailing.org/about/Sustainability.php#.XzVI6i2ZPOQ>

Sailors for the Sea are an organisation that aims to join sailors globally in efforts to improve the health of our oceans. They have some good resources for sailors, clubs and kids.

<https://www.sailorsforthesea.org/about-us>

Rainwater Harvesting:

Reducing mains water use through rainwater harvesting

https://www.wrap.org.uk/sites/files/wrap/EN896_Final.pdf

Waste:

Make your own bin labels Good to Know campaign Wrap Resource Library

<https://partners.wrap.org.uk/assets/11428/>

Information regarding drainage:

<https://www.gov.uk/guidance/pollution-prevention-for-businesses#correct-use-of-drains>

Example of reminder that drain discharges direct to sea.



Interactive mapping on Conservation designations, Marine Protection, Wildlife and Habitat Protection:

<https://magic.defra.gov.uk/MagicMap.aspx>

Appendix 1: Summary of information from Eco-mapping

Location	Energy use	Water consumption and drainage	Waste management	Soil pollution/storage	Air pollution/ nuisance
Clubhouse	<ul style="list-style-type: none"> + LED Lighting + Stand alone electric heaters on timber and frost settings. + Double glazing + New loft insulation + External lights with motion sensors + Oversight of bills by treasurer 	<ul style="list-style-type: none"> + Press touch taps fitted to WCs + During visit no evidence of leaking taps/pipes. - 2 Taps to outside for boat washing no control over use. 	<ul style="list-style-type: none"> + Club already segregating waste into general and DMR according to waste contract service. + Club phased out use of single use plastics. - General and recycling bins located near barrier have open access so no control over use. - Cross contamination of bins in clubhouse reported by team. 	<ul style="list-style-type: none"> + Internal and external surfaces all concrete or tarmac. + No old fuel tanks. - 2 Taps to outside (see water consumption) - Wheelie bin used for outboard engine wash against outside wall. Not covered so risk of rainwater ingress. Location close to sea and access not secure. Disposal of contaminated water not compliant. 	<ul style="list-style-type: none"> + Flu from galley. Regularly maintained (filters changed) as part of galley duty. + No noise issues from club so good neighbour!
Changing rooms	<ul style="list-style-type: none"> + Lighting on motion sensors + Wall heaters (on timers?) - Too much lighting 	<ul style="list-style-type: none"> + Showers on press touch 			
Blackshed	<ul style="list-style-type: none"> + Lights on timer 	<ul style="list-style-type: none"> - one drain direct to sea. - no guttering on roof 		<ul style="list-style-type: none"> + Locked metal fuel store can hold up to 50 Ltrs. + Spill kit measure: bucket of sand - No secondary containment but it is planned. - One drain empties straight into sea. 	
Redbrick Building	<ul style="list-style-type: none"> - Lights not on timer 	<ul style="list-style-type: none"> - outside tap, no control over use 	<ul style="list-style-type: none"> - No guidance issued on disposal of waste paint tins etc. - Old tyres located at rear of building at risk of vandalism. 	<ul style="list-style-type: none"> + Hazardous products stored in locked cupboard. - Not locked during visit and products left outside. 	
Race Box and Office	<ul style="list-style-type: none"> + Coin meter for all electricity use. 	<ul style="list-style-type: none"> No water 			

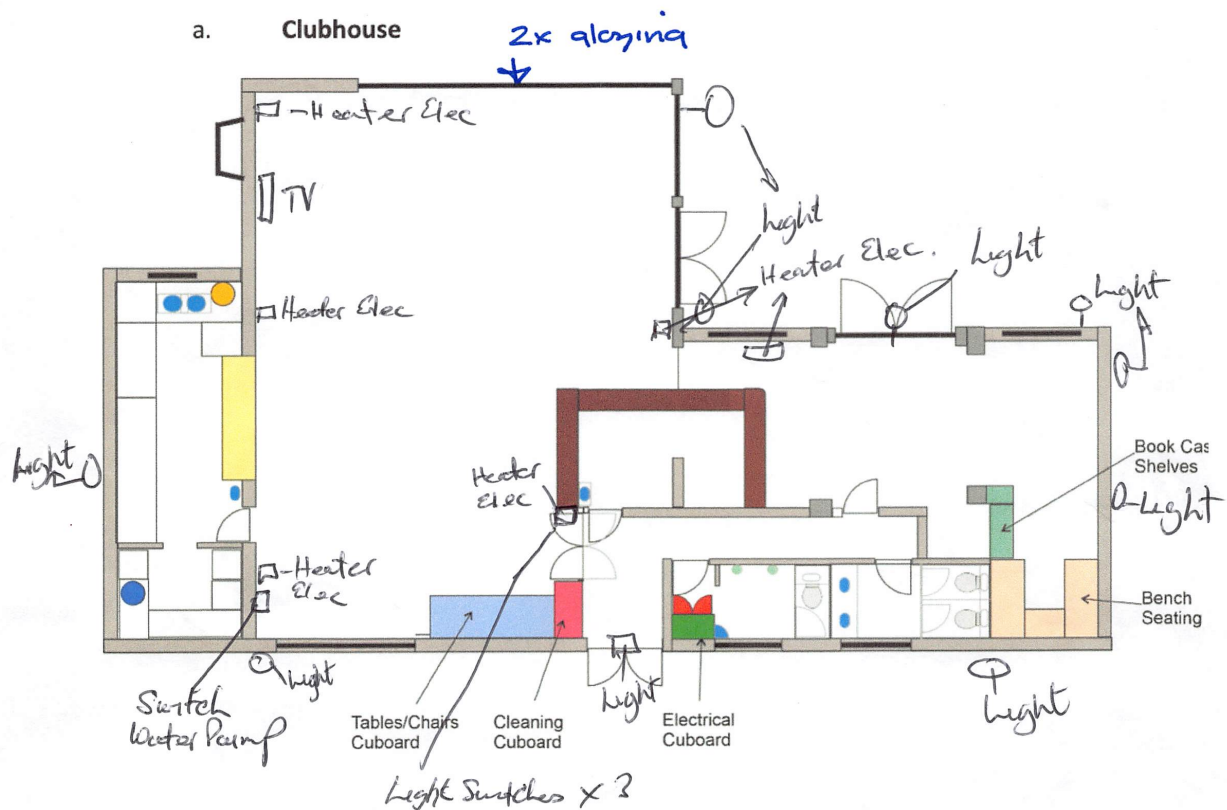
Location	Energy use	Water consumption and drainage	Waste management	Soil pollution/storage	Air pollution/ nuisance
General Issues	<p>Overall use of energy GOOD, controls in place to prevent wastage and heat loss prevented in main areas of use.</p> <p>Possibility of renewables on flat roof.</p> <p>General committee to formally monitor energy use and set benchmarks.</p> <p>Ensure all lights LED.</p> <p>Label switches</p> <p>Remove unnecessary lighting in shower block</p> <p>Use of more natural lighting/ solar tubes during refurbishment of changing rooms?</p>	<p>During winter/spring maintenance of yachts stored on quay could pollute water courses.</p> <p>Potential for rainwater harvesting inn refurbishments and use to flush WCs or wash boats down. DQSC in water stressed area.</p> <p>Mark drain in Blackshed as direct to sea.</p> <p>Develop protocols for yacht maintenance.</p> <p>Place hippos in WCs. Consider water efficient devices (spray shower heads) during refurbishment.</p> <p>Run information campaigns to members regarding water use during summer.</p> <p>General committee to review water bills and establish benchmark.</p> <p><i>How quickly would you pick up on a leaking pipe?</i></p>	<p>Run campaign to inform members of waste and need to segregate. Consider running waste audit during period of heavy use e.g. Junior week to engage with members.</p> <p>Develop protocols for disposal of hazardous waste and display in areas where these are stored. Review during yearly audit.</p> <p>Develop protocols for anti fouling for matches and use RYA best practise. Make this a condition of storage on quay.</p> <p>Keep record of WTNs</p> <p>Develop simple waste disposal guide for club and display in Clubhouse.</p> <p>Look into possibility of secure waste compound to manage risks from external bin provision.</p>	<p>Improve outboard engine wash facilities.</p> <p>Develop protocols for anti fouling for matches and use RYA best practise. Make this a condition of storage on quay.</p> <p>Keep incident log of spills (fuel, chemical etc). If none recorded this is also a result!</p> <p>Check chemicals being stored and due to club's sensitive environmental location, check impacts on aquatic life.</p> <p>Have site drainage plan with drains direct to water courses clearly marked and displayed in clubhouse.</p> <p>Mark drain in Blackshed as draining direct to sea.</p> <p><i>Do you have refuelling practises? Are members trained? Who overseas this? Bosun?</i></p>	<p>Dive consideration to possible emissions during refurbishments and plan for these with contractors.</p>

Appendix 2: Eco Maps

Energy Consumption

Chris Rigg - Miller 07710 543313
TREASURER@DELLQUAMSC.CO.UK.

- Where are areas of electricity/fuel wastage?
- Compliant electrical installations
- Where do heat losses occur?
- Check compressed air for leaks
- Turn off IT equipment & lights in offices & factory

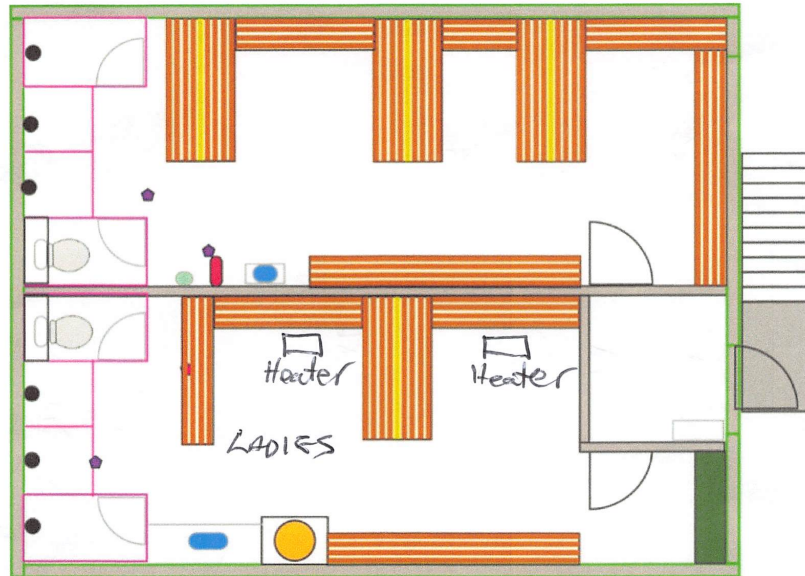


- Lighting = LED
- All heating is electric stand alone.
- Double glazing to all windows.
- New insulation to roof.
- Bills oversight by Treasurer (Chris), reports in to General committee.
- External light on Bulding front - Diner

Energy Consumption

- Where are areas of electricity/fuel wastage?
- Compliant electrical installations
- Where do heat losses occur?
- Check compressed air for leaks
- Turn of IT equipment & lights in offices & factory

b. Changing rooms

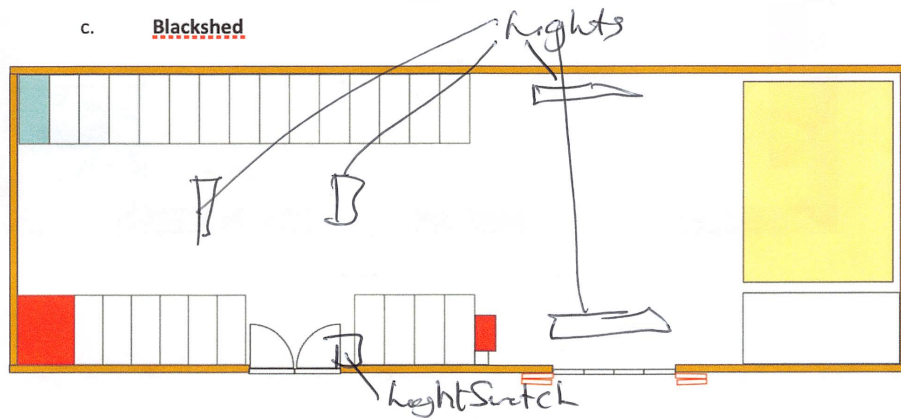


Lighting on Activity Sensor
Heating →
Lots of lights?
↓

Solar tubes? Inc natural light over fluorescent tube

Energy Consumption

- Where are areas of electricity/fuel wastage?
- Compliant electrical installations
- Where do heat losses occur?
- Check compressed air for leaks
- Turn of IT equipment & lights in offices & factory



light switch on timer

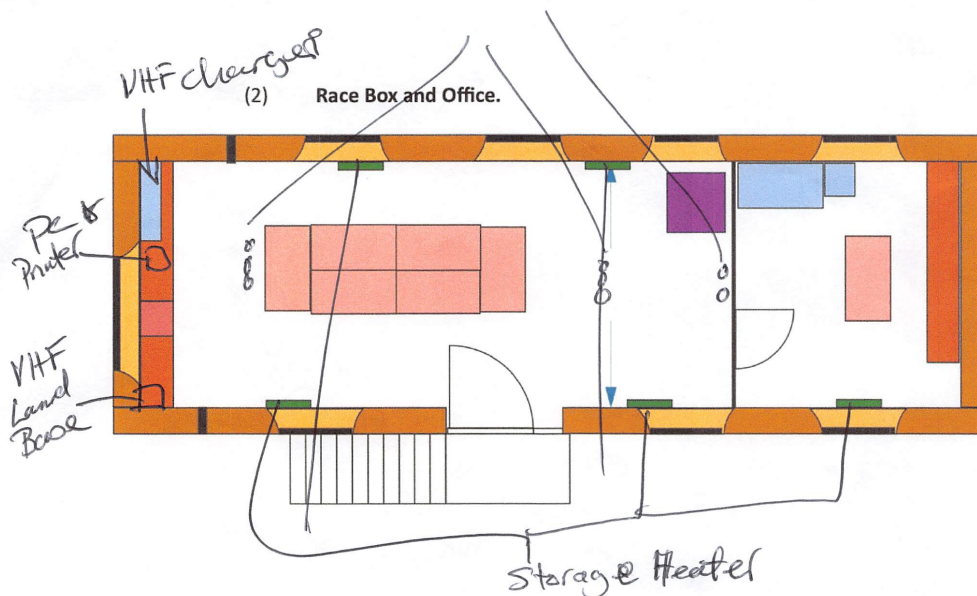
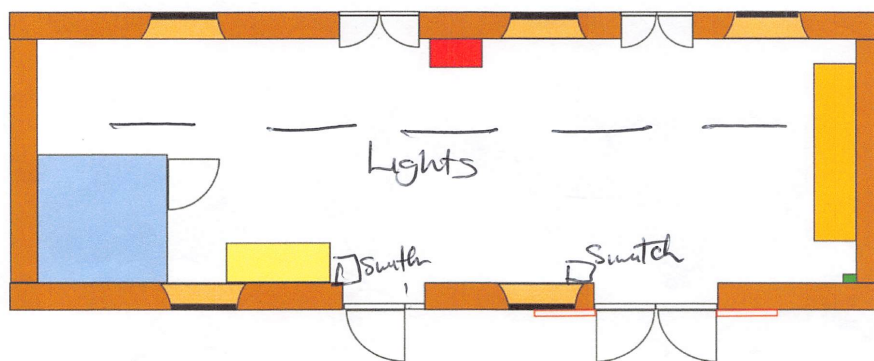
Energy Consumption

- Where are areas of electricity/fuel wastage?
- Compliant electrical installations
- Where do heat losses occur?
- Check compressed air for leaks
- Turn off IT equipment & lights in offices & factory

d. Redbrick Building

(1) Workshop

lights switches (NOT TIMER)



Power on Meter for lights & plugs & Heaters

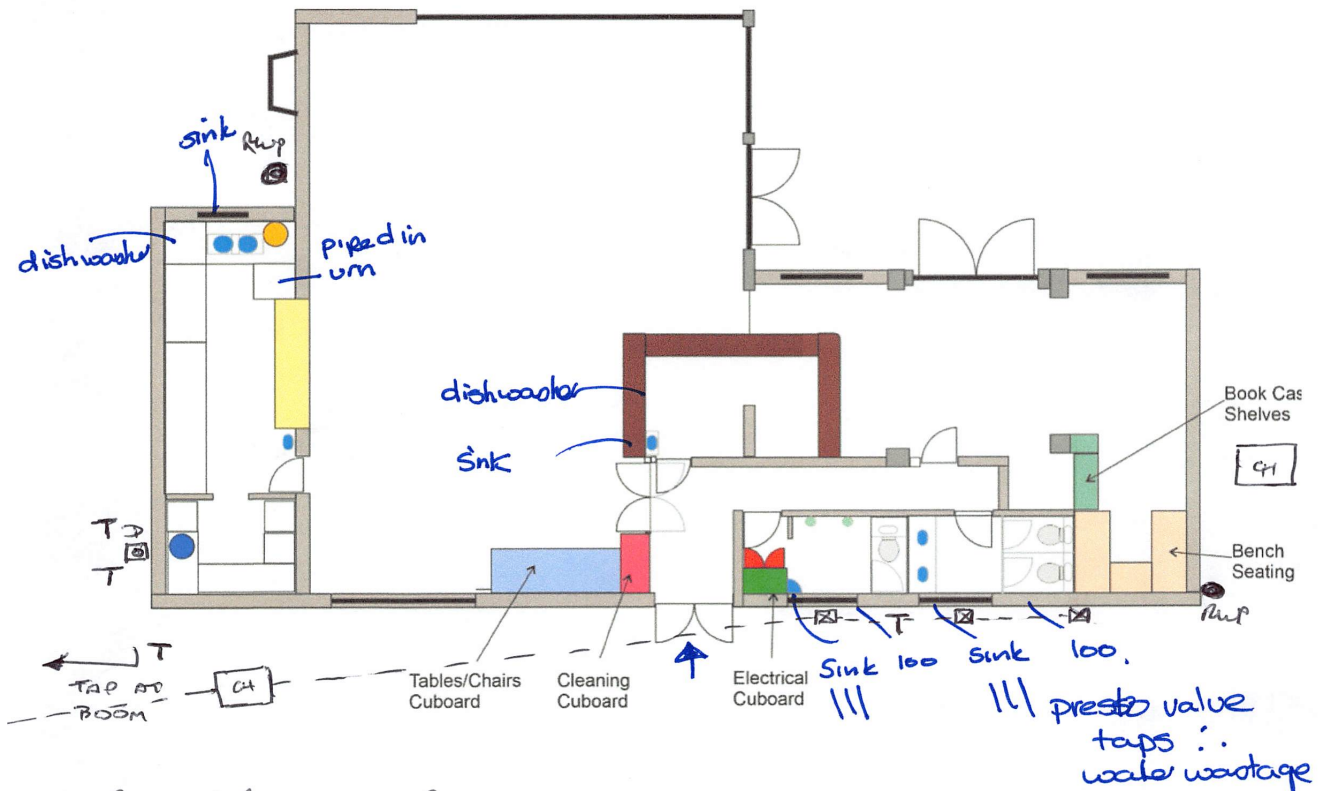
4

Water Consumption

Wastewater Discharge

- Where is there a high level of water consumption
- Where are hazardous substances poured into the sewer?
- Possibilities for product substitution
- Possible accidents
- Wastage & bad habits
- Potential for cost savings
- Identify major release of domestic, process cooling water

a. Clubhouse

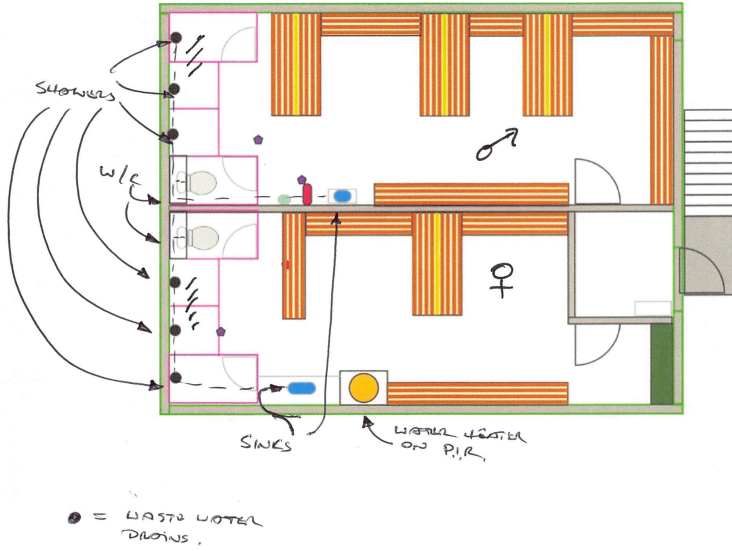


Water Consumption

Wastewater Discharge

- Where is there a high level of water consumption
- Where are hazardous substances poured into the sewer?
- Possibilities for product substitution
- Possible accidents
- Wastage & bad habits
- Potential for cost savings
- Identify major release of domestic, process cooling water

b. Changing rooms



- Greywater in loos.
- PV / solar water heaters.

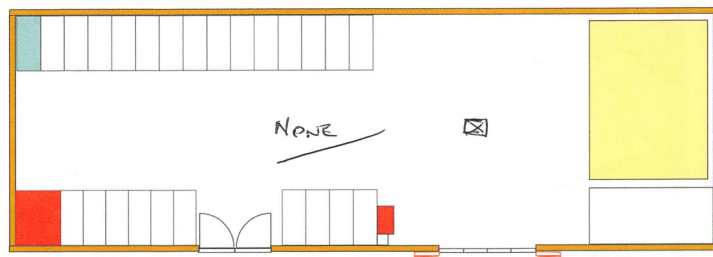
2

Water Consumption

Wastewater Discharge

- Where is there a high level of water consumption
- Where are hazardous substances poured into the sewer?
- Possibilities for product substitution
- Possible accidents
- Wastage & bad habits
- Potential for cost savings
- Identify major release of domestic, process cooling water

c. Blackshed



☒ = DRAIN TO SEA.

NOTE: NO GUTTER ON ROOF!
COULD HARVEST RW.

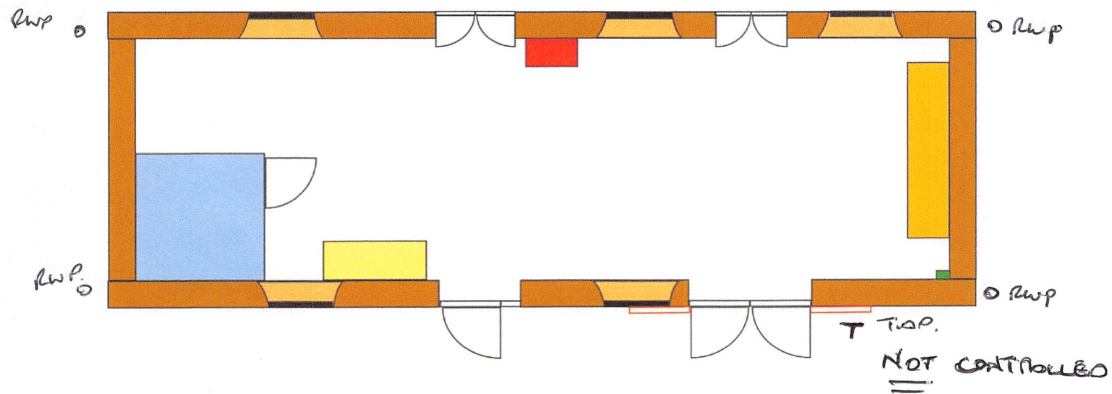
Water Consumption

Wastewater Discharge

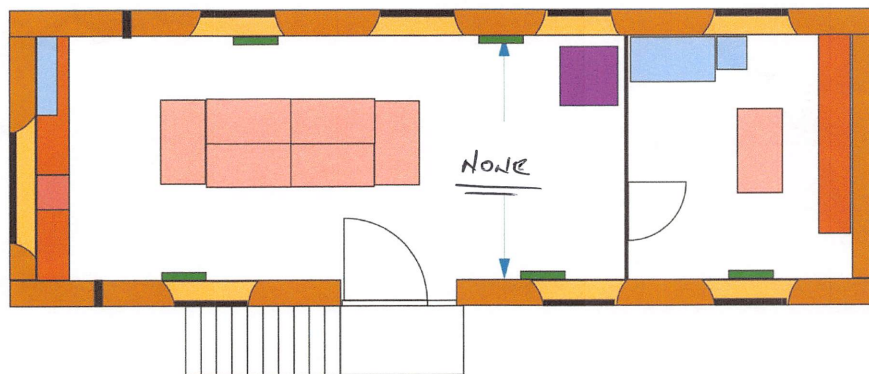
- Where is there a high level of water consumption
- Where are hazardous substances poured into the sewer?
- Possibilities for product substitution
- Possible accidents
- Wastage & bad habits
- Potential for cost savings
- Identify major release of domestic, process cooling water

d. **Redbrick Building**

(1) **Workshop**



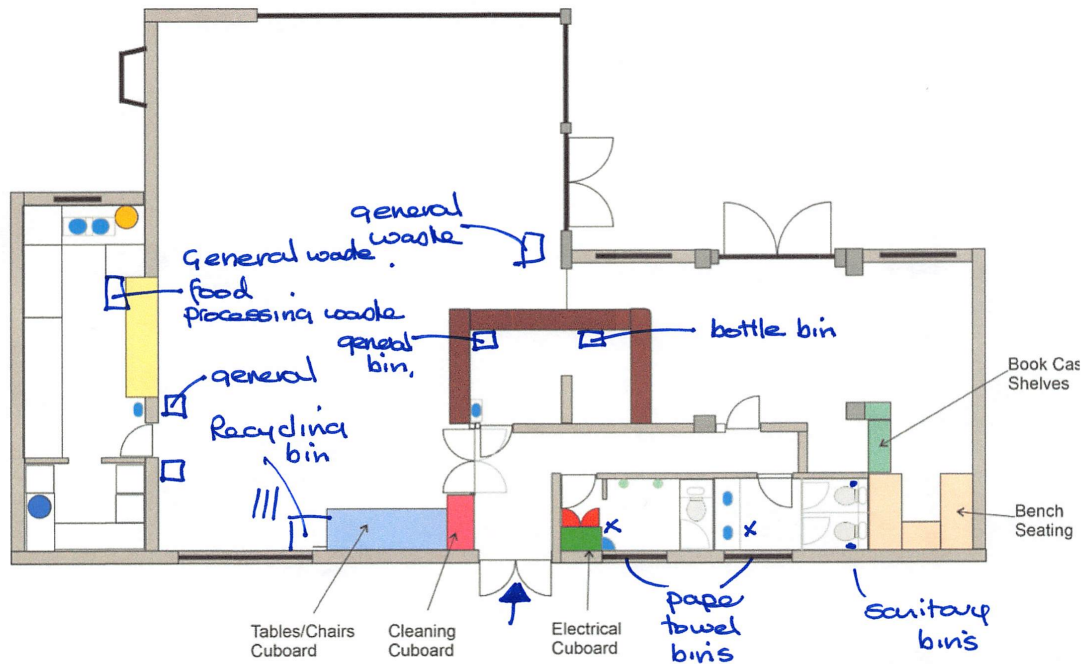
(2) **Race Box and Office.**



Management & Prevention of Waste

- What are the levels of recycling?
- What waste prevention measures have been taken?
- Are your suppliers obliged to take back materials & packaging?

a. Clubhouse



* Batteries → where used disposed appropriately.

Waste Streams.

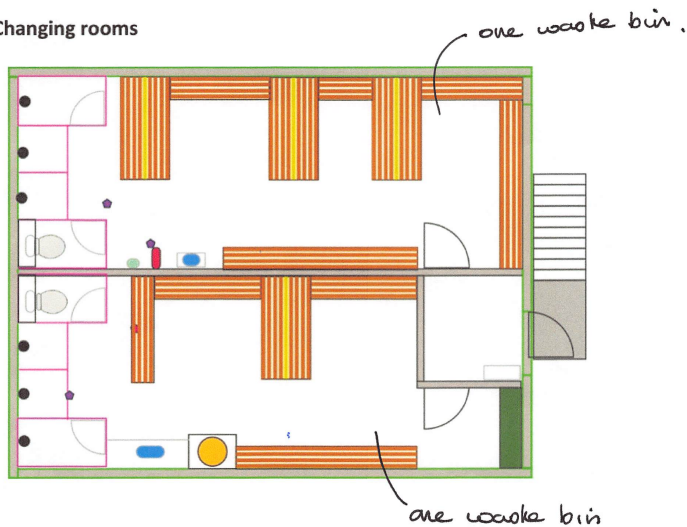
- General
- Recycling - DMR - bottles, cardboard plastic, cans etc. 360 ltr bin.
- Recycling + General - Chichester District
- Problems x contamination.
- General waste + recycling bins at end/near pub Open access to public
- Gully: avoid single use plastic, trying to reduce packaging, no small sachets, skews etc. No bottled water

notice needed for disposal instructions

Disposal of tins/bottles (Paints etc) - ? disposed of acc to regulation (check KUTB)

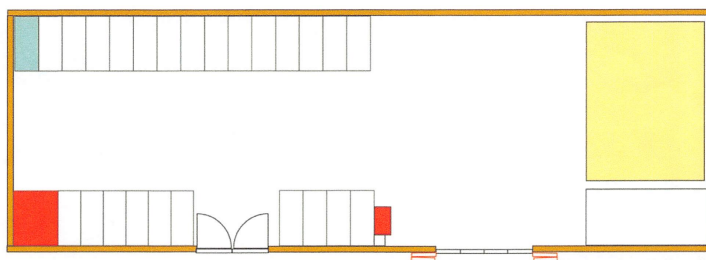
- What are the levels of recycling?
- What waste prevention measures have been taken?
- Are your suppliers obliged to take back materials & packaging?

b. Changing rooms



- What are the levels of recycling?
- What waste prevention measures have been taken?
- Are your suppliers obliged to take back materials & packaging?

c. Blackshed

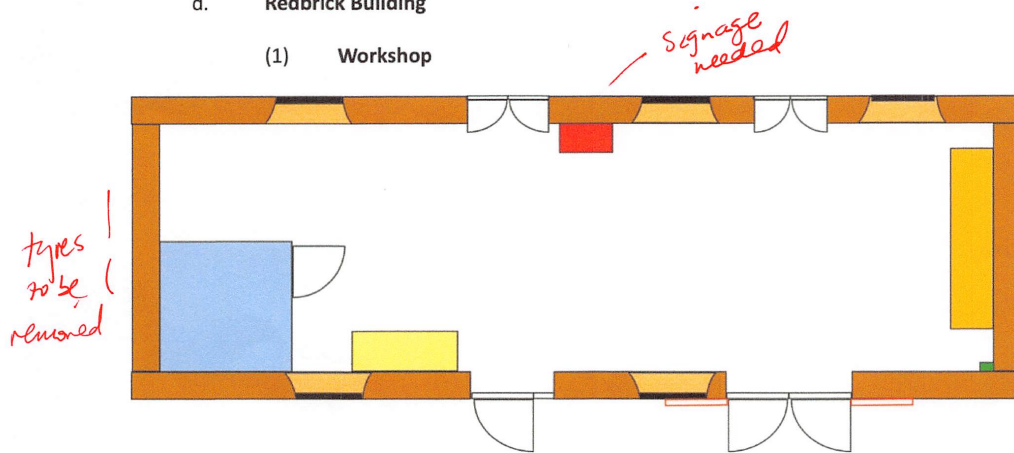


Management & Prevention of Waste

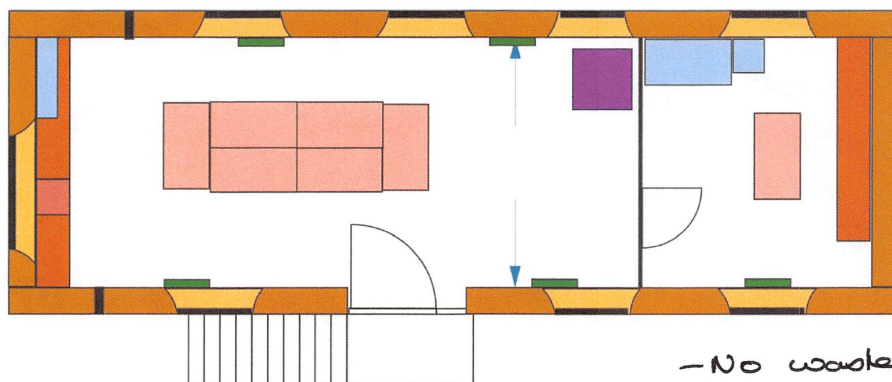
- What are the levels of recycling?
- What waste prevention measures have been taken?
- Are your suppliers obliged to take back materials & packaging?

d. Redbrick Building

(1) Workshop

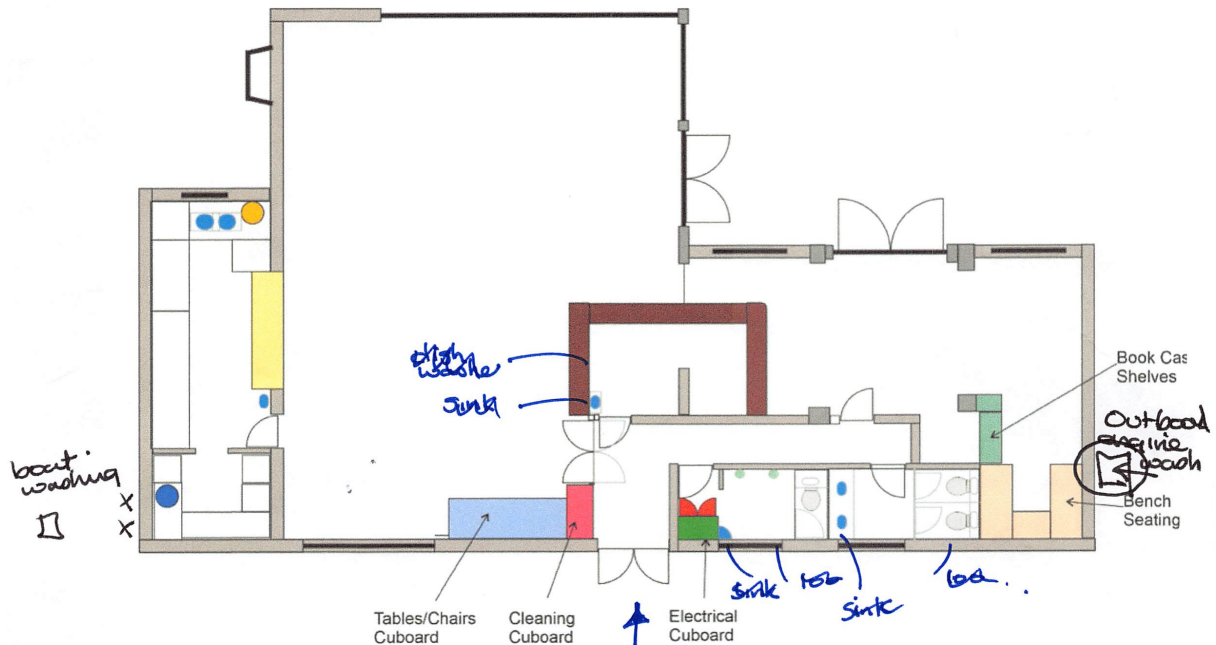


(2) Race Box and Office.



- Is there a threat to groundwater in the case of accident?
- Where are your old oil tanks?
- Where is there potential for soil pollution?
- Procedures in case of accidents Do storage areas have concrete floors, are they partitioned off? Are they bunded?

a. Clubhouse



Outboard engine wash
 → open wheelie bin could overflow
 + where does it is it emptied to

- All connected outside + tarmac.

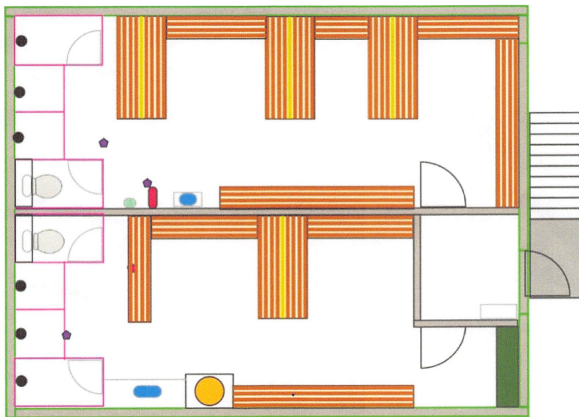
• Near security barrier top of slipway - boat washing.

On quay. - 26 boats stored during winter - all will be antifouled in spring. Club has no control over this - does not issue guidance.

Soil & Storage

- Is there a threat to groundwater in the case of accident?
- Where are your old oil tanks?
- Where is there potential for soil pollution?
- Procedures in case of accidents Do storage areas have concrete floors, are they partitioned off? Are they bunded?

b. Changing rooms

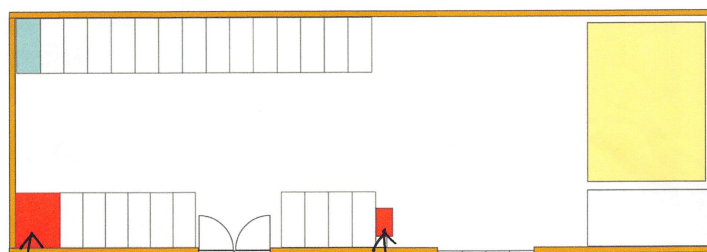


Soil & Storage

- Is there a threat to groundwater in the case of accident?
- Where are your old oil tanks?
- Where is there potential for soil pollution?
- Procedures in case of accidents Do storage areas have concrete floors, are they partitioned off? Are they bunded?

2

c. Blackshed



outboard storage.
No fuel stored.

leaked
fuel store
metal.
50 ltrs.
No bund at present.
bucket of sand was spill
kit at present.

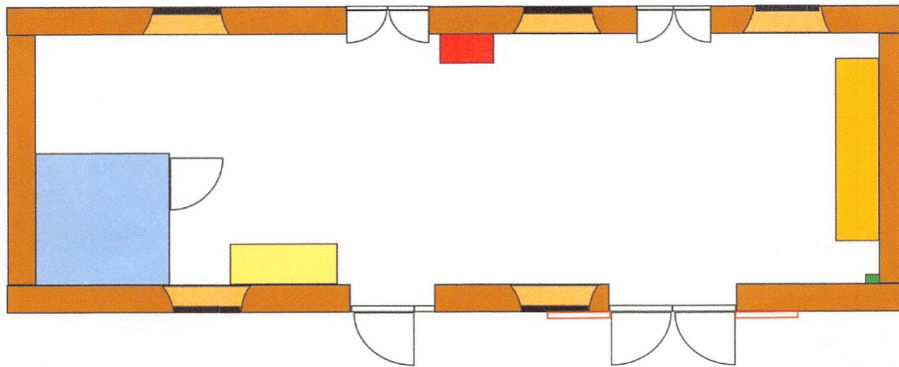
Soil & Storage

All concrete floor

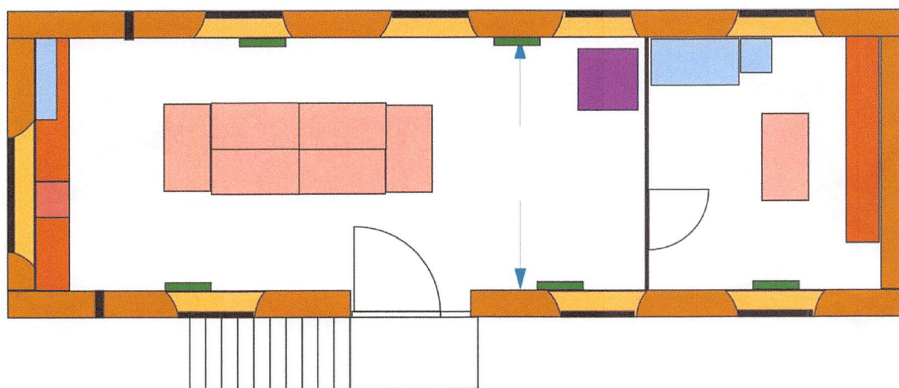
- Is there a threat to groundwater in the case of accident?
- Where are your old oil tanks?
- Where is there potential for soil pollution?
- Procedures in case of accidents Do storage areas have concrete floors, are they partitioned off? Are they bunded?

d. Redbrick Building

(1) Workshop



(2) Race Box and Office.

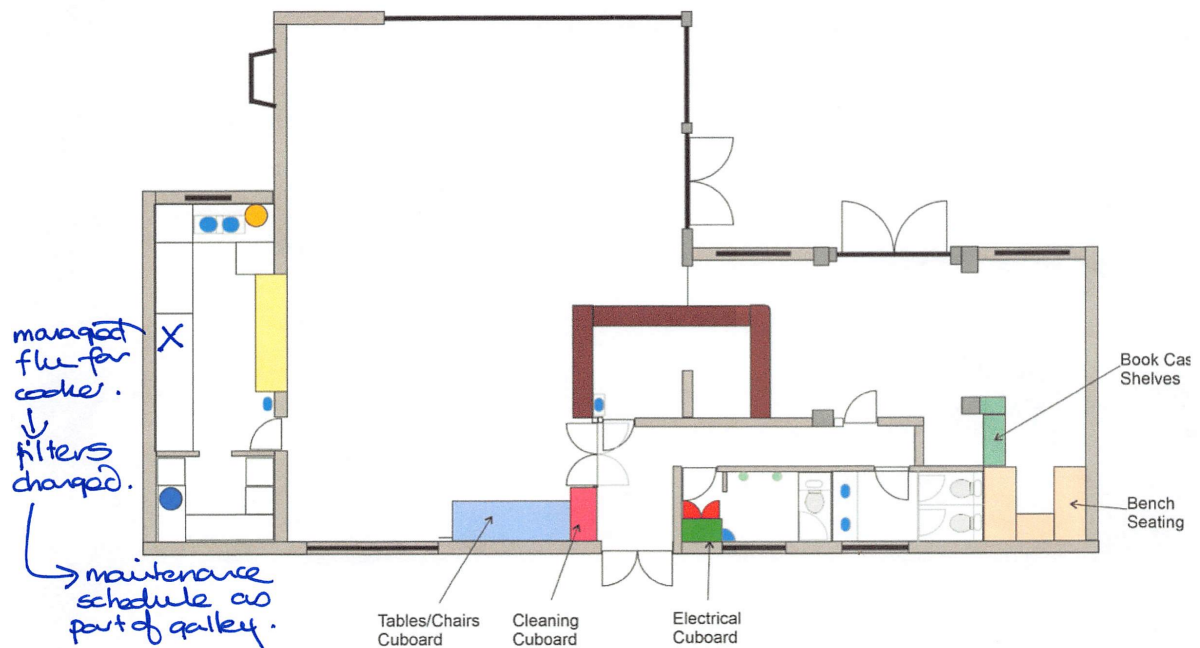


Air, Noise and Dust

WHAT TO LOOK FOR:

- Odours & air quality resulting from company operations
- Do you pay attention to sources of noise, complaints from local residents
- Are filters replaced regularly?
- When was maintenance work last carried out on your boiler?

a. Clubhouse



- No air con.

Appendix 3: Waste types and their management

There are two types of waste present at DQSC - controlled and hazardous. These cannot be stored or disposed of together. Controlled waste must be segregated into general waste and recycling.

If hazardous waste is placed in a bin for controlled waste eg. electrical cabling in recycling bin, then the bin becomes contaminated and its contents treated as hazardous waste. **This results in DQSC not being legally compliant.**

Controlled Waste	Controlled waste includes household, industrial and commercial waste. Anyone storing, handling, transporting or disposing of this waste must comply with certain legal requirements.	Cardboard/paper Food waste Plastic Glass Food tins Aluminium cans
Hazardous Waste	These are types of controlled waste that could cause damage to human health or the environment if they are improperly handled, treated or disposed of. They might be flammable, toxic, irritant, carcinogenic, infectious or corrosive. They must be handled and dealt with differently to other wastes.	Fridges and freezers IT equipment Toners/print cartridges Some paints and inks Oil Feminine hygiene Batteries Lamp bulbs, fluorescent tubes containing mercury.

Appendix 4: Sustainable management of waste using a waste hierarchy.



Source: Waste4change 2020

Reduce – Avoid the need to discard materials in general. DQSC can opt for suppliers who reduce packaging or have reusable options. Change the way DQSC works by avoiding printing and moving to electronic communications with members.

Re-use/repair – Just because an item is no longer needed it does not mean another person can't make use of it. Members can pass on used sailing equipment rather than dispose of it. You can decide to repair rather than immediately replacing it with a new one.

Recycle – All organisations have a legal requirement to pre-treat waste. By identifying all waste streams at DQSC the waste that can be recycled is separated.

Recover – Energy should be recovered from waste. At present the vast majority of general waste, approximately 90% goes to the Veolia Energy Recovery Facility at Portsmouth.

Disposal - Any disposal of waste shall comply with the Environmental Protection Act 1990 Duty of Care.