



Dart Harbour

Welcome Pack for Berth Holders

Guidelines for Berthing & General Information

Dart Harbour • 6 Oxford Street • Dartmouth • TQ6 9AL

 01803-832337 • info@dartharbour.org • www.dartharbour.org

Dart Harbour Swinging & Trot Moorings

Vessels on swinging & trot moorings must be secured in the following manner.

Swinging Moorings Anchor chain shackled on to the ring on top of the buoy with shackle pin moused - please do not use stainless steel wire mousing as this causes corrosion; also a rope preventer secured to the buoy with a round turn and bowline or half hitches and then to another secure point on the vessel.

Fore & Aft Trot Moorings As for swinging berths but in addition two ropes secured aft. When doubled-up breast lines and springs must be used to the other vessel and adequate fenders shipped. The weight of the craft must be taken by its own lines and not by the bridle.

Link Line On trot berths a link line between the mooring buoys must be provided, by the berth holder whenever the vessel is away from its berth. This includes winter periods. The link line should be of adequate size and strength and no longer than the total of the vessels and their mooring ropes so as to maintain the berth in its normal state.

Warps Additional warps must be left accessibly on board for use in emergencies. LINES should NOT be rove through buoy rings as this causes chafing.

Covers All covers are to be close fitting. Large spray hoods or similar open covers cause windage and place added strain on the mooring and must be stowed when the vessel is on the mooring.

Propellers All propellers on exposed outboards must be covered by a bucket or basket.

Doubling-up Doubling-up may be required on trot moorings. Fendering will be the responsibility of the Skippers of vessels. Arrangements must be co-ordinated between berth holders for a link line to be placed between buoys and should be of adequate size and strength and no longer than the total of the vessels & their mooring ropes so as to maintain the berth in its normal state when the berth is vacant. Marker floats must be spaced along the link line.

Dart Harbour Pontoon Berths

Vessels on pontoon berths must be secured in the following manner.

The vessel should be secured using adequate ropes as follows: Two warps each bow and stern and two springs, one from bow and one from stern quarter.

Warps Additional warps must be left accessibly on board for use in emergencies.

Covers All covers are to be close fitting. Large spray hoods or similar open covers cause windage and place added strain on the warps and must be stowed when the vessel is on the mooring.

Propellers All propellers on exposed outboards must be covered by a bucket or basket.

Doubling-up Doubling-up is not permitted. Fendering will be the responsibility of the Skippers of vessels. When away from your berth, please leave a sign stating "Name of Vessel and NO BERTHING".

Electricity Berth holders will be allocated a metered bollard outlet and this will be for the sole use of the berth holder – contact the Harbour Office upon taking up your berth to facilitate your connection and for a meter reading to be taken. The maximum socket load is 12 amps. Berth holders should secure the socket at all times with their own padlock. Your meter will be read on a quarterly basis and you will be invoiced quarterly unless the amount is under £10.00. A

small administration charge will be added to each invoice and electricity will be charged at the prevailing rate at the time the meter is read.

Tenders/Dinghies No tenders or dinghies are to be stacked on pontoons at any time for safety reasons.

Domestic Pets OWNERS are to ensure that pets do not cause nuisance or leave pontoons fouled.

Dart Harbour Dinghy Pontoon & Rack Berths

Dartmouth Low Water Landing & Dittisham Dinghy Pontoon Afloat Berths

The vessel must be secured between the allocated buoy and corresponding number on the pontoon. The suggested method consists of a running line the length of which must be ascertained at high tides and run between buoy and running chains on pontoon, which if necessary may be locked onto the chain. The running line should have two securing lines, the length of the dinghy, spliced into it. When the mooring is in use the dinghy should be pulled out to the buoy so as to prevent contact with the pontoon.

Stoke Gabriel Dinghy Pontoon Afloat Berths

The vessel must be secured between the allocated buoy and corresponding number on the pontoon. The bow can be secured with either rope or chain and may be padlocked to the securing eye on the pontoon. The stern should be secured with line and left sufficiently loose to allow for the rise and fall of the tide.

Racks & Onboard Berths

It is suggested that a padlock and chain is secured from a strong point on the dinghy to the adjacent rack and a rope binding to ensure safety in high winds.

Dartmouth & Kingswear Commercial Pontoon

The vessel should be secured from the bow to running chains or cleats on the pontoon.

Propellers

All propellers on exposed outboards must be covered by a bucket or basket.

Appendages

Boats with masts, cabins or fixed cuddies are not permitted on these berths.

Dart Harbour Running Moorings

It is the responsibility of the Licensee to provide, lay and maintain suitable mooring gear for the vessel. Advice should be sought from Dart Harbour as to what constitutes suitable gear as and when a berth is allocated to you and it is a condition of the Licence that you must inform Dart Harbour prior to laying the mooring and of its final constituents (or make-up). If any stakes, ladders or fixings are to be on any ground not leased to Dart Harbour, agreement must be sought from the land owner prior to laying. Piling associated with running moorings is not permitted.

Advice and clarification or the necessity of contacting land owners can be sought from the Authority.

Doubling-up Doubling-up is not permitted on running moorings.

Dart Harbour Two-Location Moorings

Dart Harbour mooring contract TERMS last for twelve months of the year but due to inclement weather conditions two-location moorings holders will be offered an alternative berth for the winter months if required. Therefore two-location contracts will be for seven months i.e., 1st April to the 31st of October on the allocated mooring and then an alternative berth will be offered for the period 1st of November to 31st of March providing two-location mooring holder contact Dart Harbour by the 1st of October annually to register their requirements.

Boat Holidays

If a berth holder does not wish to use their mooring for a year a “boat holiday” may be taken to retain the berth for the following year. “Boat holidays” are only available for the full period of 1st April to 31st March following and are charged at 50% of the berth size or in the case of dinghy pontoon or rack berths, 50% of the annual cost.

Temporary Contracts

Sometimes Dart Harbour permanent berth holders are unable to use their berth due to various reasons, i.e., sale of boat, boat away cruising etc. Dart Harbour maybe able to allocate these berths as a temporary mooring contract. These berths are usually for one year but the period may be less. These moorings are charged at the permanent berth holder rate as detailed in the current Dart Harbour Schedule of Charges. Temporary mooring contracts are only available to persons already on the Dart Harbour mooring waiting list. These berths are allocated in strict date order and temporary mooring application forms are available from the Harbour Office. Dart Harbour cannot guarantee that a berth will be allocated. Please note it is up to boat owners to apply for a temporary contract each year. Applications for the following year can only be accepted from the 1st January onwards for the following year.

Stays in Excess of Temporary Contract TERM

Boats not removed promptly by the end of the agreed contract time will be removed and charges for towing and/or ‘visitors rates’ fees plus administration costs will apply. Please note that after 14 days any unattended vessels will be charged at double rate for berthing.

Winter Moorings

All winter berths must be vacated by 31st March. In some cases the permanent berth holder may require earlier vacation of the mooring in which case an alternative will be offered.

Stays in Excess of Winter Mooring Contract TERM

Boats not removed promptly by the end of the agreed contract time will be removed and charges for towing and/or ‘visitors rates’ fees plus administration costs will apply. Please note that after 14 days any unattended vessels will be charged at double rate for berthing.

Recording & Invoicing for use of Electricity

Electricity meters on the Kingswear Pontoons and the Town Jetty will be read on a monthly basis and winter berth holders will be invoiced monthly. A service charge of £4.00 per month will be added to each invoice. Metered electricity will be charged at the prevailing rate at the time the meter is read.