

## Terms and Conditions of Hire of Dart Harbour Moorings

### 1. General Conditions for all Moorings

- 1.1 Dart Harbour and its Officers and Employees disclaim responsibility for any loss or damage to the vessel or its contents howsoever caused save only as Dart Harbour may be liable under the Unfair Contracts Terms Act 1977.
- 1.2 Dart Harbour moorings are not transferable. The berth shall not be used for any other vessels other than that designated, without the written permission of the Harbour Master.
- 1.3 Dart Harbour inspect all moorings annually and provide ground tackle, risers and buoys. All other lines, chains and bridles are to be provided and installed by the berth holder, inspected regularly and kept in good condition.
- 1.4 The displaying of Harbour Dues stickers is mandatory. Bona-fide tenders will be issued 'T' stickers.
- 1.5 **Contracts:** False declarations or incomplete information will invalidate the contract.
  - 1.5.1 On allocation of a mooring, a contract will be sent to you which must be signed and returned within fourteen days of the date on the contract.
  - 1.5.2 Details of Vessel - LOA to include pushpits, pulpits, bowsprits, bumpkins, davits, outboards and rudders etc. Do not rely on manufacturer's stated LOA as this may not include pulpits, pushpits, rudders etc.
  - 1.5.3 All invoices are to be settled in full within 30 days of the date of invoice. Failure to pay by the due date will result in the mooring being withdrawn, but your responsibility for the debt will continue until re-allocation of the berth has been agreed, when an additional one months charge for re-letting will be made to cover administration costs.
  - 1.5.4 Contracts run from the original date to the 31st of March following and ongoing annually from the 1st of April to the 31st of March.
  - 1.5.5 Termination of Contracts may be made by either party, in writing by the 31st of December annually for the following year commencing the 1st of April. If you wish to relinquish your mooring at any other time we will do our best to re-let your berth as soon as we can, however until such time as we are successful you will remain responsible for the mooring fees. Once we have re-let your berth we will then make a further charge equal to one month's mooring fee to cover our administration costs, i.e., if in June you relinquish your berth and as from the 1st of July we are able to re-let it, you would receive a refund from the 1st of August to the 31st of March - 8/12ths of the mooring fee paid.
- 1.6 **Insurance:** The vessel must be insured for the duration of the mooring contract. Insurance is to include at least 3rd party liability of £2,000,000 and recovery and removal of the vessel from the harbour in the event of the vessel sinking.
- 1.7 **Name:** The vessel must be named and the name clearly displayed on the hull of the vessel. Bone-fide tenders must be marked "T/T name of parent vessel".

- 1.8 **Local Agent:** It is mandatory to appoint an agent. This can be a friend or a professional, but they must have agreed to be your agent. A list of professional agents is available from the Dart Harbour Office. An agent is a locally based person who can act on your behalf at such times that you are unavailable to tend your boat. You should visually check your boat daily, board and inspect your boat at least twice weekly, more often if bad weather is forecast. If you are unable to carry out these inspections you must arrange for your agent to carry them out for you.
- 1.9 The Harbour Master reserves the right to substitute another berth for that allocated and to move the vessel to an alternative berth, should the necessity arise.
- 1.10 Vessels open to the public, vessels operated for commercial purposes and vessels over 15 metres in length may be subject to special conditions.
- 1.11 **Periods of Absence:** Owners of vessels leaving the port for periods in excess of 24 hours should inform the Dart Harbour Office and complete Coastguard Form CG66 obtainable from the Dart Harbour Office and Coastguard Offices.
- 1.12 **Prevention of Crime:** The attention of boat owners is drawn to the pamphlets produced by the Police, copies of which are obtainable from the Dart Harbour Office and Police Station.
- 1.13 **Losses:** All losses of equipment should be reported to the Police and the Dart Harbour Office
- 1.14 **Harbour Byelaws:** You are required to familiarise yourself with Dart Harbour Byelaws and to abide by them at all times. Copies available at Dart Harbour Office at the current price.

## 2. Swinging or Trot Berth

### 2.1 The vessel must be secured in the following manner

- 2.1.1 **Swinging Berths** 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.
- 2.1.2 **Trot Berths** 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.
- 2.1.3 **Bridle** On trot berths a bridle rope must be provided, by the berth holder, between the mooring buoys whenever the vessel is away from its berth including the winter periods and 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.
- 2.1.4 **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.
- 2.1.5 **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.
- 2.1.6 **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 bridles to be placed between buoys and 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 when the berth is vacant. Marker floats must be spaced along the bridle.

### 3. Pontoon Berths

#### 3.1 The vessel must be secured in the following manner:-

- 3.1.1 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.
- 3.1.2 **Warps:** Additional warps must be left accessibly on board for use in emergencies.
- 3.1.3 **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.
- 3.1.4 **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".

### 4. Running Moorings

#### 4.1 The vessel must be secured in the following manner:-

- 4.1.1 **Laying a Running Mooring** 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. Advice and clarification or the necessity of contacting land owners can be sought from the Authority.
- 4.1.2 Doubling-up is not permitted.

### 5. Dinghy Pontoon Berths

#### 5.1 **Pontoon Stickers:** Pontoon stickers are flashed yellow and must be displayed by the vessel allocated to the berth, together with their appropriate Harbour Dues sticker.

#### 5.2 The vessel must be secured in the following manner

- 5.2.1 **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.
- 5.2.2 **Dartmouth & Kingswear Commercial Pontoon:** The vessel should be secured from the bow to running chains or cleats on the pontoon.
- 5.2.3 **Dartmouth & Dittisham 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.
- 5.2.4 **Stoke Gabriel 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.
- 5.3.5 **Masts, Cabins and Cuddies:** Boats with masts, cabins or fixed cuddies are not permitted on these berths.