

VISITING DARTMOUTH, DEVON UK.

OVERVIEW

Dartmouth is technically a perfect port for vessels of all sizes who can moor at buoys fore-and-aft in the centre of this historic and unique South Devon town. More technical information follows, but this berth provides short transit time to excursions and a bespoke unscripted walk about opportunity for guests. Berthing is relatively easy with 30 mins to the berth from the pilot station, and 25 minutes from the berth to open sea. It should be noted that some larger ships may choose to go to the anchorage position just outside the mouth of the river, giving a 1.8 mile transit for tenders to the disembarkation point.

All vessels visiting Dart Harbour greater than 50m LOA are required to take a pilot. The pilot station is located 1.3 nautical miles South East of the harbour mouth. The licensed pilot will guide your vessel with maximum safety either to the anchorage in the range just outside the river mouth, or to the priority berth the mid river mooring buoys in the centre of town at the discretion of the company and the master. For vessels choosing to anchor just outside the harbour mouth no towage would be required, and the only dues payable would be the services of the pilot and boat and harbour dues.

OVERVIEW (Cont.)

For suitable vessels it is highly recommended for the best customer experience possible that the vessels enters harbour and moors in the centre of town. The pilot will guide the vessel from the pilot station a maximum of three nautical miles of pilotage waters to the berth which is normally between Dart Harbour buoys MS1 and MS3 (berth No 1 on Admiralty Chart 2253). The tidal situation on the day of the call is an important factor in considering the berthing arrangement. Optimum results are achieved when the vessel berths on Spring tides, with high water in the morning and evening (Dart Harbour experiences two tides per day). This will enable a high water/slack water arrival, and will permit the vessel to proceed through the entire town and turn round in the river in the vicinity of Britannia Royal Naval College (BRNC). The vessel will then proceed through the town and moor bows South at the berth previously described, to make departure easier. In benign conditions, this serial can be achieved without towage, but any wind conditions and/or a strong tide situation will dictate that at least one tug will be required. Dart Harbour has no resident tugs due to the uniqueness of the port, so the decision to book towage would have to be taken at a reasonable time in advance of the call. At lowest astronomical tide, the minimum expected depth on the pilotage and at the berth is 6.2 metres, which gives good safety even at low water. The channel is a minimum of 130 yards wide and is well within the manoeuvring capability of most vessels.

BERTHING ARRANGEMENT

Vessels will berth by attaching to DHNA Mooring Buoys fore-and-aft, using the Dart Harbour mooring gang. The conventional method of mooring cruise ships is to attach two fixed lines to the buoys using MMFC hawsers and not steel wire ropes. Fixed lines will be attached forward and after first, and then running lines rigged through the eye of the buoy and back to the ship. Once the ship is moored with both fixed and running lines, the ship may remain at this state for the duration of the call.

Slipping from the berth once the call is complete and all tenders recovered the pilot will work with the master to conduct safe pilotage out of harbour. Towage is not normally required, but Dart Harbour reserves the right to recommend it, if the environmental conditions dictate this. Normally the fixed lines are slipped first allowing the ship to take control of slipping the running lines when absolutely ready. The ship will walk sideways out of the berth using its own propulsion and start to make headway to the South to make the two main turns towards the harbour mouth and exit under normal pilotage conditions.

DURATION OF THE CALL

It is normal for the ship to use own tenders to transfer customers to the disembarkation point, at Dartmouth Town Jetty, some 130 yards water travel across the harbour from the ship's passenger disembarkation point. Tenders are authorised to move without restriction, although a six knot speed limit within the harbour should be observed. If the vessel anchors outside the harbour, the tender journey is 1.8 nautical miles to the passenger disembarkation point on Town Jetty. For this reason the mid river mid-town berthing position is much preferred by passengers, companies and the harbour authority alike.

COMPLIANCE

Dart Harbour is a Competent Harbour Authority, and as such runs a Safety Management System in accordance with the UK Department for Transport, Port Marine Safety Code. Dart Harbour has been compliant with this code, ensuring a robust safety management system and risk assessment of all harbour activity, including cruise calls, for the last six years. Dart Harbour runs a professional pilotage service using properly accredited and qualified pilots to conduct the vessel to the berth and to sea with maximum safety.

The pilot is a regular commercial operator in other ports in the South West as well as at Dart Harbour. Dart Harbour is a Department for Transport recognised secure cruise call port facility, and currently remains in date for qualification with the Department for Transport. As a result passengers may only alight from the ship at the recognised disembarkation point, which is the South end of Town Jetty opposite the main berth where the liner will be moored. Dart Harbour has a Port Facility Security Officer, who will touch base with ship staff on commencement of the call. The Harbour Master remains on hand at all times in conjunction with the agent to provide and assist with any services that the vessel and/or company might require.

FACILITIES

For cruise calls, Dart Harbour is able to provide safe berthing, safe embarkation and disembarkation of passengers, visits of personnel to the vessel and embarkation of small amounts of stores only. Facilities in Dartmouth are limited and therefore Dartmouth is not normally a port that will operate a garbage removal routine or provide fuel or fresh water, should vessels require it. This should be taken into account when planning an itinerary which includes Dart Harbour in its calls timetable.

TECHNICAL INFORMATION FOR CRUISE SHIPS



CONTACT INFORMATION

Captain Mark Cooper- Dartmouth Harbour Master & CEO has overall responsibility to deliver all services of Dart Harbour. He is also a member of the Board and heads up the Senior Management Team.

Tel (+44) 01803 832337

Email harbourmaster@dartharbour.org

VHF Channel: 11

Call Sign: "Dartnav"

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