



Dart Harbour

Dart Harbour & Navigation Authority

Mooring Guide



Version 1
2021

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Forward to the Mooring Guide

This document replaces the Mooring Policy 2016 -2020 which had extensive consultation with Dart Harbour Stakeholder Groups, berth holders and the public.

There are no significant changes to this mooring guide apart from presentation and layout which aim to improve clarity to provide a document which can be easily read and interpreted by those who need to refer to the Mooring Guide.

This guide should be perceived as a dynamic document which from time to time will be considered for review. Therefore, comments and suggestions will be welcomed by the CEO / Harbour Master at any time and due consideration will be given to all submissions and propositions submitted to Dart Harbour.

Both the Mooring Guide and Mooring Policy can be found at [Document Library - Dart Harbour](#) along with all other relevant documents.

Capt G Holland
CEO / Harbour Master

1 Introduction

Dart Harbour and Navigation Authority (DHNA) has published this Mooring Guide which can be found on the DHNA Web site.

The previous Mooring Policy (2016 -2020) was operated satisfactorily over the 5 years that it was in place; however, this now has been replaced by two documents: the Mooring Policy and the Mooring Guide, both of which may be updated at any time by DHNA.

Dart Harbour is primarily a leisure port stretching for 12 nautical miles between one mile south of the castles at Dartmouth, to the weir in Totnes. Long established as the statutory body for the licensing of moorings, DHNA has both a clear Mooring Guide and Mooring Policy that are open and transparent to those who interact with the harbour, for whatever reason.

2 Aim and Objective

The Aim of this Mooring Guide is to state procedures of DHNA, with regards to the implementation of the Mooring Policy for the management of all moorings within harbour limits.

The Objective of this Mooring Guide is to ensure that Dart Harbour's Mooring Policy and practices are fair, and to help ensure that the unique character of the Dart is maintained, not just for current users, but also for generations to come. This principle will continue as the primary objective of DHNA.

2.1 Current Situation

2.1.1 Rights of Navigation

The primary duty of DHNA is to provide a clear and navigable channel and DHNA has the authority to relocate vessels and / or moorings as necessary to achieve this.

2.1.2 The Seabed

Land covered by water is governed by the laws of property in broadly the same way as land covered by air. The requirement for Harbour Authority consent for a mooring licence is enshrined in the 1975 Act, under which DHNA has power to lay and use moorings (on fundus in which it has an appropriate interest) and to license others to do likewise. Therefore, a licence is required from DHNA to lay, maintain, or use a mooring anywhere in the harbour.

2.1.3 Duchy of Cornwall

All activity connected with the demise, through contact with it, forms an interest to the Duchy of Cornwall. The current lease agreement, which runs until 2031, requires DHNA to pay a percentage of all income derived directly from the use of the demise to the Duchy of Cornwall. The lease limits DHNA to issuing annual licences, has a provision for a percentage of the demise to revert to Duchy control and requires the demise to be managed in a business-like way.

2.1.4 Charging

DHNA is self-financing and receives no external funding. Mooring income represents the main source of income. DHNA is not a profit-making organisation but needs to generate an operating surplus to enable investment for the future.

Moorings are managed and charges set at a competitive level to provide a range of mooring options to suit as many river users as possible, value for money and sufficient income to re-invest in the maintenance of and future improvements to the harbour.

Berthing charges for visitors and annual berth holders are levied based on the length overall (LOA) of the vessel using an Authority berthing facility and on the minimum LOA charging associated with the specific berth, (as documented in the Dart Harbour Schedule of Charges).

DHNA has no control in the price setting of other mooring providers and marina operators on the river.

3 Management Principles for DHNA Moorings / Berths

The following principles apply to management of Authority moorings and berths.

Types, locations, numbers, and descriptions of Authority berths, are at Annex A to this document. Of the 1,605 berths (251 of which are visitor berths), few berths are exactly the same. In some cases, for clarity and brevity, mooring types have been grouped together around locations at Annex A and mean / median values used for dimensions or type given. Berths are in a multitude of different locations, with varying levels of accessibility, depth, and other conditions. The location of a berth will have an impact on the cost per metre for that berth, and on how it is managed. Local management measures for berths in certain areas have been annotated at Annex A where applicable.

Berths will be let to berth holders on an annual basis, or to visiting vessels for shorter periods.

Payment for all DHNA berths is to be made in advance for the term (or in the case of visitors for the length of stay).

In managing such a diverse portfolio of berths for a broad range of applicants in a sought-after market, DHNA will endeavour to let as many of their berths as possible, and in doing so provide a broad spectrum of moorings by location, type and affordability, to complement the physical nature, length and breadth of the harbour. DHNA moorings that cannot be let will be either mothballed or removed to offset other development and improvements within the developed areas of the River.

4 Waiting List

When DHNA has more applicants for berths than berths available, a Waiting List system will operate. There are currently 35 different waiting lists. The waiting lists are open to any applicant regardless of their home address. Due to the large geographical area and berth diversity in the harbour, applicants apply for berths by area, and the type of berth desired.

There is significant demand for DHNA berths, but it should be noted that approximately half of those on the Waiting List are already berth holders with DHNA and are applying for an alternative category and / or location of berth. Waiting list applicants for DHNA berths who are offered a berth and do not accept a berth when offered it for two years in succession, will be contacted to discuss their requirements. With active management of the waiting lists, it is hoped that customer's expectations can be met whilst keeping the waiting lists moving.

Customers on a waiting list will be able to look into their Harbour Account to review their current position on the waiting list. This service will also be available over the telephone. It should be noted that a berth will be offered to the next suitable vessel on the waiting list. This considers suitability to berth vessels alongside each other on trot berths, the length overall and keel types.

DHNA maintains walk-ashore berths available for dinghy owners who have no other vessel. Details of these locations can be found in Annex A and examples of Waiting List Application Forms can be found at Annex E.

5 Application for Moorings / Berths

The applicant will contact the Harbour Office and provide contact details, and details of any vessels. If the applicant does not own a vessel at the time of the application, a generic type of vessel and size should be provided. This information should be refined as the applicant progresses up the waiting list to ensure the offer made is still relevant. A deposit and an administration fee is payable for each waiting list location application. DHNA will process the application, and log the applicant on the waiting list for a geographical area, covered at Annex A. DHNA will remain available, on request, to update the applicant at any time on their waiting list status and provide an estimation of how long the applicant is likely to wait for the desired berth. It is the responsibility of the applicant to maintain up to date contact and vessel details which are critical for the offer of berths.

5.1 Allocation of Moorings / Berths

When a berth in any DHNA location is not renewed by a berth holder, the first vessel suitable to occupy that berth will be selected from the top of the waiting list. The prospective new berth holder will be offered the berth, and when this is accepted in writing, enter into a berthing licence agreement with DHNA for the berthing year (normally 1 April to 31 March) under the terms and conditions of a Authority berthing licence (Annex D). If the offer is made into the normal licence period a pro rata charge will be made for the current month plus the remaining full months. The berth holder must be appropriately insured and appoint a properly qualified agent for the duration of berth tenure. An agent is an individual who will attend the boat in the event of the owner being unavailable.

5.2 Planned Absences for Berth Holders

If a DHNA berth holder is planning to be away for a berthing year, they should inform the Harbour Office prior to the end of the calendar year and the berth can be retained for the following year for a fee payment equivalent to 50% of the maximum length of the berth. Any associated tender berths would also be surrendered for the same period. This will be referred to as a “Boat Holiday”.

Further consecutive annual absences beyond 1 year will be considered on a case-by-case basis at the discretion of the CEO / HM.

5.3 Berth Succession Planning

DHNA Leisure moorings and berths are let to individuals only. If a family member wants to continue to benefit from a mooring on the death or incapacity of the licence holder, they should join the appropriate waiting list to acquire a mooring in their own name. However, in the event of sudden death or serious illness of a longstanding mooring holder and where the immediate family wish to maintain the mooring licence, DHNA will transfer the licence to a close family member for a limited period to enable alternative arrangements to be made.

5.4 End of the Berthing Year

DHNA will routinely invite existing berth holders to renew their berthing licences for the new berthing year, to commence on 1 April annually. To optimise the harbour and following consultation with the berth holder, the exact same berth location may not necessarily be available to the berth holder. This includes boats or moorings that remain obviously unused throughout the year, in such cases consideration will be given to moving unused boats to free up prime moorings.

5.5 Relinquishment of Berths

Berth holders who do not wish to renew their berthing licence must inform DHNA by the end of the calendar year, to enable DHNA to let the berth to the next on the waiting list. Berths not surrendered

by December will be subject to a pro rata payment until the berth is re-let, in accordance with the Terms and Conditions for DHNA Mooring Licences (Annex D).

5.6 Termination of Licences

DHNA may terminate a berthing licence immediately for breach of licence conditions (Annex D). Similarly, it may remove an applicant from a waiting list or refuse to accept an application if there has been a history of non-compliance with Harbour Byelaws or a General Direction, breach of licence conditions, non-payment or unauthorised use of moorings.

5.7 Shared Boat Ownership

Leisure berths are let to individuals only. If more than one party owns a boat, this must be formally reported in writing from all parties to DHNA, with corroborating insurance documents stating the names of the owning parties along with recognised "Bill of Sale". **Where a breach of terms and conditions has occurred both parties will have their mooring contracts reviewed and terminated if found to be fraudulent.**

This arrangement must be evidenced for **5 years** before any alternative named berth holder will be considered.

Alternatively, customers who share boats who are likely to want to continue with the mooring on the death or incapacity of the licence holder or dissolution of the boat share agreement, should join the appropriate waiting list to acquire a mooring in their own name. Once they have reached the top of the waiting list there would be no barrier or problem to transferring the mooring licence at a later date.

5.8 Visiting Boats

Dart Harbour is a very popular destination for visiting vessels from both near and far, enjoying over 12,000 leisure boat visitor nights per year. To that end, to manage the harbour as efficiently as possible, maximise safety and boost the local economy, DHNA provides and manages a variety of visitor berths throughout the entire length of harbour limits. See Annex B.

DHNA berth holders not using their allocated DHNA mooring will be charged at the visitor's rate unless authorised by DHNA.

A visiting yacht will be considered to be a period of 4 weeks, at which point the vessel must leave the DHNA harbour mooring for a minimum of 2 weeks before returning. Yachts unable to leave at 4 weeks due to extenuating circumstances will be charged at double the rate unless otherwise agreed with DHNA. During the months of May, Jun, July, August and September double the rate will be charged after 2 weeks.

5.9 Commercial Mooring Activity

Mooring licences, whether DHNA mooring licences or Private Tackle Mooring Licences (see section 6 below), granted to commercial marine operators form an integral part of a marine business, which would be unable to operate without the moorings. Notwithstanding this, moorings cannot be sold, only the business can be sold. If a business is being sold DHNA should be notified in confidence as soon as possible. It should be noted that the vendor is responsible for advising prospective buyers of the mooring arrangements that are currently in place with DHNA.

When block licences are issued to a commercial operator, the operator will be responsible for allocating those licensed berths to its customers and reporting the customer and boat details to DHNA for the collection of Harbour Dues. This information will be subject to the Data Protection Act, however Commercial operators should make their customers aware that their contact details and boat details will be made available to DHNA.

5.10 DHNA Commercial Berths

DHNA is keen to facilitate and encourage commercial activity in the harbour. A proportion of Authority berths are let to marine businesses operating both within and outside the harbour. In considering whether to let commercial berths to businesses, qualifying information will be required which will include (but will not be limited to), the following:

- a. Evidence that the berth will be let to an established marine business operating on The River Dart. For new businesses, an outline of what service the business is proposing to offer.
- b. Commercial Business Insurance.
- c. Evidence that the marine business activity is a source of livelihood for the applicant.
- d. A description on how the berth is to be used.

The DHNA shall have the right to terminate a berthing contract in the event of a change of control of berths or moorings if it appears to DHNA that one of the motivating purposes of the transaction is the undeclared transfer of a mooring entitlement. DHNA must be notified of any changes of control.

If a business has a need for a commercial berth a waiting list application should be made in the normal way.

Where the whole or part of a business is sold the following should be noted:

- i. If the whole business is sold, including the business name and goodwill, then DHNA will re-issue a new licence for the mooring facilities to the new owners so long as there is no change of usage of the mooring facilities. The new owners must also have the ability to fulfil the criteria shown at “a to d” above.
- ii. Where a recognisable or significant quantity of business assets is to be sold this shall be reported “in confidence” by the present holder of a Moorings’ Licence to DHNA. If the business being sold relies on a number of mooring licences to operate that business and there is no change to the mooring usage, the mooring licences will be surrendered and re-issued to the new business owners.

6 Private Tackle Moorings

This section applies to moorings where the mooring gear / tackle is owned by a party other than DHNA.

The right to lay and use a mooring within the harbour depends upon two essential premises:

The permission of the owner of and/or an appropriate interest in – the fundus / foreshore where the mooring is to be placed.

The written consent – in the form of an annual licence – of the Dart Harbour & Navigation Authority.

A licence to lay a mooring is a bare licence and is not an assignable property right. As DHNA does not own the mooring tackle, these moorings should be referred to as ‘Private Tackle Moorings’. These Private Tackle Mooring Licences require annual renewal.

The licence holder will enter into a mooring / berthing licence agreement with DHNA for the berthing year (normally 1 April to 31 March) under the terms and conditions of a DHNA berthing licence (Annex D) applicable to the type of private tackle licence(s) issued.

Private tackle moorings, if located on Duchy fundus / foreshore, are subject to a fundus rental charge for use of that area of the demise. Private tackle moorings which are not on Duchy fundus are subject to a licence renewal charge only.

Fundus rental charges and Private tackle licence fees are to be paid in advance at the start of the berthing year.

The berths and moorings may only be used by vessels registered with DHNA for a specific mooring or berth. All vessels remain liable for Harbour Dues, wherever they are berthed / moored within harbour limits.

In accordance with the DHNA Act, licence(s) for a mooring(s) on private fundus / foreshore will not be unreasonably refused provided that the applicant complies with the licence terms and conditions (Annex D) and the proposal does not conflict with the primary navigational safety and other obligations as set out in the Act.

Private tackle mooring licences are not transferable, wherever they are situated.

Licences for running moorings attached to private property on private foreshore to which there is no public right of access will be issued to the property owner unless the property owner wishes the licence to be issued to a third party for a specified and appropriate boat.

Where a licensee has been granted a Private Tackle Mooring Licence (PTML) on Duchy fundus or foreshore for many years, on the death of the licensee, the PTML will be granted to the surviving spouse or civil partner. Subsequently, if a member of the family is likely to wish to continue the use of the mooring in the future, they should consider joining the appropriate waiting list to acquire an Authority berth in their own name. Then in the event of the death of the licensee, the mooring will be transferred from a PTML to a DHNA mooring licence and can be allocated to the family member, in the original or similar position, if circumstances allow. The privately owned tackle will be removed and returned (if the owner paid for it).

6.1 Commercial Private Tackle Moorings

In the event that a business that uses a Private Tackle Mooring, regardless of whether it is on Duchy or private seabed, is to be sold or transferred to a new owner who wishes to continue the mooring use, the existing licensee should inform DHNA of the proposed transfer and confirm that it is relinquishing the mooring and provide contact details for the new owner of the business. Provided that DHNA's conditions for re-issue are met (see "a to d" in section 5.12 above), a new private tackle mooring licence will be issued to the new owner of the business. The new business will have the option for a Commercial Private Tackle Mooring Licence on Duchy Fundus to be changed to a DHNA commercial mooring licence, if so requested.

6.2 Marinas

In the case of marinas, pontoons are themselves secured to the riverbed or shore by one or more "moorings" but a berth on a pontoon is probably best described as a pontoon berth. Each pontoon berth will be licenced for one vessel only, unless exceptionally agreed. The berths are to be marked with appropriate identification of the berth which must be unique to the licence holder. The sale of a marina falls under the guidance in 6.1.

6.3 Change of control of a business or partnership.

If a change of control of a business using moorings or mooring licences is being considered, then DHNA should be informed in confidence prior to the transaction.

If it appears to DHNA that one of the motivating purposes of a commercial transaction is the transfer of a mooring entitlement, rather than a legitimate business transfer, DHNA shall have the right to terminate a mooring licence.

6.4 Applications for new Private Tackle Moorings on private fundus / foreshore.

DHNA will consider written applications on a case-by-case basis. In considering such applications, the following will be considered:

6.4.1 Type of application:

The number, location and type of moorings in the application.

Swinging moorings or similar will be dealt with under the requirements of the DHNA Act.

Pontoons connected to the shore will require planning permission from South Hams District Council. Other pontoons may require planning permission to ensure all statutory bodies are consulted. All works below MHW should be subject to an MMO licence. Applicants are strongly advised to enter into a dialogue with DHNA at the initial planning phase of any project so that outline agreement can be reached, and all planning and licensing requirements can be considered prior to the application for local authority planning consent and MMO licence.

6.4.2 Non-Commercial Pontoons:

Applications for non-commercial private pontoons will not be supported.

7 Beach Berthing

Beach berthing will only be allowed upon application to the CEO / HM, and on applying the following must be provided:

- Boat name
- Size
- Duration to be winter-moored (dates)
- Method of ensuring that the boat is safely moored for the winter
- Location plan of intended areas to be used
- Confirmation that no paint or any contaminants will enter the water course / mud as now in a MCZ

It should be noted that this is on application only and for winter periods only. Failure to comply will lead to the boat owner being notified and the boat either removed or a direction issued for the removal of.

Beached boats are still liable for Harbour Dues, and must be insured.

A beached berth is considered anywhere within the port limits up to the MHWS level, which fall under the Duchy of Cornwall fundus.

8 Owners' and Users' Responsibility for the Suitability of Berths.

All DHNA moorings (which includes temporary and permanent berths on the River Dart) are regularly assessed and surveyed by DHNA for the suitability of vessels allocated to that berth. Nevertheless, it is incumbent upon all owners and users to carefully consider the suitability of their vessel for a particular berth and to take due consideration of minimum under-keel depths, (or taking the ground, if relevant), and the probable tidal and weather conditions likely to be experienced at the berth. If any doubt should exist about a specific berth, then the Harbour Office and or Staff should be contacted as soon as possible for advice and guidance.

9 Conclusion

This guide sets out the current situation for all moorings within Authority limits. Interested parties who have questions regarding this guide are encouraged to contact the Harbour Office for advice and guidance at the earliest opportunity.

The Dart Harbour & Navigation Authority's Mooring Guide is not legally binding on the Authority. The content of this guide and the various terms it contains amount to expressions of present mooring policy or current intentions.

Stakeholders and customers who hold mooring licences should refer to their individual licence for the terms and conditions that apply in respect of any particular mooring or licence. Dart Harbour reserves the right to amend the Moorings Guide as and when required.

10 Guide Review

This guide will be reviewed annually by the CEO / HM.

ANNEX A - TYPES OF MOORINGS and BERTHS

For the purposes of absolute clarity, the definition that DHNA recognises is that a mooring is the ground tackle, riser and any float placed on the riverbed and to which vessels “moor”.

“Moored” means made fast so as the vessel is not underway in the definition provided by the International Regulations for Prevention of Collisions to Shipping Rule 3 (i).

Pontoons are themselves secured to the riverbed or shore by one or more “moorings” but a berth on a pontoon is probably best described as a pontoon berth.

DHNA BERTHS

DHNA moorings shall be referred to as DHNA berths. DHNA owns the tackle for its own berths and maintains them. DHNA berths are let to berth holders under the terms and conditions as agreed with the berth holder. Payment of berthing charges by the berth holder indicates to DHNA that the berth holder wishes to enter into an agreement for use of a berth, under the terms and conditions stated in the licence, for the period stated, not exceeding 12 months. Dart Harbour berths can also take different physical forms of keeping a vessel safe at the berth. Types of berth include pontoon berths secured to pontoon moorings in different ways, trot (fore-and-aft) berths at mooring buoys, swinging berths (moored to a sinker / riser system at the bow) and running moorings (shallow water berths for small boats connected to the shore on an inhaul / outhaul system). These types of berth will also affect the cost of the berth per metre.

DHNA BERTH CATEGORIES - Definitions

Dart Harbour berths take many different forms to cater for a broad range of harbour users: commercial and leisure, local and non-local. In categorising berths, the following descriptions are used:

These are the variations for all trot and swinging licences:

CATEGORY A (DEEP) - The berth is a deep water mooring with a depth of 3 metres or more at Mean Low Water Springs (MLWS)

CATEGORY B (SHALLOW) - The berth is a shallow water mooring with 1 - 3 metres depth at MLWS

CATEGORY C (VERY SHALLOW) - The berth is a very shallow water mooring with less than 1 metre at MLWS

CATEGORY D (MUD) - The berth is a mud mooring and will dry out on every tide.

The category of berth is considered when setting the berthing charge. In each case a charge is applied per metre of boat, and the charge made up by multiplying this by the length overall (LOA).

Dart Harbour Berths

(With Mooring Buoy Nomenclature)

| | |
|---|----------------------------------|
| Bight/Warfleet (B and W) | |
| Type of Berths | Swinging |
| Number of Berths | 54 |
| Category of Berth | Deep, Shallow, Very Shallow, Mud |
| LOA Range | 12m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Warfleet Creek (Apply SHDC) |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. These moorings are unavailable in winter environmental conditions for safety reasons. Berth holders are relocated to alternative berths for the winter months (Nov – Mar inclusive). | |

| | |
|---|-----------------------------|
| Bight/Warfleet (W) | |
| Type of Berths | Trots |
| Number of Berths | 1 |
| Category of Berth | Deep |
| LOA Range | 12m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Warfleet Creek (Apply SHDC) |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. These moorings are unavailable in winter environmental conditions for safety reasons. Berth holders are relocated to alternative berths for the winter months (Nov – Mar inclusive). | |

| | |
|---------------------------------------|-----------------|
| Dartmouth (DDR) | |
| Type of Berths | Small Boat Rack |
| Number of Berths | 46 |
| Category of Berth | Not Applicable |
| LOA Range | 3.4m Max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Not Applicable |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. Gated access with security code | |

| Dartmouth (LWL and D/Comm) | |
|---|----------------------------|
| Type of Berths | Small Boat Pontoon |
| Number of Berths | 127 |
| Category of Berth | Shallow, Very Shallow, Mud |
| LOA Range | 5.5m Max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Not Applicable |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| <ol style="list-style-type: none"> When allocated a berth, new berth holders will start in the most shoal area of this facility, and as further berths are relinquished, berth holders will be moved to deeper water berths from time to time. Gated access with security code (LWL Only) | |

| Dartmouth (DA and DB) | |
|---|----------------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 72 |
| Category of Berth | Deep, Shallow, Very Shallow, Mud |
| LOA Range | 8m Max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Not Applicable |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| <ol style="list-style-type: none"> Gated access with security code (DB Only) | |

| Dartmouth (DHM, DS and MS) | |
|---------------------------------------|-----------------------------|
| Type of Berths | Trot Moorings |
| Number of Berths | 20 |
| Category of Berth | Deep, Shallow, Very Shallow |
| LOA Range | x to 30m |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Dartmouth Dinghy Rack /LWL |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |

| | |
|---------------------------------------|-----------------|
| Kingswear (KDR) | |
| Type of Berths | Small Boat Rack |
| Number of Berths | 120 |
| Category of Berth | Not Applicable |
| LOA Range | 3.4m Max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Not Applicable |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |

| | |
|---------------------------------------|----------------------------|
| Kingswear (KDR Afloat) | |
| Type of Berths | Small Boat Pontoon |
| Number of Berths | 19 |
| Category of Berth | Shallow, Very Shallow, Mud |
| LOA Range | 5m Max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Not Applicable |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |

| | |
|---------------------------------------|-----------------------|
| Kingswear (KX) | |
| Type of Berths | Pontoon |
| Number of Berths | 12 |
| Category of Berth | Shallow, Very Shallow |
| LOA Range | 8.8m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Kingswear Dinghy Rack |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |

| Kingswear (KP, KQ, KR, KS, KT, KU) | |
|--|-----------------------------------|
| Type of Berths | Pontoon with Services |
| Number of Berths | 124 |
| Category of Berth | Deep, Shallow |
| LOA Range | 18m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Kingswear Dinghy Rack / LWL / DDR |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. Electricity charges will be recouped from berth holders for units consumed, plus a small administration charge. | |

| Kingswear (BH) | |
|---------------------------------------|-----------------------------------|
| Type of Berths | Swinging Mooring |
| Number of Berths | 2 |
| Category of Berth | Deep, Shallow |
| LOA Range | 11m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Kingswear Dinghy Rack / LWL / DDR |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |

| Kingswear (KA, KB, KC, KD, KE, KF, KG) | |
|---|-----------------------------------|
| Type of Berths | Trot Moorings |
| Number of Berths | 190 (when doubled up) |
| Category of Berth | Deep, Shallow, Very Shallow |
| LOA Range | 19m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Kingswear Dinghy Rack / LWL / DDR |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. During the winter months, these moorings normally are one boat per trot space. During the summer months, these moorings are normally two boats per trot space. | |

| | |
|---------------------------------------|-----------------|
| Dittisham (DittsDR) | |
| Type of Berths | Small Boat Rack |
| Number of Berths | 54 |
| Category of Berth | Not Applicable |
| LOA Range | 3.4m Max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Not Applicable |
| Within a Dart Harbour Yacht Taxi area | Not Applicable |
| Local Management Principles: | |

| | |
|---|----------------------------|
| Dittisham (Ditts/P) | |
| Type of Berths | Small Boat Pontoon |
| Number of Berths | 54 |
| Category of Berth | Shallow, Very Shallow, Mud |
| LOA Range | 4.3m Max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Not Applicable |
| Within a Dart Harbour Yacht Taxi area | Not Applicable |
| Local Management Principles: | |
| <ol style="list-style-type: none"> When allocated a berth, new berth holders will start in the most shoal area of this facility, and as further berths are relinquished, berth holders will be moved to deeper water berths from time to time. DHNA will aim to achieve a ratio of 75% tenders to 25% dinghies at these berths. | |

| | |
|---------------------------------------|--|
| Dittisham (D) | |
| Type of Berths | Swinging Mooring |
| Number of Berths | 96 |
| Category of Berth | Deep, Shallow, Very Shallow, Mud |
| LOA Range | 10m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Dittisham Dinghy Rack/Dittisham Dinghy Pontoon |
| Within a Dart Harbour Yacht Taxi area | Apply to Greenway Ferry |
| Local Management Principles: | |

| | |
|---------------------------------------|--|
| Dittisham (D) | |
| Type of Berths | Trot Moorings |
| Number of Berths | 1 |
| Category of Berth | Deep |
| LOA Range | TBA |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Dittisham Dinghy Rack/Dittisham Dinghy Pontoon |
| Within a Dart Harbour Yacht Taxi area | Apply to Greenway Ferry |
| Local Management Principles: | |

| | |
|--|----------------------------------|
| Noss/Maypool/Parsons Mud (N, P) | |
| Type of Berths | Swinging Mooring |
| Number of Berths | 36 |
| Category of Berth | Deep, Shallow, Very Shallow, Mud |
| LOA Range | 14m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | No |
| Within a Dart Harbour Yacht Taxi area | Yes - Noss only |
| Local Management Principles: | |

| | |
|---|----------------------------------|
| Noss/Maypool/Parsons Mud (N, M, P) INC NOSS Commercial | |
| Type of Berths | Trot Moorings |
| Number of Berths | 43 |
| Category of Berth | Deep, Shallow, Very Shallow, Mud |
| LOA Range | 36m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | No |
| Within a Dart Harbour Yacht Taxi area | Yes - Noss only |
| Local Management Principles: | |

| | |
|--|----------------------------------|
| Galmpton/Greenway (G) | |
| Type of Berths | Swinging Mooring |
| Number of Berths | 96 |
| Category of Berth | Deep, Shallow, Very Shallow, Mud |
| LOA Range | 10.5m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | No |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: | |
| <p>1. Some of these moorings are unavailable in winter environmental conditions for safety reasons. Berth holders are relocated to alternative berths for the winter months (Nov – Mar inclusive).</p> | |

| | |
|--|----------------------------|
| Stoke Gabriel/Duncannon (SGPont) | |
| Type of Berths | Small Boat Pontoon |
| Number of Berths | 68 |
| Category of Berth | Shallow, Very Shallow, Mud |
| LOA Range | 4.3m Max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Not Applicable |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: | |
| <p>1. When allocated a berth, new berth holders will start in the most shoal area of this facility, and as further berths are relinquished, berth holders will be moved to deeper water berths from time to time.</p> <p>2. DHNA will aim to achieve a ratio of 75% tenders to 25% dinghies at these berths.</p> | |

| | |
|---|----------------------------|
| Stoke Gabriel/Duncannon (DC, DCM, S, SM) | |
| Type of Berths | Swinging Mooring |
| Number of Berths | 99 |
| Category of Berth | Shallow, Very Shallow, Mud |
| LOA Range | 9.8m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Stoke Gabriel Pontoon |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: | |

| Cornworthy/Bow Creek (C, BCM) | |
|---------------------------------------|----------------------------|
| Type of Berths | Trot Moorings |
| Number of Berths | 9 |
| Category of Berth | Shallow, Very Shallow, Mud |
| LOA Range | 14.4 Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Blackness Marine |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: | |

| Cornworthy/Bow Creek (C) | |
|---------------------------------------|----------------------------|
| Type of Berths | Swinging Mooring |
| Number of Berths | 44 |
| Category of Berth | Shallow, Very Shallow, Mud |
| LOA Range | 12m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | Blackness Marine |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: | |

| Totnes (T) | |
|---------------------------------------|---------------|
| Type of Berths | Trot Moorings |
| Number of Berths | 14 |
| Category of Berth | Mud |
| LOA Range | 8m Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | |
| Normal Tender Berth Location | No |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: | |

ANNEX B – DART HARBOUR VISITOR MOORING STOCK

The number of visiting vessels on pontoons will vary depending on the length of the visiting craft – the numbers shown are the average.

The tables show the maximum number of berths that may or may not be occupied at any one time.

| Dartmouth – Yacht Club Pontoon - Outside– Spring/Summer | |
|--|--|
| Type of Berths | Pontoon |
| Number of Berths | 4 (8 rafted up 2 deep) |
| Category of Berth | Deep |
| LOA Range | 30ft max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any up to the maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. | Seasonal Visitor Pontoon (May to October weather permitting) |
| 2. | At busy times (eg Regatta) may be rafted up to 4 deep, weather permitting |

| Dartmouth – Yacht Club Pontoon - Inside– Spring/Summer | |
|---|---|
| Type of Berths | Pontoon |
| Number of Berths | 4 (8 rafted up 2 deep) |
| Category of Berth | Shallow |
| LOA Range | 6.5m max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any up to the maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. | Seasonal Visitor Pontoon (May to October weather permitting) |
| 2. | Maximum 2 hr short stay (free of charge) |

| Dartmouth – Town Jetty (Inside Southern End) – Spring/Summer | |
|---|--|
| Type of Berths | Pontoon |
| Number of Berths | 4 (8 rafted up 2 deep) |
| Category of Berth | Deep (alongside), Shallow (rafted) |
| LOA Range | 18m max |
| Walk Ashore Available | |
| Type of Boat Accepted | Any up to the maximum LOA |
| Within a Dart Harbour Yacht Taxi area | |
| Local Management Principles: | |
| 1. | Serviced Pontoon with water and electricity |
| 2. | Number of berths available depends on the LOA of vessels. |

| Dartmouth – Town Jetty (Outside) – Spring/Summer | |
|---|---------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 8 (16 rafted up 2 deep) |
| Category of Berth | Deep |
| LOA Range | 36m max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any up to the maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: <ol style="list-style-type: none"> Serviced Pontoon with water and electricity Available daily between 1700 and 0845 April to September Number of berths available depends on the LOA of vessels. | |

| Dartmouth – Town Jetty (Outside) – Autumn/Winter | |
|--|---------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 8 (16 rafted up 2 deep) |
| Category of Berth | Deep |
| LOA Range | 36m max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any up to the maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: <ol style="list-style-type: none"> Serviced Pontoon with water and electricity Number of berths available depends on the LOA of vessels. May also be used as winter berths | |

| Dartmouth – DC Pontoon – Spring/Summer | |
|--|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 6 (12 rafted up 2 deep) |
| Category of Berth | Deep |
| LOA Range | 12m max |
| Walk Ashore Available | No |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: <ol style="list-style-type: none"> Number of berths available depends on the LOA of vessels. | |

| Dartmouth – DC Pontoon – Autumn/Winter | |
|---|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 6 (12 rafted up 2 deep) |
| Category of Berth | Deep |
| LOA Range | 12m max |
| Walk Ashore Available | No |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: <ol style="list-style-type: none"> Let for Winter Berthing October to March Number of berths available depends on the LOA of vessels. | |

| Dartmouth – Double Steps Pontoon – All Year – Short Stay max 6 hrs | |
|---|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 20 |
| Category of Berth | Very Shallow |
| LOA Range | Max of 4.3m LOA |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: <ol style="list-style-type: none"> Over staying vessels will be towed away and a charge may be made Over sized vessels will be towed away and a charge may be made Maximum 6 hr short stay (free of charge) Number of berths will depend on the size and type of boat | |

| Dartmouth – Green Pontoon – All Year – Short Stay max 12 hrs | |
|--|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 30 |
| Category of Berth | Very Shallow |
| LOA Range | Max of 4.3m LOA |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: <ol style="list-style-type: none"> Over staying vessels will be towed away and a charge may be made Over sized vessels will be towed away and a charge may be made Maximum 12 hr short stay (free of charge) Number of berths will depend on the size and type of boat | |

| Dartmouth – DA Pontoon – Outside only – Spring/Summer | |
|--|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 16 (32 rafted up 2 deep) |
| Category of Berth | Shallow |
| LOA Range | 12m max |
| Walk Ashore Available | No |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. | |

| Kingswear – Deep Water Pontoon (3 pontoons) – Spring/Summer | |
|--|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 24 (48 rafted up 2 deep) |
| Category of Berth | Deep |
| LOA Range | 14m max |
| Walk Ashore Available | No |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| 1. Let for Winter Berthing | |

| Dittisham – Visitor Moorings – Spring/Summer | |
|--|----------------------------|
| Type of Berths | Swinging Moorings |
| Number of Berths | 24 (48 rafted up 2 deep) |
| Category of Berth | Deep |
| LOA Range | 18.3m LOA max |
| Walk Ashore Available | No |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | No – Greenway Ferry |
| Local Management Principles: | |
| 1. Moorings suitable for a variety of LOA vessels | |
| 2. Buoys are white with a black V and the maximum LOA permitted | |
| 3. Two boats may raft on one buoy | |

| Dittisham – Pontoon – All Year – Short Stay max 6 hrs | |
|--|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 30 |
| Category of Berth | Shallow and Very Shallow |
| LOA Range | Max of 4.3m LOA |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: | |
| 1. Over staying vessels will be towed away and a charge may be made | |
| 2. Over sized vessels will be towed away and a charge may be made | |
| 3. Maximum 6 hr short stay (free of charge) | |
| 4. Number of berths will depend on the size and type of boat | |

| Stoke Gabriel – Visitor Moorings (All Year) | |
|---|----------------------------|
| Type of Berths | Swinging Moorings |
| Number of Berths | 2 |
| Category of Berth | Very Shallow |
| LOA Range | 9m LOA Max |
| Walk Ashore Available | No |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: <ol style="list-style-type: none"> Moorings suitable for a variety of LOA vessels Buoys are white with a black V and the maximum LOA permitted Two boats may raft on one buoy | |

| Stoke Gabriel – Pontoon – All Year – Short Stay Area max 6 hrs | |
|---|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 8 |
| Category of Berth | Very Shallow |
| LOA Range | Max of 4.3m LOA |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: <ol style="list-style-type: none"> Over staying vessels will be towed away and a charge may be made Over sized vessels will be towed away and a charge may be made Maximum 6 hr short stay (free of charge) Number of berths will depend on the size and type of boat | |

WINTER BERTHS

| Dartmouth – Town Jetty (Inside Southern End) – Autumn/Winter | |
|---|------------------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 4 (8 rafted up 2 deep) |
| Category of Berth | Deep (alongside), Shallow (rafted) |
| LOA Range | 18m max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any up to the maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| <ol style="list-style-type: none"> Serviced Pontoon with water and electricity Let for Winter Berthing October to March Number of berths available depends on the LOA of vessels. | |

| Dartmouth – Town Jetty (Outside) – Autumn/Winter | |
|--|---------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 4 |
| Category of Berth | Deep |
| LOA Range | 36m max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any up to the maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| <ol style="list-style-type: none"> Serviced Pontoon with water and electricity Let for Winter Berthing October to March Number of berths available depends on the LOA of vessels. A section will be retained for emergency Visitors' berthing. | |

| Dartmouth – DA Pontoon – Outside only – Autumn/Winter | |
|--|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 16 |
| Category of Berth | Shallow |
| LOA Range | 12m max |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: | |
| <ol style="list-style-type: none"> Let for Winter Berthing | |

| Kingswear – Deep Water Pontoon (3 pontoons) – Autumn/Winter | |
|--|----------------------------|
| Type of Berths | Pontoon |
| Number of Berths | 24 |
| Category of Berth | Deep |
| LOA Range | 14m max |
| Walk Ashore Available | No |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: <ol style="list-style-type: none"> 1. Let for Winter Berthing 2. October to March 3. Number of berths available depends on the LOA of vessels | |

| Dittisham – Visitor Moorings – Autumn/Winter | |
|--|----------------------------|
| Type of Berths | Swinging Moorings |
| Number of Berths | 23 |
| Category of Berth | Deep |
| LOA Range | 18.3m LOA max |
| Walk Ashore Available | No |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | No – Greenway Ferry |
| Local Management Principles: <ol style="list-style-type: none"> 1. Let for winter 2. Visiting boats are permitted to raft alongside winter berth holders. | |

SUMMARY OF DART HARBOUR BERTHS

| Type of Berths | Number of Annual Berths | Number of Visitor Berths |
|-------------------------------------|-------------------------|--------------------------|
| Swinging Moorings | 427 | 26 (rafted 52) |
| Trot Moorings | 278 | 0 |
| Small Boat Rack | 220 | 0 |
| Small Boat Pontoon | 268 | 0 |
| Pontoon | 84 | 54 (rafted 108) |
| Pontoon with Services | 124 | 12 (rafted 24) |
| Free Short Stay Community Pontoons | - | 88 |
| Winter Berths (from Visitors Stock) | - | 71 |
| | 1354 | 251 (rafted 343) |

OTHER VISITOR BERTHS

The following three quayside berthing locations, owned by South Hams District Council (SHDC), are managed by Dart Harbour on behalf of SHDC.

| Dartmouth – South Embankment (SHDC) (All Year) | |
|---|------------------------------|
| Type of Berths | Quayside berths |
| Number of Berths | Various depending on vessels |
| Category of Berth | 1.4m charted depth |
| LOA Range | Various depending on vessels |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: 1. Vessels need to be able to take the ground 2. Facility is owned by South Hams District Council (SHDC) 3 Vessels need to be aware of the tidal limitations when berthing on South Embankment Quay | |

| Dartmouth – North Embankment (SHDC) (All Year) | |
|---|----------------------------------|
| Type of Berths | Quayside berths |
| Number of Berths | Various depending on vessels |
| Category of Berth | Drying to 1.8m above chart datum |
| LOA Range | Various depending on vessels |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | Yes |
| Local Management Principles: 1. Vessels need to be able to take the ground 2. Facility is owned by South Hams District Council (SHDC) 3 Vessels need to be aware of the tidal limitations when berthing on North Embankment Quay | |

| Totnes – Steamer Quay (SHDC) (All Year) | |
|--|------------------------------|
| Type of Berths | Quayside berths |
| Number of Berths | Various depending on vessels |
| Category of Berth | 0.1 m charted depth |
| LOA Range | Various depending on vessels |
| Walk Ashore Available | Yes |
| Type of Boat Accepted | Any type up to maximum LOA |
| Within a Dart Harbour Yacht Taxi area | No |
| Local Management Principles: 1. Vessels need to be able to take the ground 2. Facility is owned by South Hams District Council (SHDC) 3. Maximum stay of one week 4 Vessels need to be aware of the tidal limitations when berthing on Steamer Quay | |

This activity is subject to an agreement (currently under review by SHDC)

ANNEX C – PRIVATE TACKLE MOORINGS, SINGLE COMMERCIAL PRIVATE TACKLE MOORINGS, MULTIPLE COMMERCIAL MOORINGS

| | |
|---------------------------------|----------|
| Bight/Warfleet (B and W) | |
| Type of Berths | Swinging |
| Number of Licences | 3 |

| | |
|---------------------------|-------|
| Bight/Warfleet (B) | |
| Type of Berths | Trots |
| Number of Licences | 2 |

| | |
|----------------------------------|------------------|
| Bight/Warfleet (BRM, WRM) | |
| Type of Berths | Running Moorings |
| Number of Licences | 60 |

| | |
|-------------------------------------|------------------|
| Dartmouth (BARM, NERM, SQRM) | |
| Type of Berths | Running Moorings |
| Number of Licences | 42 |

| | |
|-------------------------------------|---------------|
| Dartmouth (DLM, DS, DHM, DJ) | |
| Type of Berths | Trot Moorings |
| Number of Licences | 8 |

| | |
|------------------------|--------------------|
| Dartmouth (LWL) | |
| Type of Berths | Small Boat Pontoon |
| Number of Licences | 1 |

| | |
|--------------------------------|------------------|
| Kingswear (DVLK KLRM,) | |
| Type of Berths | Running Moorings |
| Number of Licences | 18 |

| | |
|-----------------------|------------------|
| Kingswear (BH) | |
| Type of Berths | Swinging Mooring |
| Number of Licences | 1 |

| | |
|---|---------------|
| Kingswear (KA, KB, KC, KD, KE, KF, KG) | |
| Type of Berths | Trot Moorings |
| Number of Licences | 10 |

| | |
|----------------------|------------------|
| Dittisham (D) | |
| Type of Berths | Swinging Mooring |
| Number of Licences | 18 |

| | |
|------------------------------|------------------|
| Dittisham (DRM, HDRM) | |
| Type of Berths | Running Moorings |
| Number of Licences | 43 |

| | |
|--|------------------|
| Noss/Maypool/Parsons Mud (N, P) | |
| Type of Berths | Swinging Mooring |
| Number of Licences | 3 |

| Noss/Maypool/Parsons Mud (NRM, MRM, PMRM, DCRM) | |
|--|------------------|
| Type of Berths | Running Moorings |
| Number of Licences | 3 |

| Noss/Maypool/Parsons Mud (N, M, P) | |
|---|---------------|
| Type of Berths | Trot Moorings |
| Number of Licences | 1 |

| Noss/Maypool/Parsons Mud | |
|---------------------------------|---------|
| Type of Berths | Pontoon |
| Number of Licences | 1 |

| Galmpton/Greenway (G) | |
|------------------------------|------------------|
| Type of Berths | Swinging Mooring |
| Number of Licences | 5 |

| Galmpton/Greenway (GRM) | |
|--------------------------------|------------------|
| Type of Berths | Running Moorings |
| Number of Licences | 1 |

| Stoke Gabriel/Duncannon (SM) | |
|-------------------------------------|------------------|
| Type of Berths | Swinging Mooring |
| Number of Licences | 1 |

| Stoke Gabriel/Duncannon (Sand Quay, SGRM) | |
|--|------------------|
| Type of Berths | Running Moorings |
| Number of Licences | 3 |

| Cornworthy/Bow Creek (C, BCM) | |
|--------------------------------------|---------------|
| Type of Berths | Trot Moorings |
| Number of Licences | 2 |

| Cornworthy/Bow Creek (CRM, BCRM) | |
|---|------------------|
| Type of Berths | Running Moorings |
| Number of Licences | 10 |

| Commercial Multiple Mooring Licences | |
|--------------------------------------|--|
| Type of Berths - Various berth types | Each row to the left show the number of mooring licences issued to commercial operators. Individual licensee details are not shown for confidentiality purposes. |
| Number of Licences | |
| 6 | |
| 30 | |
| 5 | |
| 26 | |
| 62 | |
| 10 | |
| 51 | |
| 56 | |
| 110 | |
| 25 | |
| 16 | |
| 4 | |
| 286 | |
| 64 | |
| 28 | |
| 12 | |
| 180 | |
| 47 | |
| 1 | |

SUMMARY OF PRIVATE TACKLE MOORINGS, SINGLE COMMERCIAL PRIVATE TACKLE MOORINGS, MULTIPLE COMMERCIAL MOORINGS

| Type of Berths | Number of Licences |
|------------------------------|--------------------|
| Swinging Moorings | 31 |
| Trot Moorings | 21 |
| Running Moorings | 180 |
| Small Boat Pontoon | 1 |
| Multiple Commercial Moorings | 1019 |
| | 1252 |

ANNEX D – TERMS and CONDITIONS for DHNA Mooring Licences

OFFER OF BERTHING LICENCE

FOR THE PERIOD 1ST APRIL 2016 TO 31ST MARCH 2017 (the “TERM”)

Dart Harbour offers to provide the Owner with the services described in Schedule 1 and the accompanying invoice on the Terms and Conditions set out in Schedule 2, 3 & 4 as applicable.

SCHEDULE 1 - SERVICES TO BE PROVIDED BY DART HARBOUR TO THE OWNER DURING THE TERM

1. **A licence during the TERM for the use of a BERTH for the BOAT at the mooring allocated by Dart Harbour to the Owner from time to time during the TERM.**

2. **DEFINITIONS** Wherever the following terms appear in these Conditions and the Agreement they will have the special meanings defined here:

ADDITIONAL CHARGES means charges payable to Dart Harbour for services booked or used by the OWNER which are not included within the BERTHING CHARGE;

AGREEMENT means this Dart Harbour Berthing Licence and/or Private Tackle Mooring Licence, Private Tackle Running Mooring Licence, Private Tackle Commercial Mooring Licence, Private Tackle Commercial Multiple Mooring Licence or occupational licence;

BOAT means the BOAT and/or BOATS named on the Invoice;

BERTH means the space or spaces on water from time to time allocated to the OWNER by Dart Harbour for the BOAT during the TERM the first of which is identified on the invoice;

BERTHING CHARGE means the sums payable to Dart Harbour for the use of the BERTH during the TERM, however described, including any charges for Fundus Rental for private tackle moorings or occupational licences;

BYELAWS means the Dart Harbour Byelaws which are available at the Harbour Office at the current price or which may be viewed and printed at [www.dartharbour.org/harbour-Dart Harbour/byelaws](http://www.dartharbour.org/harbour-Dart%20Harbour/byelaws);

LENGTH OVERALL (LOA) means the overall length of the space occupied by the BOAT including any fore and aft projections, temporary or permanent including pushpits, pulpits, bowsprits, bumpkins, davits, tilted outboard, rudders etc. Do not rely on manufacturers stated LOA – this may not include pushpits, pulpits, rudders etc;

HARBOUR means all the land, adjacent water and buildings occupied by or under the control of Dart Harbour including slipways, pontoons, mud berths, moorings, or any other facility for launching, navigating, mooring or berthing a Boat;

BERTHING means the facilities made available to the OWNER and the OWNER'S PARTY at the HARBOUR at prevailing tariffs, inc. but not limited to water points and waste and refuse disposal;

LICENCE HOLDER includes any person or corporate body who, as principal or agent, has entered into a Berthing Licence, Private Tackle Mooring Licence, Private Tackle Running Mooring Licence, Private Tackle Commercial Mooring Licence, Private Tackle Commercial Multiple Mooring Licence or an occupational licence with Dart Harbour;

OWNER includes any person or corporate body who, as principal or agent, has entered into a Berthing Agreement or a Private Tackle Mooring Licence, Private Tackle Running Mooring Licence, Private Tackle Commercial Mooring Licence, Private Tackle Commercial Multiple Mooring Licence or occupational licence with Dart Harbour and any charterer, master, agent or other person for the time being in charge of the BOAT, excluding Dart Harbour;

OWNER'S PARTY means the OWNER'S crew, guests, customers or other visitors on the BOAT or at the HARBOUR.

PRIVATE TACKLE MOORING LICENCE means a licence granted by Dart Harbour for the TERM by which the OWNER is licenced to have its own mooring tackle laid at the BERTH and to use that tackle for the BOAT. It includes individual Private Tackle Mooring Licences, Private Tackle Running Mooring Licences, Private Tackle Commercial Mooring Licences and Private Tackle Commercial Multiple Mooring Licences. Schedules 1, 2, 3 and 4 apply to PRIVATE TACKLE MOORING LICENCES.

SCHEDULE 2 - TERMS AND CONDITIONS RELATING TO ALL BERTHS

1. THE LICENCE

- 1.1. Dart Harbour retains all rights of possession in respect of the BERTH, save in respect of any BERTH over fundus or foreshore which is owned or leased by the OWNER.
- 1.2. The licence created by this Agreement shall not be automatically renewed but will end on conclusion of the TERM unless terminated sooner by Dart Harbour under the provisions of Clause 6 of this Schedule 2.
- 1.3. By paying the invoice of Dart Harbour the OWNER accepts the terms and conditions set out in these Schedules.
- 1.4. The OWNER is referred to Dart Harbour's Terms of Business booklet in relation to specific technical information and advice associated with different berth types and mooring categories
- 1.5. This Agreement and the rights created by it are personal to the OWNER and relate specifically to the BOAT. It may not be transferred or assigned to a new OWNER or to a different BOAT, either temporarily or permanently, without the express written consent of Dart Harbour. The Agreement is not intended to confer any benefit under the Contracts (Rights of Third Parties) Act 1999 on any person unless they are named as a party to this Agreement.
- 1.6. In the case of an OWNER which is a Company or partnership any change of control affecting more than 20% of the share capital or partnership interest shall be disclosed to Dart Harbour who shall be entitled to satisfy itself that the change of control is a genuine arm's length transaction and not a mechanism to circumvent any mooring waiting list.
- 1.7. At any time when the BERTH is not occupied by the BOAT Dart Harbour shall be free to permit its use by any other boat without paying compensation or giving any discount to the OWNER.
- 1.8. Within 7 days of any agreement for the sale, transfer or mortgage of the BOAT the OWNER shall notify Dart Harbour in writing of the name, address and telephone numbers of the Purchaser, Transferee or Mortgagee, as the case may be.

2. PAYMENT

- 2.1. Payment of the BERTHING CHARGE should be made to Dart Harbour in accordance with the dates specified and any ADDITIONAL CHARGES, together with VAT should be paid on receipt of invoice. Timely payment to Dart Harbour of all sums due is a strict condition of the Agreement. Dart Harbour has special statutory rights and powers in relation to late payment. These rights are not affected by the terms of the Agreement.
- 2.2. Dart Harbour reserves the right to charge interest on any amount which is overdue by more than 14 days at the rate of 4% above Barclays Bank Plc base rate from time to time.
- 2.3. Dart Harbour infers that payment of the BERTHING CHARGE implies acceptance of appropriate terms and conditions in this Agreement and terms of business.

3. LIABILITY, INDEMNITY AND INSURANCE

- 3.1. Dart Harbour shall not be liable for any loss or damage caused by any event or circumstance beyond its control (such as, but not limited to, extreme weather conditions, the actions of third parties not employed by it or any defect in any boat, gear, equipment or facility); this extends to loss or damage to Boats, gear, equipment or other goods left at the HARBOUR or the BERTH or any cessation or interruption of BERTHING.
- 3.2. Dart Harbour shall take reasonable steps to maintain the services and facilities at the BERTH in reasonably good working order. Subject to this the BOAT, gear, equipment and other goods are left at the BERTH at the OWNER'S own risk and the OWNERS must ensure that they have appropriate insurance against all relevant risks.
- 3.3. Dart Harbour shall not be under any duty to salvage or preserve an OWNER'S Boat or other property from the consequences of any defect in the Boat or property unless it shall have been expressly engaged to do so by the OWNER on commercial terms. Similarly Dart Harbour shall not be under any duty to salvage or preserve an OWNER'S Boat or other property from the consequences of an accident for which Dart Harbour is not responsible. However Dart Harbour

reserves the right to do so in any appropriate circumstances, particularly where a risk is posed to the safety of people, property, navigation or the environment. Where it does so it shall be entitled to charge the OWNER concerned on a normal commercial charging basis.

3.4. Dart Harbour shall not, in any case, have any liability to the OWNER or any third party for consequential or indirect losses or for any losses relating to any business of the OWNER such as loss of profit or turnover.

3.5. The OWNER and OWNER'S PARTY may themselves be liable for any loss or damage caused by them, their crew or the BOAT and it is a condition of this Agreement that they shall at all times during the TERM maintain adequate insurance including third party liability and public liability cover against the liabilities of the OWNER, and OWNER'S PARTY for not less than £3,000,000 per incident including wreck removal, counter pollution and salvage costs. Further, and, where appropriate, the OWNER shall hold Employers' Liability cover to at least the statutory minimum. The OWNER shall not cancel surrender or materially alter the terms of any part of these insurances without the prior written consent of Dart Harbour.

3.6. The OWNER shall, if requested, be obliged to produce evidence to Dart Harbour of all such insurances within 2 days of being requested to do so by Dart Harbour. If the insurances have lapsed or been withdrawn or avoided, then Dart Harbour shall, as agents for the OWNER, have the right to remove the BOAT from the BERTH and either to place it ashore on hard standing or to place it on a mooring or staging or other facility in the Harbour or elsewhere. The costs of any such removal shall be chargeable by Dart Harbour to the OWNER at normal commercial rates.

4. CHANGE OF DETAILS

4.1. The OWNER must notify Dart Harbour in writing of the details of any change of name of the BOAT or change of address, telephone number or email address of the OWNER

5. BERTH ALLOCATION

5.1. The physical layout of the HARBOUR and the varying needs and obligations of Dart Harbour and users of the HARBOUR require that Dart Harbour retains absolute control of BERTH allocation save in respect of any BERTH over fundus or foreshore which is owned or leased by the OWNER. Accordingly (with the limited exception referred to in the preceding term) the OWNER shall not be entitled to the exclusive use of any particular BERTH but shall use such BERTH as is from time to time allocated to him by Dart Harbour.

6. TERMINATION BY DART HARBOUR

6.1. Dart Harbour shall have the right (without prejudice to any other rights in respect of breaches of the terms of this Agreement by the OWNER) to terminate this Agreement in the manner set out in this Clause 6 in the event of any breach by the OWNER of this Agreement;

6.2. Having regard to the nature and seriousness of the breach and the risk it poses for the safety of navigation, financial or other security of Dart Harbour and/or of users of the HARBOUR and if the breach is capable of remedy, Dart Harbour may serve notice on the OWNER requiring him to remedy the breach within a specified time. Where the breach is serious or poses an immediate risk or threat to the health, safety or welfare of any other person or property the time specified for remedy may be immediate or extremely short. If the OWNER fails to effect the remedy within that time, or if the breach is not capable of remedy, Dart Harbour may serve notice on the OWNER requiring him to remove the BOAT from the BERTH immediately.

6.3. If the OWNER fails to remove the Boat on termination of the Agreement whether under this Condition or otherwise, Dart Harbour shall be entitled: to charge the OWNER at Dart Harbour's 24 hour rate for overnight visitors for each day between termination of the Agreement and the actual date of removal of the BOAT from the BERTH; and/or

6.4. At the OWNER's risk to remove the Boat from the BERTH and secure it elsewhere and charge the OWNER with all fees and expenses arising out of the removal including alternative berthing fees, craning out and storage charges

6.5. Notice of termination shall be served personally on the OWNER or sent by registered post or recorded delivery service to the OWNER's last known address.

7. TERMINATION BY OWNER

7.1. Notice of intention to relinquish a BERTH at the end of the current TERM should be given to Dart Harbour in writing by 31st December during the TERM;

7.2. If an OWNER wishes to relinquish the BERTH during the TERM Dart Harbour will use reasonable endeavours to re-licence the BERTH. However until such time as the BERTH has been re-licensed the OWNER remains responsible for payment of the BERTHING CHARGE. Once Dart Harbour has re-licensed the BERTH an administration charge equal to one month's BERTHING

CHARGE will be made and a proportionate refund will then follow. For example, if in June a BERTH is relinquished and re-let from the 1st of July a refund from the 1st August to the 31st March may be applicable (8/12ths of the BERTHING CHARGE paid).

7.3. On relinquishment of a BERTH the OWNER will simultaneously relinquish any related tender berth.

8. BYELAWS & REGULATIONS

8.1. The OWNER shall at all times act reasonably and responsibly towards Dart Harbour, its staff and users of the HARBOUR and shall at all times observe and comply with the BYELAWS and any GENERAL DIRECTIONS and shall ensure that the OWNER'S PARTY are aware of and comply with the BYELAWS and any GENERAL DIRECTIONS.

9. NAME OF THE BOAT. The BOAT must be named and the name clearly displayed on the hull. Bona-fide tenders must be marked "T/T name of parent vessel".

10. HARBOUR DUES STICKER The prominent display of a current Harbour Dues Sticker is mandatory.

11. APPOINTMENT OF AGENT/EMERGENCY CONTACT

11.1. IT IS MANDATORY FOR ALL OWNERS TO APPOINT AN AGENT. This can be a friend or a professional, but they must have agreed to act as the OWNER's agent. A list of professional agents is available from the Harbour Office. An agent is a locally based person who can act on the OWNER's behalf at such times that the OWNER is unavailable to tend the BOAT. The OWNER should visually check the BOAT daily, board and inspect the BOAT at least twice weekly, more often if bad weather is forecast. If the OWNER is unable to carry out these inspections they must arrange for their agent to carry them out for them.

12. OWNER'S REPRESENTATIONS AND WARRANTIES

12.1. The licence is granted on the condition that each of the following representations and warranties is and remains true at all times during the LICENCE:

12.1.1. You are the legal and/or beneficial owner of the BOAT or are otherwise lawfully in possession of the BOAT and duly authorised to act as agent on the legal or beneficial owner's behalf and you have full power to enter into this Agreement; and

12.1.2. You are the agent for and the leader of the OWNER'S PARTY and authorised to enter into legally binding relations as agent on behalf of all persons within the OWNER'S PARTY; and

12.1.3. The BOAT and the OWNER are presently and will throughout the TERM be insured against third party and public liability risks for not less than £3M per incident including wreck removal, counter pollution and salvage costs and, if appropriate, for Employer's Liability Insurance in accordance with current legal requirements; and

12.1.4. In the case of a Commercial BERTH the BOAT is presently and will throughout the TERM remain coded by the MCA for commercial use or licenced by South Hams District Council for the carriage of a maximum of 12 passengers in harbour limits; and You will continue to operate the BOAT on a commercial basis during the term of this licence with a view to profit.

SCHEDULE 3 - ADDITIONAL TERMS AND CONDITIONS FOR PRIVATE TACKLE MOORING LICENCES AND PRIVATE TACKLE COMMERCIAL MOORING LICENCES

1. The terms and conditions of this Schedule apply in addition to those of Schedules 1 and 2, as applicable.

2. Berth Allocation. The physical layout of the HARBOUR and the varying needs and obligations of Dart Harbour and users of the HARBOUR require that Dart Harbour retains absolute control of BERTH allocation. Accordingly the OWNER of a PRIVATE TACKLE MOORING LICENCE (other than one situated on fundus or foreshore owned or leased by the OWNER) may be required to reposition or relay the tackle at another position in the HARBOUR during the TERM at the direction of Dart Harbour. In such event Dart Harbour will, to the extent practicable, offer to effect the movement at cost.

3. Private Running Mooring Licence, Private Mooring Licence, Commercial Mooring Licence

3.1. Licences for running moorings attached to private property to which there is no public right of

access will normally be issued to the property owner (who may not be the end user of the mooring) unless the property owner notifies Dart Harbour in writing that the licence is to be issued to a nominated third party.

- 3.2. The mooring shall be lifted for inspection or otherwise inspected at the expense of the licence holder on an annual basis or as and when Dart Harbour directs and the licence holder shall promptly effect all necessary repairs and replacements. Dart Harbour shall have the right to require at any time the production of a certificate from a competent mooring contractor or appropriate surveyor as to the adequacy of the mooring and the state of the maintenance thereof.
- 3.3. The mooring is to be kept in good order. If the mooring falls into a state of disrepair it will not be licenced. Failure to remove the unlicensed mooring from the river within fourteen days of the expiry of a licence will result in Dart Harbour lifting the mooring at the Owner's expense. In congested areas Dart Harbour shall have the right to insist upon the use of weighted line.
- 3.4. In the event that a business that uses licenced mooring is to be sold to a new owner Dart Harbour is to be notified in writing in advance and will normally issue a new licence to the new owner of such a business providing that Dart Harbour's conditions for re-issue are met.

SCHEDULE 4 - ADDITIONAL TERMS AND CONDITIONS FOR PRIVATE TACKLE COMMERCIAL MULTIPLE MOORING LICENCES

1. The terms and conditions of this Schedule apply in addition to those of Schedules 1, 2 and 3, as applicable:
2. In the event that a business that uses multiple licenced moorings is to be sold to a new owner Dart Harbour is to be notified in writing in advance and will normally issue new licences to the new owner of such a business providing that the Dart Harbour's conditions for re-issue are met and the moorings are re-licenced to the new owner en bloc. Any moorings that the new owner does not wish to assume will be relinquished.
3. Each BERTH and each space on a pontoon will be licenced for one vessel only. Each BERTH and each space on a pontoon requires a separate licence.
4. Each BERTH and space on a pontoon are to be marked with appropriate identification of the BERTH or space on a pontoon which must be unique to the LICENCE HOLDER.

The BERTHS and spaces on a pontoon may only be used by BOATs the details of which have been given to Dart Harbour prior to the use of any mooring or BERTH. A visiting vessel may use a BERTH or space on a pontoon on condition that it is not left unattended for more than 18 hours out of 24 hours and does not remain within the HARBOUR for longer than 14 days without the consent of DART HARBOUR.

ANNEX E – WAITING LIST APPLICATION FORMS



Dart Harbour

Dart Harbour
6 Oxford Street
Dartmouth
Devon TQ6 9AL

☎ - 01803 832337

e-mail - info@dartharbour.org
website - www.dartharbour.org

Waiting List Application Form for a Leisure Berth on the River Dart

Please complete this form in **BLOCK CAPITALS** to apply for a Dart Harbour Leisure Mooring. All Dart Harbour moorings are subject to acceptance of the terms and conditions of hire of a Dart Harbour berths.

Dart Harbour operates a deposit based waiting list. If applying for a main leisure mooring a refundable deposit of £150.00 is required and if applying for a running mooring or dinghy rack/pontoon the deposit is £50.00. The maximum deposit per application would therefore be £200.00. The deposit is refunded on allocation of a mooring or refunded if you wish to come off the waiting list. A registration fee is applicable for each mooring location that you apply for - £15.00 registration fee for each main mooring location and £10.00 registration fee for each dinghy mooring location.

Please complete the form as fully as you can, taking into account the type of boat that you plan to place on the mooring. You will need to bear in mind the maximum LOA and beam limits.

If possible, please enclose a photo of your boat with the application form or e-mail photo to info@dartharbour.org

Important - please ensure you update us of any changes to your contact details or boat details - failure to do so could result in you missing out on a mooring offer.

Privacy Information. Please let us know your preferences for how we communicate with you. We will not share your details with third parties – with the exception of your nominated agent, if we are unable to make contact with you.

Business use only ☐ Business & Newsletter ☐

| | | | |
|--|------------------------------|--|--------------|
| Mr/Mrs/Ms | First Name | Surname | |
| Address | | | |
| Town | County | Postcode | |
| ☎ Home | ☎ Work | ☎ Mobile | |
| e-mail | | | |
| Boat Details | | | |
| Boat Name | | LOA (including bowsprit, davits, etc.) metres | |
| LOA must include pushpits, pulpits, bowsprits, bumpkins, davits, tilted outboard, rudders etc. Please do not rely on manufacturer's stated LOA as this may not include the above. | | | |
| Keel Type | Beam m | Draft m | Displacement |
| Vessel Type | Construction | | Colour |
| Make | Where is your present berth? | | |
| Boat Not Yet Purchased | Min. LOA m | Max. LOA m | Vessel Type |
| Signature | | Date | PTO |

Waiting List Application Form for a Leisure Berth on the River Dart

| Down River Leisure Swinging or Fore and Aft (Trot) Moorings | Max. LOA | Reg. Fee £15 |
|--|------------|--------------|
| Kingswear Trots – (double & single berths) deep water & shallow water Please tick box if you only want a single trot (19 metres max. LOA) <input type="checkbox"/> Please note there is a longer wait for a single trot mooring | 19 metres | £ |
| Dartmouth – Bight & Warfleet (swinging & trot berths) deep & shallow water | 12 metres | £ |
| Dartmouth Trots – (single berths) deep water, shallow water & mud berths | 10 metres | £ |
| Kingswear – Noss Trots (minimum LOA 19 m) (double berths) deep water | 25 metres | £ |
| Down River Leisure Pontoon Berths | Max. LOA | Reg. Fee £15 |
| Dartmouth DA/DB Pontoon – walk ashore shallow to deep water pontoon | 8 metres | £ |
| Dartmouth Low Water Landing – maximum beam – 2.5 m including fendering | 5.5 metres | £ |
| Kingswear Pontoon – deep water island pontoon with water and electricity | 18 metres | £ |
| Up River Leisure Swinging or Fore and Aft (Trot) Moorings | Max. LOA | Reg. Fee £15 |
| Higher Noss – (west side of channel) deep water swinging & single trot moorings Swinging Only <input type="checkbox"/> Trot Only <input type="checkbox"/> No Preference <input type="checkbox"/> | 14 metres | £ |
| Maypool – (east side of channel) deep water swinging moorings | 12 metres | £ |
| Parsons Mud – (just above Higher Noss) deep & shallow water swinging moorings | 12 metres | £ |
| Dittisham – deep & shallow water swinging moorings | 10 metres | £ |
| Dittisham Mud – swinging mud berths – drying out on every tide | 7 metres | £ |
| Greenway/Galmpton – deep & shallow water swinging moorings | 11 metres | £ |
| Cornworthy – shallow water swinging moorings | 11 metres | £ |
| Cornworthy Mud – swinging mud berths – drying out on every tide | 6.1 metres | £ |
| Bow Creek – single trot mud berths – drying out on every tide | 9.7 metres | £ |
| Stoke Gabriel – shallow water swinging moorings | 10 metres | £ |
| Stoke Gabriel Mud – swinging mud berths – drying out on every tide | 7 metres | £ |
| Stoke Gabriel Foreshore Mooring – drying out on every tide | 5.2 metres | £ |
| Duncannon – shallow water swinging moorings | 9.2 metres | £ |
| Duncannon Mud – swinging mud berths – drying out on every tide | 4.9 metres | £ |
| Totnes – single trot mud berths – drying out on every tide | 8 metres | £ |
| Refundable Deposit for Swinging, Fore & Aft Trot & Pontoon Berths | £150.00 | £ |
| Total Registration Fees - £15.00 for each location applied for (non-refundable) | £ | |
| TOTAL PAYABLE | | £ |

Payment can be made by credit/debit card, cash, or BACS (for postal applications please phone the office to pay by card)
 BACS - Dart Harbour & Navigation Authority - Sort Code 30-98-69 - Account Number 01186953
 (please state full name and waiting list on bank transfer)
 A photocopy of your application will be returned to you on receipt of payment for your records

For Dart Harbour Office Use Only

| | | | | | | | |
|----------------|--|-----------------|---|----------------|--|--------------------|--|
| Date Received | | Total Reg. Fees | £ | Dinghy Deposit | | Main Berth Deposit | |
| Receipt No. | | Ref. No. | | Scan Uploaded | | Photocopy Returned | |
| Harbour Assist | | Updated by | | Date | | | |



Dart Harbour

Dart Harbour
6 Oxford Street
Dartmouth
Devon TQ6 9AL

☎ - 01803 832337

e-mail - info@dartharbour.org
website - www.dartharbour.org

Waiting List Application Form for a Dinghy or Tender Berth on the River Dart

Please complete this form in **BLOCK CAPITALS** to apply for a Dart Harbour Leisure Mooring. All Dart Harbour moorings are subject to acceptance of the terms and conditions of hire of Dart Harbour berths.

Dart Harbour operates a deposit based waiting list. If applying for a main leisure mooring a refundable deposit of £150.00 is required and if applying for a running mooring or dinghy rack/pontoon the deposit is £50.00. The maximum deposit per application would therefore be £200.00. The deposit is refunded on allocation of a mooring or refunded if you wish to come off the waiting list. A registration fee is applicable for each mooring location that you apply for - £15.00 registration fee for each main mooring location and £10.00 registration fee for each dinghy mooring location.

Important - please ensure you update us of any changes to your contact details or boat details - failure to do so could result in you missing out on a mooring offer.

Privacy Information - Please let us know your preferences for how we communicate with you. We will not share your details with third parties – with the exception of your nominated agent, if we are unable to make contact with you.

Business use only ☐ Business & Newsletter ☐

Important information regarding dinghy only or tender allocations on pontoon, or rack berths

Please note that preference is given to tender applications and a greater percentage ratio of berths will be allocated to tenders than dinghy only berths on pontoons or racks. Please note tender berths will only be allocated to persons that already have a main berth on the river.

For tender berths, on relinquishment of the main boat berth, the berth holder will be required to relinquish the tender berth at the same time as the main boat berth

| | | |
|-----------|-------------|----------|
| Mr/Mrs/Ms | Forename(s) | Surname |
| Address | | |
| Town | County | Postcode |
| ☎ Home | ☎ Work | ☎ Mobile |
| e-mail | | |

Tender Application

| | | | | |
|--------------------------------------|-------------------------------|--------|--------------------------|--------|
| Tender Name | LOA (inc. tilted outboard) | metres | Beam (inc. fendering) | metres |
| Dinghy is tender to (main boat name) | | | | |

Dinghy Only Application

| | | | | |
|-------------|-------------------------------|--------|--------------------------|--------|
| Dinghy Name | LOA (inc. tilted outboard) | metres | Beam (inc. fendering) | metres |
|-------------|-------------------------------|--------|--------------------------|--------|

| | | |
|-----------|------|-----|
| Signature | Date | PTO |
|-----------|------|-----|

Waiting List Application Form for a Dinghy or Tender Berth on the River Dart

Dinghy Pontoons and Racks – Dartmouth, Kingswear, Dittisham & Stoke Gabriel

| Down River Leisure Dinghy Pontoon or Dinghy Rack Berths | Max. LOA | Reg. Fee £10 |
|--|------------|--------------|
| Dartmouth Dinghy Rack – maximum moulded depth - 0.7 metre | 3.4 metres | £ |
| Dartmouth Low Water Landing – LOA to include tilted outboard maximum beam – 2 metres including fendering | 4.3 metres | £ |
| Kingswear Dinghy Rack – maximum moulded depth - 0.7 metre | 3.4 metres | £ |
| Kingswear Dinghy Rack Afloat – maximum beam – 2.5 metres inc. fendering | 4.3 metres | £ |
| Kingswear Dinghy Rack Afloat – maximum beam – 2.5 metres inc. fendering | 5 metres | £ |

| Up River Leisure Dinghy Pontoon or Dinghy Rack Berths | Max. LOA | Reg. Fee £10 |
|---|------------|--------------|
| Dittisham Dinghy Rack – maximum moulded depth - 0.7 metre | 3.4 metres | £ |
| Dittisham Dinghy Pontoon – LOA to include tilted outboard maximum beam – 2 metres including fendering | 4.3 metres | £ |
| Stoke Gabriel Dinghy Pontoon – LOA to include tilted outboard maximum beam – 2 metres including fendering | 4.3 metres | £ |

Running Moorings – Dartmouth, Kingswear, Dittisham & Cornworthy

| Down River Leisure Running Moorings | Max. LOA | Reg. Fee £10 |
|---|------------|--------------|
| Dartmouth – Warfleet Creek Running Mooring | 4.3 metres | £ |
| Dartmouth – Bayards Cove Running Mooring | 4.3 metres | £ |

| Up River Leisure Running Moorings | Max. LOA | Reg. Fee £10 |
|-----------------------------------|------------|--------------|
| Dittisham Running Mooring | 4.3 metres | £ |

| | | |
|--|---------------|----------|
| Refundable Deposit for Running Moorings, Dinghy Rack & Pontoon Berths | £50.00 | £ |
| Total Registration Fees - £10.00 for each location applied for (non-refundable) | | £ |
| TOTAL PAYABLE | | £ |

Payment can be made by credit/debit card, cash, or BACS (for postal applications please phone the office to pay by card)
BACS - Dart Harbour & Navigation Authority - Sort Code 30-98-69 - Account Number 01186953
 (please state full name and waiting list on bank transfer)
 A photocopy of your application will be returned to you on receipt of payment for your records

For Dart Harbour Office Use Only

| | | | | | | | |
|----------------|--|-----------------|---|--------------------|--|--------------------|--|
| Date Received | | Total Reg. Fees | £ | Dinghy Deposit | | Main Berth Deposit | |
| Receipt No. | | Scan Uploaded | | Photocopy Returned | | | |
| Harbour Assist | | Updated by | | Date | | | |

Dart Harbour Rates & Charges for the year 2021/2022

- all charges include VAT @ 20% ●

Annual Harbour Dues - £20.30 per metre per annum or part thereof expiring 31st March following. Invoices paid by 31st March attract a prompt payment discount of 50%. Please note that all LOA's are rounded up to the nearest half metre.

Renewal Fee - Please note that our mooring year runs from 1st April to 31st March following. If you are offered a berth before March, Dart Harbour will send you an invoice for a mooring 'Renewal Fee' of £200 to secure the berth. This will usually be sent out at the beginning of January, unless the offer is made later. The £200 will then be deducted off your main invoice which we send out annually on 1st March. Only the moorings highlighted in red are subject to the 'Renewal Fee'. Please note that the 'Renewal Fee' is not refundable should you cancel a mooring before taking up the offer.

| Leisure Berths - Trot, Swinging and Pontoon Moorings | Min. Charge | Charge per metre |
|--|-------------------|------------------|
| Deep Water Fore & Aft Trot Mooring – three metres of water or more at MWLS | 6 metres | £125.29 |
| Deep Water Swinging Mooring – three metres of water or more at MWLS | 6 metres | £136.51 |
| Shallow Water Fore & Aft Trot Mooring – minimum of one metre to maximum of three metres water at MLWS | 5 metres | £98.99 |
| Shallow Water Swinging Mooring – minimum of one metre to maximum of three metres water at MLWS | 5 metres | £108.50 |
| Shallow Water Fore & Aft Trot Mooring – less than one metre of water at MLWS | 5 metres | £72.30 |
| Shallow Water Swinging Mooring – less than one metre of water at MLWS | 5 metres | £82.16 |
| Mud Berth – will dry out on every tide | 5 metres | £38.76 |
| Foreshore Mooring – will dry out on every tide | £109.82 per annum | |
| Dartmouth DA Island Pontoon – Inner & Outer Berth – walk ashore pontoon | 6 metres | £248.61 |
| Dartmouth DB Pontoon – Inner Berth – walk ashore pontoon | 4.5 metres | £248.61 |
| Dartmouth DB Pontoon – Outer Berth – walk ashore pontoon | 6 metres | £248.61 |
| Kingswear Island Pontoon - without water & electricity | 6 metres | £232.65 |
| Kingswear Island Pontoon - with water & electricity | 6 metres | £267.76 |

Commercial Berths

Prices are available on application – please enquire at the Harbour Office

| Leisure Berths – Dinghy Pontoons, Dinghy Racks & Running Moorings | Annual Charge |
|---|---------------|
| Dinghy Pontoon Berth Dartmouth, Dittisham and Stoke Gabriel – afloat walk ashore dinghy berth | £117.94 |
| Dinghy Pontoon Berth Dartmouth, Dittisham and Stoke Gabriel – drying out walk ashore dinghy berth | £161.85 |
| Dinghy Rack Berth Dartmouth, Kingswear and Dittisham | £102.42 |
| Dinghy Pontoon Berth – Dartmouth LWL 5.5m walk ashore pontoon | £565.89 |
| Commercial Dinghy Pontoon Dartmouth and Kingswear – afloat walk ashore dinghy berth | £174.57 |



Dart Harbour

Marinas & Other Private Mooring Contractors on the River Dart

Down River – below the Anchor Stone

Creekside Boatyard - tidal pontoon beach moorings and boatyard storage

Creekside Boatyard • ☎ 01803-832649 • e-mail – info@creeksideboatyard.co.uk

Dartmouth Boatfloat - drying out mud berths

Dartmouth Town Council • ☎ 01803-832281 • e-mail – office@dartmouthtowncouncil.org

Dart Marina - deep water pontoons

Dart Marina Ltd., Sandquay, Dartmouth, TQ6 9PH • ☎ 01803-833351 • e-mail - marinas@dartmarina.com

Darthaven Marina - deep water pontoons

Darthaven Marina, Kingswear, TQ6 0SG • ☎ 01803-752242 • e-mail - darthaven@darthaven.co.uk

Distin & Distin - deep water moorings, drying-out mud berths & running moorings

David Distin • ☎ 01803-835213 • ☎ 07905-311222 • e-mail – d.distin@btinternet.com

Premier Marina - deep water pontoons and deep water fore & aft moorings

Premier Marina, Kingswear, TQ6 0EA • ☎ 01803-839087 • e-mail – lorrainef@premiermarinas.com

River Dart Moorings – deep water pontoons & drying-out mud berths

Robert Green • ☎ 07809 262587 • e-mail – info@riverdartmoorings.co.uk

Royal Dart Yacht Club - deep and shallow water fore & aft moorings

Royal Dart Yacht Club • ☎ 01803-752496 • e-mail – office@royaldart.co.uk

Waterhead Creek - drying out mud berths

Kingswear Parish Council • e-mail – kingswearclerk@yahoo.co.uk

Up River – above the Anchor Stone

Blackness Marine – dry stack storage, self-launch, year round secure storage

☎ 01803-722654 • ☎ 07702-433242 or 07896 857424 • e-mail - storage@blacknessmarine.co.uk

Dartside Quay – deep water moorings & drying-out mud berths

MDL, Dartside Quay, Galmpton, TQ5 0EH • ☎ 01803-845445 • e-mail – dartsidequay@mdlmarinas.com

Dolphin Boatyard - drying-out pontoon berths, self-launch, year round secure storage

Dolphin Boatyard, Galmpton, TQ5 0EH • ☎ 01803-842424 • e-mail – info@dolphinhaven.co.uk

Teignmouth Maritime Services - drying-out mud berths

☎ 01626-772197 • ☎ 07970-287856 • e-mail – info@tmsmaritime.co.uk

Totnes Boating Association - drying-out mud berths

Totnes Boating Association, Steamer Quay, Totnes, TQ9 5AL • e-mail – info@totnes-boating.co.uk



Dart Harbour

Dart Harbour
6 Oxford Street
Dartmouth
Devon TQ6 9AL

☎ - 01803 832337
e-mail - info@dartharbour.org
website - www.dartharbour.org

Waiting List Application Form for a Commercial Berth on the River Dart

Please complete this form in **BLOCK CAPITALS** to apply for a Dart Harbour commercial berth. All Dart Harbour moorings are subject to Terms and Conditions of contract. Applicants must have a fully operational commercial business which is their main source of income. The vessel must be used on a regular basis for commercial purposes and must have the appropriate valid insurance and safety certificates in place. Dart Harbour reserves the right to terminate the mooring agreement with one month's notice in writing at any time and may ask to inspect the vessels insurance and safety documents.

| | | | | |
|--|-------------|-------------------------------|--|--------------|
| Mr/Mrs/Ms | Forename(s) | | Surname | |
| Name of Business | | | Type of Business – e.g. fishing, charter etc. | |
| Address | | | | |
| ☎ Home | | ☎ Work | | ☎ Mobile |
| e-mail | | | website | |
| Boat Name | | | LOA (including bowsprit, davits, etc.) metres | |
| LOA must include pushpits, pulpits, bowsprits, bumpkins, davits, tilted outboard, rudders etc. Please do not rely on manufacturer's stated LOA as this may not include the above. | | | | |
| Keel Type | | Beam | m | Draft |
| Vessel Type | | Construction | | Displacement |
| Dinghy Name | | LOA (inc. tilted outboard) | | metres |
| | | Beam (inc. fendering) | | metres |
| Dinghy is tender to (main boat name) | | | | |

| | |
|-----------|------|
| Signature | Date |
|-----------|------|

| | | |
|---|---------|---------------|
| Commercial Mooring Refundable Deposit | £150.00 | £ |
| Commercial Dinghy Mooring Refundable Deposit | £50.00 | £ |
| Commercial Mooring Registration Fee | £15.00 | £ |
| Commercial Dinghy Mooring Registration Fee | £10.00 | £ |
| Please note that we cannot currently accept cheques for payment | | TOTAL PAYABLE |
| | | £ |

Privacy Information. Please let us know your preferences for how we communicate with you. We will not share your details with third parties – with the exception of your nominated agent, if we are unable to make contact with you.

Business use only ☐ Business & Newsletter ☐

| For Dart Harbour Office Use Only | | | | | |
|----------------------------------|--|-----------------|---|--------------------|--|
| Date Received | | Total Reg. Fees | £ | Dinghy Deposit | |
| CA Receipt | | Scan Uploaded | | Photocopy Returned | |
| Harbour Assist | | Updated by | | Date | |

GLOSSARY. ACRONYMS and ABBREVIATIONS

| | |
|--------|--|
| AONB | Area of Outstanding Natural Beauty (This is almost the entire length of the River Dart) |
| CHA | Competent Harbour Authority |
| DHNA | Dart Harbour and Navigation Authority |
| Dinghy | A small boat on which harbour dues are payable |
| HRO | Harbour Revision Order |
| LOA | Length Overall |
| LWL | Low Water Landing |
| MCA | Marine and Coastguard Agency |
| MLW | Mean Low Water |
| MHW | Mean High Water |
| MHWS | Mean High Water Springs |
| MMO | Marine Management Organisation |
| PTML | Private Tackle Mooring Licence |
| Tender | A small boat used to access a larger main boat on which harbour dues are not payable. |
| | |
| | |
| | |
| | |

ANNEX F – OVERVIEW AND MAP OF THE RIVER DART

CATEGORISATION OF THE RIVER

Proceeding downstream from Totnes:

- (1) **Weir to Old Bridge** – a mix of ‘Undeveloped’ and ‘Traditional’ trot moorings. It is likely that the moorings in the Mill Tail will have to be abandoned in the next few years due to siltation. Otherwise no change is envisaged. Serious unsightly litter such as supermarket trolleys in the Mill Tail below the bridge will be removed as necessary.
- (2) **Old Bridge to Baltic Wharf** – a ‘Developed’ area with trot moorings; turning area at Steamer Quay. Little, if any, scope for further mooring development although Dart Harbour will, as a long-term aim, seek to try to improve facilities for visiting boats. The Authority has cleared the ship turning bay of old trees, litter etc. and will do so again as necessary.
- (3) **Baltic Wharf** - plans continue for the development of Baltic Wharf. Provided that reasonable conditions are met regarding public access, disabled access, and the provision of some temporary berthing facilities for visitors, any proposals will be considered sympathetically. From Baltic Wharf, Home Reach, Fleet Mill Reach, Sharpham, including ‘The hole in the wall’, to Ashprington Point – this area of outstanding beauty is currently completely ‘Undeveloped’ and no moorings will be permitted. Landing facilities exist at Sharpham. Restoration of the old South Quay at Sharpham for public access is a possibility but this will not include moorings. Some improvements to improve public access on the North Quay are likely to be considered. Discussions are ongoing regarding ‘the hole in the wall’. It is likely that some repair of the river bank walls and stabilisation of the ‘gap’ will occur at some time as there is some concern about the stability of the present configuration.
- (4) **Duncannon** – this is a ‘Traditional’ area. No further moorings will be permitted in this area.
- (5) **From Duncannon to Stoke Gabriel** – the river is ‘Undeveloped’ and this will continue although the area near the West Bank just downstream of the mouth of Bow Creek is used as an unofficial anchorage in appropriate weather.
- (6) **Bow Creek to Tuckenhay** – this is of great natural beauty, a haven for birds, and is currently undeveloped. It will remain so. A favourite spot for anchoring small craft temporarily at appropriate states of the tide exists near the mouth of the Creek, near the Ashprington bank.
- (7) **Tuckenhay** – a small line of Authority trots exists. No additional moorings will be laid and indeed some may be removed and relocated if there is no demand for them.
- (8) **Stoke Gabriel Creek** – traditional swinging moorings are in use for small craft and there is the Dart Harbour pontoon. The sluice will be opened during the winter (except for the Christmas period) to facilitate the flushing out process.
- (9) **Middle Back Shoal to Blackness Point (West Side)** – traditional mooring area although there is one short line of trot buoys opposite Stoke Gabriel, which are of very long standing. Access to moorings in this area is historically difficult, as it is a long run by dinghy from Dittisham or Stoke Gabriel. However the continuing developments at Blackness may ease this problem. No overall increase in moorings is likely and indeed if the mud moorings continue to be difficult to let then some of them will be removed and possibly relocated elsewhere on the river.

- (10) **Stoke Gabriel to Pig Hole Point (East Side)** – traditional area. No increase in moorings proposed but it may be possible to relocate a limited number of the difficult to let mud moorings from the West bank in this area.
- (11) **Pig Hole Point to Sandridge Boat House** – undeveloped area. No moorings to be permitted.
- (12) **Mouth of Dittisham Creek** – undeveloped area used as an unofficial anchorage during the peak season. No development to be permitted.
- (13) **Dittisham Creek** – traditional laying up area. Much of the beach and fundus is not leased to the Authority.
- (14) **Sandridge to Greenway (Ebb Channel)** – traditional area consisting of Authority moorings and some private moorings particularly close to the foreshore at Hunterswood. No further moorings will be permitted.
- (15) **Galmpton Creek** – historically ‘Developed’ despite its shallow depth. There has been reinstatement of disused privately owned commercial moorings in this area.
- (16) **Higher Gurrey Point to Lower Gurrey Point** – undeveloped area, no development to be permitted.
- (17) **Lower Gurrey Point to Vipers Quay (Dittisham)** – the Traditional pattern of swinging moorings serving Dittisham is to be preserved. No increase in mooring numbers is proposed or likely to be permitted, although if the size of the Visitors’ Moorings in the Channel opposite Greenway is increased, some rearrangement and clustering of moorings by size may be necessary. Pleasure vessels use the area off Greenway Quay for turning.
- (18) **Vipers Quay to Parsons Mud** – undeveloped area used as an unofficial anchorage below Anchorstone. No additional moorings to be permitted.
- (19) **Parsons Mud/Maypool/ Kilngate** – this area has a mixture of traditional moorings and also includes areas that are undeveloped. No change envisaged although some thinning out may occur by agreement and natural wastage.
- (20) **Kilngate to Old Mill Creek** – trot moorings with a few traditional moorings.
- (21) **Old Mill Creek (Excluding Navy Exercise Area – see later)** – the mouth of the creek has trot and traditional moorings, largely on private fundus. There are some small moored pontoons on the South side of the mouth of the Creek. Trot moorings follow the narrow navigable line of the channel, part way up to the boatyards.
- (22) **Noss on Dart** – Planning Permission (2016 Outline) is being submitted for a major development on this site including houses, hotel, and educational use. As this is the last site on the river offering deep water access at all states of the tide the Authority is amenable to see sensitive development which exploits this for maritime and associated use as much as possible. Some DHNA moorings may be relocated in this area as a result of the new marina developments.
- (23) **Navy Exercise Area** – this is the large area of the river off the mouth of Old Mill Creek where there is a substantial number of large yellow swinging moorings used by BRNC. There are also some moored pontoons. BRNC’s requirements are kept under regular review and, as indicated above, if Dart Harbour finds itself in a position to develop any part of this area for moorings there will be a further period of consultation. Overall during the 5 years the current policy has been in force there has been no increase in the total number of Authority moorings on the river.

(24) **Noss/Sandquay to Lower Ferry** – this is the most intensively developed area of the river and it includes central Dartmouth and Kingswear. The AONB Management Plan gives a total figure of some 6000 moorings within the entire South Devon AONB area; approximately a quarter of which are located between Noss and the Lower Ferry. Strong representations have been received, in the past, from Dartmouth Town Council arguing that any increase in moorings in this area would further exacerbate the existing serious pressures on shore facilities, particularly public car parking.

The Sandquay area provides the ship turning area for the Port and as the continuing development of Dartmouth as a port is a key element in Dart Harbour's future strategy, this clear area of river must be retained.

(25) **Lower Ferry to Castle** – this area has trot moorings licensed to RDYC on the Kingswear bank (which are emptied in the winter because of adverse weather) and a traditional pattern of moorings in the Bight with vessels being re-located during the winter for safety. No changes are envisaged although some further thinning of moorings may occur in the Warfleet / Bight area by natural wastage.

