

A BRIEF INTRODUCTION TO MOORINGS

A Mooring is made up of the following:

Ground Works in the form of a sinker or ground chain sunk into the river/sea bed; a sinker is a substantial weight (large tyre filled with concrete, large enough to create suction and with a chain fixing point or oil drum filled with concrete with a chain fixing point) with a concave bottom to assist suction in the mud and sand.

A **Riser Chain** which is attached to the ground works by shackle or fixed ring, the length and size of the chain is determined by where a mooring is laid and the height of tide experienced.

A **Mooring Buoy** which is attached to the riser chain by shackle and incorporates a swivelling mechanism to allow a moored boat to turn on the mooring with the tide without twisting the riser chain or mooring strop, the size of buoy is determined by the size of boat, amount and size of riser chain and where the mooring is laid.

A **Mooring Strop** which attaches the boat to its mooring buoy and is made of rope.

There are three ways of mooring a boat:

By **Swinging Mooring**, this is where the boat is attached to a single mooring buoy, which is in turn attached to a Riser Chain and Ground works. It is called a swinging mooring because the boat swings around its mooring as governed by the ebb and flow of the tide. The boat requires more space to swing at low water than it does at high water when most of the slack in the riser chain is taken up. Most of the moorings on the Teign are Swinging Moorings and have boat length restrictions.

By **Fore and Aft Mooring**, this is where a boat is moored to a mooring buoy forward and aft which are in turn attached to their individual Riser Chains and Ground Works. This mooring arrangement does not allow the boat to swing on its mooring and thus requires less space than a swinging mooring although there is slack in the Riser Chains at Low Water. There are some Fore and Aft Moorings off Polly Steps, off the River Beach and on Salty opposite Polly Steps and all have boat length restrictions.

By **Trot Mooring**, this is where a tender dinghy, rowing boat, regatta boat or seine boat or equivalent is tied to a mooring line that runs down the beach and is secured at the top and bottom of the beach by ground works. The usual size for a dinghy tender mooring is a maximum length overall of 4m. Trot Moorings have boat length and size restrictions and are on the foreshore of the Harbour and River Teign including River Beach, Polly Steps, Riverside, Shaldon, Strand, Ringmore, Coombe Cellars and other areas. Trot mooring holders should be aware of the length of head and stern ropes required for the boat to ride correctly on a trot mooring.

There are two main categories of Moorings on the Teign:

A **Maintained Mooring**, this is a mooring that is installed and maintained by THC and is usually a mooring that does not dry out very often or at all and requires divers to conduct maintenance on the mooring. This type of mooring is sometimes referred to as a 'Deep Water' mooring because in general most boats on this type of mooring remain afloat throughout the full tidal range between low and high water.

A **Non-Maintained Mooring**, this is mooring that is initially installed by THC and is allocated and passed to the mooring holder who then becomes responsible for maintaining all parts of the mooring from and including the ground works, the riser chain, the mooring buoy and how the vessel is attached to the mooring. It is not maintained by THC but is maintained by the mooring licence holder. This type of mooring is also referred to as a 'Drying Out Mooring' as boats generally dry out and take the bottom (sit on the sea/riverbed) at low water on this type of mooring.

A **Non Maintained Mooring** is further divided into the following sub-categories:

Zone 1 Mooring: Where the ground works are at or below the Mean Low Water Line MLWL as marked on the Ordnance Survey Map (On average tides, boats may take the bottom up to 2 hours either side of low water).

Zone 2 Mooring: Where the ground works are above the MLWL as marked on the map and experience average water on average tides (On average tides, boats may take the bottom up to 4 hours either side of low water).

Zone 3 Mooring: Where the ground works are above the MLWL line, above Zone 2 moorings and do not experience very much water (On average tides, boats may float up to an hour either side of high water).

Mooring Application and Allocation Process

1. Applicant reads this Introduction and the Terms and Conditions of a Mooring Licence Holder both available on the THC website at www.teignmouthharbour.com ;
2. Applicant has a discussion with Harbour Commission (HC) Staff about boat and mooring;
3. Applicant completes Mooring Application Form available on THC website and joins Mooring Application List;
4. HC Staff allocate mooring and contact applicant to discuss allocated position of mooring and date and time for an onsite visit of mooring position;
5. Site Visit with HC Staff during which time the type of mooring is explained along with the responsibilities and maintenance requirements of mooring holder;
6. If mooring site is accepted, pay for mooring installation and mooring licence.
7. Mooring installed and passed to new mooring holder along with Mooring Licence Permit Sticker to be placed on moored boat; responsibility for boat and mooring tackle as discussed pass to mooring licence holder.

General Points

The Harbour Commission Staff will always initially install a mooring whether this is a new mooring allocation or a move from one mooring to another.

If allocated a swinging or fore and aft mooring then the mooring is to remain as such; there should be no attempt to change a fore and aft mooring into a swinging mooring or vice versa.

There is a maximum boat length for each individual mooring, so if you are thinking of changing your boat speak to HC Staff first before you change to avoid disappointment.

The boat length includes, bathing platforms, outboard engines in the up/stowed position with propeller cover, bowsprits, sternsprits, bow rollers, pushpits, pulpits and any other feature which extends the overall length of a boat as this will extend the advertised length of a boat and will need to be measured before applying for a mooring.

Not all boats can take the ground on a drying out mooring because of the type of hull, underwater fittings, rudder, shaft, outdrive, rudder or propeller restrictions.

The Mooring Licence Holders Terms and Conditions (Ts&Cs) should be read thoroughly by the Licence Holder, any payment or part payment of a mooring licence charge or visitor charge automatically indicates compliance with the Ts&Cs.

Boats and Moorings in the Teign are subject to strong tides and need regular attention and checking. Mooring Holders must make provision to check their boats and their moorings regularly; weekly in the Summer months (April to September) every few days in the Winter months (October to March). Swinging moorings can cause considerable wear to the mooring tackle and securing arrangements of a mooring and this must be monitored.

One of the most common reasons for boats coming adrift from their moorings is because the mooring strop has worn away; the condition of the strop must be checked regularly particularly if bad weather is forecast and again on completion of the bad weather.