LYMPSTONE FISHERIES & HARBOUR ASSOCIATION

GUIDANCE FOR LAYING MOORINGS

All vessels moored within the area administered by the Association are moored **entirely at the owner's risk** and must have a valid Third Party Insurance for a **minimum** of £1,000,000.

These specifications are the **minimum** suggested by the Association, who do not accept any liability for loss or damage suffered by the licensee or any other person. In exposed positions it is recommended that the minimum requirements suggested are exceeded.

1. General

All parts of a mooring shall be supplied and maintained by the **Registered Mooring Owner** in accordance with this Specification. The Association owns an area of the river bed south of Darlings Rock, and an area north of Darlings Rock is leased from the Crown Estate. An **Annual Licence** is granted to the Registered Mooring Owner permitting occupation of the **Registered Mooring Position** for a vessel not exceeding the maximum Registered Length of the mooring.

The Registered Mooring Owner will be allocated a site by the Moorings Officer.

For all moorings, except those for small craft in shallow water, moorings shall consist of a minimum of two suitably designed anchors with no upward projections, connected by a length of ground chain with a rising chain to a mooring buoy. See Figure 1.
Concrete mooring blocks will not be allowed.

2. Mooring Anchors

Mooring anchors shall be single fluke with the fluke plate being as large as practicable.
Typical details for mooring anchors are given in figure 1.

3. Ground Chain

The minimum length of ground chain shall not be less than 4 times the maximum depth of water at the Registered Mooring Position. The size of the ground chain shall not be less than that set out in Table 1.

The ground chain shall be laid across the direction of tidal flow. The centre point of the ground chain shall be connected to the Riding Chain or Riser.

4. Riding Chains or Risers

A Riding Chain or Riser shall be connected to the centre of the ground chain. The size of the Riding Chain or Riser shall be not less than that set out in Table 1.

A swivel shall be included in the riser between the bottom two metres and the water level. The normal diameter of the swivel shall not be less than that of the chain to which it is connected.
The maximum length of the riser under water shall be twice the maximum depth of water.
The length of the riser above the water shall not be more than 1.5 times the height of the bow fairlead above the water, plus the distance from the fairlead to the mooring cleat, bollard or other attachment to the vessel.

The riser above water level (the strop) may be chain, rope or other suitable material with a suitable loop or attachment to connect to the mooring cleat on the boat. A suitable sleeve to prevent wear over the bow roller is recommended. A short length of light rope may be used between the upper riser and the pick-up buoy. If such a rope is used it shall be weighted to prevent it floating.
Shackle diameters shall not be less than that of the chain or fitting to which they are attached and should be tightened and locked (moused) using wire or suitable plastic cable ties.

Table 1

Registered Length of Mooring	Minimum diameter of ground chain	Minimum weight of anchors	Minimum diameter of riser
Less than 4 m	10 mm	18 kgs	6 mm
Between 4 m and 6 m	12 mm	20 kgs	8 mm
Between 6 m and 7.5 m	15 mm	25 kgs	8 mm
Between 7.5 m and 9 m	20 mm	30 kgs	10 mm
9 m +	25 mm	30 kgs	12 mm

5. Mooring Buoys

Mooring Buoys shall be of a soft material and be large enough to support the weight of the rising chain at maximum water level whilst floating at least half their diameter. The main mooring buoy shall not be less than 300 mm diameter, and **must be clearly marked with the number of the mooring.**

Pick up buoys, if used, shall be of soft material and not be less than 150 mm in diameter. They shall be attached to the mooring buoy with rope or chain the length of which shall not exceed the height of the bow above the water plus the distance of the bow to the mooring cleat or bollard.

6. Maintenance

The **Registered Mooring Owner** is responsible for maintaining the mooring.
The location of the mooring means that it is supporting a boat in strong tidal and strong wind conditions, which cause wear in each of the components. In addition, corrosion, erosion and electrolysis can cause rapid and dramatic removal of metal from the components.
Consequently new moorings must be checked for wear and serviceability at the start of the season, mid season and at the end of the season, until a pattern of wear is established.
Special attention should be made to swivels, shackles and any sign of excessive wear to both riser and ground chain. The rope strop passing over the bow roller should be regularly checked, together with any end splicings.

Fig. 1