

### **General Advice for Mooring Layout:**

A boat left on a swinging mooring, particularly for long periods, requires a safe mooring. The mooring must be totally reliable and able to withstand the variety of conditions likely to arise, including the very worst. To achieve this, the component parts of the mooring must be fit for the purpose they are intended.

### **Please be alert to the following dangers to moored vessels:**

**(i)The topography of the seabed varies, and drying moorings will not be suitable for all craft. Licensees should satisfy themselves the vessel is suitable for the given ground.**

**(ii)Moorings rarely have a unique swing circle and in unfavourable combinations of wind and tide the possibility of contact with a neighbouring vessel always exists.**

**(iii)It is not always possible to accommodate safely the maximum length of vessel for a given class, or moor widely dissimilar types of vessel on adjacent moorings.**

### **Mooring Sinker.**

The effectiveness of the mooring relies upon the weight of the mooring chain and sinker. This will vary with the nature of the seabed and the design of the sinker. A weight, which just sits on the bottom, will resist a horizontal pull of less than its own weight because it will weigh less under water than in air. Buried in Chichester Harbour mud its resistance to pull will increase substantially and the holding power can be further increased by good design. A properly proportioned sinker will create suction to such a degree that when buried its holding power can be increased by as much as four times.

### **Assembling the Mooring:**

Unless the mooring is a complete, all-welded assembly, shackles will have to be incorporated. These build a weakness into the mooring and therefore shackles at least one size larger than that of the chain should be used. Shackle pins have been known to work loose and fall apart, and should be securely moused with wire or plastic tie-wrap, ideally the shackles are arcwelded

after assembly. Galvanised shackles should not be used when fitted under water. The ring incorporated into the sinker should be as large as possible to extend its life.

### **Siting a Mooring:**

Placing the sinker precisely to give adequate swinging room is an important factor, especially where there are multiple rows of moorings. Guidance is available from the Conservancy's Mooring Officer who will, on request, lay a marker buoy in the correct location prior to the sinker being laid.

### **Maintenance:**

Every system of maintenance is based upon regular inspection. Annual checks of the chain, mooring buoy, shackle and swivels are necessary to ensure that the integrity of the mooring is maintained. It is advisable that new moorings are closely monitored to establish wear patterns. The effects of electrolysis, erosion and corrosion on the mooring equipment in a salt-water environment will accelerate the rate of deterioration. If at any time excessive wear is detected in any part of the mooring equipment, it should be renewed and the entire mooring inspected, after all the mooring is only as strong as its weakest link.

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*This is an extract from a leaflet produced by the Conservancy on general advice for laying a drying mooring.*

*Should you have any queries about your own mooring equipment please contact the Harbour Office.*



# Conditions of Licence to Lay Moorings on Land Controlled by Chichester Harbour Conservancy

**01243 512301**

[www.conservancy.co.uk](http://www.conservancy.co.uk)

**LICENCE TO LAY MOORINGS ON LAND  
CONTROLLED BY THE CHICHESTER  
HARBOUR CONSERVANCY**

CHICHESTER HARBOUR CONSERVANCY  
ACT 1971 - SECTION 49(4)

**CONDITIONS OF SITE LICENCE**

1. Subject to payment in advance of the site charge(s) prescribed in the Conservancy's current scale of charges the Licensee shall be entitled to lay down and retain the approved number of mooring(s) of the specified Class and Category, on the site indicated on a plan available for inspection at the Harbour Office, Itchenor.
2. The Licensee shall pay the Site Licence fee by the 14 March of the preceding financial year.
3. This licence is valid from the 1 April or the date of receipt in the Harbour Office of the licence fee whichever is later and shall expire on the 31 March following.
4. **Mooring licenses are personal to the Licensee.** Should the Licensee wish to transfer the site licence, or offer the licence and mooring equipment for sale – prior to doing so they should seek agreement of the Conservancy Moorings Officer. All transfers are subject to Conservancy approval. The Conservancy reserve the right not to grant the transfer.
5. As per the Conservancy Management Plan it is policy to clawback deep water mooring sites in key positions when they are surrendered by the Licensee.
6. The Licensee shall ensure at all times that the full mooring number, which includes class and category, is clearly displayed on the mooring buoy in letters of not less than 5cms high. Any mooring not displaying this number will be deemed to be unlicensed and will be removed.
7. The Licensee shall furnish the Harbour Master with a list of the owner(s) and address(es) of the owner(s) with the name(s) and details(s) of their vessel(s) using the mooring(s).

8. The measurement of the length of any vessel using a mooring is to include all protruding fittings, e.g. bowsprits, bow-rollers, pulpits, davits, bathing platforms or raised outboard engines and must be within the length limit of the mooring.

9. The Licensee shall obtain the approval of the Harbour Master to any change in vessel using the mooring. The Conservancy reserves the right not to accommodate vessels which in certain conditions might affect the safety of navigation or cause damage to adjoining vessels.

10. The Conservancy will not be liable for any claim whatsoever arising out of or in connection with this licence.

11. The Licensee will at all times, during the continuance of this license, keep the mooring in a good and safe state of repair to the satisfaction of the Harbour Master. All mooring tackle is to be inspected annually by the Licensee and replaced as necessary. Mooring buoys are to be clearly visible.

12. Any contractor engaged by the Licensee to maintain their mooring(s) must operate in accordance with all legal requirements and adhere to a safety management system.

13. The Licensee must ensure that any boat using the mooring, for which these conditions apply, has insurance against third party claims for at least the minimum sum recommended by leading Marine Insurers.

14. The Licensee is responsible for ensuring that any vessel using the mooring, for which these conditions apply, is in a seaworthy and safe condition, to the satisfaction of the Harbour Master.

15. The Licensee is responsible for the safety of any vessel using the mooring. Should the vessel ground at low tide, it should do so safely and without hindrance to other vessels.

16. The Licensee shall take adequate precautions (the adequacy of which shall be as determined by the Conservancy) at times to ensure that no craft or person using the Harbour is placed in jeopardy by any action of the Licensee or by any person under his control through his or their use of the mooring.

17. The Licensee shall not obstruct or interfere in any way with the navigation of craft using the Harbour.

18. The Licensee shall comply with all lawful and reasonable requests made by the Conservancy or their authorized agent concerning the use of the mooring, method of laying and siting of the mooring.

19. Licensees are to be aware that the mooring may not always accommodate the maximum length of vessel for the given class, as this is subject to local conditions and spacing with adjacent moorings. The swinging room is to be kept to a minimum.

20. Any notice given under or in pursuance of this Licence shall be validly served, in the case of service upon the Conservancy, if dispatched by recorded delivery post addressed to:

The Harbour Master, Harbour Office,  
Itchenor, Chichester, West Sussex, PO20 7AW,

In the case of service upon the Licensee if dispatched in a like manner to the Licensee at the address shown in this licence.

21. In the event of non-compliance with any of these conditions this licence shall be terminated forthwith.

22. No refund of fees will be given.

23. Payment of the license fee acknowledges compliance with all conditions of this agreement.

**Chichester Harbour Conservancy Act 1971  
Section 50(1)**

Any person who –

(a) places, lays down, maintains or uses any mooring not provided or licensed by the Conservancy under the said section of this Act, shall for every such offence be liable to a fine not exceeding fifty pounds.

**Reviewed January 2024**