



ILFRACOMBE HARBOUR
OUTER HARBOUR MOORING BUOYS
STANDARD OPERATING PROCEDURES

SOP# 2

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1.0 DOCUMENT CONTROL

This SOP is subject to a 2 yearly review and periodic amendment as required

Major changes will be issued as a new version with all minor amendments to that version annotated by a decimal point e.g. V2 will become V2.1, V2.2 etc.

DATE	Review(R) Amendment(A)	Description of changes
04/03/2020	R & A	3.0 & 4.0 Updated to include repair agreement.
04/02/2021	R	No Changes
05/02/2022	R	No Changes
10/01/2023	A	Amendments to section 4.0
09/01/2024	R & A	Review schedule changed from annual to 2 yearly
09/01/2026	R	No Changes

2.0 FOREWORD

Ilfracombe harbour has for some time provided mooring buoys, coloured yellow, for the use of visiting vessels in the outer harbour.

More than 5 years ago commercial mooring buoys, coloured red, were laid down in the outer harbour to help facilitate the working of neap tides for the commercial operators licenced to Ilfracombe Harbour.

These outer red buoys were also laid down to negate the need for vessels to 'kedge' off in the outer harbour as a matter of safety.

The Red outer harbour mooring buoys were augmented last year, 2019, with 3 extra single moorings to better assist the growing number of commercial vessels.

After consultation with the Commercial Operators the following code of practice for the use of the outer red mooring buoys has been agreed.

3.0 HARBOUR AUTHORITY

The Harbour Authority has agreed to the following;

- I. To remove the single moorings to leave the original 4 double moorings on the plan designated '2nd line' - Completed.
- II. To change out 2 x yellow visitor buoys to be marked with Red buoys for commercial use designated 'front line' - Completed.

The harbour authority is responsible, within reason, for the maintenance and upkeep of both the front and 2nd line moorings and will provide all items required for this purpose.

If the harbour authority deems that any operator is not complying with any part of this SOP the authority reserves the right, within reason, to levy a financial charge.

4.0 COMMERCIAL OPERATOR

The Operators have agreed to the following;

- I. To manage the mooring arrangements of the outer red buoys between themselves, this to include rafting arrangements and at all times all vessels will be adequately fendered this to include both sides of vessel if necessary.
- II. That the new front line red buoys are primarily for the use of the RIBs marked on the plan as #1 and #2.
- III. If sufficient Commercial vessels are out and will be using the outer buoys so as to utilise all buoys then the RIBs will raft up on #1, leaving the front line #2 to be used by another commercial vessel.
- IV. Any dinghy left on any buoy will not be moved or the buoy used without prior consultation with the dinghy owner.
- V. That at all times all Operators are to endeavour to return their vessels to their respective allocated inner moorings as tide allows i.e., on Spring tides.
- VI. If at any time for harbour operational reasons the needs arise for the use of the red buoys for other than commercial operators the buoys will be vacated on request from the Harbour Master [HM] or Deputy Harbour Master [DHM].
- VII. If for any operational reasons the need arises for the operators to utilise a yellow buoyed mooring, permission must be gained from the HM or DHM prior to the vessels taking the mooring.
- VIII. Any damage to the moorings, this to include the slipping of lines, will be reported to the Harbour Office in a timely fashion.
- IX. To repair/replace any damaged or missing items from the mooring which the Harbour will provide upon request.

5.0 THE PLAN

