

TOBERMORY HARBOUR ASSOCIATION

HANDBOOK



Tobermory was founded as a Fishing Port by the British Fisheries Society in 1788

THE TOBERMORY HARBOUR ASSOCIATION

The Tobermory Harbour Association (THA) was inaugurated in 1983 following the successful campaign to Save Tobermory Pier and in response to the 1982 'Water Sports Study in Argyll and Bute' encouraging communities to develop marine facilities ashore and afloat.

The THA exists to promote improvements to our harbour for the benefit of the local community and our visitors alike.

The THA is a community owned company limited by guarantee. All the revenues received are reinvested in facilities and projects in and around Tobermory Bay.

The THA has seventeen directors and 5 members of staff. Full Membership of the THA is open to any individual whose main residence is on the Island of Mull and who has an interest in Tobermory Harbour. Associate Membership is open to any individuals over the age of 17.

The Board of Directors is made up of representatives from all constituted local user groups, stake holders and members elected from the floor at the Annual General Meeting plus any co-opted Ex Officio members of the Committee.

The THA currently employs a Business Manager, a Marine Manager, a Relief Marine Manager and 2 Cleaning Assistants.

The THA meets on the first Thursday of every month. Meetings are open to observers. The AGM is normally held in June.

Copies of the Minutes are available on the website www.tobermoryharbour.co.uk or from the Business Manager

THE THA OBJECTIVES

To promote and develop improvements within Tobermory Bay whilst preserving the integrity of the Bay and its environs for the benefit of all stakeholders and the general public, by managing the assets of the Association to this effect, and to undertake any other appropriate activity in support of these objectives.

The THA is committed to Community Enterprise and a programme to provide 'Facilities for all'

THE THA MANAGES THE FOLLOWING ASSETS

- 1.1 A Minute of Agreement with The Crown Estate (CE) and a Section 34 Consent from the Scottish Government to lay and maintain 80 Local and 30 Visitor Moorings and a Visitors Anchoring Area in Tobermory Bay.

- 1.2 Approval from the CE and the Department of the Environs, Transport and the Regions (DETR) to maintain the Fairway.
- 1.3 A lease from the CE, approval from the Scottish Executive, SEPA and planning approval from Argyll and Bute Council (A&BC) and a sub lease from the CE for the Boat Park and Slip.
- 1.5 A lease from the CE for the Beach Slip.
- 1.6 The Pontoon at Ledaig in conjunction with the Crown Estates.
- 1.7 The boat park under the terms of a lease with A&BC.

THE THA OWNS THE FOLLOWING ASSETS

- 2.1 80 local Mooring Blocks, including the anchor blocks, surge chains and ground chain(s).
- 2.2 30 Visitor Moorings including anchors, ground chains, risers, buoys and pick-up chains.
- 2.3 6 Fairway Buoys, risers and anchors.
- 2.4 A 5000 litre Fuel Tank associated pipes and fuel delivery system
- 2.5 A 4 metre RIB, outboard and full safety equipment.
- 2.6 5 Storage Compounds and Street Furniture within the Boat Park.
- 2.7 Harbour Building (Taigh Solais) incorporating toilet/shower/laundry facilities, 7 offices, 1 board room, Compressor shed, MCA Garage and drying room
- 2.9 The Land on which the Harbour Building is built and surrounding area.
- 2.10 Seaplane Platform and mooring

RULES OF THE ASSOCIATION

Membership of the THA is free

- 3.1 Persons leasing or regularly using the assets of the THA are required to join the THA.
- 3.2 Members and Visitors using Tobermory Harbour and the facilities of the THA are expected to act responsibly, obey the Rules of the Road, ensure they are compliant with the terms of business - liability and adhere to the THA Department Rules.
- 3.3 Tobermory Harbour Association terms of business – liability
Tobermory Harbour Association (THA) will not be liable for any loss or damage caused by any event or circumstance beyond our reasonable control (such as extreme weather conditions, the actions of third parties not employed by us, any defect in any part of a customer's or third party's vessels or latent defects in our equipment); this includes, but without limitation, loss or damage to vessels, gear, equipment or other goods left with us for storage and harm to persons entering our premises or using any of our facilities or equipment.
Tobermory Harbour Association will take reasonable steps to maintain security at our premises and to maintain our facilities and equipment in reasonably good working order. Subject to this and in the absence of any negligence or breach of duty on our part, customers leave their vessels, gear,

equipment or other goods at their own risk. Therefore customers should ensure that their own personal and property insurance covers such risks.

Tobermory Harbour Association will not have a duty to salvage or preserve a customer's vessel or other property from the consequences of any defect in the vessel or property concerned. Similarly, we shall not be under any duty to salvage or preserve a customer's vessel or other property from the consequences of an accident, which has not been caused by THA negligence or failure of duty.

However, we reserve the right to do so in any appropriate circumstances, particularly where a risk is posed to the safety of people, property or the environment. In this event we shall be entitled to charge the customer concerned on a normal commercial basis.

Tobermory Harbour Association customers may themselves be liable for any loss or damage caused by the, their crew and/or their vessels and while their vessel or other property is on THA premises, they shall be obliged to maintain adequate insurance, including third part liability cover for not less than £2,000,000 and, where appropriate, Employers' Liability cover in respect of any employee to at least the statutory minimum. THA customers shall be obliged to produce evidence to us of any such insurance within 7 days of a request to do so.

- 3.4 The THA reserves the right to terminate a lease or to refuse to allow anyone to use the assets or facilities of the THA if they contravene Rule 3.1, 3.2 and/or 3.3

THE THA DEPARTMENTS

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|------------------------------|----------------------------|
| 4.1 THE LOCAL MOORINGS | 4.2 THE VISITOR MOORINGS |
| 4.3 THE ANCHORING AREA | 4.4 THE FAIRWAY |
| 4.5 THE PONTOON & FUEL BERTH | 4.6 THE BOAT PARK AND SLIP |
| 4.7 THE BEACH SLIP | 4.8 THE STORAGE COMPOUNDS |
| 4.9 THE HARBOUR BUILDING | 4.10 THE SEAPLANE PLATFORM |

THE LOCAL MOORINGS

A Mooring is a permanent or semi-permanent means of attachment to the Sea bed

- 5.1 The THA holds the exclusive right to lay and maintain moorings in the areas marked on Plan 1. No other moorings except those belonging to the RNLI and Caledonian MacBrayne will be allowed in the Association's Mooring Area unless agreed between the THA and the Crown Estate.
- 5.2 The THA owns, maintains and insures a grid of mooring blocks, surge chains and ground chains. Each anchor point is known as a '**Mooring Block**'. Boat owners wishing to lease a Mooring Block, onto which they will be given permission to attach their own riser, should apply to the Business Manager. Preference will be given to residents of Mull (Note 7.1).
- 5.3 All mooring holders must be members of the THA
- 5.4 Mooring Blocks are arranged in rows and groups of rows. Mooring Blocks for small boats are inshore, mooring Blocks for large boats offshore. Each group of Mooring Blocks is suitable for the following sizes of boats.

Row **A, L** up to **20** feet
Row **B, C, M** up to **25** feet,
Row **D, E, F** up to **35** feet
Row **G, H** up to **50** feet
Row **I, J, K, N** up to **75** feet

The ratio of boat length to anchor size may be modified for boats with excessive tonnage to length and vice versa.

- 5.5 The THA have discretion to specify the appropriate Mooring Block taking into consideration the vessels size. In exceptional circumstances and after full consultation the THA may ask a lease holder to move to an alternative mooring position to accommodate differing sizes and types of vessels into the grid. The expense of moving existing Mooring Block holder(s), under these circumstances, would be met by the THA and/or the new mooring holder.
- 5.6 The design and type of riser used by the Mooring Block holder is at the Mooring Block holder's discretion. However the length and 'scope' of the riser for each Mooring Block has been specified by the THA Mooring Consultant (Note 7.2).
- 5.7 Members are responsible for the insurance, inspection and maintenance of their riser and associated mooring tackle. The THA Mooring Blocks and Surge Chains are inspected annually by the THA.
- 5.8 Members are responsible for obtaining at least third party insurance for the vessel for which they lease the mooring. Members sub-leasing a mooring (5.12) are responsible for ensuring that the sub leaser has third party insurance for their vessel
- 5.9 THA Mooring Block Holders will be given a mooring tag, issued by the Crown Estate, which must be clearly attached to the mooring pick up chain or buoy. A visible link from the surface to the THA mooring block must be maintained at all times. Members who fail to mark their mooring block(s) will be notified in writing and given one month to comply. If this mooring block remains unmarked the block will revert to the THA. Mooring Block holders should also clearly mark their mooring buoy with the appropriate mooring reference number from the THA.
- 5.10 Boats passing through the Mooring Areas should reduce speed and show consideration to other users. The THA recommends 4 Knots as the maximum speed. Complaints about excessive speed will be referred to the appropriate authority.
- 5.11 The right to a Mooring Block is not transferable except at the discretion of the THA.
- 5.12 If a member leases a Mooring Block which is unused or sub-leased by the Mooring Block Holder for two full years, then that lease will be terminated and the Mooring Block offered to the next suitable vessel, on the Waiting List. A reminder letter will be issued by the THA at the end of the first year.
- 5.13 A Mooring Block Holder may sub-lease his mooring for a maximum of two years.
- 5.14 Mooring Block leases are only granted to boat owners or persons in the process of obtaining a boat, the maximum period of grace for obtaining a boat is two years. Priority will be given to persons on the waiting list with boats.

MOORING FEES AND DUES.

The THA is a non profit making organisation, any surplus monies will be used to maintain or improve facilities in and around Tobermory Bay.

- 6.1 Mooring Block holders must pay their fees in advance. Fees include dues to the CE, the annual insurance on the Mooring Block and the monies due to the THA for leasing a Mooring Block.
- 6.2 If any Mooring Block holder fails to pay, or can give no valid reason for omitting to pay the fees, the mooring block will be offered to the next suitable vessel on the waiting list. Mooring holders who fail to pay their CE fees will be referred to the Crown Estate Marine Manager.

NOTES

- 7.1 *If the committee unfairly refuses an application for a mooring position, the applicant has the right of appeal to the Crown Estate Commissioners, 6 Bell's Brae, Edinburgh EH4 3BJ. Their decision shall be binding on both parties.*
- 7.2 *The THA Mooring Consultant is Tony Ratcliffe, North West Marine, Thornliebank, Argyll Terrace, Tobermory Tel 01688 302303.*

VISITOR MOORINGS

The THA have agreed with the CE to lay and maintain a minimum of 20 Visitors Moorings.

- 8.1 The Visitors Moorings are suitable for boats up to and including 15 tons or 60ft in length.
- 8.2 Only one boat per mooring.
- 8.3 Skippers must not tie directly onto the pick-up buoy or the mooring floatation buoy. Take the pick up chain aboard and make fast.
- 8.4 Mooring fees must be paid to the THA Marine Manager , The THA Office or at Seafare.

THE ANCHORING AREA

Every vessel has the right to anchor for free.

- 9.1 All visiting boats, under 70ft, may anchor in this area for free. Ships over 70ft should anchor seaward (East) of the Visitor and Local Mooring Areas. (See plan 1).
- 9.2 Any fixed moorings deposited in the Anchoring Area will be removed.
- 9.3 Static Fishing gear must not be set in this area from 1st April to 1st October. The THA reserve the right to remove any static gear in this area.

THE FAIRWAY

The Fairway is marked with port and starboard buoys to provide unrestricted access to and from the Fishing Pier at all times.

- 10.1 Vessels should proceed with caution through the Fairway.
- 10.2 The local speed limit in the Fairway is 4 Knots (See The West Coast Pilot)
- 10.3 The Fairway must be kept clear at all times.

10.4 Boats must not be moored to the Fairway buoys.

THE PONTOON & FUEL BERTH

The Crown Estate Pontoon has been installed by the THA to provide alongside berthing and direct access to the town of Tobermory at any state of the tide.

The Pontoon provides

- 11.1 Short Stay alongside berthing for embarking and disembarking passengers, taking on fuel, water and stores, emergency repairs and medivacs. (Max 30 metres - 90ft on front face)
- 11.2 Regular Short Stay alongside berthing for the purpose of carrying out an approved business.
- 11.3 24 hour berthing for visitors - . weather restrictions may apply.
- 11.4 24 hour berthing for local boats from 1st October to 31st March (or to the weekend before Easter if Easter falls within March). Weather restrictions may apply.
- 11.5 Electricity, water and fuel are available

The pontoon Rules (see Plan 2)

- 11.6 Dinghy Berths are for boats less than 4.5 metres – 14ft. To maximise the berthing space boats must be secured by a single painter (rope) and not fore and aft. *Exception* – The THA reserves the right to allocate berths to the disabled.

Note—The pontoon rises and falls up to 4.4 metres at spring tide. The depth of water is shallower inshore. maximum draft of 1.25metres inshore

- 11.7 Charter Berth is for local and visiting Charter Boats (see fees for Regular Short Stay Commercial). From 07.00 to 23.00hrs Charter Boats will have priority.
- 11.8 Fuel Berth on the front face is the fuel berth. Boats given permission by the Marine Manager to berth must be prepared to move at any time of the day or night for boats requiring fuel.
- 11.9 The Marine Manager and or the Relief Marine Manager have full authority over the Pontoon. Members and visitors with a problem(s) outside the scope of these rules may apply to the THA Committee for guidance or a resolution.

The Marine Manager has the right to:-

Give berthing priority to the Emergency Services and Ships in distress.

Allocate berths and block bookings.

Allocate a short term exclusive berth to passenger boats from visiting Cruise Liners.

Remove and dispose of any items left unattended on the walkways.

In bad weather or exceptional circumstances ask skippers to remove boats from the pontoon.

- 11.11 The Pontoon is subject to strong winds and waves especially from the North and East. In adverse conditions skippers must act responsibly and remove their boat from the Pontoon.
- 11.12 The bridge, walkways and fingers are to be kept clear. *Exception* – the THA has approved one set of steps for the use of passengers.
- 11.13 To minimize marine pollution skippers and crews are asked to use the toilet facilities ashore and keep discharges ‘to sea’ to a minimum
- 11.14 Repairs for any damage to the pontoon will be charged to the skipper or charter boat company responsible.
- 11.15 Skippers and engineers servicing boats at the pontoon must make arrangements to dispose of toxic waste products e.g. oil, and contaminated fuel. The THA reserves the right to withdraw membership from any member who dumps waste products on and around the Pontoon or Boat Park
- 11.16 The fairway around the pontoon and from the pontoon to the Ledaig slip must be kept clear.

THE BOAT PARK AND SLIP

Based on Designs by the THA the Ledaig Car, Bus and Boat Park is founded on rock from the Eas Brae and leased from the Crown Estate

- 12.1 The Boat Park is to be used for the temporary and seasonal storage of boats, boat trailers and ancillary equipment.
- 12.2 Applications for the long term storage of boats, trailers and equipment should be made to the Marine Manager. Preference will always be given to seasonal users.
- 12.3 Applications for the long term lease of Storage Compounds should be made to the Business Manager.
- 12.4 Applicants for long term leases will be expected to become Members of the THA.
- 12.5 Occupancy of Short Term storage positions is limited to 14 days.
- 12.6 Visitors wishing to leave their boats, trailers and equipment ‘between visits’ must apply to the THA Marine Manager.
- 12.7 All boats, trailers and equipment are left at the owners own risk.
- 12.8 Members and visitors, using this facility, are responsible for keeping the area tidy
- 12.9 Fees for Long Term Users should be paid directly to the THA. Short Term Users should pay the appropriate fee to the THA Marine Manager, at the THA Office or Seafare, or deposit their dues in the Honesty Box at the top of the Pontoon.
- 12.10 The THA reserves the right to restrict access to the Boat Park by unauthorised motor vehicles

THE SLIP

- 13.1 The Slip is to be used for the launching and recovering of boats.
- 13.2 No boat, trailer or equipment is to be left unattended on the slip.
- 13.3 The maximum size for launching and recovering is the owner's responsibility. The THA recommends a limit of 9 metres for RIBS, 8.5 metres for Yachts and 8 metres for Work Boats.
- 13.4 Large boats should be launched from half to full tide - please note that the slip ends abruptly and may be inaccessible at Low Water.
- 13.5 The use of the Slip is free for all Members.
- 13.6. All other boats must pay the appropriate fee to the THA Marine Manager, the THA Office or at Seafare, or deposit their dues in the Honesty Box at the top of the Pontoon.

THA STORAGE COMPOUNDS

- 14.1 The Tobermory Harbour Association has built 6 Storage Compounds on the south side of the Boat Park

COMPOUND SIZE

Compound 1	7.5 metres by 4.5 metres
Compound 2	7.5 metres by 4.5 metres
Compound 3	7.5 metres by 4.5 metres
Compound 4	7.5 metres by 4.5 metres
Compound 5	7.5 metres by 4.5 metres

- 14.2 The THA Compounds have been constructed to contain boats, trailers, and associated materials and equipment. The purpose of these compounds is to reduce the environmental impact of any materials and equipment stored in the Boat Park.
- 14.3 The THA Compounds are designed to provide low level security only. The compounds have locking points on the gates only and provide limited restriction to a person or persons wishing to access the compounds.
- 14.4 External low level lighting is provided.
- 14.5 One external 3 phase supply plus 2 single phase coin operated power points are located adjacent to the Compounds.
- 14.6 Compounds, 1, 2, 3, 4 are offered on an annual rental see Fees and Schedule of Charges. Applications to rent a THA Compound should be made in writing to The Business Manager
- 14.7 The insurance of all property belonging to the Tenant(s) of Compounds 1, 2, 3, and 4 or Community Organisations sharing Compound 6 is the responsibility of the Tenant or the

Community Organisation.

- 14.8 The THA Marine Manager and the nominated Relief Officer are in charge of the Boat Park on a day to day basis. Any problems or enquiries should be referred to the Marine Manager or made in writing to the THA Committee.
- 14.9 Compound 5 is the fuel storage area.
- 14.10 Compound 6. This Compound has been retained by the THA for the storage of the Associations' property and property belonging to other approved Community Organisations. Approved Organisations will be charged a nominal rent, to be agreed. Applications from Community Groups wishing to store boats, trailers, and associated materials and equipment in Compound 6 should be made to The Business Manager

The Storage Compound Rules

- 14.11 Vacant Compounds will be advertised locally.
- 14.12 Applications to rent a Compound in the Boat Park must be made in writing to The Business Manager.
- 14.13 Applications must be approved by the THA Committee. If the THA refuses an application the reason will be given in writing.
- 14.14 A rental agreement must be signed by the approved applicant and an Office Bearer of the THA before entry.
- 14.15 The rent is payable in advance, annually.
- 14.16 The Approved Tenant(s) are not permitted to assign or to sublease the Compound to any other person or organisation.
- 14.17 The Tenant (s) may also apply for a Boat and Trailer parking space(s) out-with the Compound
- 14.18 The THA reserves the right to review the rent annually. Any change in the rent must be notified to the Tenant, in writing, at least 2 months before the next annual payment is due. All reasonable steps must be taken by both parties to reach an agreement at the time of annual rent review. The Tenant has the right to appeal to the Valuation Office. The previously agreed Rent will always apply until agreement is reached.
- 14.19 The compounds are for the storage of boats, trailers, and associated materials and equipment. The storage of perishable goods for example, fish and shellfish, fish food, and bait is not permitted. All property belonging to the Tenant must be stored within the compound. The only exceptions are approved boats, trailers.

- 14.20 Access by the Tenant(s) motor vehicle(s) to the Boat Park and Compounds is permitted for the movement of stores, boats, trailers and equipment but not for Parking.
- 14.21 Any modifications or alterations to the compound and/or associated THA equipment must be agreed with the THA Committee.
- 14.22 Except for boats, mast and rigging, any plant, equipment, building or structure placed within the compound that exceeds the height of the front (North West facing fence), must be approved by the committee and must not contravene any planning regulations.
- 14.23 Any damage caused by the Tenant to the compound or associated THA equipment must be 'made good ' by the Tenant.
- 14.24 Applications from Groups must be signed by a nominated Team Leader or an Office Bearer in the case of a Club, Association or Committee.
- 14.25 The THA reserves the right to terminate this agreement if the tenant fails to abide by the Rules Two months notice will be given. The committee's decision and reasons will be made in writing.

THE BEACH SLIP

Sand is added to Tobermory Beach. Funded and supported by generous donations to the Beach Committee

- 15.1 The Beach Slip was built to facilitate access to the beach for the purpose of beach cleaning and depositing new sand.
- 15.2 No boat, trailer or equipment is to be left unattended on the Slip.
- 15.3 The use of the Slip is free for all for all persons who wish to access the Beach.
- 15.4 Rings are provided on the outlet pipe for the temporary mooring of dinghies and tenders.
- 15.5 The gate at the top of the slip must be replaced after use.

The Sea Wall from the Tobermory River to the Fishing Pier was designed and built by Thomas Telford.

MANAGEMENT BY THE ASSOCIATION

The THA has a duty of care over Tobermory Bay.

The THA has agreed the following Management Protocols for the various departments

LOCAL MOORINGS

- 16.1 Keeping an accurate and up to date record of all local Mooring Block positions.
- 16.2 Keeping a Data base of all Mooring Holders leasing Mooring Blocks from the THA.
- 16.3 Managing the waiting list and making recommendations to the THA.

16.4 Implementing and recording the maintenance and inspection programme as set out by the THA.

The THA Local Mooring Blocks including anchor blocks, surge chains, and ground chains and anchors will be inspected annually - normally March or April. Members may opt, at their own expense, to engage the THA Contractor to inspect their risers at this time.

16.5 Recording and resolving any violation of the rules as laid down by the THA.

16.6 Co-opting volunteers or engaging contractors to make emergency repairs to any asset of the THA that falls below the set standards.

16.7 Reporting back to the THA at the monthly meetings.

THE VISITORS MOORINGS

17.1 Keeping an accurate and up to date record of the Visitor Mooring positions.

17.2 Keeping a record of Visitor numbers.

17.3 Implementing and recording the maintenance and inspection programme as set out by the THA

The THA Visitor Moorings will be inspected annually - normally March or April. The pick -up chains and associated shackles will be inspected monthly from May through to September.

17.4 Recording and resolving any violation of the rules as laid down by the THA

17.5 Co-opting volunteers or engaging contractors to make emergency repairs to any asset of the THA that falls below the set standards.

17.6 Reporting back to the THA at the monthly meetings

THE ANCHORING AREA

18.1 Keeping a record of Visitor numbers

18.2 Implementing and recording the maintenance and inspection programme as set out by the THA.

18.3 Recording and resolving any violation of the rules as laid down by the THA

Any moorings and gear that interferes with the Anchoring Area will be removed.

18.4 Co-opting volunteers or engaging contractors to make emergency repairs to any asset of the THA that falls below the set standards.

18.5 Reporting back to the THA at the monthly meetings.

THE FAIRWAY

19.1 Keeping an accurate and up to date record of the Fairway Buoys and their relative positions.

19.2 Implementing and recording the maintenance and inspection programme as set out by the THA.

The THA Fairway Buoys and associated moorings will be inspected every two years.

- 19.3 Recording and resolving any violation of the rules as laid down by the THA
- 19.4 Co-opting volunteers or engaging contractors to make emergency repairs to any asset of the THA that falls below the set standards.
- 19.5 Reporting back to the THA at the monthly meetings.

THE PONTOON & FUEL BERTH

- 20.1 Maintaining a programme of Health and Safety checks as laid down by the THA and Statutory Bodies
- 20.2 Managing the berthing spaces and making recommendations to the THA for berthing position offered to members with special needs.
- 20.3 Implementing and recording the maintenance and inspection programme as set out by the THA.
The pontoon, mooring chains and anchors will be inspected annually.
- 20.4 Recording and resolving any violation of the rules as laid down by the THA
- 20.5 Co-opting volunteers or engaging contractors to make emergency repairs to any asset of the THA that falls below the set standards.
- 20.6 Reporting back to the THA at the monthly meetings.

THE BOAT PARK AND SLIP

- 21.1 Maintaining a programme of Health and Safety checks as laid down by the THA and Statutory Bodies
- 21.2 Keeping an accurate and up to date record of all persons renting space within the Boat Park.
- 21.3 Managing the waiting list and making recommendations to the THA as and when space and/or compounds become available.
- 21.4 Implementing and recording the maintenance and inspection programme as set out by the THA
- 21.5 Recording and resolving any violation of the rules as laid down by the THA
- 21.6 Co-opting volunteers or engaging contractors to make emergency repairs to any asset of the THA that falls below the set standards.
- 21.7 Reporting back to the THA at the monthly meetings.

THE BEACH SLIP

- 22.1 Maintaining a programme of Health and Safety checks as laid down by the THA and Statutory Bodies
- 22.2 Implementing and recording the maintenance and inspection programme as set out by the THA
- 22.3 Recording and resolving any violation of the rules as laid down by the THA
- 22.4 Co-opting volunteers or engaging contractors to make emergency repairs to any asset of the THA that falls below the set standards.

22.5 Reporting back to the THA at the monthly meetings.

RISK ASSESSMENTS

Paper and computer copies of these are kept in the THA office. All enquiries to the Business Manager.

FEES AND SCHEDULE OF CHARGES

Please refer to website – www.tobermoryharbour.co.uk - THA tab – drop down- fees and charges

MOORING SPECIFICATIONS

ROW	SIZE OF BOAT	MOORING SPECIFICATION	RISER SPECIFICATION
A	UP TO 20 FEET	GROUND CHAIN TROT	THE RESPONSIBILITY OF THE MOORING HOLDER WHO MUST SEEK PROFESSIONAL ADVICE FROM A QUALIFIED CONTRACTOR . PLEASE CONTACT THE THA OFFICE FOR ASSISTANCE IF REQUIRED.
L	UP TO 20 FEET	2 TON BLOCK + 2 m SURGE CHAIN	
B	UP TO 25 FEET	3 TON BLOCKS + GROUND CHAIN This row is a trot	
C	UP TO 25 FEET	3 TON BLOCKS + GROUND CHAIN This row is a trot	
M	UP TO 25 FEET	2 TON BLOCK + 2 m SURGE CHAIN	
D, E, F	UP TO 35 FEET	1x 3 TON BLOCK + 3 m SURGE CHAIN	
G, H	UP TO 50 FEET	2 x 3 TON BLOCK + 4 m SURGE CHAIN	
I, J, K	UP TO 75 FEET	3x 3 TON BLOCK + 6 m SURGE CHAIN	

THA DIRECTORS AND STAFF

Please refer to THA website www.tobermoryharbour.co.uk – THA tab- dropdown-Directors-Staff

THA CONTACTS

All correspondence should be addressed to

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BRIAN SWINBANKS Chairperson

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“Facilities for All”

