



RIVER DART MOORINGS

MARINE SAFETY MANAGEMENT SYSTEM

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1. INTRODUCTION

This document has been prepared in accordance with the 'Port Marine Safety Code' as issued by the Department for Transport in conjunction with the Maritime and Coastguard Agency. This document is available [here](#).

2. PURPOSE & APPLICATION

River Dart Moorings owns and manages a collection of pontoon, trot and swinging moorings in the Old Mill Creek area on the river Dart near Dartmouth.

This document indicates River Dart Mooring's commitment to manage and operate their mooring facilities in a competent manner, both in terms of safety and environmental issues.

The policies and procedures implemented by River Dart Moorings will aim to be a benefit to vessels and their owners, other users and the surrounding community.

3. AIMS & POLICY STATEMENT

River Dart Moorings has the following aims:

- (i) To run a safe, efficient, cost effective, sustainable, business for the benefit of its customers and the wider community.
- (ii) To fulfil its legal responsibilities.
- (iii) To maximise the quality and value for money of its services.
- (iv) To meet the national requirements of the Port Marine Safety Code.

The policy of River Dart Moorings is to:

- (i) Maintain their facilities to an appropriate standard to ensure their structural integrity and the safety of their customers and harbour users in accordance with appropriate Codes of Practice and current legislation.
- (ii) Ensure staff are trained to a high level of professional standards appropriate to their role.
- (iii) Ensure staff are properly trained in emergency and contingency procedures.
- (iv) Annually review our customer fees, considering current facilities, developments and prevailing market forces.
- (v) Review relevant legislation as required to ensure that the business is complying with applicable legislation, byelaws and orders.

General Safety and Environmental Policy – The policy of River Dart Moorings is to:

- (i) Protect the environment where its facilities are located, and beyond.
- (ii) Ensure so far as reasonably practicable the safety at work of its staff, contractors and other persons who may be affected by its activities.

4. APPLICABLE CODES & REGULATIONS

For the purposes of this Marine Safety Management System, the main applicable legislation is the Port Marine Safety Code (PMSC).

5. OWNERSHIP & MANAGEMENT

River Dart Moorings is owned by the Raleigh Estate and administered by Robert Green. The Raleigh Estate also owns the fundus of Old Mill Creek on which the mooring facilities are located.

Robert Green carries out administrative and marketing responsibilities for the Raleigh Estate.

The inspection and maintenance of the facilities is carried out by Dart Harbour Navigation Authority.

6. KEY PEOPLE

Key People & Contact Details

Duty	Name / position	Contact details
Dart Harbour Duty Holder	Dart Harbour Board	dhboard@dartharbour.org 01803 832337
Harbour Master	Paul Britton	harbourmaster@dartharbour.org 07852 794857
Dart Harbour Designated Person	Andi Lloyd	andi@lloydmarine.co.uk 07986 704123
Facility Duty Holder	Robert Green	info@riverdartmoorings.co.uk 07777622355
Facility Operations Manager	Robert Green	info@riverdartmoorings.co.uk 07777622355
Facility Designated Person	DHNA Harbour Master	harbourmaster@dartharbour.org 07852 794857

Duties, Powers and Responsibilities

Facility Duty Holder - Requirement	Dart Harbour	River Dart Moorings
The Facility Duty Holder is responsible for the implementation of the PMSC in the facility. They may delegate work required but cannot delegate their accountability for compliance.		✓
Both parties publish information on the duty holder including how to contact on their website, including an out of hours contact.		✓ Click here
The duty holder is familiar with the organisation's marine activities, MSMS and procedures. The Duty holder is responsible to ensure all other sections of this MOU are complied with.		✓
The Facility Operator confirms compliance with appropriate aspects of the PMSC to Dart Harbour, who will report this compliance to the MCA as part of their declaration		✓

Designated Person - Requirement	Dart Harbour	River Dart Moorings
Dart Harbour has appointed a Designated Person for the harbour		
The Operator has agreed that the Harbour Master will carry out the role of Designated Person for the facility. As part of this, the Harbour Master will carry out an annual audit of the facility at a mutually agreeable time at standard hourly tariff rates and will also be available throughout the year to provide advice on PMSC matters.		✓
The Designated Person provides independent assurance through auditing and monitoring directly to the Duty Holder that the MSMS is working effectively in ensuring compliance with the code. The designated person has a thorough knowledge and understanding of the code and marine legislation. The role of the designated person does not change the accountability of the duty holder; they should provide advice to help the duty holder fulfil their duty.		✓

7. QUALIFICATIONS & TRAINING

River Dart Moorings is committed to the provision of adequate training to allow members of staff to undertake their duties in a professional manner. They will also ensure that contractors conducting work on their behalf are suitably qualified and experienced.

8. MANAGING RISK

It is the policy of River Dart Moorings to formally assess all potential hazards and risks that have a reasonable likelihood of occurring, and to put in place a series of controls to help mitigate these risks by reducing their likelihood and severity.

[Click here](#) to view our Risk Assessment documents

River Dart Moorings Risk Assessment – Methodology

River Dart Moorings uses the ALARP system for assessing and mitigating risk. ALARP stands for “As Low As Reasonably Practicable.” It is a principle used in risk management, particularly in health and safety, to reduce risks to a level that is as low as is reasonably practicable.

1. Risk is assessed by first assigning a value to the likelihood of the event occurring within the next 5 years using the left-hand table below.
2. A value is then given to the likely severity of the consequence of the event using the right-hand table below.
3. The two values are then multiplied to give a risk score for that particular hazard on the assumption that no control / mitigation measures are applied - this is the ‘Inherent or Uncontrolled Risk.’
4. The control / mitigation measures are then applied and the risk score recalculated to give the final ‘Residual Risk.’
5. Finally the risk score is assigned one of the five action levels:

a. “No action” – risk ALARP.
b. “Monitor” – risk ALARP.
c. “Action” – find better mitigation measures.
d. “Urgent Action” take immediate action and stop activity if necessary
e. “Stop” – do not proceed

The risk classification indicates the magnitude and acceptability of the risk and determines whether the task can be performed. If the residual risk level cannot be mitigated such that it is at the ALARP level or below (scoring 12 or less) then either additional mitigating / control measures will be required or the activity suspended.

The individual and overall risk assessment should be kept under continual and periodic review. Any incident that is relevant to a particular risk assessment should trigger a review of the scoring of the risk assessment and especially the mitigating measures applied.

Risk Rating Calculator

Likelihood that hazardous event will occur		Consequence of hazardous event	
1	Very unlikely	1	Insignificant
2	Unlikely	2	Minor
3	Fairly likely	3	Moderate
4	Likely	4	Major
5	Very likely	5	Catastrophic

Action Level Table

Risk Rating	Action
20-25	Stop activity and take immediate action
15-20	Urgent action
8-12	Action
3-6	Monitor
1-2	No Action – ensure controls are maintained and reviewed

9. INSPECTIONS & MAINTENANCE

The inspection and maintenance of the facilities is carried out annually by Dart Harbour Navigation Authority.

10. SUITABILITY OF VESSELS FOR BERTHS

Strict length and weight restrictions are maintained on all our moorings.

It is a condition of our Mooring licence Terms & Conditions that all boats are insured.

It is a condition of our Mooring licence Terms & Conditions that all boats are kept in a seaworthy condition.

The owners of boats that have not been adequately maintained are given warnings and potentially asked to remove their vessels.

11. BERTHING GUIDANCE FOR CUSTOMERS

Customers are given information regarding access and tidal restrictions prior to being allocated a mooring. Further information on mooring boats is available on our website at www.riverdartmoorings.co.uk/moorings/mooring-advice/

12. INCIDENT REPORTING

All relevant incidents, when brought to our attention, are reported to DHNA.

From 2026, information about reporting incidents will be included in our Mooring Licence information.