

PHA MOORING STANDARDS

- Any chain or shackle that has worn to less than two thirds of its original thickness must be replaced and the worn chain/shackles removed, this allows for easier inspection
- Chains only to be shortened by shackles, line or rope is not acceptable
- All shackles must be wired, zip ties are not recommended as they easily wear
- Mixing of stainless and mild steel fittings will greatly increase the wear rate
- Thimbles **MUST** be used on ALL strops irregardless of the strop material, construction or size
- All shackles, swivels and other hardware used in the mooring hookup should be proportional in size to the chain used
- Spliced rope is stronger than knotted rope
- All lines, strops, painters, etc in any part of the harbour must be weighted, any floating lines may be removed by the committee
- Snap shackles may only be used to secure painters, they must not be used for securing chains
- The owner of any boat that the committee considers has inadequate, worn or damaged line, strops, chain, ladder, etc must replace the said item within a required time frame (usually one week)
- Failure to rectify any fault or worn item may result in the exclusion of the boat and owner from the association
- No weights or chains to be set in place without the prior knowledge of the committee and their approval given
- A reasonable charge may be made to a boat owner for any emergency repair carried out by the committee to prevent damage to said boat, other boats or to prevent injury or loss of life to other harbour users
- Ladders, must be secured top and bottom and have adequate clearance from the wall to allow safe use, worn, broken or unsecure ladders that the committee consider dangerous **WILL BE REMOVED**
- The owner of the boat moored alongside a ladder will be responsible for the maintenance of that ladder even if they do not own said ladder. If more than one boat is using a ladder responsibility for maintenance will be equally shared
- Only painters to be secured to the railings

No standards or inspection requirements, however, can ensure vessel security under all possible conditions, particularly severe storm conditions with associated wind and wave hazards. As a result, Portreath Harbour Association and the committee members assume no responsibility for personal injury or property damage that may result from the use of any mooring tackle that either meets or exceeds the above standards.

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