

General Direction (GD) 10 – Revision and Consultation

Ports of Jersey (PoJ) undertook a review of GD10 – The Provision and Management of Moorings within St Helier and Outlying Harbours. The Consultation was published on the 15th March on PoJ website and circulated to relevant stakeholders for comment.

Consultees were able to complete a feedback form on the proposed revision to the GD. This has been captured in the table below.

The feedback has been reviewed by the Harbour Management team, and it is considered that the changes are acceptable based on the feedback from the consultation.

The revision to GD10 has therefore been approved by the Harbour Master and will be published on the Ports of Jersey website and comes into force with immediate effect. (Annex A)

PoJ will work with stakeholders to support implementation of any changes to the management of moorings if required.

Feedback is captured in the table below from the consultation:

From	Comments
Outlying Reef Resident, Boat Owner	<p>1. With respect to clause 7 of the new GD10, we assume that all existing moorings will be 'grandfathered in'. The MoUs for the offshore reefs (yet to be discussed) must allow moorings to belong to a hut and to be passed down with the hut, and for historic established 'non-resident' moorings to be handed down in the family (there are two of these at the Ecrehous). That is to say, a hut owner should be able to pass his/her existing mooring(s) to his/her heirs along with the hut. The mooring should not suddenly be available to the next person on the waiting list, potentially leaving hut owners without a mooring.</p>
Boat Owner;	Have a mooring in Gorey and happy with current set up
Boat Owner; Outlying Reef Resident; General user of the Harbour(s); Yacht club Member;	<p>Moorings at the Ecrehous are being abused by other boats, often French, when more than one or two vessels moor up on them. I have seen 5 boats moored side by side! I have also experienced difficulties in people vacating my mooring. 2020 must have seen the most visitors to the reef with people dropping anchors anywhere and beaching their boats with no consideration of what happens when it floats!</p>
Boat Owner; General user of the Harbour(s); Outlying Reef Resident; Yacht club Member;	<p>For the last two years upon checking my mooring in Gorey before going back in the water, mooring have been laid incorrectly over mine. One time I couldn't pick up my mooring as it was so heavy with other people's chains weighing on top of mine. Moorings should not be able to be laid without harbour supervision or guidance first. Bring back a harbour master!!!</p>
Boat Owner; Yacht club Member; General user of the Harbour(s);	No comment
Boat Owner; General user of the Harbour(s); Yacht club Member;	I have a mooring in La Rocque Harbour. My boat is a 19ft Orkney 'Blue Bird'
Boat Owner; General user of the Harbour(s); Yacht club Member;	19ft Orkney boat moored at La Rocque
Outlying Reef Resident; Boat Owner; General user of the Harbour(s);	<p>1) I own and maintain moorings at Les Ecrehous and the abuse of the private moorings by leisure and commercial boats is increasing, one example of what appears to be accepted practice of boaters most notably commercial ribs of mooring up by the stern, thus putting more pressure on the mooring, this not only causes wear, but can lift ground chains and eventually in some cases see the blocks move. Visiting boats rafting up on private moorings without consent. Visiting boats have also taken up the practice of attaching a mooring line to ground chains, even when asked not to do so. The commercial boat Neire Mauve from Carteret continues to moor next to private moorings even though I understand they had agreed to stop doing this, due to the number of incidents and damage it had caused previously, and I hasten to add not paid for.</p> <p>2) At the Ecrehous ground chains are often fouled by those anchoring, it would be beneficial if some visitors moorings were installed.</p>

	<p>3) It might be worth adding that old chains be removed from the harbours and offshore reefs when persons renew or take over moorings, there appears to be an increasing amount of chain and mooring debris in these areas.</p> <p>4) Gorey has some visitor moorings which are often used for lengthy periods by local boats with their own moorings, perhaps a 24 hour stay be the rule for local boats. At one time there was visitor moorings on the beach area, this seem to have been gone and the area a bit of a parking area for unused boats.</p> <p>5) Improved supervision and inspection of the areas above would also improve the situation. It took me several weeks last year to get a vessel moved off my mooring, in the end I had to move the vessel myself.</p> <p>6) It would appear I only received notice of this consultation through someone who thought I might like to comment. Should not all mooring users have been consulted?</p> <p>7) I own a mooring at the Ecrehous and Gorey but I am not a member of the residents association, or the boat owners association, could I ask to be consulted on any proposals for change regarding Ecrehous or Gorey.</p>
<p>Boat Owner; Outlying Reef Resident; Yacht club Member;</p>	<p>There are too many boats, particularly in The Old Harbours at St Helier, rotting away, probably unseaworthy, and apparently never used. Moorings could be freed up for new users if the owners of these boats were at least asked for proof of insurance and management and maybe some other kind of incentive to get rid of them could be devised. They also make the harbours LOOK unmaintained and tatty and are a poor advert for tourism. The problem will get worse if nothing is done, it has been accumulating over time, and it's such a waste of valuable space. (I am Hon Sec of SHBOA.)</p>
<p>Small commercial craft operator;</p>	<p>Following on from many conversations we have had in this regard, we feel that there should be a dedicated permanent arrangement for the SVC fleet. We contribute heavily with our current mooring fees and as a SVC particularly contributes to generating long term boat owner to fill marinas. If we had the opportunity to have consistent access to our fleet outside of the marinas we would massively improve our delivery to clients, students and visitors. We are in talks with Marina's and the Harbourmaster regarding the Albert Pontoon development and really hope we will successful in developing those mutual endeavours as soon as possible. Many thanks for the opportunity to submit this feedback!</p>
<p>Small commercial craft operator;</p>	<p>I have no issues with the new proposed GD10.</p>

Annex A

GD10 | The Provision and Management of Moorings within St Helier and Outlying Harbours

Under the Harbours (Administration) (Jersey) Law 1961, 4B Provision, etc. of moorings and with reference to schedule [25] Harbours – Management etc. Moorings (articles 2(2) and 4b) Port & Harbour limits, the Harbour Authority or their designate will provide and manage moorings within harbour limits in accordance with this direction.

1. Moorings may not be laid in the Port of St Helier or any of the Outlying Harbours without the express permission of the Harbour Master, his authorized officers, or a recognised association with the authority or delegated authority to regulate such moorings.
2. Moorings are only permitted within designated harbour limits in accordance with GD08.
 - a. Moorings in St Helier will normally be restricted to the Old Harbour, the area off the old lifeboat station between Old South Pier and Victoria Pier, and the holding moorings for Elizabeth Marina.
 - b. Moorings may be dropped over the winter period to prevent damage.
3. When laying moorings this should be undertaken in accordance with GD03.
4. The positioning of moorings is done in accordance with a navigational risk assessment for the harbour area considering the seabed, the depth of water, known tidal streams and recognised swinging circles of a moored vessel in accordance with its length.
 - a. When locating and laying a mooring the impact on the environment should be considered.
 - b. Specific locations may be subject to additional environmental measures or protection and this will be communicated during the application process.
5. Ground chains and clump blocks/dead men may be encountered within areas where mooring areas are assigned; mariners are warned to exercise caution when drying out or anchoring in these areas.
6. The Harbour Authority may forbid the laying of moorings within the limits of any harbour if such moorings contravened (4) above or –
 - a. would cause a hazard to navigation or otherwise be detrimental to navigational safety; or
 - b. would otherwise be detrimental to the general enjoyment of the harbour and its facilities by all users.
7. Should there be a greater demand for moorings than the maximum number permitted for a harbour area, then a waiting list will be held on a first come first serve basis, which may be determined by –
 - a. the length of a vessel,
 - b. the draft of a vessel.

References

- A. Harbours (Administration) (Jersey) Law 1961 as amended Art 1
 - B. Harbours (Jersey) Regulations 1962 Regulation 3 (3) (a)
 - C. General Direction 8 – Harbour Limits
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