PORT OF LONDON AUTHORITY

Teddington to Broadness

Project Kraken
MARINE WATCH

Have you registered?

Police forces and partner agencies along the Thames are working together to reduce crime in the marine environment.

Visit www.met.police.uk/marine

Call us on 101
or in an emergency call 999
Project.Kraken@met.police.uk
www.met.police.uk/marine
Marine Watch

NAVIGATION ABOVE PUTNEY BRIDGE

Rowing Navigation Buoys

Fifteen Red Buoys and four Green Buoys mark the edge of the 1.0m charted depth navigational channel between Putney and Brentford (please see Permanent Notice to Mariners 2011 (P19) for more information).

These ensure the segregation of rowing craft from other river users and should be treated as ordinary port and starboard lateral marks. If you are a non-rowing river user, you should stay within this marked channel and avoid navigating between the buoys and the shore (the inshore zone).

Recreational Craft

Primarily at weekends, large numbers of recreational craft manoeuvre above Putney Bridge. Motor vessels must therefore observe the 8 *knot* speed limit at all times and pay special attention to their wash. If you are navigating in unpowered craft, you must be familiar with the code of practice for paddle powered vessels which is on the PLA website www.boatingonthethames.co.uk

River Events

The area of river between Putney Bridge and Isleworth Ait is home to regattas and processional rowing events including the Boat Race and the Great River Race. These events can lead to navigational restrictions and full river closures. You should check the PLA's website or listen to London VTS on VHF Channel 14 for further information.

Reduced Upriver Depths

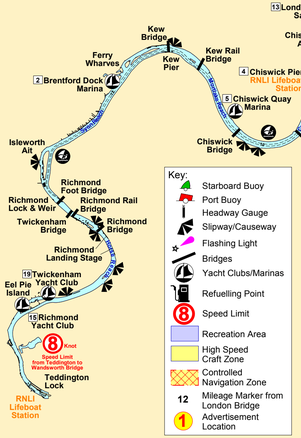
Depths in the upper reaches of the tidal Thames are affected during Low Water by the amount of land water flowing over Teddington Weir. The area particularly affected lies between Kew Railway Bridge and Richmond half-tide lock. Under low flow conditions, water levels in this area will remain at or less than chart datum between three hours before and one hour after Low Water at Richmond Lock. You should expect Low Water levels of 0.5 metres below Chart Datum.

During these periods of reduced depths, you should navigate upriver of Putney with caution and make every effort to avoid impeding the passage of larger commercial vessels, which are constrained in their ability to manoeuvre.

Mortlake and Syon Reach - Navigation in the vicinity of Kew Road Bridge and Pier

At times there can be considerable activity around Kew Bridge which includes rowing vessels, regular through traffic and passenger boats manoeuvring on and off Kew Pier. The visibility at Kew Bridge is particularly restricted due to the position of the bridge and the bend in the river.

Drivers of power vessels must sound one prolonged blast when approaching the bridge from either direction and when leaving Kew Pier. Regardless of the vessel you are in, you should keep a good lookout, navigate with extreme caution and listen carefully for, and be guided by, the sound signals.



PADDLEBOARDING

The PLA does not consider the tidal Thames an appropriate place for unrestricted paddle boarding. Under the provisions of Thames Byelaw 13, paddle boarding is not permitted to the west of Sea Reach 1 buoy, except where authorized by the Harbour Master. Paddle boarding between the PLA's boundary stone at Teddington and Putney Pier is permitted provided the newly published stand up paddle boarding guide is followed. This guide can be found on the PLA's recreational website www.boatingonthethames.co.uk in the paddling section.

Paddle boarding downstream of Putney Pier requires specific permission from the Harbour Master. Applications for such permission must be accompanied by a risk assessment for each trip at least one week in advance. It should also be noted that prone paddle boarding is not permitted on the tidal Thames.

DRYING OUT FACILITIES

The PLA has two drying out facilities in the upper district at Strand-on-the-Green Grid and Isleworth Drawdock. Isleworth Drawdock is a stretch of vertical river wall with piles regularly placed along it with a riverbed suitable for taking the ground (for appropriate vessels), that is directly accessible by road. Strand-on-the-Green grid is a timber grid suitable for smaller vessels only with no road access. The charge for use for either is £10 a day, please contact the Harbour Service on 07711640095 or 128 for further information and bookings.

VHF AND NARROW BOATS

Special arrangements are in place to exempt Narrow Boats over 13.7 metres long, which are in transit between the Grand Union Canal and the non-tidal Thames via the Brentford and Teddington Locks, from carrying a VHF Radio. If you are not carrying VHF, you should telephone London VTS (Thames Barrier Navigation Centre) to report immediately before, and again on completion, of your transit of the tidal Thames.

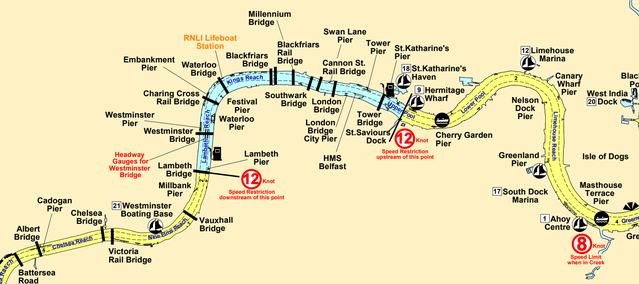
NAVIGATION RULES

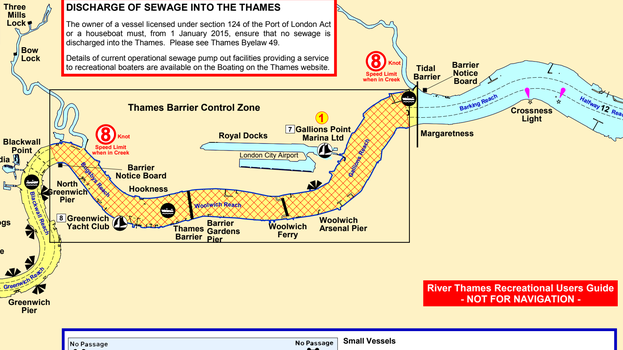
You must comply with the International Regulations for Preventing Collisions at Sea (the COLREGS) - as modified by the Port of London Thames Byelaws' - when navigating on the tidal Thames. As the person in charge of a vessel, you must also comply with the 'General Directions for Navigation in the Port of London'. Copies of these publications can be downloaded, free of charge, from the PLA website – www.pla.co.uk.

The following basic navigational rules are of particular relevance to recreational users:

- Keep to Starboard - you should keep as far to the right of the river as you can, given any draught limitation and navigational constraints.
- Obey the COLREGS – in particular, your vessel must display the appropriate navigation lights.
- Right of Way - if your vessel is approaching or passing under any bridge or bend while going against the tide, you should give way to vessels which are moving with the tide.
- Large Vessels - small craft must not hamper the passage of vessels which can only navigate within a main navigation channel or through a marked bridge arch.
- Crossing the Channel - you must not enter or cross a fairway so as to impede a vessel that can only proceed along that fairway.
- Wash - be aware of what your wash is doing, both to other users and the banks and foreshore. If necessary, **reduce speed**.
- VHF Radio - vessels over 13.7m in length must carry and use a VHF radio (see VHF requirements).
- Novices - complete a training course for your chosen activity before attempting to navigate the tidal Thames.
- Person in Charge - a competent person must be in charge of your vessel at all times. No person under 16 years of age should be in charge of a powered vessel capable of exceeding 8 knots or having an engine rated at over 10hp.
- Anchoring - when not underway, your vessel must be moored securely, or anchored given the prevailing or forecast conditions.
- Anchors - your vessel must be equipped with one or more anchors and have working lights (unless it is less than 7m in length or a rowing boat).
- Drink and Drugs - your vessel must not be navigated by a person who is under the influence of drink and/or drugs.
- Name of Vessel – your vessel's name must be displayed clearly.
- Tidal Stream – be aware that the river can flow at a speed of up to 4 knots.

Anyone navigating a vessel without due care and attention, or in such a manner as to cause injury to others, or damage to vessels, property, or the river banks, is committing an offence and will be prosecuted.





HIGH SPEED CRAFT ZONES

A High Speed Craft Zone exists between Margaretness and St Saviour's Dock (marked in yellow) where passenger vessels, RIBs and other craft operate at speed. These vessels may be travelling at up to 30 knots and will display an all-round yellow flashing light when traveling at speeds above 12 knots. You should stay as far to the starboard side of the channel as possible, keep a good lookout, and take the increased closing speed of the high speed vessels into account in this area. A similar zone exists between Lambeth Bridge and Wandsworth Bridge where vessels may be travelling at up to 25 knots.

In addition to high speed craft, there are also a large number of recreational activities in this area, which include sailing, rowing, canoeing and kayaking. When there are rowing activities, London VTS will broadcast this information during regular bulletins on VHF Channel 14. You should maintain a good lookout and be mindful of your wash when recreational activities are taking place.

DISCHARGE OF SEWAGE INTO THE THAMES

The owner of a vessel licensed under section 124 of the Port of London Act or a houseboat must, from 1 January 2015, ensure that no sewage is discharged into the Thames. Please see Thames Byelaw 49.

Details of current operational sewage pump out facilities providing a service to recreational boaters are available on the Boating on the Thames website.

VISIBILITY OF SMALL UNPOWERED CRAFT

Small unpowered craft including rowing boats, kayaks and canoes, can be difficult to see because of their size or visual obstructions (piers, bridges etc). When you are on the tidal Thames it is just as important to be seen as it is to keep a good lookout. To ensure you are visible to others, you can:

- Put retro-reflective strips on clothing, buoyancy aids and the shaft of your paddle near the blade.
- Wear white LED lights either on your helmet or on your shoulder. Be sure, however, to avoid impairing your night vision.
- Wear neon coloured clothing in low visibility conditions.

The Port of London Authority has produced a guide called "Be Safe – Be Seen!" which can be found at www.boatingonthethames.co.uk or is also available in laminated A3 from the PLA's offices in London and Richmond Lock.

As a minimum, your paddle powered vessel must have a torch or lighted lantern showing a white light to warn other river users of your presence.

RECREATIONAL BOATERS
JOIN THE CLUB – IT'S FREE!

TIDAL THAMES CLUB — PORT OF LONDON AUTHORITY

The PLA's 'Tidal Thames Navigators' Club' gives all recreational boaters access to information better tailored to their navigation on the River. The club is free to join and its main aim is to further improve the communication with recreational boaters.

Members will receive:

- Regular up-dated river safety information tailored to their type of boating
- Tide Tables and Port Information Handbook
- The PLA's Recreational Users Guide
- Mariners Guide to Bridges on the Tidal Thames and A2 Colour Folio Charts at a reduced price

As a boat owner it will give you the increased security of knowing that the Harbour Master can get in touch with you very easily should anything happen to your boat whilst you are ashore.

Join the PLA's dedicated recreational users' website: **www.boatingonthethames.co.uk**

Port of London Authority, London River House, Royal Pier Road, Gravesend, Kent, DA12 2BG | T: 01474 562200 | E: TTNC_Admin@pla.co.uk | W: www.pla.co.uk

SPEED LIMITS – THAMES BYELAW 16

You must ensure you proceed at a safe speed at all times while you are navigating. You must also take the prevailing wind and tidal conditions, the size and type of your vessel, your location in the river, and the safety of others into account. A mandatory speed limit of **12 knots** applies above Margaretness, unless a valid Certificate of Compliance has been issued by the Port of London Authority for the areas between Margaretness and St Saviour's Dock, and between Lambeth Bridge and Wandsworth Bridge. See Thames Byelaw 16.3d) and 16.4. A mandatory **8 knot speed** limit applies in the following places:

- above Wandsworth Bridge;
- in all creeks linked to the tidal Thames;
- off Southend (in the inshore area); and
- is advisory at Coryton and Thurrock when gas tankers are berthed.

See Thames Byelaw 16.2.

Even at 8 knots, many vessels can create an unacceptable amount of wash and you may need to reduce your speed further in the vicinity of piers, smaller craft, or river works.

River Thames Recreational Users Guide
- NOT FOR NAVIGATION -

TOWER BRIDGE NAVIGATION

There is heavy congestion at all states of the tide near Tower Bridge, including large tugs and tows as well as passenger vessels operating between London Bridge, City, Tower, and St Katharine's piers.

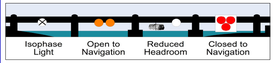
In the summer, this congestion increases as private cruisers and yachts enter or exit St Katharine's Haven lock. This lock is operational for two hours either side of High Water.

You should navigate this area with extreme care using No. 1 Arch of Tower Bridge inward bound if the way is clear to navigate. Outward bound, smaller vessels should use No. 3 Arch Tower Bridge.

Special procedures apply for large (high air draught) vessels navigating through Tower Bridge – See PLA Permanent Notices to Mariners.

During the summer, large cruise ships are active in the Upper Pool. These vessels may be manoeuvring on or off Tower Bridge Upper Tier moorings (HMS Belfast) or George's Stairs Tier. Large vessels passing from the east of Tower Bridge always approach slowly to allow the bridge to lift. They could be either bow or stern first depending on the tide. **A Harbour Master's launch, call sign "THAMES PATROL", will be controlling traffic in these situations. You must contact "THAMES PATROL" on VHF Channel 14 if you wish to pass this area at these times**. Large vessels may turn in the river above Tower Bridge when the tide is flooding in order to berth alongside HMS Belfast. This is likely to restrict the ability of smaller vessels to pass.

You can find more detailed information on Thames bridge heights and navigation in the PLA book Mariner's Guide to Bridges on the Tidal Thames – 2nd Edition and on Port-wide Notices to Mariners 21 of 2010 "Navigation through Bridges". Alternatively, a summary of this information is in the PLA's Tide Tables and Port Information booklet.



THAMES BRIDGES - LIGHTS AND SHAPES

There are several lights and shapes on central London bridge arches, which you **must** know when making passage along the tidal Thames:

- Two amber lights side by side (day or night) - indicates a main working arch usually lying within the authorised channel and ordinarily used by commercial vessels. The absence of such lights in an arch does not mean that the arch is closed to navigation. These non lit arches are also available for navigation by vessels of suitable draft and air draft relative to the height of tide and available arch height. You should always use the starboard-most open arch available to you provided it does not compromise your vessel's safety.
- Three red discs (or 3 red lights at night) forming the points of an upside-down triangle – indicate an arch is closed to navigation.
- A bale of straw suspended in the centre of the arch by day or a single white light by night – indicates that this arch has reduced head room.
- White special signal light (Very Quick Flash or Isophase White 4 seconds) – indicate large vessels using the arch. You should not impede the passage of vessels transiting these arches.

RICHMOND LOCK & HALF TIDE WEIR

A half-tide lock and rising sluice gates operate at Richmond. The lock is 76.2m long and 7.9m wide. It will cost you £5.00 to use the lock, which has a Lock Foreman on duty 24 hours a day, (2013 charges).

When the sluice gates are **down** and the weir **closed,** the arches display the signals prescribed in the Thames Byelaws for closed bridge arches (see the Thames Bridges – Lights and Shapes section). In addition, an illuminated signs on the upper end of the lock entrance reads **'Weirs are closed please use Lock'**. The lock **must** be used in these circumstances.

For approximately 2 hours either side of high water, the weir sluice gates are raised, allowing free passage. At these times the signal for an arch open to navigation is displayed (see Thames Bridges – Lights and Shapes section).

You can only use the mooring trots along the Deer Park bank if you are waiting to use the lock. Canoes and skiffs can use the small craft rollers in the Isleworth bank arch instead of the lock. At low water the depth below the weir is restricted and you should take care when approaching from downstream.

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- 5 minutes from Excel, 10 minutes from the Dome
- A warm welcome and a genuinely friendly atmosphere

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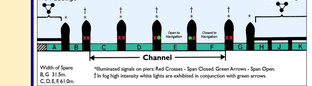


THAMES BARRIER

The Thames Barrier consists of ten spans lettered A to K from south to north:

Spans B to **G** are open to navigation subject to restrictions summarised below.
Spans C, **D**, **E** and **F** are 61m wide with a depth of 5.8m below Chart Datum.
Spans B and **G** are 31.5m wide with a depth of 1.2m below Chart Datum and have depth boards on Piers 3 and 9.
Spans A, **H**, **J** and **K** are permanently closed to navigation. Under normal circumstances, and subject to the requirements of partial closures, the northern spans E, F and G are used for inward bound traffic and the southern spans B, C, and D are used for outward-bound traffic.

Thames Barrier Control Zone (TBCZ)

A permanent Control Zone, encompassing the Thames Barrier, covers the river between Margaretness and Blackwall Point and is marked by fixed notice boards at Barking Point, Blackwall Point and Blackwall Stairs. All vessels navigating within this Zone are subject to the requirements of the current General Directions as summarised below:

Navigation through the Thames Barrier Control Zone (TBCZ)

All vessels, regardless of size, fitted with a VHF radio:

- Leaving berths or locks within the TBCZ, and intending to transit the Thames Barrier, must seek permission from London VTS (VHF Ch 14) to proceed;
- Leaving a berth or other location between the Woolwich Ferry terminal and Hookness, whether intending to transit the Thames Barrier or not must seek permission to proceed from London VTS;
- Entering the TBCZ at either Margaretness or Blackwall Point and intending to transit through the Thames Barrier, shall report their position and intentions to London VTS for allocation of a navigational span;
- Entering the TBCZ at Margaretness or Blackwall Point and planning to berth or moor between the Woolwich Ferry Terminal and Hookness, whether intending to transit the Thames Barrier or not, shall report their position and intentions to London VTS.

Under normal conditions, navigation is through one span in each direction, indicated by green arrows on the Barrier's piers. London VTS will allocate a span to a vessel, indicated by the green arrows, when contacted on VHF Channel 14. Information regarding spans not available for navigation is broadcast at quarter past and quarter to each hour.

Small Vessels

All small vessels, not fitted with VHF radio, including dinghies, power boats, narrow boats, sculls, rowing boats and canoes must navigate through the span that lies furthest to the starboard side of the channel and is marked as open to navigation and having sufficient depth of water.

Such small vessels are advised to contact London VTS at the TBNC by telephone for allocation of a span.

Spans Open to Navigation

Light Signals
Each navigational span of the Barrier has an array of traffic signals on the ends of the adjacent piers to indicate whether the spans are open or closed to navigation. The light signals are displayed both by day and by night. Spans are open only to traffic in a single direction at any one time.

Green arrows on the Barrier piers indicate that the span they are pointing to is open. Red crosses on the piers indicate the span between them is closed.

Spans Permanently Closed to Navigation
Span A to the south and spans H, J and K to the north are permanently closed to navigation and display, at their centres; the signals prescribed in the Thames Byelaws for closed bridge arches (see the Thames Bridges – Lights and Shapes section).

Overtaking and Manoeuvring Restrictions
If your vessel needs to overtake or carry out manoeuvres in the Thames Barrier Control Zone, you must get clearance from London VTS before doing so.

Vessels Under Sail
If you are sailing between the Woolwich Ferry Terminal and Hookness, you must keep to the starboard side of the fairway and not impede any other vessels. Vessels fitted with a working engine should use motor power to navigate through the Thames Barrier.

Routine Barrier Closures

The Thames Barrier is subject to regular scheduled closure for maintenance and testing purposes. Details of these closures are contained in the relevant Notice to Mariners, which can be accessed via www.boatingonthethames.co.uk.

During a Barrier closure vessels should not enter the TBCZ without permission. You should comply with any traffic management instructions issued by London VTS or a PLA Harbour Service Launch and smaller craft can anticipate being directed to a suitable holding position within the TBCZ.

You can find more information about navigation through the Thames Barrier, including information on Barrier closure procedures, in the Permanent Notices to Mariners booklet – www.pla.co.uk.

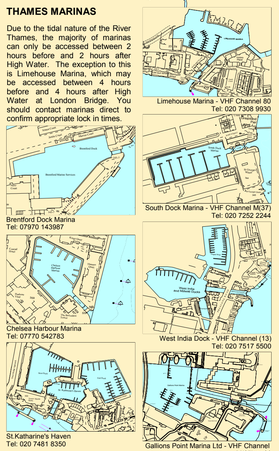
Other Flood Barriers (Head clearances above Mean High Water Springs)

- Barking Creek - 33.5m
- Dartford Creek - 12.2m
- Easthaven Creek - 3.3m
- Fobbing Creek - 9.3m
- Benfleet Creek - 1.6m

All Barriers show red flashing lights when closed.

THAMES MARINAS

Due to the tidal nature of the River Thames, the majority of marinas can only be accessed between 2 hours before and 2 hours after High Water. The exception to this is Limehouse Marina, which may be accessed between 4 hours before and 4 hours after High Water at London Bridge. You should contact marinas direct to confirm appropriate lock in times.



YACHT CLUB & MARINA INFORMATION

1 Ahoy Centre
Tel: 020 8691 7502
www.ahoy.org.uk

2 Brentford Dock Marina
Tel: 07970 143987
www.brentfordcruisingclub.co.uk

3 Chelsea Harbour Marina
Tel: 07770 542783
www.chelseaharbourmarina.com/marina

4 Chiswick Pier
Tel: 0208 742 2713
www.chiswickpier.org.uk

5 Chiswick Quay Marina
Tel: 020 8994 8743
www.chiswickquay.com/marina

6 Erith Yacht Club
Tel: 0845 0942148/68
www.erithyachtclub.org.uk

7 Gallions Point Marina Ltd
Tel: 020 7476 7054
www.gallionspointmarina.co.uk

8 Greenwich Yacht Club
Tel: 0844 7365846
www.greenwichyachtclub.co.uk

9 Hermitage Wharf
Tel: 020 7481 2122
www.hcmoorings.org

10 Hurlingham Yacht Club
Tel: 020 8788 5547

11 Imperial Wharf Marina
Tel: 0207 384 3932
www.imperialwharfmarina.co.uk

12 Limehouse Marina
Tel: 020 7308 9930
www.lwml.co.uk/marinas

13 London Corinthian Sailing Club
Tel: 020 8748 3280
www.lcsc.org.uk

14 Ranelagh Sailing Club
Tel: 020 8788 4986
www.ranelagh-sc.co.uk

15 Richmond Yacht Club
Tel: 07970 698807
www.richmondyachtclub.co.uk

16 South Bank Sailing Club
Tel: 020 8788 9786
www.southbanksailingclub.co.uk

17 South Dock Marina
Tel: 020 7252 2244
www.southwark.gov.uk/southdockmarina

18 St Katharine Haven
Tel: 020 7264 5312
www.shdocks.co.uk

19 Twickenham Yacht Club
Tel: 020 8892 8487
www.twickenhamyc.co.uk

20 West India Dock
Tel: 020 7517 5500

21 Westminster Boating Base
Tel: 020 7821 7389
www.westminsterboatingbase.co.uk