

NOTICE TO MARINERS L45 of 2019

GRAVESEND REACH LOWER THAMES CROSSING TEMPORARY CONTROL ZONE & GROUND INVESTIGATION WORKS

This Notice supersedes Notice to Mariners L43

On or about the week commencing the 14th October 2019 marine ground investigation works will commence as part of Highways England's Lower Thames Crossing Project.

The works, which are expected to last for approximately 3 months, will be undertaken by two jack-up barges working simultaneously at various positions along the proposed route of the crossing in a continuous 24 hours, 7 days a week operation.

During this time a Temporary Control Zone will be in place from a line drawn due north from Royal Terrace Pier to a line drawn through the Ovens and Higham Buoys (see Fig 1). The Temporary Control Zone will be actively managed by London VTS on VHF channel 68.

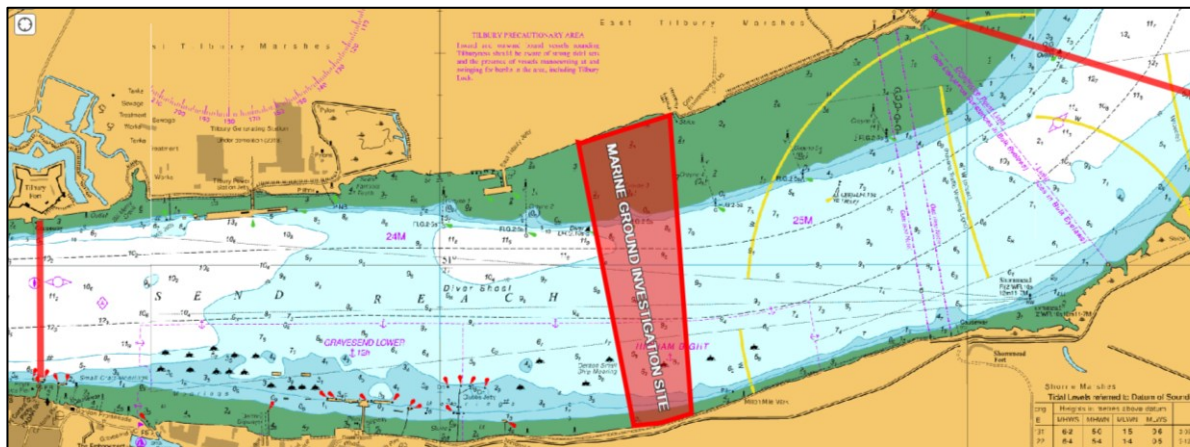


Figure 1 – Limits of the Temporary Control Zone

Annex 1 of this Notice gives guidance on navigation within the Temporary Control Zone.

Denton Small Ship Moorings

During the works period the moorings within the marine ground investigation site and other adjacent moorings will be limited in their use as per agreements in place between the Lower Thames Crossing Team, PLA's Marine Service Department and the mooring tenants.

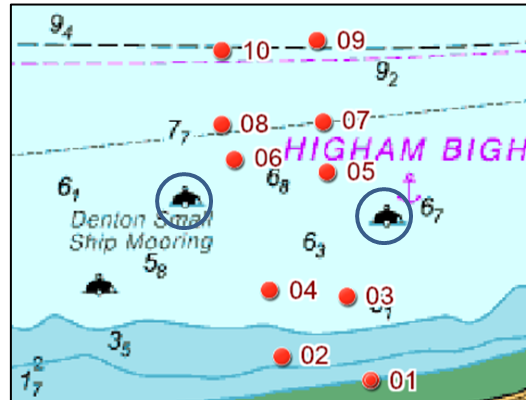
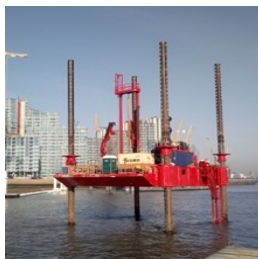


Figure 2 – Denton Small Ship Moorings

Craft involved in the works

The following craft will be involved in the works with additional craft present at times:



SKATE 3E
Jack-up barge
19.5m x 12.2m



ARAN 120
Jack-up Barge
18.6m x 18.3m



6.8m Oyster Rib used as a safety boat for those on board the jack-up barges and for crew transfers

The tugs SEADOG and CHILLIDOG will be on standby throughout the works and will be used to position the jack-up barges.

All vessels involved in the works will maintain a listening watch on VHF Channel 68.

Both jack-up barges will be fitted with AIS and will display the lights and shapes as prescribed in Rule 27 of the International Regulations for Preventing Collisions at Sea 1972 namely:

- By day, three black shapes in a vertical line the highest and lowest of which are balls and the middle one a diamond.
- By night, three all round lights in a vertical line the highest and lowest of which are red and the middle one white.

London VTS will broadcast the latest positions of the two jack-up barges with reference to this Notice to Mariners.

Jack-up barge positions

Borehole sampling will be undertaken from the jack-up barges at 25 separate positions, as shown in Figure 3. The barges will be in each position for approximately one week.

The jack-up barges will be manoeuvred into position using tugs, under the guidance of London VTS, in order to minimise conflicts with vessels passing the area. While every effort will be made to minimise disruption, short delays may occur during these times.

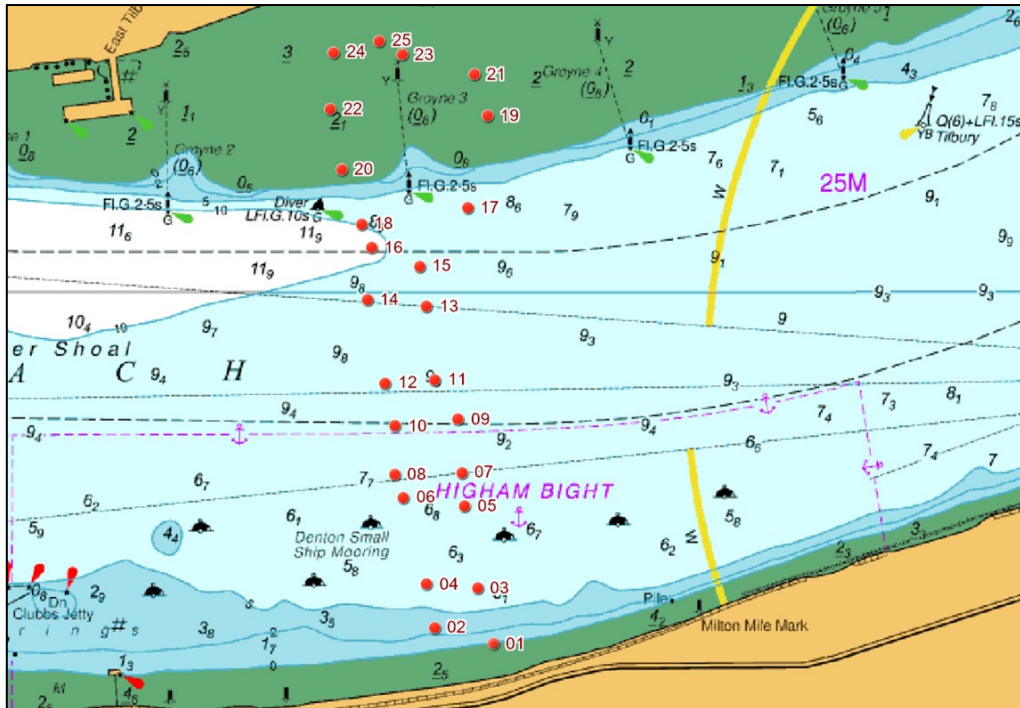


Figure 3 – Jack-up barge positions

Exclusion Zones

Temporary exclusion zones will be in place around each jack-up barge when they are in position as follows:

For positions 9 to 16 there will be a 100m exclusion zone around each jack-up barge. For positions 1 to 8 and 17 to 25 there will be a 50m exclusion zone around each jack-up barge.

Vessels must not enter the exclusion zones other than in an emergency or with the prior permission of London VTS.

16 October 2019

Port of London Authority
London River House, Royal Pier Road,
Gravesend, Kent DA12 2BG

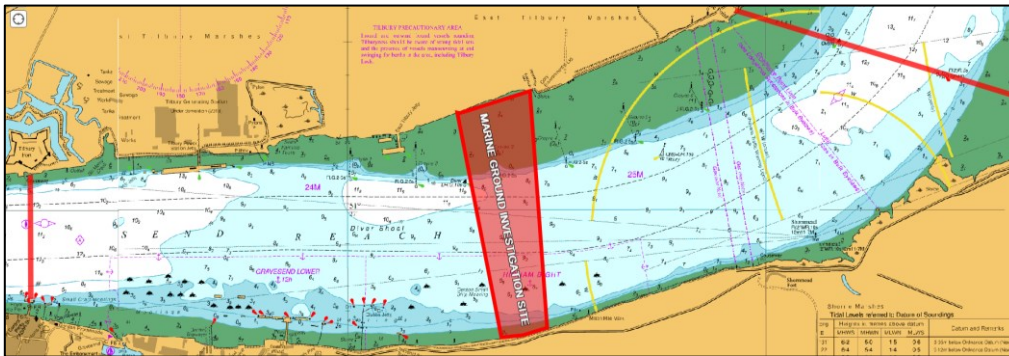
BOB BAKER
CHIEF HARBOUR MASTER



TO RECEIVE FUTURE NOTICES TO MARINERS BY **E-MAIL**,
PLEASE REGISTER VIA OUR WEBSITE www.pla.co.uk
**Telephone calls, VHF radio traffic, CCTV and radar traffic images may
be recorded in the VTS Centres at Gravesend and Woolwich**
All Current Notices to Mariners can be found here -
<http://www.pla.co.uk/Safety/Regulations-and-Guidance/Notices-to-Mariners/Notices-to-Mariners>



NAVIGATION IN THE LOWER THAMES CROSSING TEMPORARY CONTROL ZONE



(1) All vessels fitted with VHF radio:

- a. Leaving berths, anchorages or locks within the temporary control zone and intending to transit past the work site must seek permission to proceed from London VTS
- b. Leaving a berth, lock or other location east of Crayfordness, heading outbound and intending to pass the work site must give their ETA to Gravesend Pilot Station and seek permission to proceed from London VTS
- c. Passing Crayfordness outbound must give their ETA to Gravesend Pilot Station and seek permission to proceed from London VTS
- d. Leaving a berth, anchorage or other location west of Sea Reach No. 7 with intentions to pass the work site must give their ETA to the Ovens Buoy and seek permission to proceed from London VTS
- e. Passing Sea Reach No. 7 must give their ETA to Ovens Buoy and seek permission to proceed from London VTS

(2) Overtaking and manoeuvring restrictions

- a. Vessels may only overtake another vessel or carry out manoeuvres in the temporary control zone with the express permission of London VTS
- b. The position and speed of a vessel on completion of any manoeuvre referenced above is not to prejudice, in any way, its ability to navigate with safety past the work site

(3) Navigation in Restricted Visibility

- a. One way working past the work site will be instigated and managed by London VTS when visibility is less than half a nautical mile.
Note: The jack-up barge will be evacuated when visibility is less than 2 cables.

(4) Anchoring

- a. Anchoring within any jack-up barge exclusion zone will be prohibited
- b. Using an anchor between the Ovens Buoy and Royal Terrace Pier outside any jack-up barge exclusion zone, other than in an emergency, may only be undertaken with the express permission of London VTS
- c. For the duration of the works vessels carrying or working explosives may not use Higham Bight anchorage

(5) Small Vessels

- a. Where there is sufficient room, small vessels and those not fitted with VHF radio, including yachts, dinghies, sculls, rowing boats and canoes should navigate outside of the navigational channel and well clear of the exclusion zones of the jack-up barges

Note: *Vessels not fitted with VHF radio are advised to contact London VTS at the Gravesend Port Control Centre by telephone (01474 562214) before entering the temporary control zone.*

- b. Vessels fitted with a working engine should use motor power to navigate past the work site

(6) Traffic Control Procedures

- a. When jack-up barges are positioned in or near the navigational channel one-way working may be implemented by London VTS
- b. One-way working will be put in place for large vessels or those constrained by their draft. Details of one-way working will be included by London VTS on the routine broadcasts, as and when necessary