

## NAVIGATIONAL ADVISORY PANEL REPORT

<b>NAP Date:</b>	10 December 2007	<b>Owner:</b>	PLA	<b>NAP Ref:</b>	23	<b>NAP Title:</b>	HIGH SPEED OPERATIONS ON THE TIDAL THAMES
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### Panel Members:

Name	Organisation	Name	Organisation	Name	Organisation
See attached list					

Detail / Terms of Reference	Observation/Recommendation
<p>1. Review current PLA regulatory and guidance measures, including the potential for electronic navigational charts and further utility of Thames AIS, to manage high-speed passenger vessel services, and the relevant vessel's management and operational procedures;</p>	<p>The current overall PLA regulatory framework (Acts, Regulations, Directions, Byelaws and COLREGS) and with the existing provisions for enforcement together with the existing methods of providing formal advice is fit for purpose.</p> <p>However:</p> <p>There is confusion and conflict between the application of "Class V passenger ship regulations" on vessels that proceed at high speed and the "High Speed Craft Code".</p> <p><b>RECOMMENDATION 1:</b> The MCA should be invited to review the application of these different approaches (esp. Chapter 18 of the HSC Code [shipborne navigational systems and equipment and voyage data recorder]) as they apply to high speed vessels operating on the Thames and should any elements of Chapter 18 be applied to existing vessels.</p> <p><b>RECOMMENDATION 2:</b> All Masters operating vessels on the Thames capable of &gt;20 knots should hold a fast craft endorsement to their BML as per SI 2006 No 3223.</p> <p><b>RECOMMENDATION 3:</b> Master's of RIBs carrying &lt; 12 passengers are presently, normally regulated by the Small Commercial Vessel Code and therefore are not required to have specific training for high speed operations. The MCA should be invited to review these competency requirements.</p> <p>The MCA are revising the BML regulations in 2008 and this provides an opportunity for amendments, however, MCA suggest PLA amend local legislation to require BML equivalent local knowledge competency for SCV Coded vessels operating on the Thames.</p>

2. Identify the wash critical areas and the current nature and severity of the problem;

Wash (or disturbance) is not necessarily just a function of speed; its generation depends on many factors making prescriptive regulation impractical.. All vessels create wash; the issue is the management of excessive wash which is a command responsibility of the vessel's master. There are many complaints (mostly from houseboats and floating residences) and critical areas are upstream of Cherry Garden Pier and downstream by Greenwich, Charlton and Northumberland Wharf.

**RECOMMENDATION 4:** An understanding of the causes and effects of wash/draw off, and wash management and control should be incorporated into competency training and included in LKE, fast craft endorsements, HSC Endorsement and SCV. Understanding of hump speeds and sub-surface disturbances should be included in all syllabi.

**RECOMMENDATION 5:** Identification of vessels that create wash problems should be more scientific; vessels to be identified using AIS. Wash complaints and actions to be published on PLA web site.

**RECOMMENDATION 6:** There should be a campaign to inform all parties about wash; it is a reasonable consequence of a commercial river:- those living on the River should understand that they will experience reasonable wash and mooring and infrastructure arrangements must be adequate and fit for purpose. Wash acceptance should be incorporated into River Works Licences.

**RECOMMENDATION 7:** High Speed passenger vessels are to be fitted with gyro-stabilised radar and operators suitably trained.

3. Consider what broad spectrum of changes are required to reduce the identified navigational safety and wash problems and impacts to an acceptable level (ALARP) for all parties concerned;

BML qualifications including LKE will improve with new entrants and on revalidation in 4 years time as grandfather rights are superseded, and the new regime for re-assessment of local knowledge competency works in.

**RECOMMENDATION 8:** See attached risk assessments and the additional control measures required. These are listed below.

1. Key points of passage plan to be promulgated.
2. HSC (>20k) to display orange flashing light or high visibility orange strobe light.
3. Improve wheelhouse procedures (e.g. no mobile phones).
4. Increased wheelhouse manning in reduced visibility.
5. Impose visibility limits.
6. Require operating procedures for RIBs
7. AIS to be fitted to all vessels > 20 knots.
8. Vessels at > 20 knots to keep to stbd side of River.
9. Impose a max. speed limit of 12 knots through the water up River of Thames Barrier but PLA to grant discretionary licences to exceed this limit between Cherry Garden Pier and the Thames Barrier to individual craft that can demonstrate they have incorporated risk mitigation measures and have acceptable wash characteristics.
10. Enforce application of COLREGS and byelaws.
11. Educate skippers of small boats and canoes (e.g. small yachts to illuminate sails).
12. Assess if buoys are needed.
13. Fit reflective tape to all 4 sides of buoys and lights on selected buoys.
14. All Class V/ HSC to carry paper charts.

<p>4. Undertake the risk assessment with specific reference to the incident investigation report recommendations at Annex A and B.</p> <p>5. Consider the most effective method of enforcement;</p> <p>6. Submit a report to the PLA's Navigational Management Team making any associated recommendations as appropriate.</p>	<p>15. Impose a max. speed limit of 15 knots through the water on approach and transit of Thames Barrier.</p> <p>16. Amend Port of London Act 1968 by HRO to update terms of all harbour works licences to reflect reality of modern commercial River Thames and the reasonable precautions and care required by licensees to cope with wash.</p> <p>17. All owners of structures and houseboats are informed they have a duty to take reasonable care.</p> <p>18. Standardise response to be given to house boats involved in complaints.</p> <p>19. PLA to be formally consulted by LRS and other operators as necessary on new and revised commercial passenger vessel timetables.</p> <p>20. Operators to state that masters will not be criticised if running late.</p> <p>21. Improve training with regard to single point mooring – i.e. holding on a spring whilst embarking/disembarking passengers).</p> <p>22. Improve operational procedures on vessels and piers with regard to single point mooring).</p> <p>23. PLA, MCA, vessel operators and pier operators to develop Code of Practice for Passenger Vessel Operations on the Thames.</p> <p>See attached completed risk assessments.</p> <p>Existing range of enforcement measures, training and legislation are sufficient and effective. When new speed restrictions are implemented PLA well placed to take robust appropriate enforcement action.</p> <p>Completed herewith.</p>
<p><b>ADDITIONAL RECOMMENDED ACTIONS FOR PLA</b></p>	<p>1. Assess the critical wash speeds for each vessel granted a commercial licence.</p> <p>2. Examine the relationship between Byelaw19 (Vessels above Cherry Garden Pier), Permanent Notice P6 and COLREG 8 (f), (Action to avoid collision).</p> <p>3. Develop in partnership with MCA and operators a Code of Practice for Passenger Vessel Operations on the Thames.</p> <p>4. Review the practice of vessels reporting on entering Thames Barrier Control Zone, especially if vessel is not in transit.</p>

Panel Chairman:	Mark G. Capon	Signature:	Date:	28 January 2008
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