

PORT OF LONDON AUTHORITY
**FEEDBACK ON THE INFORMAL CONSULTATION ON
 Review of the Stoneness Light**

	Date	Consultee	Organisation	Summary of Feedback	PLA Response
1	21.04.17	Dave Jessop		I think the light should be left as it is both from a historical viewpoint and as an aid for smaller vessels that keep out of the main channel.	Thank you for responding to our consultation on the review of Stoneness Light. In light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.
2	21.04.17	Peter Hammond	Operations Controller, Cory Environmental	It is my own personal opinion, that Stoneness light is invaluable to Masters of vessels wishing to navigate around the point, just outside the marked channel. This is particularly relevant to inward bound tugs and tows wishing to be clear of larger vessels inward and outward from the berths directly above the point, such as Purfleet deep, and vessels with smaller KWH output punching the ebb tide. It is entirely possible to safely navigate inside Stone Ness & St Clements buoy's, with regard to the height of tide, and with permission from VTS. The Stoneness light offers a visual marker, which Masters may utilize to judge their distance from the point, radar & AIS notwithstanding. In my opinion, removing the inshore light would make this less safe, and encourage these types of vessel to remain in the marked channel, bringing them into closer proximity with larger shipping than is necessary.	Thank you for responding to our consultation on the review of Stoneness Light. We recognise its usefulness as a visual marker and in light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.
3	21.04.17	Martin Ling	M/V Goodwill, Barking Creek	Regarding this consultation, I would like to note that the Stoneness light still serves a useful safety function for small craft navigating outside of the main channel, especially in this area where they may be seeking to stay well clear of large vessel movements. Obviously such craft do so at some risk and not every obstruction outside the channel can practically be marked, but the Stoneness light does mark a significant rock outcrop which can be completely submerged at high tide.	Thank you for responding to our consultation on the review of Stoneness Light. In light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.
4	21.04.17	Hywel Pugh	PLA Sea Pilot 245	Retain, a vital piece of visual navigational equipment day and night, I use it as a transit and trigger for rounding Stoneness in and out.	Thank you for responding to our consultation on the review of Stoneness Light. We recognise its usefulness as a transit and in light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.
5	21.04.17	Simon Judge	Narrow Boat Scholar Gypsy	The only thought that occurred to me is that this is one of those locations where it can be quite helpful for small boats to navigate outside the main buoyed channel, for example if two largeish ships happen to meet on the bend (which I know VTS would work to avoid). This is of course what we did on our recent trip: https://nbsg.files.wordpress.com/2016/06/broadness_diversion.pdf This may not mean a continued need for a light - a stbd hand beacon might be quite sufficient to tell people the extreme northern edge of the navigable channel. I don't feel at all strongly about this of course, but hope this is helpful. It is of course a purely personal view.	Thank you for responding to our consultation on the review of Stoneness Light. In light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.
6	23.04.17	John Piggott	PLA Pilot	I am happy to see it retire.	Thank you for responding to our consultation on the review of Stoneness Light. In light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.
7	27.04.17	Jon Stafford	PLA Pilot	I am ambivalent towards this light. I can't think that I ever look for it or use it for anything so it's removal would not be of concern to me. It may be of value to small craft as the buoys may get lost amongst the shore lights.	Thank you for responding to our consultation on the review of Stoneness Light. In light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.
8	02.05.17	Chris Young	PLA Pilot	As a regular river user, I would agree that the presence of the St. Clements and Stoneness buoys make the Stoneness light redundant. Therefore I have no objection to the light being retired.	Thank you for responding to our consultation on the review of Stoneness Light. In light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.
9	08.05.17	Mark Duhig	PLA Pilot	By all means discontinue the Stoneness light, but please keep the structure there, as it is very useful (especially at night) as it provides an indication of rate of turn.	Thank you for responding to our consultation on the review of Stoneness Light. We recognise its usefulness as an indication of turning rate and in light of the responses to this consultation, we have determined that the light will remain, however we are exploring options for a new structure to replace the existing tower.