

PERMANENT NOTICE
TO MARINERS
2011





PUBLISHED BY:
THE PORT OF LONDON AUTHORITY
LONDON RIVER HOUSE
ROYAL PIER ROAD
GRAVESEND, KENT DA12 2BG

TELEPHONE 01474 562200
FAX 01474 562281

WWW.PLA.CO.UK

PERMANENT NOTICE TO MARINERS

2011

Introduction

1. PLA Permanent Notices to Mariners 2011 supersedes PLA Permanent Notices to Mariners 2008, published in May 2008.
2. Any Permanent Notices to Mariners or parts thereof, contained within the 2008 edition but not published here have either been incorporated into other PLA regulations, or have been replaced or revoked.
3. Some Permanent Notices to Mariners retained from the 2008 edition have been amended to take account of, for example, changes to VTS call signs, port operating VHF frequencies and other operational developments.
4. In these Notices to Mariners, unless the context otherwise requires:
 - a) Port of London Act means the Port of London Act 1968 (as amended);
 - b) The Colregs means the International Regulations for Preventing Collisions at Sea 1972 (as amended);
 - c) River Byelaws means the Port of London River Byelaws 1978 (as amended), which includes the Colregs; and
 - d) General Directions means the currently published and in force General Directions for Navigation in the Port of London.

September 2011

CONTENTS

		Page
	Introduction	1
	Contents	3
	General Port Information	4
NUMBER	PERMANENT NOTICES	
P1	PLA Emergency Plans and Procedures	6
P2	Byelaw 19 of the Port of London River Byelaws	10
P3	Routine VTS Broadcasts	12
P4	Requests for Vessels to Proceed with Caution or at Slow Speed	14
P5	Maintenance of Vessel Moorings, Wash and Draw-Off	16
P6	Commercial Diving Operations – Permit to Work	18
P7	Bunkering Operations	20
P8	Crude Oil Washing and Inert Gas Systems	23
P9	Oil and Gas Jetty Exclusion Zones	24
P10	Vessel Traffic Warning Light – Gravesend Reach	26
P11	Tilbury Lock – Safety of Navigation	27
P12	Bridges on the Tidal Thames – Main Working Arches Lights	29
P13	Navigation through Bridges	30
P14	Tower Bridge – Transit of High Air Draught Vessels	32
P15	Regulations for the Opening and Shutting of Tower Bridge	36
P16	Exclusion Zones - Lambeth Reach & Albert Embankment	39
P17	Reduced Upriver Depths	41
P18	Rowing Coaching Launches – Wandsworth to Teddington	42
P19	Rowing Navigation Buoys – Barn Elms, Corney, Mortlake & Syon Reach	44
P20	Navigation in the Vicinity of Kew Road Bridge and Pier – Mortlake and Syon Reach	45
P21	Making Vessels under Oars, Kayaks and Canoes more visible to other river traffic	46
	ANNEX A	
	Driving Permit to Work (Form 1)	47
	Request to Dive – Diving Checklist (Form 2)	49

GENERAL PORT INFORMATION

Vessel Traffic Service (VTS Centres)

Port Control Centre (Gravesend)

Provides radar and VHF radio coverage from the outer PLA limits at the NE Spit and Sunk pilot stations westwards to Crayfordness.

Call Sign:	London VTS	
VHF Channels:	Outer Limits to Sea Reach No.4 Buoy	Channel 69
	Sea Reach No.4 Buoy to Crayfordness	Channel 68
Telephone:	London VTS	01474 560311 (24hrs)
	Police, Fire, Ambulance	999
	HM Coastguard	999

Thames Barrier Navigation Centre (Woolwich)

Provides VHF radio coverage from Crayfordness to the landward PLA limit at Teddington and radar coverage from Crayfordness to Greenwich. Directs traffic through the Thames Barrier Control Zone.

Call Sign:	London VTS	
VHF Channels:	Crayfordness to Teddington	Channel 14
Telephone:	London VTS	020 855 0315 (24hrs)
	Police, Fire, Ambulance	999
	HM Coastguard	999

Pilot Stations

NE Spit (Ramsgate)

Call Sign: NE Spit Pilots
VHF Channel: 09
Telephone: +44(0) 1843 583786
Fax: +44(0) 1843 596664

Warp (Sheerness)

Call Sign: Medway or
Sheerness Pilot Cutter
VHF Channel: 69 & 74
Telephone: +44(0) 1795 561207
Fax: +44(0) 1795 561309
Mobile: 07754 785213

Sunk (Harwich)

Call Sign: Sunk Pilots
VHF Channels: 16 & 09
Telephone: +44(0) 1255 243111
Fax: +44(0) 1255 241325

Gravesend

Call Sign: London Pilots
VHF Channel: 09
Telephone: +44(0) 1474 560311
Fax: +44(0) 1474 352996

Tug Operators

The following VHF channels are commonly used for tug operations on the Thames:

Coryton and Havens	36 and 10
Tilbury Docks	15 in the River and 17 in the Dock
River Berths	8, 13 and 72
Northfleet Hope Container Terminal	77

Vessels wishing to talk inter-ship or use an on-board VHF communication system should, when in the Thames, for safety reasons, as far as is practicable use alternative channels to those above.

Masters of vessels are reminded that inter-ship navigational messages should be passed on the port operations channel appropriate to the location of those vessels. In this way other traffic and the relevant PLA VTS Centre may be apprised of vessels' intentions.

PLA EMERGENCY PLANS AND PROCEDURES

SUMMARY OF THE MAIN ASPECTS OF THE PLA EMERGENCY PROCEDURES

The management of navigational incidents within the tidal Thames is normally undertaken through the appropriate PLA VTS Centre, i.e. at the Port Control Centre, Gravesend (London VTS) or the Thames Barrier Navigation Centre at Woolwich (London VTS).

1. AREA PROCEDURES

For the purpose of incident response, the Port is divided into two management areas:

Teddington to Crayfordness - UPPER
Crayfordness to Outer Limits - LOWER

2. LEVELS OF RESPONSE

Port response procedures incorporate three specific levels:

Minor Incidents
Marine Emergency
Major Incident

Minor Incidents are dealt with as part of the day to day operation of the port, utilising resources available at the time. No dedicated response procedures are initiated, although the emergency services may be involved.

Marine Emergencies are incidents of increasing severity which demand increased levels of response, management and deployment of resources and require specific emergency procedures to be activated by the PLA and the emergency services. For the Metropolitan Area, a Marine Emergency will include any marine incident which has a significant and critical effect on port operations, but which does not activate a London Emergency Service Liaison Panel (LESLP) response.

Major Incidents are incidents resulting from serious disruption to port operations, and may include fatalities, environmental damage, or port closure. Numerous agencies are likely to be involved in the response and substantial resources will be committed. London VTS will broadcast details and, where necessary, instructions relevant to shipping.

3. **INCIDENT RESPONSE CO-ORDINATION**

Outer Limits to Crayfordness

The PLA, through London VTS at the Port Control Centre, Gravesend, will normally co-ordinate the response to all navigational incidents.

Crayfordness to Teddington

The PLA's Emergency Plans and Procedures fully support and integrate with the LESLP Major Incident Procedure, which covers the Metropolitan area. Once a LESLP Major Incident has been declared, the Metropolitan Police will co-ordinate the subsequent response. The PLA will co-ordinate the response to all other emergency incidents in the port.

Incident Exclusion Zone

The primary VHF port working frequencies (channels 69, 68, 14) will initially be used for co-ordination following an incident. Vessels not involved in the incident should minimise VHF traffic. The circumstances of the incident may require the establishment of an Incident Exclusion Zone. All other vessels should remain clear of the Zone, unless otherwise directed. Traffic management will continue to be undertaken by London VTS assisted if requested by Harbour Service Launches and where necessary by other agencies such as the Police.

4. **SEARCH & RESCUE**

Thames Coastguard

Thames Coastguard based at Walton-on-the-Naze has responsibility for the initiation and co-ordination of all SAR operations in the Thames Estuary to seaward of Holehaven Creek (Canvey Island).

London Coastguard

London Coastguard has responsibility for the initiation and coordination of all SAR operations on the River Thames up-river of Canvey Island.

RNLI Stations

RNLI lifeboat stations are located at Teddington, Chiswick, Waterloo Pier (Tower), Gravesend, Southend-on-Sea, Sheerness, Whitstable, Margate, Ramsgate, Burnham, Clacton, Walton-on-the-Naze and Harwich.

VHF Communications and Alerts

HM Coastguard maintains a continuous listening watch for distress or urgency calls on VHF Channel 16.

The Port of London Authority does not routinely maintain a listening watch on VHF Channel 16 but has the ability to set watch on VHF Ch 16 if required.

Any SAR alert on the tidal Thames should be raised via one of the following methods:

1. "MAYDAY" or "PAN-PAN" or other call on Channel 16 or the appropriate London VTS port working frequency.
2. Dialling 999 and asking for the Coastguard
3. Distress alert on VHF DSC

Should a distress or urgency call be transmitted on a port working frequency (Channels 14, 68 or 69) rather than VHF Channel 16, this will be acknowledged by London VTS who will immediately notify HM Coastguard. Mariners may assume that, once a distress call has been acknowledged by London VTS, that the call will be passed to the appropriate Coastguard centre.

If the initial call is made on one of the port working frequencies, there is no requirement to repeat the call on VHF Channel 16. The casualty should maintain watch on the frequency on which the initial call is made unless directed to change channels by London VTS or HM Coastguard.

If calling on VHF, mariners should be mindful of the greater likelihood of immediate local assistance being available through the utilisation of a port working frequency, particularly up-river of Crayfordness (Channel 14). For similar reasons, HM Coastguard may also decide that the incident should continue to be co-ordinated on the port working frequency. In which case other traffic not allocated to the incident should minimise transmissions or may be directed to another frequency.

London VTS will continue to co-ordinate marine emergencies and major incidents other than SAR incidents and to manage vessel traffic not involved in, or allocated to, a SAR incident.

Note: *This Notice was latterly published as Permanent Notice to Mariners 17 and 28 of 2009.*

BYELAW 19 OF THE PORT OF LONDON RIVER BYELAWS

INTERPRETATION

This guidance concerns the application of Byelaw 19 (Vessels above Cherry Garden Pier) of the River Byelaws, in relation to the requirements of the ColRegs, in particular Rules 13 (Overtaking) and 17 (Action by Stand-on Vessel).

Byelaw 19 places an obligation on vessels under 40 metres in length and sailing vessels, which are navigating above Cherry Garden Pier, not to impede the passage of vessels over 40 metres or vessels engaged in towing. Further, it places a similar obligation on vessels under 20 metres in length and sailing vessels, which are navigating above Westminster Bridge, not to impede the passage of any vessel greater than 20 metres in length. The Byelaw extends the provisions of Rule 9 (Narrow Channels) of the ColRegs.

However, the ColRegs place specific requirements on vessels to either “give-way” or to “stand-on” depending on the circumstances of the case. It has been represented that these specific requirements can, in some cases, seem to conflict with the requirement “not to impede” under Byelaw 19 or Rule 9 of the ColRegs themselves, Byelaw 17 (Vessels Navigating Against the Tide) and General Directions (Navigation between Cherry Garden Pier and Bell Lane Creek – Special Signal Lights).

In resolving any apparent conflict, the Master, or any other person for the time being responsible for the conduct of a vessel, shall be guided by the provisions of Rule 8 (f) of the ColRegs which state:

1. a vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea-room for the safe passage of the other vessel.

2. a vessel required not to impede the passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Steering and Sailing Rules.
3. a vessel the passage of which is not to be impeded remains fully obliged to comply with the Steering and Sailing Rules when two vessels are approaching one another so as to involve the risk of collision.

Put plainly:

1. **A vessel required “not to impede” must take early action to ensure it does not do so.**
2. **Any action taken to avoid “impeding” shall comply with the ColRegs (e.g. slow down not speed up; in crossing situations alter course to starboard rather than port; keep as far to starboard as practicable).**
3. **In the final analysis the vessel who “is not to be impeded” remains obliged to act in accordance with the ColRegs if a risk of collision arises. (e.g. a vessel of over 40 metres length overtaking a small vessel remains obliged to take action to avoid the latter “until past and clear” despite the former’s duty not to impede).**

Note: *This Notice was latterly published as Permanent Notice to Mariners P2 of 2008.*

ROUTINE VTS BROADCASTS

London VTS delivers routine information broadcasts on the appropriate VHF Channel as part of its Information Service. The timing of broadcasts are as follows:

Estuary Sector (Outer limits of VTS Area to Sea Reach 4 Buoy)	Ch 69	H +15 & H +45
River Sector (Sea Reach Buoy to Crayfordness)	Ch 68	H +00 & H +30
Barrier Sector (Crayfordness to Teddington)	Ch 14	H +15 & H +45

VTS broadcasts provide river users with essential, timely and unambiguous information that may not be readily available or apparent to the bridge team, thereby assisting in the onboard decision making process and enhancing the safety and subsequent efficiency of vessel traffic.

Any matter of short to medium term navigational significance will be included in the VTS broadcast.

VTS broadcasts follow a set structure so as to ensure that all relevant content is delivered in a clear, measured and deliberate manner, which is suitable for all river users, including those whose first language is not English.

VTS broadcasts utilise special broadcast message markers to clearly identify the content of each section of the broadcast:

1. Traffic Information
2. Speed Restrictions
3. Navigational Information
4. Tidal Information

All elements of the VTS broadcast will be grouped together under the relevant broadcast message marker. This will ensure that all VTS broadcasts follow the same structure to provide river users with the information needed to assist in the onboard decision making process.

To assist river users who may be less familiar with the VTS area, London VTS will, where necessary, include reference to the borough, urban district or other prominent point of reference close to more obscure or lesser known locations.

The VTS broadcast will also include details of any of other activities that may be taking place on the river, which could impact upon navigational safety. This may be particularly relevant if such activities may not normally be expected by vessels transiting the relevant VTS sector.

River users should contact London VTS if further clarification as to the content of the VTS broadcast is required.

Note: *This Notice was latterly published as Notice to Mariners 27 of 2009.*

REQUESTS FOR VESSELS TO PROCEED WITH CAUTION OR AT SLOW SPEED

The term “Ease Down” is a local term and its use is, thus, not in accordance with international procedures for VTS. Therefore, when a restriction on vessel traffic speed is required, the term “Proceed with Caution” or “Proceed at Slow Speed” is used by London VTS in appropriate broadcasts instead.

The impact of broadcasts for restrictions on vessel speed is lost if an excessive number of individual restrictions are made or if the restriction is further categorised by prefixes or suffixes. The following policy should be noted by masters, berth operators and other river users when requesting speed reductions to be broadcast:

1. Whilst London VTS will not refuse any reasonable requests for reductions in speed of passing traffic, operators must consider carefully whether the request is really necessary, having regard to existing restrictions placed on vessels by General Directions or Notices to Mariners – either temporary or permanent, before seeking that one be broadcast.
2. As a guide, requests for reductions in speed are appropriate for activities such as diving, salvage, heavy lifting, working on the waterline from scaffolding or pontoon/small boat, and bunkering operations. They may also be appropriate where the mooring facilities are limited, when the vessel overhangs the berth or when a vessel is about to take the ground at a Not always Afloat but Safely Aground (NAABSA) berth.
3. A request for a reduction in speed of passing traffic should not be sought as an alternative to good seamanship such as when a vessel’s crew should be supervising the safe disembarkation of passengers or as an alternative to the proper tending of lines and moorings in a tideway.
4. London VTS should be informed as soon as the activity is complete or berthing restrictions cease to exist in order that the restriction can be cancelled.

5. Prefixes and/or suffixes such as “extreme slow speed” will not normally be issued when speed restrictions are broadcast. The activity requiring the speed reduction will be identified, from which Mariners should judge the speed appropriate to the circumstances.
6. When London VTS has agreed to broadcast a reduction in speed, the person responsible for the request must ensure that the vessel or installation concerned is displaying the international code flags “Romeo Yankee”. Failure to do so will result in the termination of the broadcast.

Note: *This Notice was latterly published as Permanent Notice to Mariners P4 of 2008.*

MAINTENANCE OF VESSEL MOORINGS, WASH AND DRAW-OFF

1. MAINTENANCE OF MOORINGS

Port of London Authority investigations into a number of recent incidents, which have resulted in damage to installations and vessels alongside, have revealed that the cause in some cases was that the vessel involved was incorrectly moored with slack or inadequate mooring lines, bollards of insufficient strength or improper use of springs; the outcome of the incident being aggravated by draw-off and the speed and proximity of a passing vessel or vessels.

Masters of vessels are reminded that tidal ranges of up to 7 metres can be encountered in the tidal River Thames and that moorings will need to be adjusted accordingly whilst the vessel is alongside over one or more tides. (River Byelaw 12 refers).

These precautions are of particular relevance and importance for vessels which are:

1. transferring bulk liquids;
2. laying at berth where they may take the ground on a sloping river bed; or
3. where the berth is close to the channel and may be affected by passing river traffic.

2. VESSEL SPEED AND DRAW-OFF

Mariners are reminded of the requirement to navigate their vessels at all times at a speed commensurate with local circumstances and conditions; and that an eight knot speed limit applies in certain parts of the River Thames, specifically, upstream of Wandsworth Bridge and in adjoining creeks and areas around Canvey Island. (River Byelaw 48 refers).

Due care should be taken in the vicinity of vessels moored and working on berths adjacent to the navigational channel, particularly when these vessels are handling dangerous goods and displaying the red flag or light required by PLA General Directions.

Caution is necessary over the low water period when “draw off” can cause particular problems to berthed vessels.

The new generation of large Ro-Ro vessels now operating on the River generate even, at low to moderate speed, a large bow wave and wash at any state of the tide, and they need to navigate with extreme care particularly entering Gravesend Reach and also off the Havens.

3. DANGEROUS CARGO OPERATIONS

When details are broadcast by London VTS of ‘vessels engaged in dangerous cargo operations’ berthed at Coryton or West Thurrock, the speed of passing vessels should be reduced to 8 knots or the minimum speed necessary to maintain adequate steerageway. In addition, frequent large vessel movements take place at Coryton and London Gateway Port, which involves berthing and unberthing operations and vessels entering the fairway from adjacent berths. Mariners are reminded of the requirement to navigate their vessels at all times at a speed commensurate with the local circumstances and conditions so as not to endanger persons, other vessels or property. Additional special precautions for oil and gas terminals are contained elsewhere in Permanent Notices to Mariners.

Special operations, including diving and men working on the waterline, details of which will be broadcast by London VTS, may require greatly reduced speeds in the vicinity of river works.

Notwithstanding the above, mariners’ attention is drawn to Section 108 of the Port of London Act, which provides that:

A Master who navigates his vessel on the Thames:

- (a) without due care and attention; or
- (b) in a manner liable to injure or endanger persons, other vessels, the banks of the Thames (whether above or below mean high water level) or any structure or installation in or beside the Thames shall be guilty of an offence and liable to a fine upon conviction.

Note: *This Notice was latterly published as Notice to Mariners 13 of 2009.*

COMMERCIAL DIVING OPERATIONS PERMIT TO WORK

The Diving at Work Regulations 1997 require that commercial diving within a harbour is undertaken safely and in accordance with the Regulations.

In order to assure itself that those obligations are met, the Port of London Authority (PLA) requires all contractors (DIVING SUPERVISORS), intending to carry out commercial diving operations within PLA limits to obtain a DIVING PERMIT TO WORK from the appropriate PLA district Harbourmaster.

1. REQUIREMENTS

Before a DIVING PERMIT TO WORK (Form 1) is granted, the following information, as laid out in the DIVING CHECKLIST (Form 2), must be made available for inspection by the district Harbourmaster:

Contractor Details

The name and address of the Diving Contractor

Notification of the above particulars to the Health and Safety Executive

Contractor's Employers Liability Insurance Certificate

Number of persons in the diving team

The name of the Diving Supervisor and his/her formal letter of appointment

Personnel Details

The names of the divers

Their log books

Certificates of Medical Fitness to Dive

Certificates of Competency

Diving First Aid Certificate

Operational Details

Risk Assessment

Diving Rules including emergency procedures

Project Plan

Diving Operations Log

Application for a DIVING PERMIT TO WORK should be made by forwarding Form 1 with the appropriate sections completed, so far as is possible during normal office hours (0900 to 1700 Monday to Friday) to:-

The Harbour Master Upper District, (Baker's Hall, Tel 020 7743 7912, hmenquiry2@pla.co.uk or alternatively Fax 020 7743 7996) for diving upriver of Dagenham/Crossness or

The Harbour Master Lower District, (London River House, Tel 01474 562212, hml@pla.co.uk or alternatively Fax 01474 352996) for diving at, and downriver of Dagenham/Crossness.

2. SHORT NOTICE APPLICATIONS

Outside the above hours emergency applications to dive may be made to the Duty Officer at London VTS, Thames Barrier Navigation Centre (Tel 020 8855 0315, tbncdo@pla.co.uk or alternatively 020 8312 7679) or Duty Port Controller at London VTS, Port Control Centre (Tel 01474 560311, duty.portcontroller@pla.co.uk or alternatively Fax 01474 352996) as appropriate.

Diving Supervisors should note that sufficient time should be allowed to process DIVING PERMITS TO WORK which will include obtaining signatures of both the Supervisor and the PLA's representative. Completed DIVING PERMIT TO WORK forms should be returned to the district Harbour Master, Thames Barrier Navigation Centre or Port Control Centre as appropriate.

DIVING PERMIT TO WORK (Form 1) and CHECKLIST (Form 2) (Annex A) can be obtained from the Harbour Masters' offices or by visiting our website www.pla.co.uk

Note: *This Notice was latterly published as Permanent Notice to Mariners P5 of 2008.*

BUNKERING OPERATIONS

Masters of vessels are reminded that bunkering operations within the Port of London are subject to the following conditions:

1. NOTIFICATION AND REPORTING

The Master of a vessel of more than 50gt (other than one which normally navigates solely within the limits of the Port of London) intending to receive bunkers, shall give notification in writing or by VHF radio to the relevant PLA VTS Centre (call sign London VTS) not less than 2 hours in advance of the intention to bunker.

The notification should state:

1. the location the bunkering will take place;
2. the type of bunker oil to be transhipped; and
3. the expected time that bunkering will commence.

Additionally, Masters of all such vessels shall also report by VHF to the relevant VTS Centre immediately before bunkering is about to commence, and on completion of bunkering.

2. CHECKLISTS

The Masters of all vessels of more than 50gt intending to receive bunkers shall complete a bunker checklist in conjunction with the supplying party, with all questions answered accurately.

3. PRECAUTIONS TO BE TAKEN BY ALL RECEIVING VESSELS

The Master of all vessels receiving bunkers shall ensure that:

- (a) scuppers are firmly closed;
- (b) vessel is securely moored or safely at anchor;
- (c) any special instructions issued by the Harbour Master have been complied with;
- (d) bunker pipes which are not in use are effectively blanked;

- (e) bunker hoses have sufficient play and are adequately supported;
- (f) bunker hose connections have been provided with a good seal¹;
- (g) there is a well-tightened bolt in every bolt hole in the bunker hose connection flanges²;
- (h) there is a sufficiently large overflow container under the bunker hose connection(s);
- (i) cargo-handling or other operations in progress will not hazard the bunker operations or vice-versa;
- (j) there is an agreed communication system established between the vessel receiving bunkers and bunkering barge.

4. PRECAUTIONS TO BE TAKEN BY, SUPPLYING VESSEL, ROAD TANKER OR TERMINAL

The Master of a bunker barge, the driver of a road tanker or a terminal providing bunkers, is not to begin bunkering unless it has been ensured that:

- (a) scuppers are firmly closed;
- (b) the bunkering vessel is securely moored;
- (c) any special instructions issued by the Harbour Master have been complied with;
- (d) the bunker hoses are properly maintained and in good condition;
- (e) the bunker hoses have sufficient play;
- (f) the bunker connection has been provided with a good seal³;
- (g) there is a well-tightened bolt in every bolt hole of the bunker hose joining flanges and the vessel's manifold⁴;
- (h) the pipelines and valves to tanks and pump are correctly set; and
- (i) there is an agreed communications system established with the vessel being bunkered.

5. GENERAL PRECAUTIONS AND GUIDELINES

The Master of a vessel involved in receiving bunkers shall ensure that the conditions described in paragraphs 3 and 4 remain fulfilled during the entire bunkering procedure.

1, 2, 3,4 Where a pistol grip delivery system is used, condition f) and g) of paragraph 3 above will be considered to have been met if a properly maintained nozzle which conforms to BS 7117 is used.

The Master of the vessel involved in receiving bunkers, the Master of a bunker barge, the driver of a road tanker or a terminal providing bunkers shall ensure that a constant visual watch is maintained throughout the whole transfer operation.

Both the Master of the vessel involved in receiving bunkers and the Master of a bunker barge shall ensure that all scuppers are closed and that sufficient absorbent materials are available in case of an accidental spillage.

If it cannot be ensured during the whole bunkering operation that the requirements laid down in this Notice are fulfilled, bunkering operations are to be immediately suspended.

6. DEFINITION OF 'BUNKERING'

In this Notice "bunkering" is taken to mean the transfer of liquid hydrocarbons, intended for the main propulsion and/or operation of the auxiliary machinery of a vessel or a liquid intended for lubricating the vessel's engine or her other machinery.

7. REPORTING OIL SPILLS

If a spillage occurs, the Master of any vessel involved in bunkering operations must inform the relevant VTS Centre immediately.

Information to be provided should include:

1. the location of the spill;
2. the type of oil spilt;
3. the approximate quantity; and
4. action taken so far.

Note: This Notice was latterly published as Permanent Notice to Mariners P6 of 2008.

CRUDE OIL WASHING AND INERT GAS SYSTEMS

The attention of Masters of tankers intending to crude oil wash during discharge in the Port of London is drawn to the following conditions:

1. NOTIFICATION

At least **24 hours notification** of intention to crude oil wash is to be transmitted to the Harbour Master via the Port Control Centre, Gravesend.

Email: ShipconNotify@pla.co.uk

Fax: 01474 352996

Such notice is to include confirmation that all systems have been checked and found satisfactory in accordance with the vessel's crude oil washing manual and IMO requirements.

One hour before commencement of crude oil washing, **permission to proceed** should be obtained from the Harbour Master via London VTS on VHF Channel 68. Confirmation should also be given that all systems remain functioning correctly.

2. TERMINAL APPROVAL

No vessel is to carry out crude oil washing **without the permission of the Terminal**. A crude oil washing checklist must be completed prior to commencement.

3. FAILURE OF SYSTEMS

Should the inert gas system fail to supply either the correct quality or quantity of inert gas or if any other part of the crude oil washing equipment malfunctions, all cargo discharge, de-ballasting and tank cleaning must cease and the Harbour Master advised immediately via London VTS VHF Channel 68. Permission to resume discharge will only be granted following agreement between the Harbour Master, Terminal Management and the Master.

Note: *This Notice was latterly published as Permanent Notice to Mariners P7 of 2008.*

OIL AND GAS JETTY EXCLUSION ZONES

PRECAUTIONS TO BE OBSERVED BY VESSELS

Formal risk assessment under the Port Marine Safety Code, has determined that all vessels passing, berthing on adjacent berths or engaged in fishing in the area of oil and LPG installations between Canvey Island and Dagenham, are to maintain a minimum separation of 60 metres from berthed tankers or jetties. However, that distance may be reduced in special circumstances. In particular, it may be reduced when a vessel is berthing or unberthing on adjacent jetties where it is unavoidable for navigational safety reasons. This provision especially applies to vessels berthing at, or departing from Coryton No.2 Jetty.

This exclusion applies to the following installations:

<u>Terminal</u>	<u>Location</u>
Calor Gas	Canvey Island
Oikos	Canvey Island
Petroplus	London Gateway Port
Grays Terminal	Thurrock
Vopak Thames Terminals	Thurrock
Esso Petroleum	Purfleet
TDG Pinnacle (Thunderer)	Dagenham

When details are broadcast of a vessel engaged in dangerous cargo operations berthed at Coryton or West Thurrock, the speed of passing vessels should be reduced to 8 knots or the minimum speed necessary to maintain adequate steerageway. In addition, frequent large vessel movements take place at London Gateway and Coryton, which may involve mooring vessels and vessels entering the fairway from adjacent berths. Mariners are reminded of the requirement to navigate their vessels at all times at a speed commensurate with the local circumstances and conditions so as not to endanger persons, other vessels or property.

Vopak Thames Terminal

To indicate when a LPG vessel is alongside this berth, a flashing amber light will be exhibited at high level in the vicinity of No.3 Jetty.

When this flashing amber light is exhibited or, when notification is broadcast by London VTS on VHF Channel 68 that an LPG vessel is berthed, the speed of passing vessels should be reduced to 8 knots or the minimum speed necessary to maintain adequate steerage way.

Flammable vapours emanating from this jetty require that special care is exercised by all river users when navigating in this area.

Note: *This Notice was latterly published as Permanent Notice to Mariners P8 of 2008.*

VESSEL TRAFFIC WARNING LIGHT

GRAVESEND REACH

Northfleet Hope Traffic Warning Light is established on the eastern end of Tilbury Cargo Jetty in position (WGS 84) 51_27_.06N 00_20_.95E, its characteristics are as follows:

Occasional Iso 6 sec 6M.

The light will be activated by London VTS to warn river traffic approaching Tilburyness from the east of vessels manoeuvring for, and leaving Tilbury Dock Lock and vessels manoeuvring in Northfleet Hope.

Information on the movements of these vessels will additionally be broadcast on VHF Channel 68 by London VTS.

Whilst the warning light is being displayed vessels are to proceed with extra caution when approaching Tilburyness.

Note: *This Notice was latterly published as Permanent Notice to Mariners P9 of 2008.*

TILBURY LOCK - SAFETY OF NAVIGATION

PROCEDURE FOR VESSELS DEPARTING TILBURY LOCK

The area around Tilburyness poses special problems for vessel Masters. The river here is narrow with strong tidal sets and has a blind bend. There are a number of large-vessel berths in the vicinity as well as Tilbury Lock.

Vessels departing Tilbury Lock can come into conflict with transiting and manoeuvring vessels. Therefore to avoid problems in the Tilburyness areas, special attention is required by Masters in the monitoring of vessel traffic in the vicinity. It is vital that all vessels in that area are aware of the intentions of other vessels and that London VTS is aware of the intentions of all vessels.

Tilbury Lock represents an additional hazard and it is important that vessels planning to exit the Lock into the river agree a traffic avoidance plan with potentially conflicting vessels and with London VTS before moving out of the lock.

The following procedure is to be adhered to by vessels departing Tilbury Dock Lock:

1. 10 minutes before a vessel expects to depart the Lock, the Master or Pilot must inform London VTS on VHF Channel 68 using the vessel's main VHF set. In addition to normal voyage reporting requirements, the vessel shall notify London VTS which way it is intended to swing.
2. On receipt of the above information, London VTS will acknowledge and notify the departing vessel of any other ships that may interact with the vessel planning to leave the Lock. Should potential conflict exist, the vessel shall liaise with traffic in the area to arrange how the conflict is to be resolved. It may be necessary for London VTS to manage approaching river traffic in order to avoid conflict.

3. Once the Lock gates are open the vessel must request permission to proceed from London VTS and should include any agreements on the avoidance of conflict with any other traffic. If permission is given, London VTS will include a brief summary of any agreements with other traffic to ensure that no uncertainty exists. If London VTS has doubt as to the safety of any proposed action, the vessel will be held in the Lock until it is safe to navigate
4. If navigation has not commenced within 15 minutes of the initial advice, London VTS is to be informed.
5. A further re-broadcast will be made by London VTS, in all cases, when the vessel is about to depart the Lock.

Masters of vessels are reminded that the appropriate sound signals, as prescribed in the River Byelaws, should be made on departure from Tilbury Lock.

Note: *This Notice was latterly published as Notice to Mariners P10 of 2008.*

BRIDGES ON THE TIDAL THAMES

MAIN WORKING ARCHES LIGHTS

For the purpose of clarification, attention is drawn to the marking of bridge arches on the River Thames.

With the exception of the Queen Elizabeth II Bridge in Long Reach, the main working arches (those usually lying in the Authorised Channel) on the tidal Thames are identified by day and night by two orange (or amber) lights placed side by side in the centre (highest part) of each of the main working arches.

The absence of such lights in an arch does not mean that the arch is closed to navigation.

These unlit arches are also available for navigation by vessels of suitable draft and air draft in relation to the height of tide and arch height.

A closed arch sign is denoted only by a 'closed arch' sign, suspended from the centre of the arch:

- By day, three red discs 0.6 metres in diameter at the points of an equilateral triangle with the apex downwards and the base horizontal.
- By night, three red lights in similar positions to the discs displayed by day.

When a main working arch is closed, in addition to the closed arch sign, the two orange or amber lights will be covered or extinguished.

Full details of the Thames bridges, their dimensions, aids to navigation and guidance on how to navigate them, can be found in the PLA publication: *Mariners' Guide to Bridges on the Tidal Thames*.

Note: *This Notice was latterly published as Notice to Mariners 19 of 2010.*

NAVIGATION THROUGH BRIDGES

1. BACKGROUND

It is evident from several incidents and subsequent investigation that some confusion exists as to the application of Rule 9 of the International Regulations for Preventing Collisions at Sea 1972 (ColRegs). This Notice is promulgated to clarify any confusion or ambiguity.

Rule 9 (ColRegs) states that a vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the **starboard** side of the channel which lies on her **starboard** side as is safe and practicable.

A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e). This signal consists of one prolonged blast on the whistle, any approaching vessel that may be within hearing around the bend or behind the intervening obstruction shall answer with one prolonged blast on the whistle.

Note: *Port of London River Byelaws 1978 No. 2, 3 and 14 make clear the link between the PLA Byelaws and the ColRegs.*

2. APPLICATION TO NAVIGATION THROUGH BRIDGES

Usually, vessels may safely cross the channel directly and manoeuvre to or from their pier or other location without needing to navigate on the wrong side of the channel.

Should a vessel **need** to deviate from Rule 9, provision is made within Rule 2, 'Responsibility', for general deviations from the ColRegs should they be required by the ordinary practice or seamen, by the special circumstances of the case or to avoid immediate danger. Such deviations from Rule 9 should only take place when **essential** for navigation safety purposes.

Very occasionally, circumstances may exist when vessels need to undertake more complex manoeuvres to or from piers or other locations situated on the opposite side of the channel to their direction of navigation. In such circumstances, in the interests of navigational safety, the ordinary practice of seamen may determine that it is necessary for vessels to navigate for a more extended period of time on the 'wrong side' of the channel to complete the manoeuvre safely.

Where such a manoeuvre involves a requirement for a vessel to navigate through a bridge arch against the prevailing direction of traffic the following actions should be taken:

1. The vessel should notify London VTS of their intention to navigate through a bridge arch against the prevailing direction of traffic flow,
2. London VTS is to acknowledge the request and provide relevant traffic information including a read-back broadcast to alert other vessels in the area, and
3. The vessel should sound one prolonged blast as described at Rule 34(e) of the ColRegs.

Where such a manoeuvre does not involve a bridge transit, the vessel concerned should notify London VTS of their intentions in good time to ensure receipt of relevant traffic information. In the interests of navigation safety London VTS may arbitrate in the event of conflict or **veto** agreements on priority or passing.

Vessels should not navigate on the incorrect side of the channel or against the prevailing direction of traffic flow in a bridge arch for reasons of convenience or expediency.

Note: *This Notice was latterly published as Notice to Mariners 21 of 2010.*

TOWER BRIDGE

TRANSIT OF HIGH AIR DRAUGHT VESSELS

1. INTRODUCTION

The Port of London Authority (PLA), in conjunction with the Corporation of London have jointly developed procedures to be used by vessels, whose dimensions and intended navigation require the Tower Bridge bascules to be lifted.

This Notice provides guidance on how to make a booking and the procedure for the approach to, and passage through, the bridge. It also includes information on relevant VTS procedures, and provides amplifying guidance in respect of passage plans. This Notice supersedes all previous Notices or instructions with respect to Tower Bridge procedures.

Tower Bridge is owned and operated by the Corporation of London. Bridge lifts are available at no charge, 24 hours a day, 365 days a year, subject to procedures being followed.

2. TOWER BRIDGE BOOKING PROCEDURES

1. Any vessel with an air draught more than 9.1 metres above the waterline, wishing to pass through Tower Bridge, may request a bridge lift.
2. Bookings must be made in writing, either by Fax (020 7940 8396) or by letter to: Operations Manager, Main Office, Tower Bridge, London SE1 2UP. Bookings must be received at least 24 hours before the requested lift.
3. Bookings can be made by a ship's agent, vessel owner, or Master. When a booking is made, Tower Bridge will issue a Bridge Lift Order Number to the person making the booking. The Lift will also be published in the Bridge Lift Programme.

4. This Programme is distributed regularly by fax and e-mail to the following:
 - PLA;
 - Capital Radio;
 - Other media outlets as appropriate; and
 - Agencies and individuals by arrangement.

The Tower Bridge website (www.towerbridge.org.uk) and the 24 hour recorded bridge lift information telephone line (020 7940 3984) also contains latest information on booked lifts.

3. PASSAGE PLANS (ABORT POINTS)

As required by PLA General Directions, all vessels intending to pass through Tower Bridge and requiring a bridge lift are to include in their Passage Plan the points at which they can safely abort their approach to Tower Bridge should timely communication not be established (Communication Abort Point) and the point at which they can safely abort should the bridge be prevented from lifting, or lift only partially (Bridge Lift Abort Point).

4. TOWER BRIDGE OPERATIONAL PROCEDURES

1. The bridge control room will be manned, and watch set on VHF channel 14 at least 30 minutes before a scheduled lift.
2. Between 07.30 and 18.30 the bridge will be operated by duty staff. At other times, additional staff will be called in.
3. If a VHF call on Channel 14 has not been received from bridge staff 30 minutes before the lift time, the vessel is to initiate a call to Tower Bridge.
4. Vessels are not to proceed beyond their declared communication abort point unless two-way communications with Tower Bridge have been established.
5. On establishing communications, vessels are to:
 - confirm their ETA;
 - advise whether or not the vessel will be swung before approaching the Bridge;
 - agree with Bridge staff the height of the bascule lift to in order to accommodate vessel dimensions and any special circumstances, such as strong winds; and
 - advise Tower Bridge of their Bridge Lift Abort Point, i.e. the latest point by which the agreed lift must be complete.

6. Should, for whatever reason, the above information not be passed in time such that the lift can be successfully achieved **before** the vessel arrives at its bridge lift abort point, or should the bridge **fail to function as agreed** by the time the vessel arrives at that point, **the passage is to be aborted** in accordance with the Passage Plan. Large vessels entering the Lower Pool with or without tug assistance and failing to establish communications with the bridge by the time they reach the Communication Abort Point are to abort their passage at Hanover Hole.
7. Bridge staff will inform vessels when road traffic is being stopped, when the Bridge is being lifted, and of any circumstances that could delay the lift.

Notes:

1. *In order to minimise the impact on road traffic, vessels are to ensure that they arrive at the pre-arranged time. No more than five minutes leeway can be accommodated at peak traffic times.*
2. *Should vessels have to change their planned transit times, Tower Bridge must be told as soon as possible so that a revised time can be investigated, and that previous booking arrangements are cancelled. Tower Bridge (Security Staff) are contactable by telephone 24 hours a day (020 7940 3975).*
3. *Any changes requested within 24 hours of a lift can only be accepted after bridge staff have informed the relevant Emergency Services.*
4. *Lifts for tugs are to be booked by the tug operating company. Lifts must be more than 30 minutes before or after the vessel transit time in order to allow delayed road traffic to clear the bridge. When arriving vessels are to be accompanied by tugs, the tug operator will make any additional booking necessary to facilitate tug departure on completion of the manoeuvre.*

5. PLA VTS Operational Procedures

1. Vessels are to report their Passage Plan abort points (communication and bridge lift) to London VTS on passing Crayfordness inbound.
2. London VTS will check the vessel details against the latest Bridge Lift Programme. If not listed, they will check with the Tower Bridge Security Staff.
3. If no booking has been scheduled, London VTS will instruct the vessel not to proceed beyond its designated Communication Abort Point.
4. Where, exceptionally, a bridge lift is subsequently negotiated by the vessel and accepted by bridge staff, London VTS may authorise the vessel to complete its planned passage.
5. London VTS is to ensure that vessels do not proceed beyond their declared Communication Abort Point until two-way communications between the vessel and Tower Bridge have been established.

Note: *This Notice was latterly published as Permanent Notice to Mariners P11 of 2008.*

REGULATIONS FOR THE OPENING AND SHUTTING OF TOWER BRIDGE

INTRODUCTION

This notice provides a summary of the City of London's Regulations for the opening and shutting of Tower Bridge.

New signals have been installed at Tower Bridge and in consequence the Regulations made by the Mayor and Commonalty and Citizens of the City of London on the 6th October 1955, as amended by the Regulations made on the 24th January 1957, and 30th November 1961, have been repealed and new Regulations as set out below were made on the 22nd day of July 1976 in substitution thereof.

1. In these Regulations the following words and expressions have the meanings hereinafter respectively assigned to them:
 - “the bridge” includes the Tower Bridge and the Piers, Towers and abutments thereof, and the high-level footbridges and the staircases and lifts leading thereto and the Approaches thereto.
 - “the bascule bridge” means the central or opening archway or span of the Bridge.
 - “vessels” includes every description of watercraft, including non-displacement craft and sea-planes, used or capable of being used as a means of transportation on water.
 - “Master” in relation to a vessel means any Person, having or taking the command, charge or management of a vessel for the time being,
 - “by day” means between sunrise and sunset. “by night” means between sunset and sunrise.
 - “restricted visibility” means any condition in which visibility is restricted by fog, mist, falling snow, heavy rain storms, sandstorms or any other similar causes.
 - “Bridge Master” means the Superintending Engineer and Tower Bridge Master for the time being or his Deputy

2. The bascule bridge will be open for the purpose of providing passage for the navigation of any vessel after the receipt by the Bridge Master of not less than 24 hours notice that passage for the navigation of the vessel is required and at or about the time stated in the notice as the intended time of passage.

Provided always that if the navigation of any vessel is not thereby delayed or interfered with it shall not be necessary to open the bascule bridge for the passage of any vessel, the mast or masts or funnel or funnels of which are capable of being readily moved or lowered with safety to the vessel.

3. By day and by night a red light will be shown both up and down the river from the piers on each side of the bascule bridge to indicate that the bascule bridge is closed or being closed or opened.
4. By day and by night a green light will be shown both up and down river from the piers on each side of the bascule bridge to indicate that the bascule bridge is open.
5. In restricted visibility, in addition to the signal prescribed by Regulation 4, a high frequency repetitive note of 820 cycles per second will be transmitted for a period of approximately 10 seconds, followed by a silent period of the same duration. These signals will be given over the loud hailer system from the north pier of the bridge for such period as the bascule bridge is open for river traffic.

In the event of it not being possible to give the signals mentioned in the Regulation owing to electrical failure of otherwise, hand beaten gongs will be sounded every 30 seconds from the north pier of the bridge for such period as the bascule bridges is open for river traffic.

6. In restricted visibility, the bascule bridge will be opened in pursuance of Regulation 2 for the passage of any vessel on the Master thereof giving warning when ready and in position to pass through the bridge by a sound signal of one prolonged blast followed by two short blasts followed by one prolonged blast.

22nd July 1976

S.J CLAYTON
Town Clerk

CITY OF LONDON (VARIOUS POWERS) ACT 1971

Section 11(l) (a) of the above Act provides as follows:

“Notwithstanding the provisions of section 29 (Tower Bridge to be opened for navigation of vessels notwithstanding any delay of the land traffic occasioned thereby) of the Corporation of London (Tower Bridge) Act 1885, the Corporation shall only be required to open Tower Bridge for the purpose of providing passage for the navigation of any vessel upon the receipt, by the bridge Master or other officer of the Corporation for the time being having charge of the bridge, of not less than twenty-four hours’ notice that passage for the navigation of the vessel is required, and at or about the time stated in the notice as the intended time of passage.”

Notes:

1. *Regulation 6 is printed above as substituted by additional regulations made on 17th January 1980 and coming into force on 4th February 1980*
2. *The Port of London Authority publishes a (Permanent) Notice to Mariners regarding the procedures to be followed by high air draught vessels transiting Tower Bridge.*
3. *This summary of the Tower Bridge Regulations was previously published as an Appendix to the PLA’s River Byelaws 1978 (as amended).*
4. *This Notice was latterly published as Notice to Mariners 7 of 2007.*

EXCLUSION ZONES

LAMBETH REACH & ALBERT EMBANKMENT

1. LAMBETH REACH

An Exclusion Zone is established in the vicinity of the Palace of Westminster. No person or vessel, shall, except in an emergency, or with the written permission of the Harbour Master, enter into an area **within 70 metres** of the northern bank of the River Thames between Westminster Bridge and 200 metres below Lambeth Bridge, except as provided below.

The above restriction shall not apply to licensed passenger vessels approaching or departing from Westminster Pier. However, these vessels shall avoid entering into the area described as far as safe navigation permits and at no time may they approach **closer than 15 metres** to the northern river bank.

A row of 9 buoys has been established 15 metres from the embankment alongside the Palace of Westminster. Buoy No's 1, 4 and 8 on the attached plan will be lighted, F1.Y. 2.5s.



2. ALBERT EMBANKMENT

An Exclusion Zone is established in the vicinity of Albert Embankment. The Zone extends from the upstream side of Vauxhall Bridge to the lower side of Lacks Dock extending from the embankment for a distance of 15 metres into the River.

No vessel shall, except in an emergency or with the written permission of a Harbour Master, navigate within or enter the Exclusion Zone.



Note: This Notice was latterly published as Permanent Notice to Mariners P12 of 2008.

REDUCED UPRIVER DEPTHS

Mariners are reminded that depths in the upper reaches of the tidal Thames are greatly affected over the low water period 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 the above area will remain at or less than chart datum between three hours before and one hour after the time of predicted low water at Richmond Lock. Low water levels of 0.5 metres below Chart Datum are to be expected.

During such periods of reduced depths, Masters of vessels navigating upriver of Putney should only do so with caution and should also make every effort to avoid impeding the passage of commercial vessels, which are highly constrained in their ability to manoeuvre in such conditions.

In order to assist passage planning upriver of Putney, London VTS broadcasts the height of tide at Richmond as part of the half-hourly broadcast on VHF Channel 14.

Note: *This Notice was latterly published as Permanent Notice to Mariners P13 of 2008.*

ROWING COACHING LAUNCHES DISPENSATION TO EXCEED THE 8 KNOT SPEED LIMIT BETWEEN WANDSWORTH ROAD BRIDGE AND TEDDINGTON

Byelaw 48 of the Port of London River Byelaws 1978 (as amended) imposes a speed limit of 8 knots above Wandsworth Road Bridge. However, under section 1(b) of that byelaw, a dispensation can be given to vessels engaged in escorting a rowing boat (Rowing Coach Launches) in training. This Notice to Mariners lays down the criteria for this dispensation.

The following vessels may exceed the 8 knot speed limit between Wandsworth Road Bridge and Teddington:

1. ROWING COACHING LAUNCHES CARRYING ONE OR TWO PEOPLE IN TOTAL

Provided that they are:

1. displaying the appropriate British Rowing (BR) boat identification number;
2. registered as a club launch with the Thames Regional Rowing Council (TRRC); and
3. engaged in bona fide rowing boat training or escorting an approved boat race or regatta (and for no other purpose).

2. ROWING COACHING LAUNCHES CARRYING MORE THAN TWO PEOPLE IN TOTAL

Provided that they are:

1. registered by the Port of London Authority (PLA) and assessed as having acceptable wash characteristics;
2. displaying the appropriate BR boat identification number;
3. registered as a club launch with the TRRC; and
4. engaged in bona fide rowing boat training or escorting an approved boat race or regatta (and for no other purpose).

Note: Wash inspections can be arranged through the Harbour Master (Upper) Office.

3. COMMERCIAL CRAFT SUPPORTING ROWING TRAINING OR EVENTS

Provided that they are:

1. licensed by the PLA and assessed as having acceptable wash characteristics;
2. displaying the appropriate PLA registration markings; and
3. engaged in bona fide rowing boat training or escorting an approved boat race or regatta (and for no other purpose).

Note: *Wash inspections will be included in the vessel's annual licensing inspection.*

This Notice to Mariners is not a dispensation to generate excessive wash or to exceed the speed limit for any other purpose other than during bona fide rowing boat training or escorting an approved boat race or regatta.

Mariners' attention is drawn to Section 108 of the Port of London Act (as amended) which provides:

A Master who navigates his vessel on the Thames:

- (a) without due care and attention; or
- (b) in a manner liable to injure or endanger persons, other vessels, the banks of the Thames whether above or below mean high water level) or any structure or installation in or beside the Thames;

shall be guilty of an offence and liable to a fine upon conviction.

Note: *This Notice was latterly published as Permanent Notice to Mariners P14 of 2008.*

ROWING NAVIGATION BUOYS

BARN ELMS, CORNEY, MORTLAKE & SYON REACHES

1. INTRODUCTION

There are a number of lateral navigation marks in place between Barn Elms and Syon Reaches, which are in place to guide rowing vessels following the rowing code of practice and help separate them from other river users.

There are fifteen red plastic can buoys (port lateral marks) laid to mark the southern (Surrey) edge of the navigation channel; and the four green plastic cone buoys (starboard lateral marks) laid to mark the northern (Middlesex) edge of the navigation channel.

The buoys mark the edge of the navigation channel and the inshore zone, separating rowers working against the tide from other river traffic.

2. INSTRUCTIONS TO ROWERS

Notice to Mariners U24 of 2009 (Rules for Navigation of Vessels under Oars on the Tidal Thames) remains in force.

For further detail please see the current edition of the “Code of Practice for Rowing on the Tidal Thames above Putney” which can be obtained electronically from www.pla.co.uk or www.thames-rrc.org or in printed form from the Harbour Master at hmuenquiry2@pla.co.uk

3. INSTRUCTIONS TO ALL OTHER RIVER USERS

All other river users are to treat the buoys as ordinary port and starboard lateral marks. Due to the lack of water at low tide and the number of rowers using the inside channel, other river users should avoid navigating between the buoys and the shore.

NAVIGATION IN THE VICINITY OF KEW ROAD BRIDGE AND PIER

MORTLAKE AND SYON REACH

At times there can be considerable activity in the restricted waters around the Kew Bridge including regular through traffic, rowing vessels and passenger boats manoeuvring on and off Kew Pier.

The visibility on the bend in the vicinity of Kew Bridge is particularly restricted.

Power driven vessels are reminded to sound one prolonged blast when approaching the bridge from either direction (International Regulations – Rule 34a) and when leaving Kew Pier (PLA River Byelaw 36).

All vessels are to listen carefully for and be guided by the sound signals.

All craft are to keep a particularly good look out and navigate with extreme caution in the area.

Note: *This Notice was latterly published as Permanent Notice to Mariners P15 of 2008.*

MAKING VESSELS, UNDER OARS, KAYAKS AND CANOES MORE VISIBLE TO OTHER RIVER TRAFFIC

The low profile of rowing vessels and kayaks or canoes on a congested river where lines of sight are often fouled, either by vessel construction or structures such as bridges, piers and buildings makes them difficult to see by night or day and presents a significant hazard.

This hazard is increased considerably at night as recent incidents have highlighted.

As a result the Port of London Authority (PLA) has published a guide for small unpowered leisure craft that draws on the results of a number of lighting trials and the suggestions of a number of experienced river users.

The guide called “**Be Safe – Be Seen!**” can be found on the PLA’s leisure website at www.boatingonthethames.co.uk (in the canoeing & rowing sections) and is also available in laminated A3 copy from the Harbour Master Upper’s offices in London and Richmond Lock.

This guide updates the advice given on rowing boat lighting as published in “Rowing on the Tideway – A Code of Practice for Rowing on the Tidal Thames above Putney 2009”. Rowers should ensure that they are familiar with the new lighting options, notably with regards to flashing lights.

The enforcement of these regulations has the support of British Rowing and the British Canoe Union.

Note: *This Notice was latterly published as Notice to Mariners U17/M47 of 2010.*

ANNEX A

PORT OF LONDON AUTHORITY

Diving Permit to Work (Form 1)

To Diving Supervisor *

Employed by *

Address *

Permission is granted to dive at the following location:*

.....

From* (time) to* (time) on* (date/dates)

All vessels in the immediate area will be informed by routine VHF Broadcast/Notice to Mariners that diving is proceeding and that they must pass with caution.

Method of communications between Diving Supervisor and Duty Officer/Duty Port Controller agreed as:

VHF Channel *

Telephone No*

Other (state)*

Signed for/Harbour Master

Name Date/Time

Declaration by Diving Supervisor

The Diving Supervisor is required to confirm full compliance with the Diving at Work Regulations 1997, any subsequent amendments and the appropriate Approved Code of Practice. In particular, he confirms that the requirements of the PLA diving checklist have been met and that:

- a) The diving team consists of at least four persons, with, in addition to the diving supervisor, two divers as a minimum.
- b) Divers are in possession of the following:
 - 1. Diver Competence Certificate
 - 2. Log Book
 - 3. Diving First Aid Certificate
 - 4. A valid Certificate of Medical Fitness to dive
- c) Procedures are understood for summoning assistance in an emergency.

If contact with London VTS VHF Channel 68 or 69 or Tel 01474 560311 East of Crayfordness or VHF Channel 14 or Tel 020 855 0315 – West of Crayfordness, cannot be effected for any reason, Coastguard can be contacted on 999 (24 hours).

I declare that the foregoing requirements have all been satisfied. I have read and understood the conditions of this diving permit.

Signed*..... (Diving Supervisor)

Name* Date/Time

Note: *Items asterisked (*) are to be completed by the applicant who should then forward this form to the appropriate Harbour Master or London VTS station.*

Request to Dive (Form 2)

Diving Checklist

Before a “DIVING PERMIT TO WORK” can be issued, the Diving Contractor must complete the following DIVING CHECKLIST and make it available for scrutiny by the Harbour Master or his Nominated Deputy.

ONLY THEN CAN THE PERMIT BE ISSUED BY THE HARBOUR MASTER OR HIS NOMINATED DEPUTY.

- 1) The name and address of the Diving Contractor has been provided (Form 1)
- 2) Notification of the above to HSE as required by Regulation is available for inspection.
- 3) A copy of the Contractor's Employer's Liability Insurance Certificate is available for inspection.
- 4) There will be least four people in the Dive team.
- 5) The Diving Supervisor is His/he formal letter of appointment is available. This will be on a letterhead from the Company in 1) above and should state clearly that XXXX has been appointed as a Diving Supervisor under the 1997 Diving at Work Regulations.
- 6) The Divers names are/will be available and held by the Supervisor (two divers in addition to the supervisor are required as a minimum). The following documents will be available for inspection:
 - a) Log books (These will normally be pre-printed hard back books showing all relevant dives).
 - b) Medical Certificates (These should clearly state that they are for Diving and must be less than 12 months old).
 - c) Competence Certificates (These can take a number of forms but any issued by BSAC (British Sub Aqua Club) or PADI (Professional Association of Diving Instructors) are NOT acceptable.

- 7) The Diving Contractors paperwork has been submitted to PLA or is available for inspection. Paperwork covers the following:
- a) A Risk Assessment covering the task to be undertaken. This may be simple and take a standard format as long as it is written down.
 - b) Diving Rules stating, for example, what to do in an emergency.
 - c) A Project Plan. (Again, this may be very simple as long as it exists).
 - d) The diving operations log (this is the Diving Contractors Log of what happened and when).
- 8) Two members of the team have First Aid At Work Qualifications (normally the Diving Supervisor and one diver).
- 9) The supervisor will inform the appropriate VTS centre when diving is about to commence and confirm that the permit to dive is held and that the requirements of this check list have been completed.
- 10) The supervisor will inform the appropriate VTS centre when diving has been completed.
- 11) Port of London Authority Regulations require the following.
- 4. A vessel engaged in diving operations shall exhibit conspicuously a rigid replica of the International code flag "A" not less than 1 metre in height, which is illuminated at night.
 - 5. A vessel from which a diver is working by day shall exhibit conspicuously a red flag not less than 1 metre square in a position as close to possible the diver's point of entry into water.

Note: A DIVING PERMIT TO WORK (form 1) completed in the relevant sections, is to be forwarded by letter, email or fax giving notice of an intended or planned Diving at Work operation to the relevant area Harbour Master. For exceptional short notice requests, application may be made to his nominated Deputy (i.e. Duty Officer/Duty Port Controller).

References:

- a) *The Diving at Work Regulations 1997*
- b) *The Ports' Safety Organisation (PSO) Guidance and Interpretation Series Pamphlet No. 1 (September 1999)*
- c) *Port of London Authority River Byelaws 1978 (as amended).*

NOTES

NOTES