

LONDON VESSEL TRAFFIC SERVICES

LOCATION: London VTS comprises three VTS Sectors run from two control centres. The principal control centre is the Port Control Centre London at Gravesend from which the Estuary and River Sectors are managed and the secondary control centre is the Thames Barrier Navigation Centre at Woolwich from which the Barrier Sector is managed. This is shown diagrammatically on the PLA [Passage Planning and Routing chart](#).

AREA:

Inshore VTS Limit:

- (1) From Teddington Lock (51°26'05N 1°19'68W) down river following the N bank of the Thames and the Essex coast to Foulness Point (51°37'03N 0°57'25E).
- (2) From Teddington Lock (51°26'05N 1°19'68W) down river following the S bank of the Thames to the seaward limits of Medway VTS:
 - (a) 51°28'53N 0°40'71E
 - (b) 51°29'07N 0°52'63E
 - (c) 51°24'92N 0°54'28E
- (3) Thence to Whitstable Breakwater Lt (51°21'85N 1°01'46E),
- (4) Thence along the N Kent coast to North Foreland Lt Ho (51°22'49N 1°26'72E).

Offshore VTS Limit:

- (1) 51°37'03N 0°57'25E (Foulness Point)
- (2) 51°48'51N 1°26'50E
- (3) 51°48'51N 1°29'50E
- (4) 51°44'85N 1°35'36E
- (5) 51°37'92N 1°25'61E
- (6) A circle of radius 10 n miles centred on 51°28'00N 1°24'00E and joining the following points:
 - (a) 51°37'92N 1°25'61E
 - (b) 51°20'37N 1°34'45E
- (7) 51°20'37N 1°34'45E
- (8) 51°22'50N 1°26'71E (North Foreland Lt Ho)

VTS SECTORS:

- (1) **Port Control Centre:**
 - (a) **Estuary Sector:** From the seaward limits of the VTS area to Sea Reach No 4 Lt buoy (51°29'63N 0°44'18E)
 - (b) **River Sector:** From Sea Reach No 4 Lt buoy to Crayford Ness (51°28'94N 0°12'71E)
- (2) **Thames Barrier Navigation Centre:**
 - Barrier Sector:** From Crayford Ness to Teddington Lock (51°25'94N 0°19'53W)

SERVICES:

This is a UK designated port VTS and provides the following types of service.

- (1) **Port Control Centre - Estuary and River Sectors:**
 - (a) Information Service
 - (b) Traffic Organisation Service
 - (c) Navigational Assistance Service (Crayford Ness to Port Limits)
- (2) **Thames Barrier Navigation Centre - Barrier Sector:**
 - (a) Information Service
 - (b) Traffic Organisation Service (Crayford Ness to London Bridge)
 - (c) Navigational Assistance Service (Crayford Ness to Greenwich)
- (3) In accepting such services, mariners should take note that each VTS operator may be monitoring a number of vessels within the VTS Sector. Therefore, the VTS operator will not be able to devote the same level of attention to each vessel as an individual vessel is able to dedicate to its own ship domain. Operators will endeavour to provide a higher level of oversight should a Navigational Assistance Service (NAS) be requested or observed to be necessary, however, the ability to provide NAS on request will depend on the notice given and operator availability. Whenever possible, London VTS will also monitor the position of vessels anchored in designated anchorages that are identified as such within Port of London Authority Port Limits. Under all circumstances, it must, however, be clearly understood that decisions concerning the navigational safety and the manoeuvring of the vessel can only be made by the Master, who remains at all times responsible for her safety.

NOTE:

Margate Roads and Tongue anchorages are outside the Port of London Authority Limits: Margate Roads is frequently used for shelter by a number of vessels not bound to or from London. London VTS does not routinely monitor vessels within these anchorages.

COMMUNICATIONS & CONTACT DETAILS:

(1) Port Control Centre

Call: London VTS
Telephone: +44(0)1474 560311 (3 lines)
Fax: +44(0)1474 352996
E-mail: shipcon@pla.co.uk

Estuary Sector (Seaward limit of VTS Area to Sea Reach No 4 Lt buoy)

VHF Frequency: Ch 18 (Secondary) **69** (Main)

River Sector (Sea Reach No 4 Lt buoy to Crayford Ness)

VHF Frequency: Ch 20 (Secondary) **68** (Main)

Emergency

VHF Frequency: Ch 16 67

(2) Thames Barrier Navigation Centre

Call: London VTS
Telephone: +44(0)20 88550315
Fax: +44(0)20 88547422

Barrier Sector (Crayford Ness to Teddington Lock)

VHF Frequency: Ch **14** (Main) 22 (Secondary)

Emergency Only

VHF Frequency: Ch 16 67

HOURS: 24 hours, 7 days a week, throughout the year including holidays

PROCEDURE:

- (1) Vessel Traffic Services (VTS) requires that "All vessels entering a VTS area are required to participate in and comply with the rules of that VTS". The "rules" of London VTS means all those provisions contained in the Pilot and VTS sections of the LONDON entry within Admiralty List of Radio Signals, Vol 6(1) (NP286(1)).
- (2) It is recommended that a "read receipt" be obtained for mandatory notifications transmitted by e-mail.
- (3) **Anchorage in the Queens Channel** are provided for the exclusive use of vessels engaged in bunkering with the permission of London VTS.
- (4) **Margaret Ness to Blackwall Point:** Vessels intending to navigate in the area between Margaret Ness and Blackwall Point should note the special provisions for the Thames Barrier Control
- (5) **Vessels with air draught of 45m or more:** The area between Bulls Point and Ware Point encompasses the London City Airport glide path. All vessels including pontoons with mobile cranes embarked, having an air draught of 45m or more intending to navigate between Bulls Point and Ware Point should inform London VTS of their intention giving at least 24 hours notice.
- (6) **Restrictions in overtaking** exist upriver of Tilburyness and at any time when a specified vessel is involved. In these circumstances, vessels should obtain clearance from London VTS.
- (7) **Channel Restrictions:** To reduce risk to deep-draught vessels, passage through Black Deep/Knock John Channel is normally restricted to vessels with a draught of over 6 metres. Vessels with a draught of less than 6m should normally use the Princes Channel or King's Channel unless access is limited by tidal or weather constraints. In these circumstances, clearance to use the Black Deep/Knock John Channel may be sought through London VTS. However, for piloted vessels of less than 7.5 draught, a surcharge may apply.
- (8) **Communications:** All vessels fitted with VHF radio anywhere within the Port of London Authority VTS area should maintain a continuous listening watch on the main frequency of the appropriate sector.
- (9) **AIS:** Vessels mandated to carry AIS are to operate it at all times when underway or alongside in the Thames. London VTS is to be informed if it is required to be switched off for safety or security reasons.
- (10) **Thames AIS:** In addition to those vessels required to carry AIS by international regulations, the following vessels are required to carry Thames AIS upstream of Victoria Deep Water Terminal in accordance with local bylaws; it is to be operated when underway or alongside for short periods but switched off when unmanned or out of service:
 - (a) Vessels of more than 40m LOA
 - (b) Vessels having a GT of more than 50 tons (other than pleasure vessels having a GT of more than 50 tons, but which are under 40m LOA)
 - (c) Tugs engaged in towing or about to tow one or more vessels
 - (d) Class IV, V and Class VI passenger vessels, and
 - (e) Specified Vessels or vessels carrying marine pollutants in bulk

REPORTING:

- (1) Vessels over 40m LOA, vessels over 50 GT and tugs engaged in towing are designated reporting vessels.
- (2) Non-reporting vessels over 13.7m in length and those certified to carry more than 12 passengers are required to maintain a continuous VHF listening watch.
- (3) Pleasure craft are encouraged to participate.
- (4) **Reporting Information.** Details required by Port Control should be sent using the standard "Port of London Authority - Movement, Pilotage and PEC Notifications" form which may be downloaded from the Port of London Authority website: www.pla.co.uk. Reporting vessels should send the completed notification form to the Port Control Centre 24h in advance of arrival/departure/shifting berth, or within 1h of departure from last port of call (if nearer), reporting any changes to Port Control Centre, London.
- (5) Vessels bound for the Port of Tilbury should contact the Marine Coordinator.
- (6) The Master of a reporting vessel intending to navigate in the Thames shall, on arrival at the outer limit of the VTS area, report to the Hr Mr through London VTS, that his vessel complies with the navigational safety requirements of PLA General Directions. This report will indicate that:
 - (a) Thames charts and associated navigational publications are up to date
 - (b) A passage plan for the Thames has been prepared

- (c) The vessel is ISM compliant or, if not subject to the ISM code, the vessel has no deficiencies or defects in respect of its manning, navigational equipment, propulsion or manoeuvring machinery
- (d) Appropriate arrangements for mooring assistance have been made.

In addition, the vessels ISPS security level and the number of persons onboard should be reported.

(7) **Reporting vessels within the area** should report when passing designated Reporting Points, when anchoring, on berthing, on entering a lock, before closing down on VHF, and on entering/leaving a VTS sector (a leaving report is not necessary between River and Estuary sectors as VTS operators are co-located). In addition, vessels should immediately report the occurrence of any of the following:

- (a) Being involved in, or sighting, a collision, stranding, fire or other accident
- (b) Machinery, steering breakdown or navigational incident
- (c) Personal injury or recovery of a casualty from the river
- (d) Spillage of oil or oil mixtures
- (e) Restricted visibility or notify VTS of the actual visibility if the distance being reported by London VTS is in error

(8) **Permission to Proceed.** Vessels should notify London VTS on the appropriate VHF Ch, 10 mins before the time at which they propose to start navigating the Thames. They should request and obtain permission to proceed immediately before they propose to start to navigate. If navigation has not commenced within 5 mins of the initial advice, they should inform London VTS of their intentions.

REPORTING POINTS (for geographical presentation, see the PLA Passage Planning and Routing Chart):

Vessels should report to the appropriate VTS sector operator at the following Reporting Points and obtain clearance for continued transit.

- (1) All inward-bound vessels should call London VTS on **VHF Ch 69** on entering the VTS area (see above) for clearance and traffic routing information, stating intended route for transit.
- (2) A London **arrival/departure reporting arc** of 10 n mile radius centred on position 51°28'31N 1°23'75E from Foulgers Gat to the CALDOVREP line (extending ESE from North Foreland Lt to position 51°16'00N 1°51'40E in the separation zone) has been established.
- (3) All vessels are also required to report to London VTS on **VHF Ch 69** when passing the following Reporting Points:

Barrow Deep/Mouse Channel/The Warp	Black Deep/Knock John/Ooze Deep	Fisherman's Gat/Knob or Knock John Channels	Princes Channel
Sunk Head Tr Lt buoy	Sunk Head Tr Lt buoy	Arrival/departure reporting arc (see (2) above)	Arrival/departure reporting arc (see (2) above)
Barrow No 2 Lt buoy	Black Deep No 5 Lt buoy	Outer Fisherman	Tongue Sand Tower Lt buoy
Barrow No 6 Lt buoy	Black Deep No 9 Lt buoy	Black Deep No 9 Lt buoy	Shivering Sand Tr
Barrow No 10 Lt buoy	SE Mouse Lt buoy	SE Mouse Lt buoy	Ooze Lt buoy (inward-bound only)
N Ooze Lt buoy (inward-bound only)	Ooze Lt buoy (inward-bound only)	Ooze Lt buoy (inward-bound only)	Sea Reach 1 (outward-bound only)
Sea Reach 1 (outward-bound only)	Sea Reach 1 (outward-bound only)	Sea Reach 1 (outward-bound only)	Sea Reach 4
Sea Reach 4	Sea Reach 4	Sea Reach 4	

(4) Outward-bound reporting vessels shall, on passing Sea Reach No 4 Lt buoy Reporting Point, or if leaving the Medway Ports, on passing the wreck of the Richard Montgomery, declare the channels beyond Sea Reach No 1 Lt buoy which they intend to use for navigation. Reports should be made to London VTS on **VHF Ch 69**.

(a) **Knock John Channel and Fisherman's Gat:**

- (i) Inward-bound vessels shall report at, or before, the Sunk Head Tower Reporting Point or, if using the Fisherman's Gat, on passing the London Arrival/Departure Reporting Arc or the NE Spit Reporting Points, giving ETA for the Knock John No 1 Lt buoy.
- (ii) Inward-bound vessels are to report again when passing Black Deep No 5 Lt buoy or, if using the Fisherman's Gat, on passing the Outer Fisherman Lt buoy Reporting Points, giving an updated ETA for the Knock John No 1 Lt buoy.
- (iii) Outward-bound vessels intending to use the Knock John Channel shall, on passing Sea Reach No 1 Lt buoy or the Medway Lt buoy Reporting Points, declare an ETA for Knock John No 4 Lt buoy and advise whether they intend to use the Fisherman's Gat.

(b) **Princes Channel:** Outward-bound vessels intending to use the Princes Channel which, because of their draught, are constrained to the DW route, should inform London VTS of their intention to use the Princes Channel DW route when declaring their intended outward-bound route at Sea Reach No 4 Lt buoy or on passing the wreck of the Richard Montgomery.

(5) **Inshore Passages:** Vessels using inshore passages should report to London VTS on **VHF Ch 69** at S Whitaker and Maplin Lt buoys, or at SE Margate and Spaniard Lt buoys, as appropriate

(6) **Medway:** Vessels entering or leaving the Medway, report at Medway Lt buoy to London VTS on **VHF Ch 69**.

(7) All vessels are required to report to London VTS on **VHF Ch 68** when passing the following Reporting Points:

Name	Position
Sea Reach No 4 Lt buoy (inward and outward-bound)	<u>51°29'58N 0°44'30E</u>
Mid Swatch Lt buoy (inward-bound only)	<u>51°28'65N 0°43'87E</u>
Sea Reach No 7 Lt buoy (inward and outward-bound)	<u>51°30'12N 0°36'80E</u>
Shornmead (inward and outward-bound)	<u>51°27'33N 0°26'40E</u>
Gravesend (inward and outward-bound)	<u>51°26'95N 0°22'60E</u>
West Thurrock Power Station (inward and outward-bound)	<u>51°27'93N 0°17'70E</u>

(8) Reporting vessels are required to inform London VTS on **VHF Ch 14** when passing the Reporting Points below. In addition, reports on entering the Thames Barrier Control Zone at Margaret Ness (51°30'·50N 0°05'·50E) and Blackwall Point (51°30'·30N 0°00'·20E) are **mandatory for all vessels, irrespective of size, equipped with VHF.**

Name	Position	Remarks
Crayford Ness	<u>51°29'·13N 0°12'·65E</u>	1. Inward and outward-bound 2. Mandatory for reporting vessels only inward-bound intending to enter Thames Barrier Control Zone. Report ETA Barrier or ETA destination within zone if not passing through Barrier (Note 1)
Ford Motor Works, Dagenham	<u>51°30'·50N 0°09'·55E</u>	1. Inward and outward-bound 2. Mandatory for reporting vessels only
Margaret Ness	<u>51°30'·70N 0°05'·50E</u>	1. Inward-bound only 2. Mandatory for all VHF fitted vessels 3. Request clearance to enter control zone (Notes 2, 3)
Blackwall Point	<u>51°30'·30N 0°00'·00E</u>	1. Outward-bound only 2. Mandatory for all VHF fitted vessels 3. Confirm ETA given at London Bridge 4. Request clearance to enter control zone (Notes 2, 3)
Surrey Entrance (Wapping)	<u>51°30'·30N 0°03'·10W</u>	1. Inward-bound only 2. Mandatory for reporting vessels only
Tower Bridge	<u>51°30'·22N 0°04'·30W</u>	1. Outward-bound only 2. Mandatory for reporting vessels only outward-bound intending to enter Thames Barrier Control Zone. Report ETA Barrier or ETA destination within zone if not passing through Barrier (Note 1) 3. Reporting vessels keying device (Note 4)
Waterloo Bridge	<u>51°30'·50N 0°07'·00W</u>	1. Inward and outward-bound 2. Mandatory for reporting vessels only 3. Reporting vessels keying device (Note 4)
Vauxhall Bridge	<u>51°29'·20N 0°07'·60W</u>	1. Inward and outward-bound 2. Mandatory for reporting vessels only 3. Reporting vessels keying device (Note 4)

Notes:

- (1) All VHF fitted vessels leaving berth/locks within the Thames Barrier Control Zone should report 10 mins before leaving the berth/lock and again, immediately prior to leaving, for permission to proceed in accordance with general traffic clearance procedures for reporting vessels.
- (2) Span allocation will be given with clearance to enter the Control Zone.
- (3) Small vessels under 13.7m not fitted with VHF radio should navigate the Thames Barrier through the span that lies furthest to the starboard side of the channel marked as open to navigation and having sufficient depth of water. Alternatively, they may report by mobile phone to London VTS (+44(0)20 88550315). Vessels under sail between Woolwich Ferry terminal and Hook Ness should keep to the starboard side of the fairway and, if fitted with an engine, should use motor power to navigate through the Thames Barrier.
- (4) **Tower Bridge to Wandsworth Bridge - Electronically activated isophase lights.** All reporting vessels navigating between Tower Bridge and Wandsworth Bridge are required to carry an electronic keying device to activate the isophase lights on these bridges. Such vessels should use bridge arches displaying these lights.
- (5) Reporting vessels not fitted with the keying device or experiencing technical difficulties should contact London VTS.

BOW CREEK - NAVIGATION REGULATIONS:

- (1) The Bow Creek Area is defined as that area between the A13 Bridge to the entrances of Bow Locks and Three Mills Lock (hereinafter known as the Area).
- (2) All navigation in the Area and through the tidal Bow Creek to its junction with the River Thames is subject to the following regulations:
 - (a) **Thames AIS:** The following power driven vessels, when navigating or working anywhere upstream of the entrance to Bow Creek shall carry and operate Thames AIS or Thames AIS A:
 - (i) Vessels of more than 40m LOA
 - (ii) Vessels of more than 50 GT (other than pleasure vessels of more than 50 GT but which are under 40m LOA)
 - (iii) Tugs engaged in towing, or about to tow, one or more vessels
 - (iv) Class IV, V and Class VI passenger vessels
 - (v) Specified vessels or vessels carrying marine pollutants in bulk
 - (b) **Traffic Control:** Vessel traffic will be monitored and regulated by London VTS based at the Thames Barrier Navigation Centre, Woolwich.

- (c) **Traffic Clearance:** Vessels subject to PLA General Direction 4 (use of VHF radio) are to obtain traffic clearance from London VTS on VHF Ch 14, 10 mins before:
 - (i) Entering Bow Creek
 - (ii) Leaving Bow Locks into the Area
 - (iii) Leaving Three Mills Lock into the Area
 - (iv) Moving from any alongside berth, mooring or anchorage in Bow Creek between the River Thames and Three Mills Lock
 - (d) All vessels referred to above should contact London VTS again before entering the River Thames when passing Leamouth Wharf.
- (3) Any recreational craft or vessels not subject to PLA General Direction 4 shall contact London VTS by telephone, 10 mins before entering or commencing navigation in any part of Bow Creek, including the Area. Such vessels shall report again to London VTS once they have cleared Bow Creek and entered the River Thames or arrived at any lock or berth in Bow Creek.

TOWER BRIDGE - TRANSIT OF HIGH AIR DRAUGHT VESSELS:

Bridge lifts are available at no charge, 24 hours every day of the year, subject to the following procedures:

- (1) **Booking Procedures:**
 - (a) Any vessel with an air draught of more than 9.1m above the waterline wishing to pass through Tower Bridge, may request a bridge lift.
 - (b) Bookings must be made in writing, either by fax (+44(0)207 9408396) or by letter to: Operations Manager, Main Office, Tower Bridge, London SE1 2UP. Bookings must be received at least 24h before the requested lift.
 - (c) Bookings can be made by a vessel's agent, 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.
 - (d) This Programme is distributed regularly by fax and e-mail to the following:
 - (i) PLA
 - (ii) Capital Radio
 - (iii) Other media outlets as appropriate
 - (iv) Agencies and individuals by arrangement
 - (e) In order to minimise the impact on road traffic, vessels are to ensure that they arrive at the pre-arranged time. No more than 5 minutes leeway can be accommodated at peak traffic times.
 - (f) 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 H24 (+44(0)207 9403975).
 - (g) Any changes requested within 24h of a lift can only be accepted after bridge staff have informed the relevant emergency services.
 - (h) Lifts for tugs are to be booked by the tug operating company. Lifts must be more than 30 mins 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.
- (2) **VTS Operational Procedures:**
 - (a) Vessels are to report their Passage Plan abort point to London VTS on passing Crayford Ness inward-bound.
 - (b) 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.
 - (c) If no booking has been scheduled, London VTS will instruct the vessel not to proceed beyond its designated abort point.
 - (d) 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.
 - (e) London VTS is to ensure that vessels do not proceed beyond their declared abort point until two-way communications between the vessel and Tower Bridge have been established.

INFORMATION BROADCASTS:

Navigational information broadcasts, comprising traffic, anchorages, visibility, tidal heights as appropriate, are made as follows:

Channel	Times	Station
69	H + 15 H + 45	London VTS (Note 1)
68	H + 00 H + 30	London VTS (Note 1)
14	H + 15 H + 45	London VTS (Notes 1, 2, 3)

Notes:

- (1) During fog, more detailed information will be broadcast.
- (2) Spans open for navigation will be included.
- (3) Notification of actual or intended closure of the Thames flood defence barriers will be included when appropriate.

TILBURY LOCK

LOCATION: 51°27.30'N 0°20.27'E

CONTACT DETAILS:

Call: Tilbury
 VHF Frequency: Ch 04 (Docks) 15 (River to Lock) 17 (Berth to Lock and Lock to Berth)
 Telephone: +44(0)1375 852446
 +44(0)1375 852456

PROCEDURE:

- (1) **Vessels inward-bound:**
 - (a) All vessels bound for Tilbury Docks should obtain docking instructions on VHF Ch 04 when close to the lock.
 - (b) London VTS must be consulted regarding intended movements to the lock.
- (2) **Vessels departing Tilbury Dock:**
 - (a) When a departing vessel is secured in the lock and levelling down, the Master or Pilot must report to London VTS on VHF Ch 68, 10 mins before the time that they anticipate to start navigating the Thames (See London VTS, REPORTING). In addition, the transmission shall include which way the vessel intends to swing.
 - (b) On receipt of the above information, London VTS will re-broadcast on VHF Ch 68 that a vessel or vessels will be departing from Tilbury Lock, giving the estimated time until departure and direction of the swing and will ensure that the vessel is

- aware of any other vessels that may conflict with the planned movement. Should a potential conflict exist, the vessel shall liaise with traffic in the area to arrange how the conflict is to be resolved and this will be monitored by London VTS.
- (c) Once the lock gates are open the vessel will seek permission to proceed from London VTS and should not do so until authorised.
 - (d) If a vessel is refused permission to proceed, formal permission should again be sought once it is considered safe to do so.

NOTES:

- (1) In the event of an onboard in-dock emergency contact the Dockmaster on VHF Ch 04 (H24).
- (2) This station is also responsible for the riverside berths at the Grain Terminal, Northfleet Hope Container Terminal, the Ro-Ro Terminal and London Cruise Terminal (London) Ltd.
- (3) This station is operated by Port of Tilbury London Ltd.

KING GEORGE V DOCK LOCK

LOCATION: 51°30'·12N 0°04'·49E

CONTACT DETAILS:

Call:	KG Control
VHF Frequency:	Ch 13
Telephone:	+44(0)20 75115086

PROCEDURE:

All vessels bound for the King George V, Royal Albert and Royal Victoria Docks should obtain final docking instructions when close to dock.

NOTE:

Operated by Royal Docks Management Authority Ltd.

WEST INDIA DOCK LOCK

LOCATION: 51°30'·07N 0°00'·46W

CONTACT DETAILS:

Call:	West India Dock Control
VHF Frequency:	Ch 13
Telephone:	+44(0)20 79877260

REPORTING POINTS:

Vessels should report as follows:

- (1) **Vessels bound up river:**
 - (a) On passing Margaret Ness (51°30'·50N 0°05'·50E)
 - (b) Confirm docking instructions on clearing Thames Barrier (51°29'·80N 0°02'·20E)
- (2) **Vessels bound down river:**
 - (a) On passing Cuckold's Point (51°30'·40N 0°02'·20W)
 - (b) Confirm docking instructions when passing Saundersness (Greenwich) (51°29'·00N 0°00'·50W)

NOTE:

Operated by British Waterways.