

LONDON VTS OPERATIONAL INFORMATION

PILOTS

LOCATION: Port Control Centre, Royal Terrace Pier, Gravesend

AREA:

- (1) The seaward limits of the pilotage area are bounded by the following positions:
 - (a) Foulness Point (51°37'·00N 0°57'·32E)
 - (b) Gunfleet Old Lt Ho (51°46'·08N 1°20'·53E)
 - (c) Long Sand Head (51°48'·00N 1°40'·00E)
 - (d) 51°36'·00N 1°23'·08E
 - (e) 51°26'·60N 1°25'·50E
 - (f) Warden Point (51°24'·92N 0°54'·35E)
- (2) The inner limit of the pilotage area is on the River Thames at Putney Bridge.

CONTACT DETAILS:

Telephone: +44(0)1474 560311 (3 lines)

Fax: +44(0)1474 352996

E-mail: shipcon@pla.co.uk

PROCEDURE:

- (1) **Pilotage is compulsory** in the London Pilotage District for the following vessels in the following areas:
 - (a) To the E of Sea Reach No.1 buoy for:
 - (i) Vessels or tugs and tows of 90m or more LOA
 - (ii) Vessels or tugs and tows of 50m or more LOA which are specified vessels, passenger vessels and vessels carrying marine pollutants in bulk
 - (iii) Vessels or tugs and tows of 50m and up to 90m LOA with an operating draught of 6m or more
 - (iv) Vessels or tugs and tows of 50m and up to 90m LOA with an operating draught of 4m or more when restricted visibility exists where the vessel is, or within that part of the London Pilotage District through which the vessel in question has planned its passage or both
 - (b) To the W of Sea Reach No 1 buoy for:
 - (i) Vessels or tugs and tows of 80m or more LOA
 - (ii) Vessels or tugs and tows of 50m or more LOA that are specified vessels, passenger vessels and vessels carrying marine pollutants in bulk
 - (iii) Vessels or tugs and tows of 50m or more LOA with an operating draught of 5m or more
 - (iv) Vessels or tugs and tows of 50m or more LOA with an operating draught of 4m or more when restricted visibility exists where the vessel is, or within that part of the London Pilotage District through which the vessel in question has planned its passage or both
 - (c) To the W of the Margaret Ness Limit (a line drawn across the Thames from the Margaret Ness Lt in a direction of 334°T) for vessels or tugs and tows of 40m or more LOA.

- (2) **Pilotage is not compulsory** for the following vessels in the following areas:
- (a) UK warships in any part of the London Pilotage District
 - (b) Tugs and tows, where the tug undertaking the tow is licensed for towage under the Port of London Act 1968 (as amended), in any part of the London Pilotage District:
 - (i) To the W of Sea Reach No.1 buoy, provided that the length of object towed does not exceed 80m
 - (ii) To the W of Tower Bridge, provided that the length of object towed does not exceed 50m
 - (c) To the E of Sea Reach No 1 buoy for such vessels of up to 140m LOA as the PLA (Port of London Authority) may specify from time to time, and for such period as the PLA may specify. This exception will only apply where vessels are actually engaged in activities such as dredging or maintaining navigation buoys and marks or offshore structures within the London Pilotage District; and where these vessels are regularly engaged in work of that nature within that area.
 - (d) To the W of the Margaret Ness limit for vessels of 40m or more LOA, normally trading wholly within the London Pilotage District.

(3) **Provisional Pilotage Order:**

- (a) All vessels requiring the services of a PLA Pilot must make a Provisional Order to Port Control Centre. This includes inward-bound vessels, outward-bound vessels leaving a berth, buoy, tier or anchorage, as well as those moving from one berth, buoy, tier or anchorage to another.
- (b) This Provisional Order should be given 24h in advance of the requirement for a Pilot. The following information is required:
 - (i) Location at which the Pilot is required
 - (ii) Vessel's IMO number
 - (iii) gt
 - (iv) LOA
 - (v) Operating draught
 - (vi) Full manoeuvring speed
 - (vii) Destination (name of berth or anchorage for an inward-bound passage)
 - (viii) Destination (for an outward-bound passage)
 - (ix) Date and time at which the Pilot is required

Note: Details required by Port Control Centre should be sent using the web-based ordering system PISCES. Exceptionally the standard "Port of London Authority - Movement, Pilotage and PEC Notifications" (downloaded from the Port of London Authority website: www.pla.co.uk), may be used unless the vessel is carrying Dangerous or Polluting Goods when PISCES must be used. 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. Vessels for which no provisional order is given risk delay in the provision of a Pilot.

(4) **Confirmed Pilotage Order:**

- (a) Confirmation of the requirement for a Pilot should be given to Port Control Centre. This constitutes Compulsory Notice and shorter notice than is set out (see Notice Requirements below) may attract a surcharge and may result in delay to the vessel.
- (b) A confirmed order will not be accepted without the draught of the vessel. Failure to give an accurate confirmed draught, or to keep PLA informed of any subsequent

changes, may result in a delay to the vessel, or a charge for cancelling and reallocating the Pilot.

(5) **Notice Requirements:** A confirmed order must be given in advance of the vessel's ETA at the Pilot Station as follows:

(a) **Inward-bound vessels:**

(i) 8h from the Sunk Pilot Station

(ii) 6h from the NE Spit and Warps Pilot Stations

(iii) 6h by vessels which are inward-bound from any E coast port within the range of Great Yarmouth to Dover

(b) **Outward-bound vessels** (and vessels moving between berths or vessels moving from an anchorage other than in the Estuary). A confirmed order must be given in advance of the vessel's ETD as follows:

(i) 6h if the vessel is proceeding beyond Sea Reach No 1 Lt buoy

(ii) 4h if the vessel only requires the services of a River Pilot as far as Gravesend or Sea Reach No 1 Lt buoy

(c) **Vessels at anchor** in the Estuary:

(i) 8h by vessels which anchor in the general vicinity of the Sunk or are inward-bound from any port adjacent to the N and NE limits of the London Pilotage District

(ii) 6h by vessels which anchor in the general vicinity of the Outer Tongue or Margate Roads

(iii) 4h by vessels proceeding from the inner London anchorages (Mouse, Southend and Warp Deep Water, Great Nore, Southend Lettered, Leigh Small Ships, Chapman, Mucking, Higham Bight and Gravesend Lower)

(d) For vessels whose voyage is of less duration than the minimum notice requirements, the maximum notice should be given.

(6) **Surcharges:** Any orders or changes giving less than 8h notice of ETA or 4h notice of ETD must be notified to Port Control Centre, Gravesend and will be subject to a surcharge on a sliding scale dependent on notice given. An exception is granted to vessels engaged in short sea voyages who may give notice of the confirmed order for a Pilot and ETA at the time of leaving the previous port to a minimum notice of 4h after which surcharges will be applicable. However, vessels bound for London (or Medway Ports), which anchor in the general vicinity of the Sunk, Outer Tongue or Margate Roads (i.e. at outer anchorages), or are inward-bound from any port adjacent to the limits of the London Pilotage District, are still required to give not less than 8h notice of the requirement for a Pilot. Surcharges may also apply for vessels of less than 7.5m draught embarking a Pilot at the Sunk rather than the NE Spit Pilot Station.

(7) **Vessels requiring a Pilot to embark or disembark at a continental port** should obtain the approval of the PLA Pilotage Administration office ideally 3 days before the service is required. (Telephone: +44(0)1474 562362, Fax: +44(0)1474 562378 or e-mail: pilotage@pla.co.uk)

(8) **Vessels requiring a Pilot to embark or disembark at other UK ports:** Arrangements can be made for Pilots to embark or disembark at other UK ports in the area of the Thames Estuary subject to availability and a minimum confirmed notice of 8h of the time of the requirement.

(9) **Pilot boarding positions:** For details see PILOT STATIONS.

PILOT STATIONS

NORTH EAST SPIT PILOT STATION (RAMSGATE)

CONTACT DETAILS:

Call: North East Spit Pilots
VHF Frequency: Ch 09
Telephone: +44(0)1843 583786
Fax: +44(0)1843 595664

HOURS: Pilot Station: H24
Pilot Vessel: When a vessel is expected

PROCEDURE:

- (1) Vessels subject to compulsory pilotage to the E of Sea Reach No 1 Lt buoy may board a Pilot at NE Spit or Sunk Pilot Stations.
- (2) Vessels boarding a Pilot at the NE Spit Pilot Station may take passage through the Princes Channel or Fisherman's Gat. Alternatively, deeper draught vessels embarking a Pilot at NE Spit may take passage to the Black Deep via the Longsand Head inshore route or via the Sunk Precautionary Area.
- (3) Unless otherwise notified or instructed, it will be assumed that vessels taking passage through the Princes Channel/Fisherman's Gat will use the inner boarding area and vessels taking passage through the Black Deep via Longsand Head/Sunk Precautionary Area will use the DW boarding area.
- (4) **Pilot boards** in the following positions:
 - (a) **Inner boarding area:** Centred on position 51°25'·00N 1°30'·00E (between NE Spit Lt buoy and Elbow Lt buoy)
 - (b) **Deep Water (DW) boarding area:** Centred on position 51°29'·00N 1°34'·00E

SUNK PILOT STATION

CONTACT DETAILS:

Call: Sunk Pilots
VHF Frequency: Ch 09 14
Telephone: +44(0)1255 243111
Fax: +44(0)1255 507177
E-mail: sunk.pilot@hha.co.uk
MMSI: 002320025

PILOT VESSEL

VHF Frequency: Ch 06 14

HOURS: H24

PROCEDURE:

- (1) **Notice of ETA:** Vessels must confirm ETA at the Pilot Station 3h (or as soon as practicable when within VHF range), on VHF Ch 09.
- (2) **Pilot boards** in the Pilot boarding area centred on position 51°51'·50N 1°40'·50E (3·4 n miles E of Sunk Inner Lt F)..

WARP PILOT STATION (SHEERNESS)

CONTACT DETAILS:

Call: Sheerness Pilots
VHF Frequency: Ch 69
Telephone: +44(0)1795 663025

PROCEDURE:

(1) Pilots shall normally be boarded or landed at the Warp Pilot Station by vessels for which pilotage is compulsory only to the W of Sea Reach No 1 buoy.

(2) **Pilot embarks and disembarks** in the following positions:

- (a) Embark: 51°29'·70N 0°55'·00E
- (b) Disembark: 51°29'·38N 0°52'·52E

RIVER PILOT STATION (GRAVESEND)

CONTACT DETAILS:

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

PROCEDURE:

(1) Pilots shall normally be boarded or landed at the Gravesend Pilot Station by vessels for which pilotage is compulsory to the W of the Crayford Ness Limit (a line drawn across the Thames from Crayford Ness on the south bank on the line of longitude 0°12'·80E).

(2) **Pilot boards** off Gravesend (0·2 n miles N of Royal Terrace Pier).

PATROL LAUNCHES AND TUGS

CONTACT DETAILS:

Patrol Launches

Call: Thames Patrol
VHF Frequency: Ch 14 68 69

Tugs (Oil Refineries)

VHF Frequency: Ch 10 36

Tugs (River Berths)

VHF Frequency: Ch 08 13 72

Tugs (North Fleet Hope Container Terminal)

VHF Frequency: Ch 77

NOTE:

- (1) Call on main port working frequency appropriate to VTS Sector.
- (2) At Shell and Coryton, VHF Ch 36 (P2) is used for mooring vessels over 11 000 gt and over 160m LOA. VHF Ch 10 is used for all other vessels. If two vessels over 11 000 gt and over 160m LOA are berthing or unberthing at the same time, the vessel at Coryton will use VHF Ch 10; the vessel at Shell will use VHF Ch 36 (P2).
- (3) All VHF radios used in tanker mooring operations must be intrinsically safe.

VESSEL TRAFFIC SERVICE

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.

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 in accordance with Vessel Traffic Services (VTS) - Definition within the UK (see GENERAL NOTES).

(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.

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: 69 (Main) Ch 18 (Secondary)

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

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

Emergency

VHF Frequency: Ch 16 67

Chief Hr Mr

Telephone: +44(0)1474 562231

Hr Mr (Lower Thames)

Telephone: +44(0)1474 562212

(2) Thames Barrier Navigation Centre

Call: London VTS

Telephone: +44(0)20 32607711

Barrier Sector (Crayford Ness to Teddington Lock)

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

Emergency Only

VHF Frequency: Ch 16 67

Hr Mr (Upper Thames)

Telephone: +44(0)20 77437906

(3) AIS: London VTS operates an AIS Network of 5 active base stations and 1 passive base station. For AIS addressed messages, send to the group MMSI: 002320900

HOURS: H24

PROCEDURE:

(1) Vessel Traffic Services (VTS) - Definition within the UK (see GENERAL NOTES) 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) For details of the **Merchant Shipping (Traffic Monitoring and Reporting Requirements) Regulations 2004** see GENERAL NOTES.

(3) It is recommended that a "read receipt" be obtained for mandatory notifications transmitted by e-mail.

(4) **Anchorage in the Queens Channel** are provided for the exclusive use of vessels engaged in bunkering with the permission of London VTS.

(5) **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.

(6) **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.

(7) **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.

(8) **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 6m. 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 (see Pilots, PROCEDURE, section (8)).

(9) **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.

(10) **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.

(11) **Thames AIS:** In addition to those vessels required to carry AIS by international regulations, the following vessels are required to carry and operate Thames AIS upstream of Victoria Deep Water Terminal in accordance with local bylaws: (The AIS 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 LOA 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 Centre and as required by the Merchant Shipping (Traffic Monitoring and Reporting Requirements) Regulations 2004 (see GENERAL NOTES) 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 (see Tilbury Docks Entrance Lock).

(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:

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/Oaze 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	Oaze Lt buoy (inward-bound only)
N Oaze Lt buoy	Oaze Lt buoy	Oaze Lt buoy	Sea Reach 1

Barrow Deep/Mouse Channel/The Warp	Black Deep/Knock John/Oaze Deep	Fisherman's Gat/Knob or Knock John Channels	Princes Channel
(inward-bound only)	(inward-bound only)	(inward-bound only)	(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 (51°28'·00N 0°47'·10E), declare the channels which they intend to use for navigation beyond Sea Reach No 1 Lt buoy. Reports should be made to London VTS on **VHF Ch 69**.

(a) **Knock John Channel and Fisherman's Gat:** Reporting vessels intending to navigate in the Knock John Channel shall advise London VTS of their agreed passage plan, ETA at the Knock John Channel entrance and intentions in respect of vessel priority in the expected traffic conditions at the Knock John Channel and Fisherman's Gat, as follows:

(i) Inward-bound vessels shall report at, or before, the Sunk Head Tower Reporting Point or, if using Fisherman's Gat, on passing the London Arrival/Departure Reporting Arc (limit of VTS area) or the NE Spit Reporting Points, giving ETA at the Knock John No 1 Lt buoy (51°33'·76N 1°10'·71E).

(ii) Inward-bound vessels are to report again when passing Black Deep No 5 Lt buoy or, if using Fisherman's Gat, on passing the Outer Fisherman Lt buoy Reporting Points, giving an updated ETA at the Knock John No 1 Lt buoy.

(iii) Outward-bound vessels shall report on passing Sea Reach No 1 Lt buoy or the Medway Lt buoy Reporting Points giving an ETA at the Knock John No 4 Lt buoy (51°32'·33N 1°07'·89E) and advise whether they intend to use Fisherman's Gat.

(b) **Princes Channel:** Outward-bound vessels intending to use Princes Channel which, because of their draught, are constrained to the DW route, should inform London VTS of their intention to use 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** (see MEDWAY).

(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	51°29'·58N 0°44'·30E

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

(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	51°29'·13N 0°12'·65E	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	51°30'·50N 0°09'·55E	1. Inward and outward-bound 2. Mandatory for reporting vessels only
Margaretness	51°30'·70N 0°05'·50E	1. Inward-bound only 2. Mandatory for all VHF fitted vessels 3. Request clearance to enter control zone (Notes 2, 3)
Blackwall Point	51°30'·30N 0°00'·00E	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)	51°30'·30N 0°03'·10W	1. Inward-bound only 2. Mandatory for reporting vessels only

Name	Position	Remarks
Tower Bridge	51°30'·22N 0°04'·30W	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	51°30'·50N 0°07'·00W	1. Inward and outward-bound 2. Mandatory for reporting vessels only 3. Reporting vessels keying device (Note 4)
Vauxhall Bridge	51°29'·20N 0°07'·60W	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.

CABLE CAR REPORTING REQUIREMENTS:

To facilitate the safety of navigation in conjunction with the Cable Car operating across Buggsby's Reach, it is necessary for vessels to report as follows:

(1) **Large Vessels**

(a) Vessels over 130m LOA with an air draught of less than 55.1m planning to pass underneath the Cable Car are required to report to London VTS as follows:

(i) A provisional ETA at the Cable Car to be advised 24h in advance of the planned transit for inward-bound and outward-bound vessels. Where the berth of departure is less than 24h then not less than 12h notice shall be provided.

(ii) A confirmed ETA at the Cable Car to be advised 30 mins prior to arrival for inward-bound and outward-bound vessels, including those departing docks or berths. Changes to the declared ETA by more than 5 mins must be notified to London VTS in order for the Cable Car control room to be notified. Updates can be accepted up to 15 mins before the ETA at the Cable Car after which time the vessel's speed must be adjusted to maintain the declared ETA.

(iii) On receipt of the confirmed 30 mins ETA, the Cable Car control room will maintain a listening watch on VHF Ch 14 as an emergency communication link in event of telephone failure or occupancy.

(2) **High Air Draught Vessels (Air Draught over 55.1m)**

(a) Vessels with an air draught of over 55.1m up to 60m planning to pass underneath the Cable Car are required to report to London VTS as follows:

(i) A provisional ETA at the Cable Car to be advised 24h in advance of the planned transit for inward-bound and outward-bound vessels. Where the berth of departure is less than 24h then not less than 12h notice shall be provided.

(ii) A confirmed ETA at the Cable Car to be advised 1h prior to arrival for inward-bound and outward-bound vessels, including those departing docks or berths. Changes to the declared ETA by more than 5 mins must be notified to London VTS in order for the Cable Car control room to be notified. Updates can be accepted up to 30 mins before the ETA at the Cable Car after which time the vessel's speed must be adjusted to maintain the declared ETA.

(iii) On receipt of the confirmed 1h ETA, the Cable Car control room will maintain a listening watch on VHF Ch 14 as an emergency communication link in event of telephone failure or occupancy.

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, H24 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.

PORT

CONTACT DETAILS:

Port Authority

Telephone: +44(0)1474 562200

Fax: +44(0)1474 562281

Website: www.pla.co.uk

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.