

Teddington to Broadness

NAVIGATION ABOVE PUTNEY BRIDGE

Rowing Navigation Buoys

There is a 1m deep channel, the edge of which is marked by 15 red and 4 green buoys between Putney and Brentford. (See current Permanent Notice to Mariners for more information)

These ensure the segregation of rowing craft from other river users and navigating between the buoys and the shore (the inshore zone).

Recreational Craft

There may be a lot of recreational boats on the move above Putney Bridge, particularly at weekends. Motor vessels must stay within the 8 knot limit at all times and pay attention to their wash. All users of paddle powered craft The river can be very busy around Kew Bridge with rowers, leisure boats, must be familiar with the relevant code of practice, available on our website Stand-Up Paddleboarding and larger passenger boats manoeuvring on and www.boatingonthethames.co.uk.

River Events

Landing Stage

DRYING OUT FACILITIES

VHF AND NARROW BOATS

The PLA has two drying out facilities in the upper district at Strand-or

the-Green Grid and Isleworth Drawdock. Isleworth Drawdock is a

suitable for taking the ground (for appropriate vessels), that is directly

accessible by road. Strand-on-the-Green grid is a reinforced concrete

grid suitable for smaller vessels only with no road access. The grid is

limited to flat bottomed vessels of 25m length, 9m beam and a

displacement of 200 tons. The charge for use of either facility can be

found in the PLA Tide Thames. For further information and bookings,

Special arrangements are in place to exempt Narrow Boats over 13.7

metres long, which are in transit between the Grand Union Canal and

the non-tidal Thames via the Brentford and Teddington Locks, from

carrying a VHF Radio. If you are not carrying VHF, you should

telephone London VTS (Thames Barrier Navigation Centre) to report

immediately before, and again on completion, of your transit of the tidal

please contact the Harbour Service on 07711 640 095.

stretch of vertical river wall with regularly spaced piles and a riverbed

Bridges

Yacht Clubs/Marinas

Refuelling Point

Recreation Area

Navigation Zone

12 Mileage Marker from

Speed Limit

Craft Zone

Controlled

PLA EBB TIDE FLAG WARNING ADVICE

The PLA has established a warning system based on the tidal observed at Richmond Lock low water. The advice is updated daily at 06:00 and is readily available as an internet based widget on both homepages of: www.boatingonthethames.co.uk and www.pla.co.uk.

- nere are three main levels of advice, which are:
- RED FLAG Extreme Caution EBB TIDE Very Strong Fluvial Flows YELLOW FLAG – Caution – EBB TIDE Strong Fluvial Flows
- GREEN FLAG Average Fluvial Flow Conditions

n addition there is a fourth level (BLACK FLAG) of advice for all river users to note; when there are low fluvial flows and the Richmond Lock AM low water reads below 0m. This usually occurs when the fluvial flow rate is less than usual at Teddington Weir and

the upper reaches of the tideway can expect lower than predicted tidal levels.

VTS on VHF Channel 14 for further information. **Reduced Upriver Depths**

In prolonged dry weather periods, water rates flowing over Teddington Weir are often significantly reduced. This means that depths at low water in the upper reaches of the tidal Thames may be much lower than predicted. All should be treated as ordinary port and starboard lateral marks. If you are a river users must take the potential of reduced depths into account at such on-rowing river user, you should stay within this marked channel and avoid times and to check on the latest PLA advice published on: www.boatingonthethames.co.uk. It is also very important to keep well clear

full river closures. You should check the PLA's website or listen to London

Mortlake and Syon Reach - Navigation in the vicinity of **Kew Road Bridge and Pier**

of larger vessels that have limited space to manoeuvre.

off Kew Pier. Visibility is also greatly restricted by Kew Bridge which is on a

Drivers of motor vessels must sound one prolonged blast when The area of river between Putney Bridge and Isleworth Ait is home to approaching the bridge from either direction and when leaving Kew Pier. regattas and processional rowing events including the Boat Race and the Whichever vessel you are in, you should keep a **good lookout**, navigate Great River Race. These events can lead to navigational restrictions and with extreme caution and listen carefully for sound signals

Harbour Marina Isleworth Starboard Buoy Foot Bridge Port Buoy Richmond Rai Lock & Weir Headway Gauge Slipway/Causeway Flashing Light

RICHMOND LOCK & HALF TIDE WEIR

half-tide lock and rising weir gates operate at Richmond. The lock is 76.2m long and 7.9m wide. It will cost you £7.00 to use the lock, which has a Lock Foreman on duty 24 hours a day, (2015 charges, please refer to PLA Tide Tables for current charges). The lock foreman is available via VHF Channel 80 or on telephone: 020 8940 0634.

When the weir gates are down and the weir closed, the arches display the signals prescribed in the Thames Byelaws for closed bridge arches (see the Thames Bridges - Lights and Shapes section). In addition, an illuminated signs on both lock entrances reads 'Weirs are lowered please use Lock' The lock **must** be used in these circumstances.

or approximately 2 hours either side of high water, the weir gates ar raised, allowing free passage. At these times the signal for an arch open to navigation is displayed (see Thames Bridges – Lights and Shapes section)

You can use the timber mooring piles along the Old Deer Park bank if you are waiting to use the lock. Canoes and skiffs can use the small craft rollers on the Middlesex bank arch instead of the lock. At Low Water it can be shallow below the weir and you should take care when approaching from

For approximately 2 hours either side of high water, the weir gates ar raised, allowing free passage. At these times the signal for an arch open to navigation is displayed (see Thames Bridges – Lights and Shapes section transit through the arch is only permitted when the weirs are fully raised and navigational lights have been illuminated.

STAND-UP PADDLEBOARDING

Stand-Up Paddleboarding is currently not permitted to the West of Sea Reach 1 buoy, except where authorised by the Harbour Master (Thame Byelaw 13). Stand-Up Paddleboarding between the PLA's boundary stone at Teddington and Putney Pier is permitted provided the stand up paddle boarding guide is followed. This guide can be found on the PLA's recreational website www.boatingonthethames.co.uk in the paddling

The Harbour Master is presently reviewing stand-up paddle boarding activities downriver of Putney Pier, with the view to allowing organised trips and events to be undertaken. For more information regarding this, please contact the Upper Harbour Master team. (See contacts section)

NAVIGATION RULES

ou must comply with the International Regulations for Preventing Collisions at Sea (the COLREGS) - as modified by the 'Port of London 'hames Byelaws' - when navigating on the tidal Thames. As the person in charge of a vessel, you must also comply with the 'General Directions for Navigation in the Port of London'. Copies of these publications can be downloaded, free of charge, from the PLA website – www.pla.co.uk.

The following basic navigational rules are of particular relevance to recreational users:

- Keep to Starboard you should keep as far to the right of the river as you can, given any draught limitation and navigational
- Obey the COLREGS in particular, your vessel must display the
- appropriate navigation lights. Right of Way - if your vessel is approaching or passing under any bridge or bend while going against the tide, you should give way
- o vessels which are moving with the tide. Large Vessels - small craft must not hamper the passage of vessels which can only navigate within a main navigation channel
- or through a marked bridge arch. as to impede a vessel that can only proceed along that fairway. river banks, is committing an offence and will be prosecuted.

- Wash be aware of what your wash is doing, both to other users and the banks and foreshore. If necessary, **reduce speed**.
- VHF Radio vessels over 13.7m in length must carry and use a VHF radio (see VHF requirements).
- Novices complete a training course for your chosen activity before attempting to navigate the tidal Thames. Person in Charge - a competent person must be in charge of your
- vessel at all times. No person under 16 years of age should be in charge of a powered vessel capable of exceeding 8 knots of having an engine rated at over 10hp.
- Anchoring when not underway, your vessel must be moore securely, or anchored given the prevailing or forecast conditions Anchors - your vessel must be equipped with one or more
- anchors and have working lights (unless it is less than 7m i length or a rowing boat).
- Drink and Drugs your vessel must not be navigated by a person who is under the influence of drink and/or drugs.
- Name of Vessel your vessel's name must be displayed clearly. Tidal Stream - be aware that the river can flow at a speed of up

Anyone navigating a vessel without due care and attention, or in such a Crossing the Channel - you must not enter or cross a fairway so manner as to cause injury to others, or damage to vessels, property, or the

Isle of Dogs 7 South Dock Terrace Pier

We survey over 730 commercially operated vessels a year. Our Marine Surveyors are also able to provide services for third parties on commercial vessels which include: Certification under the MCA Small New Build Consultancy Commercial Vessel Codes Inland Waterways Certification • Insurance Surveys can be completed anywhere in the UK and Europe, usually within two weeks of receiving instruction. For further information el. 01474 562503 LONDON Email. licensingenquiry@pla.co.uk

Open to Reduced Closed to Navigation Headroom Navigation

THAMES BRIDGES - LIGHTS AND SHAPES

www.pla.co.uk

tidal Thames are numbered from north (Middlesex) shore. Using Westminster Bridge as an example, No. 1 arch lies on the north side close to the Houses of Parliament and Westminster Pier, and the No. 7 arch is on In the summer, this congestion increases as private cruisers and yachts the south shore adjacent to St. Thomas' Hospital.

you <u>must</u> know when making passage along the tidal Thames:

- 3 red lights at night) forming the points of an upside-down triangle smaller vessels should use No. 3 (South) Arch Tower Bridge. -you must not proceed through an arch which is closed to
- single white light by night indicates that this arch has reduced head room.

he owner of a vessel licensed under section 124 of the Port of London Act

DISCHARGE OF SEWAGE INTO THE THAMES

or a houseboat must ensure that no sewage is discharged into the Thames. Please see Thames Byelaw 49. Details of current sewage pump out facilities providing a service to

recreational boaters are available on the Boating on the Thames website.

most open arch available to you provided it does not compromise

in the PLA book Mariner's Guide to Bridges on the Tidal Thames

can find more detailed information on Thames bridge heights and

2nd Edition. Alternatively, a summary of this information is in the PLA's

Tide Tables and Port Information booklet. TOWER BRIDGE NAVIGATION

vour vessel's safety

There is heavy congestion at all states of the tide near Tower Bridge There is a long established custom and practice that bridge arches on the including large tugs and tows as well as passenger vessels operating between London Bridge, City, Tower, and St Katharine's piers.

enter or exit St Katharine's Haven lock. This lock is operational for two There are several lights and shapes on central London bridge arches, which hours either side of High Water.

You should navigate this area with extreme care using No. 1 (North) Arch of • An arch closed to navigation is indicated by three red discs (or Tower Bridge inward bound if the way is clear to navigate. Outward bound,

Special procedures apply for large (high air draught) vessels navigating • A bale of straw suspended in the centre of the arch by day or a through Tower Bridge – See PLA Permanent Notices to Mariners.

During the summer, large cruise ships are active in the Upper Pool. These • White special signal light (Very Quick Flash or Isophase White 4 vessels may be manoeuvring on or off Tower Bridge Upper Tier moorings seconds) - indicate large vessels approaching or using the arch. (HMS Belfast) or George's Stairs Tier. Large vessels passing from the east You should not impede the passage of vessels transiting these of Tower Bridge always approach slowly to allow the bridge to lift. They could be either bow or stern first depending on the tide. A Harbour • Two amber lights side by side (day or night) - indicates a main Master's launch, call sign "THAMES PATROL", will be controlling working arch usually lying within the authorised channel and traffic in these situations. You must contact "THAMES PATROL" on ordinarily used by commercial vessels. The absence of such VHF Channel 14 if you wish to pass this area at these times. Large lights in an arch does not mean that the arch cannot be vessels may turn in the river above Tower Bridge when the tide is flooding used. These non lit arches are also available for navigation by in order to berth alongside HMS Belfast. This is likely to restrict the ability of vessels of suitable draft and air draft relative to the height of tide smaller vessels to pass.

SPEED LIMITS – THAMES BYELAW 16

When navigating on the tidal Thames you must ensure you proceed at a information. safe speed at all times. You must also take the prevailing wind and tidal conditions, the size and type of your vessel, your location in the river, and HIGH SPEED CRAFT ZONES the safety of others into account. In addition a mandatory speed limit of 12 knots applies between Margaretness and Wandsworth Bridge. See A High Speed Craft Zone exists in two areas (marked in yellow) between Thames Byelaw 16.3d) and 16.4. A mandatory 8 knot speed limit also applies in the following places:

above Wandsworth Bridge;

Mills Lock

- in all creeks linked to the tidal Thames; and
- off Southend (in the inshore area). See Thames Byelaw 16.2.

Notice Board

HAMES BARRIER

and have depth boards on Piers 3 and 9.

Thames Barrier Control Zone (TBCZ)

current General Directions as summarised below:

(VHF Ch 14) to proceed;

navigational span;

Ill vessels, regardless of size, fitted with a VHF radio:

Remember - your wash is your responsibility! Even at 8 knots, many vessels can create an unacceptable amount of wash and you may need to reduce your speed further in the vicinity of piers, smaller craft, or river The second zone is between Lambeth Bridge and Wandsworth Bridge works. When there are local speed restrictions, London VTS will broadcast where vessels may be travelling at up to 25 knots and will display an allthis information during regular bulletins on VHF Channel 14. You should round yellow flashing light when traveling at speed. maintain a good lookout and be mindful of your wash when passing these

Additionally there is an advisory at Coryton and Thurrock when gas tankers

Thames Barrier Control Zone

Gardens

he Thames Barrier consists of ten spans lettered A to K from south to

Spans B to G are open to navigation subject to restrictions summarised

Spans C. D. E and F are 61m wide with a depth of 5.8m below Chart

Spans B and G are 31.5m wide with a depth of 1.2m below Chart Datum

river between Margaretness and Blackwall Point and is marked by fixed

Leaving berths or locks within the TBCZ, and intending to transit

the Thames Barrier, must seek permission from London VTS

Barrier or not must seek permission to proceed from London

or not, shall report their position and intentions to London VTS.

Inder normal conditions, navigation is through one span in each direction,

indicated by green arrows on the Barrier's piers. London VTS will allocate a

span to a vessel, indicated by the green arrows, when contacted on VHF

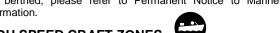
Channel 14. Information regarding spans not available for navigation is

oadcast at quarter past and quarter to each hour.

southern spans B, C, and D are used for outward-bound traffic.

Navigation through the Thames Barrier Control Zone (TBCZ)

are berthed, please refer to Permanent Notice to Mariner for further



Margaretness and Wandsworth Bridge. In these areas only authorised vessels that comply with the Thames Byelaws requirements and have been issued with a Certificate of Compliance are allowed to exceed the speed limit. Vessels currently authorised, include; passenger vessels, RIBs and

other craft operate at speed. The first zone is between Margaretness and St Saviour's Dock where Certificate of Compliance vessels may be travelling at up to 30 knots and

RMC Dagenhar

Thames Recreational Users Guid

- NOT FOR NAVIGATION -

will display an all-round yellow flashing light when traveling at speed.

In these areas you should stay as far to the starboard side of the channel as possible, keep a good lookout, and take the increased closing speed of the

vessels into account in these areas.

Small unpowered craft including rowing boats, kayaks, canoes and Stand Up Paddleboards, can be difficult to see because of their size or visual obstructions (piers, bridges etc.). When you are on the tidal Thames it important to keep a good look out at all times. For smaller unpowered craft it is just as important to be seen as it is to keep a good lookout.

RECREATIONAL BOATERS

The PLA's 'Tidal Thames Navigators' Club' gives all recreational boaters access to information better tailored to their

navigation on the River. The club is free to join and its main aim is to further improve the communication with recreational

of London Authority, London River House, Royal Pier Road, Gravesend, Kent. DA12 2BG T: 01474 562200 E: TTNC Admin@pla.co.uk W: www.pla.co.uk

JOIN THE CLUB - IT'S FREE

lembers will receive:

Γel: 07970 143987

Tel: 07770 542783

t.Katharine's Have

Tel: 020 7481 8350

their type of boating

Regular up-dated river safety information tailored to

Mariners Guide to Bridges on the Tidal Thames and

Tide Tables and Port Information Handbook

A2 Colour Folio Charts at a reduced price

The PLA Recreational Users Guide

Put retro-reflective strips on clothing, buoyancy aids and the shaft

As a boat owner it will give you the increased security of

knowing that the Harbour Master can get in touch with you

very easily should anything happen to your boat whilst you

Join the PLA's dedicated recreational users' website:

www.boatingonthethames.co.uk

ensure you are visible to others, you can:

BE SEEN AND KEEP A GOOD LOOK OUT!

PORTOF LONDON

of your paddle near the blade. Wear white LED lights either on your helmet or on your shoulder. Be sure, however, to avoid impairing your night vision. Wear neon coloured clothing in low visibility conditions. As a minimum, your paddle powered vessel must have a torch or lighted antern showing a white light to warn other river users of your presence. CALL SIGN LONDON VT Erith Oil Works (East of Crayford Coldharbou 6 Erith Yacht Club VHF CHANNEL 14 CALL SIGN LONDON VTS (West of Crayfordness La Farge Jetty **THAMES MARINAS** Due to the tidal nature of the River Thames, the majority of marinas

narrow boats, sculls, rowing boats and canoes must navigate through the span that lies furthest to the starboard side of the channel and is marked as pen to navigation and having sufficient depth of water. Such small vessels are advised to contact London VTS at the TBNC by telephone for allocation of a span.

lluminated signals on piers: Red Crosses - Span Closed. Green Arrows - Span Open. † In fog high intensity white lights are exhibited in conjunction with green arrows Spans Open to Navigation

Marina Ltd

Each navigational span of the Barrier has an array of traffic signals on the ends of the adjacent piers to indicate whether the spans are open or closed to navigation. The light signals are displayed both by day and by night. Spans are open only to traffic in a single direction at any one time.

All small vessels, not fitted with VHF radio, including dinghies, power boats

Green arrows on the Barrier piers indicate that the span they are pointing to is open. Red crosses on the piers indicate the span between them is

Spans Permanently Closed to Navigation

Spans A, H, J and K are permanently closed to navigation. Under normal Span A to the south and spans H, J and K to the north are permanently ircumstances, and subject to the requirements of partial closures, the closed to navigation and display, at their centres; the signals prescribed in orthern spans E, F and G are used for inward bound traffic and the the Thames Byelaws for closed bridge arches (see the Thames Bridges -Lights and Shapes section)

Overtaking and Manoeuvring Restrictions If your vessel needs to overtake or carry out manoeuvres in the Thames

permanent Control Zone, encompassing the Thames Barrier, covers the doing so

notice boards at Barking Point, Blackwall Point and Blackwall Stairs. All Vessels Under Sail

vessels navigating within this Zone are subject to the requirements of the If you are sailing between the Woolwich Ferry Terminal and Hookness, you must keep to the starboard side of the fairway and not impede any other vessels. Vessels fitted with a working engine should use motor power to navigate through the Thames Barrier.

Routine Barrier Closures

The Thames Barrier is subject to regular scheduled closure for maintenance and testing purposes. Details of these closures are contained in the • Leaving a berth or other location between the Woolwich Ferry relevant Notice to Mariners, which can be accessed via terminal and Hookness, whether intending to transit the Thames www.boatingonthethames.co.uk.

During a Barrier closure vessels should not enter the TBCZ without Entering the TBCZ at either Margaretness or Blackwall Point and Permission. You should comply with any traffic management instructions intending to transit through the Thames Barrier, shall report their issued by London VTS or a PLA Harbour Service Launch and smaller craft position and intentions to London VTS for allocation of a can anticipate being directed to a suitable holding position within the TBCZ.

You can find more information about navigation through the Thames Entering the TBCZ at Margaretness or Blackwall Point and Barrier, including information on Barrier closure procedures, in the planning to berth or moor between the Woolwich Ferry Terminal Permanent Notices to Mariners booklet – www.pla.co.uk. and Hookness, whether intending to transit the Thames Barrier

Other Flood Barriers (Head clearances above Mean High Water

- Barking Creek 33.5m Fobbing Creek 9.3m Dartford Creek - 12.2m
 Benfleet Creek - 1.6m
- Easthaven Creek 3.3m

All Barriers show red flashing lights when closed.

Chelsea Harbour Marina Tel: 07770 542783

www.chelseaharbourmarina.com/ 4 Chiswick Pier Tel: 0208 742 2713

www.chiswickpier.org.uk Tel: 020 7252 2244 5 Chiswick Quay Marina Tel: 020 8994 8743

www.chiswickquay.com/marina 6 Erith Yacht Club Tel: 0845 0942148/68 www.erithyachtclub.org.uk

Gallions Point Marina Ltd Tel: 020 7476 7054 www.gallionspointmarina.co.uk

8 Greenwich Yacht Club Tel: 0844 7365846 www.greenwichyachtclub.co.uk

Tel: 020 7481 2122 www.hcmoorings.org

10 Hurlingham Yacht Club Γel: 020 8788 5547 www.hurlinghamyachtclub.co.uk

Inperial Wharf Marina Tel: 0207 384 3932 www.imperialwharfmarina.co.u

Tel: 020 7308 9930 www.bwml.co.uk/marinas 13 London Corinthian Sailing Club Tel: 020 8748 3280

www.lcsc.org.uk 14 Ranelagh Sailing Club

Tel: 020 8788 4986 www.ranelagh-sc.co.uk 15 Richmond Yacht Club

Tel: 07970 698807 www.richmondyachtclub.co.uk 16 South Bank Sailing Club Tel: 020 8788 9786

www.southbanksailingclub.co.uk 17 South Dock Marina Tel: 020 7252 2244 www.southwark.gov.uk/

<u>southdockmarina</u> 18 St Katharine Haven Tel: 020 7264 5312 www.skdocks.co.uk

19 Twickenham Yacht Club Tel: 020 8892 8487 www.twickenhamyc.co.uk

20 West India Dock (Canals & River Trust) Tel: 020 7987 7260

21 Westminster Boating Base Tel: 020 7821 7389

www.westminsterboatingbase.co.uk

www.canalrivertrust.org.uk



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