

Teddington to Broadness

NAVIGATION ABOVE PUTNEY BRIDGE

Rowing Navigation Buoys

There is a 1m deep channel on the side of the river the edge of which is marked by red and green buoys between Putney and Brentford. These ensure the segregation of rowing craft that are rowing against the tide from other river users and motor vessels should treat these buoys as ordinary port and starboard

lateral marks, avoid 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. Regardless of the 8 knot speed limit vessels must pay attention to their wash. All users of paddle powered craft must be familiar with the relevant code of practice, available on our website www.boatingonthethames.co.uk

River Events

The area of river between Putney Bridge and Eel Pie Island is home to regattas and processional rowing events including the Boat Race and the Great River Race. These events can lead to navigational restrictions and full river closures. You should check the PLA's Online Events Calendar www.pla.co.uk/Events/Annual-Events-Calendar or listen to London VTS on VHF Channel 14 for further information.

PLA EBB TIDE FLAG WARNING ADVICE

The PLA has established a warning system to indicate potential fast ebb tide flows created by land water from the non-tidal Thames (fluvial flow). The advice is updated daily at 06:00 and is readily available as a widget on both homepages of: www.boatingonthethames.co.uk and www.pla.co.uk.

There 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 Flow **GREEN FLAG – Average Fluvial Flow Conditions**

In addition there is a fourth level (BLACK FLAG) of advice for all river users to note: wher there are low fluvial flows and the Richmond Lock 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.

Reduced Upriver Depths

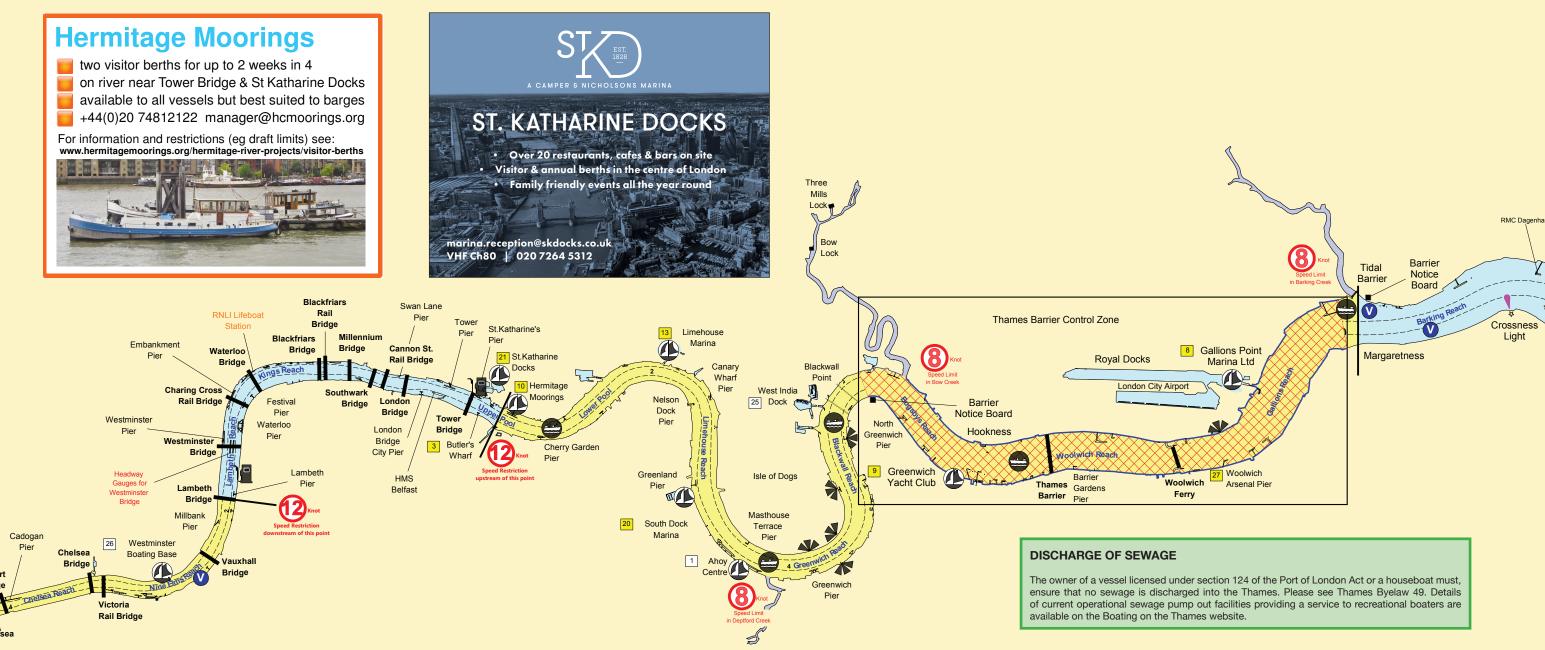
In prolonged dry weather periods, water rates flowing over Teddington Weir are offer significantly reduced. This means that depths at low water in the upper reaches of the tidal Thames may be much lower than predicted or charted. All river users must take the potential of reduced depths into account at such times and to check on the latest PLA advice published on: www.boatingonthethames.co.uk and note the status of the PLA Ebb Tide Flag Warning Advice. It is also very important to keep well clear of larger vessels that have limited space to manoeuvre.

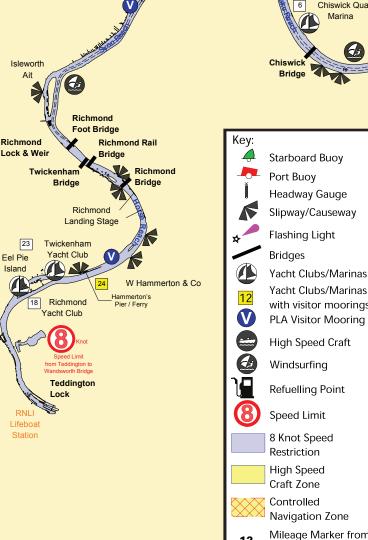
Mortlake and Syon Reach - Navigation in the vicinity of Kew Road Bridge and Pier

The river can be very busy around Kew Bridge with rowers, leisure boats, Stand-Up Paddleboarding and larger passenger boats manoeuvring on and off Kew Pier. Visibility is also greatly restricted by Kew Bridge which is on a bend in the river.

Drivers of motor vessels must sound one prolonged blast when approaching the bridge from either direction and when leaving Kew Pier. Whichever vessel you are in. you should keep a good lookout, navigate with extreme caution and listen carefully for sound signals.







London Bridge

STAND-UP PADDLEBOARDING

Stand-Up Paddleboarding is permitted on the tidal Thames between Teddington Lock and Putney Pier during the day providing you follow the 'Code of Practice for Paddling on the Tidal Thames'.

Downriver of Putney Pier the river is much busier, with the presence of fast ferries, plus barges with limited maneuverability. As a result, navigating a addleboard requires greater knowledge, skill and preparation. The use of the tidal Thames for paddleboarding below Putney Pier is therefore only permitted for more experienced paddlers who have undertake recongised training courses, and only at the times when the river will be less busy. The Paddling Code contains further information about paddling in this area.

RICHMOND LOCK & HALF TIDE WEIR

A half-tide lock and rising weir gates operate at Richmond. The lock is 76.2m long and 7.9m wide. It will cost you £8 to use the lock, which has a Lock Foreman on duty 24 hours a day, (2018 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.

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 downrive

Exclusion Zone

Mariners should not enter the Richmond Lock, Weir and Footbridge Exclusion Zone whilst the weirs are in the lowered position or when they are being operated. Only when the weir gates are fully raised and the Closed Arch Signs have been removed is it permitted to navigate into the navigation exclusion zone and through Richmond Footbridge No. 2 or No. 3 arches.

Only those vessels manoeuvring on or to the Lock island berths, vessels engaged in emergency operations or smaller vessels wishing to utilise the boat rollers in No. 1 arch are exempt from this requirement.

DRYING OUT FACILITIES

The PLA has two drying out facilities in the upper district at Strand-on-the-Green Grid and Isleworth Drawdock. Isleworth Drawdock is a stretch of vertical river wall with regularly spaced piles and a riverbed suitable for taking the ground (for appropriate vessels), that is directly accessible by road. Strand-on-the-Green grid is a timber grid suitable for smaller vessels, but without 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, please contact the Harbour Service on 07711 640 095.

South Dock Marina Boatyaro

- 20 Tonne crane for lift o or lift and hold for survey
- 3.5 Tonne telehandler.
- Mast and engine lifts.
- Storage ashore for vesse
- up to 18 m LOA.
- Various marine support services located on site.
- Located 2 miles downstream from Tower bridge

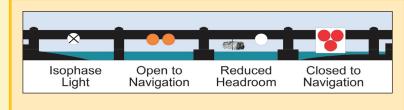
Tel: 020 7252 2244

Email: southdockmarina@southwark.gov.uk

SWIMMING

vimming is not permitted in many areas of the tidal Thames. Swimme face danger from powerful currents, undertows, underwater obstructions, deep mud, passing vessels and waterborne disease. Swimming also presents a hazard to other river users by impeding the navigation of ssels, especially near bridges, plers, barriers, etc. Please see i name Byelaw 21.

River Thames Recreational Users Guide - NOT FOR NAVIGATION ·



TOWER BRIDGE NAVIGATION

There is heavy congestion at all states of the tide near Tower Bridge, including large tugs and tows as well as passenger vessels operating between London Bridge, City, Tower and St Katharine's piers.

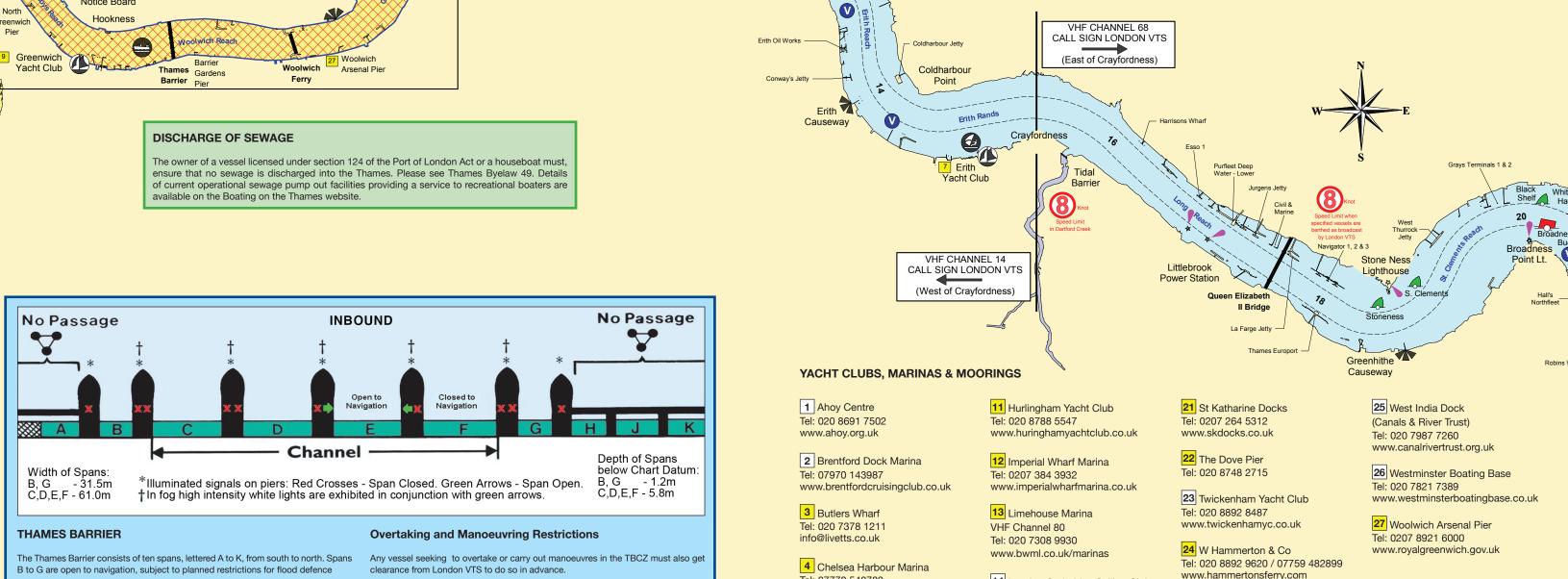
- In the summer, this congestion increases as private cruisers and yachts enter or exit St Katharine's Lock. This lock is operational for two hours either side of High Water
- You should navigate this area with extreme care using No. 1 (North) Arch of Tower Bridge inward bound if the way is clear to navigate. Outward bound, smaller vessels should use No. 3 (South) Arch Tower Bridge.
- During the summer, large cruise ships are active in the Upper Pool to various moorings. A Harbour Master's launch, call sign "THAMES PATROL", will be controlling traffic in these situations. You must contact "THAMES PATROL" on VHF Channel 14 if you wish to pass this area at these times.

VESSEL SUITABILITY

Before navigating on the tidal Thames you should ensure your vessel is suitable for he expected tidal and weather conditions.

You should carry out checks on your vessel to ensure that water cannot easily enter through any openings; for example engine room vents that are too close to the waterline, cabin doors left open or insufficiently sealed weed hatches.

Be aware that even on the calmest day river conditions can be exacerbated by the wash from vessels, particularly in the busy central London section.



The Thames Barrier Control Zone (TBCZ) from Margaretness to Blackwall Point, is marked by fixed notice boards at Barking Point, Blackwall Point and Blackwall Stairs.

General Direction Requirements

All vessels fitted with a VHF radio navigating within the TBCZ, regardless of size, the Thames Barrier must seek permission from London VTS (via HF Channel 14) to proceed when:

- Leaving berths or locks within the TBCZ, and intending to pass through the Thames Barrier;
- Leaving a berth or other location between the Woolwich Ferry terminal and Hookness, whether intending to pass through the Thames Barrier or not;
- Entering the TBCZ at either Margaretness or Blackwall Point, whether or not they are intending to pass through the Thames Barrier. If needed, VTS will allocate a navigational span;

Under normal conditions, navigation is through one span in each direction, indicated Smaller craft should expect to be directed to a holding position within the TBCZ. by green arrows on the barrier's piers.

Small Vessels

All small vessels, not fitted with VHF radio (including dinghies, power boats, narrow boats, sculls, rowing boats and canoes), are advised to contact London VTS by • Barking Creek - 33.5m telephone for allocation of a span.

They must navigate through the span that lies furthest to the starboard side of the • Fobbing Creek - 9.3m channel and marked as open to navigation.



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Vessels sailing between the Woolwich Ferry Terminal and Hookness must keep to the starboard side of the fairway and not impede any other vessels.

If fitted with a working engine, vessels should use motor power to navigate throug

Routine Barrier Closures

The Thames Barrier is subject to regular scheduled closure for maintenance.

These closures are notified by a Notice to Mariners, which can be accessed via www. boatingonthethames.co.uk.

When the barrier is closed, vessels must not enter the TBCZ without permission from VTS and must comply with any instructions given, either by VTS or a PLA harbour service launch.

Other Flood Barriers

Head clearance above Mean High Water Springs:

- Dartford Creek 12.2m
- Easthaven Creek 3.3m
- Benfleet Creek 1.6m

Red flashing lights indicate when these barriers are closed.



RECREATIONAL BOATERS JOIN THE TTNC - IT'S

The PLA's 'Tidal Thames Navigators' Club' gives all recreational boaters access to information tailored to their navigation on the river. It's FREE to join, its main aim is to further improve communication with recreational boaters.

- **Members will receive:**
- Regularly updated river safety information tailored to their type of boating
- Tide Tables and Port Information Handbook • The PLA Recreational Users Guide

• Mariners Guide to Bridges on the Tidal Thames and A2 Colour Folio Charts at a reduced price As a boat owner it will give you increased security, knowing that the Harbour Master can easily get in touch with you should anything happen to your boat.

Join the PLA's dedicated recreational users' website www.boatingonthethames.co.uk Port of London Authority, London River House, Royal Pier Road, Gravesend, Kent DA12 2BG | T: 01474 562200 | E: TTNC@pla.co.uk | www.pla.co.uk

VISITOR MOORINGS

There are a number of visitor moorings available on the tidal Thames, all are owned and managed by various stakeholders, these include; yacht clubs, cruising clubs, marinas and the PLA. In all circumstances, you must obtain permission from the berth or mooring owner/provider before using any facility.

All moorings available to hire can be found on the PLA interactive map: www.boatingonthethames.co.uk/leisuremap.cfm or on the PLA Moorings page: www.pla.co.uk/leisure/moorings-and-other-services

THAMES MARINAS

Due to the tidal nature of the River Thames, the majority of marinas can only be accessed between 2 hours before and 2 hours after High Water. The exception to this is Limehouse Marina, which may be accessed between 4 hours before and 4 hours after High Water at London Bridge. You should contact marinas direct to confirm appropriate lock in times.

Tel: 07770 542783 www.chelseaharbourmarina.com/ marina

5 Chiswick Pier Tel: 0208 742 2713 ww.criiswickpier.org.ui

6 Chiswick Quay Marina Tel: 020 8994 8743 www.chiswickquay.com/marina

7 Erith Yacht Club Tel: 0845 0942148/68 www.erithyachtclub.org.uk

8 Gallions Point Marina Ltd VHF Channel (37) or 80 Tel: 020 7476 7054 www.gallionspointmarina.co.uk

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

10 Hermitage Moorings Tel: 020 7481 2122 www.hcmoorings.org

14 London Corinthian Sailing Club Tel: 020 8748 3280 www.lcsc.org.uk

15 Plantation Wharf www.thamesmooring.cor

16 Putney Pier Tel: 020 7378 1211 info@livetts.co.uk

17 Ranelagh Sailing Club Tel: 020 8788 4986 www.ranelagh-sc.co.uk

18 Richmond Yacht Club Tel: 07970 698807 www.richmondvachtclub.co.uk

19 South Bank Sailing Club Tel: 020 8788 9786 www.southbanksailingclub.co.uk

20 South Dock Marina VHF Channel (37) Tel: 020 7252 2244 www.southwark.gov.uk/ southdockmarina

