

APPROACHES TO THE PORT OF LONDON

The Port of London is normally approached using one of three channels.

The main Deep Water route is from the North East from the Sunk Light Vessel via the Black Deep and Knock John Channel.

To avoid congestion in the Deep Water route, vessels of less than 6m draught approaching from the North East should use the East Swin and Barrow Deep that runs parallel to the Black Deep or make their approach from the East via Princes Channel.

If pilotage services are required and passage is made from the North East, a surcharge may be imposed on vessels of less than 7.5m draught.

Vessels approaching from the South and East should use the Princes Channel. Marginally greater depths exist in Fisherman's Gat which joins up with the main Deep water Route in the middle of the Black Deep.

Vessels approaching the Port of London from the North East should first establish contact with Sunk VTS (VHF Ch 14) on entering the Sunk VTS area

REPORTS

Control of the Port of London is exercised from two control centres: Port Control Centre London (PCCL) at Gravesend and the Thames Barrier Navigation Centre (TBNC) at Woolwich.

VTS SECTORS

Sectors: Port of London VTS Area consists of three sectors (see diagram at LON-09):

PORT CONTROL CENTRE LONDON

ESTUARY SECTOR from Seaward limit of the VTS Area to Sea Reach No 4 Buoy VHF CH 69

RIVER SECTOR from Sea Reach No 4 Buoy to Crayfordness VHF CH 68

THAMES BARRIER NAVIGATION CENTRE

BARRIER SECTOR from Crayfordness to Teddington Lock (landward limit of the Port of London) VHF CH 14

DIRECTIONS

It is the duty of the master of a vessel to which a direction is given to comply with the direction. However, the giving of a direction does not diminish or effect the responsibility of the master in relation to his vessel, persons, cargo or property. A VTS Instruction prefixed with the message marker "INSTRUCTION" carries the authority of a Harbour Master's Direction.

RADIO WATCH

All vessels must keep a continuous listening watch on the designated frequency when underway or at anchor.

REPORTING VESSELS

A "Reporting Vessel" means every vessel required to report position, intentions or movements. These are: Vessels of more than 40 m length overall, 50 GRT or tugs engaged in towing.