

**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 6m draught.

Vessels approaching from the South and East should use the Princes Channel but, if depth and weather conditions preclude the use of this channel, vessels may seek approval to use the alternative route for medium draught vessels via Fisherman 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 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.

**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.