

PORT OF LONDON

THAMES BYELAWS

~~2011~~ 2012

The Port of London Authority in exercise of its powers under sections 162, 167 and 168 of the Port of London Act 1968 makes the following byelaws:

PART 1

GENERAL

1. CITATION AND COMMENCEMENT

These byelaws may be cited as the Port of London Thames Byelaws ²⁰¹²~~2011~~ and come into force on ^{1 July 2012}~~1 December 2011~~.

2. APPLICATION OF THE BYELAWS

These byelaws do not apply in the Medway Approach Area, but unless otherwise stated, apply elsewhere in or (as the case may require) near the Thames.

3. INTERPRETATION

3.1 In these byelaws unless the context otherwise requires:

- a) "AIS" means Automatic Identification System;
- b) "AIS A" means an AIS Class ^{Alpha}~~Alpha~~ transponder system as required by IMO resolution MSC.74 (69) Annex 3 ~~(as specified by IEC 61993-2 and ITU-R-M.1371-1 and IALA technical clarifications of ITU-R-M.1371-1;~~
- c) "the Act" means the Port of London Act 1968;
- d) "barge" includes dumb vessels, including but not limited to: barges, lighters, collar and mooring barges, crane barges and engineering barges, pontoons, oil storage/processing barges and dredgers, but excludes any power-driven vessels;
- e) "berthed" in relation to a vessel, means:
 - i) secured to land or premises or to a landing stage extending above the level of mean high water springs or to a floating pier; or
 - ii) made fast to another vessel so secured;
- f) "commercial vessel" means any vessel which is not a pleasure vessel;
- g) "dangerous substance" has the same meaning as in the Dangerous Substances in Harbour Areas Regulations 1987;

- h) “designated anchorage” means an area designated by a harbourmaster as an anchorage area or berth and published on charts, in the PLA Handbook of Tide Tables and Port Information or in Notices to Mariners;
- i) “diving activity” means entering the water, and in order to survive such an environment, breathing air or other compressed gas at a pressure greater than atmospheric pressure, or using re-breather apparatus operating at ambient pressure, whether surface supplied or not (but does not include breath holding or snorkelling), and includes all diving, including the use of remote-controlled submersible devices and manned submersible craft, whether subject to the Diving at Work Regulations 1997 or not;
- j) “dredge” means to cleanse, scour, cut, deepen, widen or take up or remove material from the bed or banks of the Thames;
- k) “fairway” means a regular course or track of shipping, comprising all marked and/or charted navigable channels within the Thames and includes the following areas:
- i) The Fisherman’s Gat;
 - ii) The Princes Channel from the Tongue Sand Towers to the Oaze Precautionary Area;
 - iii) The Black Deep and Knock John Channels from the seaward limit to the Oaze Precautionary Area;
 - iv) The Barrow Deep and Mouse Channels from the seaward limit to the Warp;
 - v) The East and West Swin Channels from the seaward limit to the Warp;
 - vi) The Warp;
 - vii) The Oaze Precautionary Area; and
 - viii) The Thames to the west of Sea Reach No. 1 Buoy;
- l) “Geographic Display Unit” means a unit which is compatible with Thames AIS, complying with the Thames AIS Technical Requirements Specification ~~dated 03.05.06, set out in Appendix I to these byelaws;~~
- m) “gross tonnage” in relation to a vessel means the tonnage as ascertained in accordance with the International Convention of Tonnage Measurement of Ships 1969, or the Merchant Shipping (Tonnage) Regulations 1982, and where in accordance with those Regulations alternative tonnages are assigned to a vessel, the gross tonnage of the vessel is, for the purposes of these byelaws, to be taken to be the larger of those tonnages;
- n) “harbourmaster” means a person appointed by the PLA to be a harbourmaster and includes the deputies and assistants of a person so appointed, and officers authorised to discharge the harbourmaster’s duties through one of the PLA’s VTS centres;
- o) “High Speed Craft Code” means the International Code for the Safety of High-Speed Craft 2000, as adopted by IMO as Annex to Resolution MSC.97(73) as amended by MSC.119(74) and from time to time;

- p) "IALA" means International Association of Marine Aids to Navigation and Lighthouse Authorities;
- q) "IMO" means the International Maritime Organisation;
- r) "International Collision Regulations" means the International Regulations for Preventing Collisions at Sea 1972, as now given effect by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996;
- s) "length overall" means the maximum length of a vessel, including overhanging structure, cargo or equipment, and if a tug and tow, the combination of the tug and the object(s) towed but not the length of the towing medium;
- t) "LNG" means liquefied natural gas;
- u) "LPG" means liquefied petroleum gas;
- v) "lock foreman" means a person appointed by the PLA to be in charge of the operation of Richmond Lock;
- w) "Lower Hope Point limit" means a line drawn across the Thames from latitude 51° 28.95' N longitude 000° 28.1' E (Lower Hope Point in the county of Kent) in a direction 270° (T);
- x) "Margaretness limit" means a line drawn across the river from the Margaretness light in a direction 334° (T);
- y) "marine pollutants in bulk" means products carried as cargo which are subject to Annexes 1 and 2 of The International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating to it, better known as MARPOL 1973 - 78, as amended from time to time. In the context of these byelaws "in bulk" means marine pollutant carried as cargo in tanks which are a structural part of, or permanently attached to, the vessel. Residues of cargo remaining in cargo tanks following the complete discharge of the cargo are not included;
- z) "master" in relation to a vessel, means any person having or taking the command, charge or management of a vessel, for the time being;
- aa) "Medway Approach area" means an area bounded by a line drawn straight from the London Stone on the east side of Yantlet Creek on a bearing 86° (T) until Warden Point in the Isle of Sheppey bears 166° (T), then on a bearing 166° (T) to the level of mean high water springs on the Kent bank of the Thames, then in a north-westerly direction along the level of mean high water springs to Garrison Point, then straight across the river Medway on a bearing 305° (T) to Dolly Bank and then in a north-westerly direction along the level of mean high water springs to the London Stone;
- bb) "moored" in relation to a vessel, means:
 - i) made fast ahead or astern, or both, at a mooring chain or buoy;
 - ii) made fast both ahead and astern by anchors; or
 - iii) secured alongside another vessel so made fast;

- dd) "No Anchoring Area" means an area adjacent to the Thames Barrier in which anchoring is prohibited by general direction of the PLA
- cc) "navigation" means the movement on or in the water for whatever purpose of any vessel, whether travelling between two locations or not, but does not include any vessel under tow;
- ee ~~de~~) "Notices to Mariners" means notices published by the harbourmaster providing information and advice to mariners and river users;
- ff ~~ee~~) "not under command" has the same meaning as in the International Collision Regulations;
- gg ~~ff~~) "occasionally" means where a vessel is navigated, worked or moored within an area of the Thames not more than three times in any 12 month period, and on each such occasion, is navigated, worked or moored within that area for no more than 48 hours;
- hh ~~gg~~) "operational berth" means any location in the Thames where the owner routinely moors commercial vessels or in the future, intends to moor commercial vessels;
- ii ~~hh~~) "permit to dive" means written permission from the harbourmaster, allowing a person or persons to undertake diving activity in the Thames;
- jj ~~ii~~) "person" includes a body corporate;
- kk ~~jj~~) "personal water craft" means a small craft, propelled by a directionally controlled water jet or other mechanical means of propulsion and steered either:
- i) by means of a handlebar operated linkage system (with or without a rudder at the stern);
 - ii) by the person or persons riding the craft using their body weight for the purpose; or
 - iii) by a combination of the methods referred to respectively in i) and ii) above.
- ll ~~kk~~) "PLA" means Port of London Authority;
- mm ~~ll~~) "pleasure vessel" means:
- a) any vessel which at the time it is being used is:
 - i) in the case of a vessel wholly owned, or bareboat chartered or hired by an individual or individuals, used only for the sport or pleasure of the owner, charterer or hirer or the immediate family or friends of the owner, charterer or hirer; or
 - ii) in the case of a vessel owned, or bareboat chartered or hired by a body corporate, used only for sport or pleasure and on which the persons are employees or officers of the body corporate, or their immediate family or friends;

and is on a voyage or excursion, which is one for which the owner, charterer or hirer does not receive money for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion and in the case of a vessel bareboat chartered or hired, the charter or hire fee payable by the charterer or hirer; or

- b) any vessel wholly owned, or bareboat chartered or hired by or on behalf of a members' club formed for the purpose of sport or pleasure which, at the time it is being used, is used only for the sport or pleasure of members of the club or their immediate family; and for the use of which any charges levied (other than, in the case of a vessel bareboat chartered or hired, the charter or hire fee payable by the charterer or hirer) are paid into club funds and applied for the general use of the club and/or upkeep of the vessel;

and in the case of any vessel referred to in paragraph (a) or (b) above no other payments are made by or on behalf of the users of the vessel, other than by the owner, charterer or hirer and in this definition "immediate family" means, in relation to an individual, the husband, wife or partner of the individual, and a relative of the individual or the relative's husband or wife, and "relative" means brother, sister, ancestor or lineal descendant;

Note: The definition of pleasure vessel follows closely that used in the Merchant Shipping (Survey and Certification) Regulations 2005.

nn ~~mm~~) "prolonged blast" has the same meaning as in the International Collision Regulations;

oo ~~nn~~) "POB" means persons on board;

pp ~~oo~~) "reporting vessel" means every vessel which is required by the PLA's General Directions to report its position, intentions or movements, specifically:

- i) vessels of more than 40 metres in length overall,
- ii) vessels of gross tonnage of more than 50 tons which ordinarily also navigate outside the Thames,
- iii) tugs engaged in towing, or about to tow one or more vessels;

qq ~~pp~~) "restricted visibility" means all circumstances when visibility is less than 0.5 nautical miles;

Note: Within the Thames a harbourmaster or his authorised representative may, using all available information, decide that restricted visibility prevails in a particular area or at a particular time or is likely to prevail and inform shipping as appropriate.

rr ~~qq~~) "short blast" has the same meaning as in the International Collision Regulations;

ss ~~rr~~) "specified vessel" means any vessel having on board (including in its slop tanks), quantities of the following (IMO codings in brackets):

- i) explosives (Class 1, excluding Class 1.4), in excess of 10 kg Net Explosive Quantity;
- ii) LNG in bulk, LPG in bulk or being non-gas free following discharge of these cargoes (Class 2);
- iii) flammable liquids and substances in bulk or being non-gas free following discharge of these cargoes (Class 3 of flashpoint <23° C); and/or
- iv) toxic and corrosive substances in bulk or being non-gas free following discharge of these cargoes (Classes 6.1 and 8.0);

ww) "Thames AIS Technical Requirements Specification" means the PLA publication containing the minimum requirements and settings for equipment forming Thames AIS available from the PLA and published on its website and as updated from time to time as notified in advance by a "Notice to Mariners".

tt) "tank barge" means any barge designed and used for the transportation of vegetable, animal or mineral oils in bulk;

uu) "Thames" means so much of the river Thames, the Thames Estuary, rivers, streams, creeks, watercourses and the sea as is within the port limits described in paragraph 2 of Schedule 1 to the Act;

vv) "Thames AIS" means an AIS Class ^{Alpha} ~~Alpha~~-derivative incorporating a Geographic Display Unit, complying with the Thames AIS Technical Requirements Specification ~~dated 03.05.06, set out in Appendix I to these byelaws;~~

xx) "VTS Centre" means the Vessel Traffic Service Centres at Gravesend (Port Control Centre) and Woolwich (Thames Barrier Navigation Centre) - Call Signs 'London VTS' and includes any other VTS control point through which a harbourmaster's instructions and advice are issued to masters of vessels by VHF radio and to which vessels report.

3.2 In these byelaws, unless the context otherwise requires:

- a) words and expressions used in these byelaws not defined above have the same meanings as in the Act;
- b) the byelaw headings do not form part of or affect the construction and interpretation of the byelaws;
- c) words importing the singular are to be construed as importing the plural and vice versa.

3.3 For the purposes of these byelaws and for byelaw 9 of the Port of London River Byelaws 1978, the person in charge and having control of a personal water craft is the master, and the use of personal water craft is deemed to be navigation.

4. REVOCATION OF BYELAWS

Except for byelaw 9, the Port of London River Byelaws 1978 (as amended) are revoked.

5. OFFENCES

A person who breaches these byelaws is guilty of an offence and is liable, on conviction before a court of summary jurisdiction, to a fine not exceeding level 5 on the standard scale.

6. DEFENCES TO PROCEEDINGS

6.1 In any proceedings for a breach of these byelaws it is a defence for the person charged to prove:

- a) that all reasonable precautions were taken and all due diligence exercised to avoid the commission of such an offence; or
- b) that there is a reasonable excuse for the act or failure to act.

Note: The notes in these Byelaws are for information only; they form no part of the Byelaws and do not have any legal effect.

6.2 If in any case the defence provided by byelaw 6.1(a) involves the allegation that the commission of the offence was due to the act or default of another person, the person charged is not, without leave of the court, entitled to rely on that defence unless, within a period ending seven clear days before the hearing, the person charged has served on the prosecutor a notice in writing giving such information identifying or assisting in the identification of that other person as then in the possession of the person charged.

7. APPLICATION OF BYELAWS IN CERTAIN CIRCUMSTANCES

7.1 Where a person breaches these byelaws but that breach is due to the act or default of some other person, that other person is guilty of an offence; and that other person may be charged with, and convicted of, the offence by virtue of this byelaw whether or not proceedings for the offence are taken against any other person.

7.2 Where a breach of these byelaws which is committed by a body corporate is proved to have been committed with the consent or connivance of, or to be attributable to any neglect on the part of, a director, manager, secretary or other similar officer of the body corporate, or any person who was purporting to act in any such capacity, that person, as well as the body corporate, is guilty of that offence and is liable to be proceeded against in accordance with byelaw 5.

PART 2

GENERAL DUTIES OF MASTERS OF VESSELS

8. REPORTING ACCIDENTS AND INCIDENTS

8.1 Where any vessel has, whilst in the Thames:

- a) sunk or is in danger of sinking;
- b) been abandoned;
- c) become derelict;
- d) been in collision with another vessel, shore facility, the river embankment, a structure including any part of a bridge or a berthed or moored vessel or object;
- e) been damaged or caused damage to anything (including a vessel);
- f) been or is on fire or has suffered an explosion;
- g) taken the ground or stranded (not being a vessel which has intentionally taken the ground);
- h) run into, fouled or damaged any light, buoy, beacon or other aid to navigation;
- i) suffered any person falling overboard except in relation to a recoverable capsizing of a sailing dinghy or a vessel propelled by paddles or oars; or
- j) suffered any other accident normally required to be reported to the Marine Accident Investigation Branch or the Maritime & Coastguard Agency, or both.

or where a commercial vessel has, whilst in the Thames:

- k) lost mechanical propulsion, steering or power or experienced any other serious mechanical defect whilst underway;
- l) lost deck cargo over the side or had cargo shift so as to endanger the vessel or affect its navigation;
- m) been or is carrying a dangerous substance, and any spillage or loss of containment has occurred,
- n) lost, slipped or parted from an anchor, or where the anchor of the vessel has fouled another anchor or cable or other obstruction;
- o) lost or parted one or more mooring lines whilst berthed or moored;

a verbal report must immediately be made by the vessel master, either directly or through the appropriate VTS Centre, to the harbourmaster regarding the occurrence. The report must include the name and the position of the vessel and the nature of the incident, and such further information, where known, as the harbourmaster may reasonably request.

- 8.2 A written report must be submitted by the vessel master to the harbourmaster, as soon as practicable after the submission of the verbal report, required by byelaw 8.1 above. The written report must give the full details of the occurrence, in a form prescribed by the harbourmaster.

9. BOAT RACES, REGATTAS, PROCESSIONS AND OTHER RIVER EVENTS

- 9.1 A person must not organise or promote a boat race, regatta, stunt, procession, exhibition, firework display, air race or other river event on or over the Thames except with the consent of the harbourmaster.
- 9.2 Any person who proposes to organise or promote a boat race, regatta, stunt, procession, exhibition, firework display, air race or other river event on or over the Thames, must consult with the harbourmaster on the navigational and safety issues arising from the proposed event and give the harbourmaster at least four weeks notice of the proposed event.
- 9.3 Every person navigating a vessel in or in connection with such an event must comply with the instructions of a harbourmaster relating to it.
- 9.4 Any person who proposes to organise or promote a boat race, regatta, stunt, procession, exhibition, firework display, air race or other river event, must provide to the harbourmaster the findings of any comprehensive risk assessment requested as a result of the consultation under byelaw 9.2 in respect of the event in question. The risk assessment must identify the relevant hazards and any suitable procedures, precautions and other risk control measures to be implemented to ensure any risk to persons or navigational safety or both is mitigated and maintained as low as reasonably practicable.
- 9.5 In this byelaw, "air race" means any air race which uses the river as a course or part of a course.

Notes: 1. Provided they comply with the minimum timescale set out in byelaw 9.2 local sailing, rowing and other marine activity clubs may submit event information to the district harbourmaster in advance on a 6-monthly or annual basis. Such information should include a programme of planned events and proposed regular club activities, such as informal races or training. Both planned events and regular club activities are to be supported by an appropriate generic risk assessment.

2. Subject to the generic risk assessment meeting the requirements in this byelaw, the district harbourmaster will approve club events and activities programmes in advance, for the period in question.

3. However, any unscheduled event or activity which has not been submitted and approved under a general club events and activities programme should be discussed with the district harbourmaster within the timescales required by byelaw 9.2; and if the harbourmaster decides that they fall outside the scope of the club's generic risk assessment, they will be subject to the specific risk assessment requirements on byelaw 9.4.

PART 3

GENERAL NAVIGATION AND SAFETY

10. SMALL, FAST VESSELS

10.1 The master of a vessel underway, which is less than 13.7 metres in length overall and capable of exceeding a speed of 12 knots through, on or over the water must be in a position:

- a) to exercise proper control of the vessel and
- b) to use the dedicated engine cut-out system, if fitted.

10.2 The requirements of byelaw 10.1 do not apply where the vessel is being used for search and rescue, fire brigade, ambulance, law enforcement, public safety, security or police purposes or for purposes of the harbourmaster, if the observance of this byelaw would be likely to hinder the use of the vessel for those purposes for which it is being used on that occasion.

Note: The arrangements referred to in byelaw 10.1 b) above is commonly known as a 'kill cord' system.

11. NAVIGATION BY PERSONS UNDER THE AGE OF 16

11.1 Except for the purposes of an organised event subject to the requirements of byelaw 9 or with the harbourmaster's consent, a person under the age of 16 years must not be the master of a power-driven vessel which is capable of exceeding a speed of 8 knots in still water or which, whether so capable or not, is propelled by an engine producing more than 7.5Kw or rated by the manufacturer of the engine as capable of producing more than 7.5Kw.

11.2 A person under the age of 16 years not allowed to be master, may operate such a power-driven vessel as is referred to in byelaw 11.1, but must be under the direct supervision of the vessel's master at all times when the vessel is underway.

12 THAMES AIS CARRIAGE REQUIREMENTS

12.1 It is the duty of a master to comply with the requirements of this byelaw.

12.2 Except for tugs falling within the provisions of byelaw 12.6 below, the following power-driven vessels, when navigating or working in the Thames between Richmond Lock and the Margaretness limit, must carry and operate Thames AIS or AIS A:

- a) vessels of more than 40m in length overall;
- b) vessels having a gross tonnage of more than 50 tons (other than pleasure vessels having a gross tonnage of more than 50 tons, but which are under 40m in length overall);
- c) tugs engaged in towing or pushing, or about to tow or push one or more vessels;
- d) specified vessels or vessels carrying marine pollutants in bulk; and
- e) vessels holding a valid certificate of compliance under the provisions of byelaw 16.3.

Note: For the purposes of byelaw 12.3, the PLA's Thames AIS Technical Requirement Specification and Procedures for the Operation of Thames AIS and Persons On Board Reporting System are published separately by the PLA, and provided to operators whose vessels are subject to carriage requirements under this byelaw prior to procurement and fitting. The documents are also published on the PLA website.

12.3 In addition, Class IV, V and Class VI passenger vessels navigating or working in the Thames between Richmond Lock and the Denton Limit must:

- a) carry and operate Thames AIS or AIS A;
- b) carry an electronic POB reporting system which meets the minimum standards for Thames AIS, specified by the PLA in ~~Appendix F~~ ^{the Thames AIS Technical Requirements Specification} and
- c) operate such POB reporting system in accordance with the procedures specified by the PLA in ~~Procedures for the Operation of Thames AIS and Persons On Board Reporting System, dated 01-12-07 set out in Appendix H.~~

12.4 Except for tugs described in byelaw 12.5 below all vessels, which fall within byelaw 12.2 or 12.3 above, must carry and operate a Geographic Display Unit when navigating or working above London Bridge.

12.5 Tugs which fall within byelaw 12.2 c) above are exempt from carrying an onboard Geographic Display Unit if they are less than 40m in length overall, or less than 50 gross tons.

12.6 Tugs which fall within byelaw 12.2 c) above are exempt from complying with the requirements of byelaw 12.2 above if they are undertaking towage or pushing within a radius of 0.5 nautical miles of their permanent place of business.

13. WATER-SKIING AND OTHER SIMILAR ACTIVITIES

13.1 A person must not engage or take part in water-skiing, aqua-planing, paddle boarding, swimming with a board, kite-surfing, wake-boarding, parakiting, or any similar activity within:

- a) a fairway or ^adesignated anchorage; or
- b) 200 metres of a wharf, jetty, pier, berth, terminal, public beach, bathing place or residential property except in an area authorised for that purpose by the PLA.

13.2 The master of a vessel towing a person or persons water-skiing, parakiting or undertaking similar towed activity, must ensure that there is on board:

- a) for each person being towed, a rescue quoit with line or other sufficient hand thrown rescue device;
- c) two hand-held distress signals and a fire extinguisher; and
- b) at least one other person able to take charge of the vessel and to give such assistance as may reasonably be required during the towing.

14. USE OF PERSONAL WATER CRAFT

14.1 For the purpose of these byelaws, the use of personal water craft in the Thames is subject to the International Collision Regulations, except that the requirements of Rules 23(c) (ii) and 33 of the International Collision Regulations do not apply to personal water craft.

14.2 Subject to byelaw 14.3, a person must not launch or recover a personal water craft onto or from the Thames except with the permission of the harbourmaster (which permission may be given specifically or in respect of all personal water craft in a specified location).

- 14.3 In an emergency a person may recover a personal water craft from any area of the Thames.
- 14.4 A person using a personal water craft must not enter a fairway except where crossing in accordance with Rule 9 of the International Collision Regulations.
- 14.5 A personal water craft must not be used within 200 metres of a wharf, jetty, pier, berth, terminal, public beach, bathing place or residential property except in an area authorised for that purpose by the PLA.
- 14.6 A person must not operate or use a personal water craft on the Thames upstream of the Margaretness limit.
- 14.7 Any person using a personal water craft on the Thames between the Lower Hope Point limit and the Margaretness limit must provide their name and address and details of the vessel to the harbourmaster on or before 1 ~~June~~^{July} 2012 or on first using the vessel on this part of the Thames after that date.
- 14.8 For the purpose of these byelaws, a personal water craft is in use when it is planing or proceeding at a speed of more than eight knots or both.
- 14.9 This byelaw does not apply where a personal water craft is being used for search and rescue, fire brigade, ambulance, law enforcement, public or recreational safety, security or police purposes or for training for such purposes or for the purposes of the harbourmaster, downstream of the Margaretness limit.

Note: For the purposes of byelaw 14.2, the specified locations for which the harbourmaster has given general permission are set out in the PLA publication Personal Watercraft in the Thames Estuary Code of Conduct.

15. RESTRICTIONS ON MOORING

The master of a vessel must not, without the permission of the harbourmaster, cause or permit the vessel:

- a) to be berthed or moored at any docks, landing places, other works and land at any time vested in, belonging to or administered by the PLA; or
- b) to obstruct or interfere with the access to a dock entrance.

16. SPEED LIMITS

16.1 The master of a power-driven vessel navigating in a part of the Thames to which this byelaw applies must ensure that it does not exceed a speed of 8 knots through, on or over the water, provided that this byelaw does not apply:

- a) where the vessel is being used for search and rescue, fire brigade, ambulance, law enforcement, public or recreational safety, security or police purposes or for training for such purposes or for the purposes of the harbourmaster, if the observance of this byelaw would be likely to hinder that use of the vessel; or

- b) where a vessel, having for the purpose of this byelaw been approved by a harbourmaster as one which may exceed a speed of 8 knots through the water, is engaged in
 - escorting a rowing boat in training;
- c) where the vessel is being used in connection with any activity involving the use of personal water craft, waterskiing, parakiting or aquaplaning in an area authorised by the PLA or;
- d) where the vessel has been approved by the harbourmaster to exceed a speed of 8 knots through the water, in connection with a river event that is subject to the requirements of byelaw 9, and if it does so in accordance with such approval.

16.2 The parts of the Thames to which byelaw 16.1 applies are:

- a) the Thames above Wandsworth Bridge;
- b) Deptford Creek;
- c) the River Lee or Bow Creek;
- d) Barking Creek;
- e) Dartford Creek;
- f) the creeks to the north and west of Canvey Island and of the island known as Leigh Marsh or Two Tree Island, which are:
 - i) Holehaven, Vange and Pitsea creeks north of line drawn from Holehaven Point on a bearing 270°T; and
 - ii) Leigh Creek, Hadleigh Ray, Benfleet and East Haven Creeks west of a line drawn from Canvey Point on a bearing 000°T to the Leigh-on-Sea shore; and
- g) Yantlet Creek.

16.3 The master of a power-driven vessel navigating between Wandsworth Bridge and Margaretness limit must ensure that it does not exceed a speed of 12 knots through, on or over the water, provided that this byelaw does not apply:

- a) if the vessel falls within the exceptions described in byelaw 16.1 a), or
- b) where a vessel, having for the purpose of this byelaw been approved by the harbourmaster as one which may exceed a speed of 12 knots through the water, is engaged in:
 - i) escorting a rowing boat in training;
 - ii) escorting a boat race or regatta; or
- c) where the vessel has been approved by the harbourmaster to exceed a speed of 12 knots through the water, in connection with a river event that is subject to the requirements of byelaw 9, and if it does so in accordance with such approval.
- d) where the harbourmaster has issued a certificate of compliance, which allows the vessel, subject to continued compliance with the International Collision Regulations (as amended ^{mod. Pier} by these byelaws), to navigate up to but not exceeding a speed of:
 - i) 25 knots through, on or over the water in the area of the Thames between Wandsworth Bridge and Lambeth Bridge, and
 - ii) 30 knots through, on or over the water in the area of the Thames between ~~Cherry Garden Pier~~ ^{St Saviour's Dock} and the Margaretness limit.

16.4 The master of a power-driven vessel operating under a valid certificate of compliance referred to in byelaw 16.3d) ii), must ensure that it does not exceed a speed of 15 knots through, on or over the water when navigating through the Thames Barrier ^{in the designated} ~~in the area~~ between Barrier Point Pier and the eastern end of Barrier Gardens Pier, provided that this byelaw does not apply if the vessel falls within the exceptions described in byelaw 16.1 a).

- Notes:**
1. A certificate of compliance will only be issued when a vessel operator can demonstrate ~~as a minimum~~ compliance with the relevant provisions of the High Speed Craft Code and the Small Commercial Vessel Code together with the International Safety Management Code, and the carriage and use of AIS.
 2. Further details of the requirements to be met for the issue of a certificate of compliance can be obtained from the district harbourmaster.
 3. If, as a result of compliance with a mandatory speed limit, a planing vessel produces unacceptable wash at 12 knots, the master should reduce speed further to ensure that the vessel produces safe levels of wash.

17. VESSELS BERTHED OR MOORED

17.1 The master of a vessel must ensure when the vessel is berthed or moored that:

- a) it is securely made fast;
- b) her moorings are adjusted from time to time to allow for the rise and fall of the tide and for the loading and discharge of cargo and to provide for the safety of persons lawfully embarking and disembarking; and
- c) her engines are not worked so as to cause, or be likely to cause injury to any person, including crew, passengers or persons ashore, damage to moorings, the bed or banks of the Thames, or other property.

Note: Where a vessel is moored at a tier, it is most important that her moorings are kept taut. If they are not, the effect of wind or tide or the wash or draw-off of passing vessels may result in parted moorings. Failure to keep them taut may also result in the vessels taking the ground on the inshore side of the tier.

17.2 The master of a vessel must ensure when the vessel is berthed that:

- a) it is laid as close as possible alongside the land, premises, landing stage, floating pier or other vessel at which it is berthed, and;
- b) neither the vessel nor her moorings obstruct other vessels, nor hamper the use of any dock entrance, pier, wharf, or jetty.

17.3 The master of a vessel must ensure when the vessel is moored at a tier that her anchors do not lie on the river-bed outside the line of the tier.

Note: The object of byelaw 17.3 is to prevent a vessel which uses an anchor for manoeuvring from being fouled by the anchor of a vessel at a tier.

~~At~~ 4. A certificate of compliance for the purposes of this byelaw is not to be taken as compliance for the purposes of any other requirement in PLA byelaws, general directions or provisions in the Act.

18. ANCHORS

The master of a vessel must ensure that the vessel is equipped with one or more suitable anchors with chain, cable or rope, and that these are at all times available for immediate use, provided that this byelaw does not apply where the vessel is a barge, sailing dinghy, personal water craft or a vessel under oars.

19. FREEBOARD ON BARGES

19.1 This byelaw does not apply to a barge while being loaded or discharged or to a self-propelled tank barge at any time.

19.2 A person must not cause or permit:

- a) the top of the gunwale of a barge without coamings to be anywhere less than 0.35 metres above the water;
- b) the top of the coamings of an undecked or unhatched barge to be anywhere less than 0.35 metres above the water, or the top of the gunwale to be anywhere less than 0.15 metres above the water;
- c) the top of the coamings of a hatched or decked barge to be anywhere less than 0.35 metres above the water, or the top of the gunwale to be anywhere less than 0.075 metres above the water; or
- d) a barge to be loaded so that the vessel's assigned freeboard mark is submerged.

20. PERMISSION TO DIVE

20.1 A person must not undertake any diving activity in the Thames, without first obtaining the permission of the harbourmaster.

20.2 Any person intending to undertake any diving activity in the Thames must inform the harbourmaster, through the appropriate VTS Centre, prior to the commencement, and on the completion, of any diving activity.

Note: Details of the requirements and procedure for obtaining a permit to dive for any diving activity are published in PLA Notices to Mariners.

21. BATHING AND SWIMMING

21.1 A person must not ^{and in accordance with such conditions as the PLA may attach to any such permission} swim (with or without a flotation device) in the Thames anywhere between

- a) Crossness and Putney Bridge, or;
- b) bathe or swim in any fairway or designated anchorage, or where a notice is displayed by the PLA prohibiting bathing or swimming.

21.2 This byelaw does not apply to persons:

- a) undertaking diving activity;
- b) engaged in the emergency repair or inspection of vessels or structures; or
- c) bathing or swimming in the Southend Foreshore Exemption Areas or the Sheerness Exemption Area described in paragraph 1 of the second column of Schedule 8 to the Act.

Note: The Exemption Areas are shown indicatively on the plans in Appendix ~~IV~~^{III} of these byelaws.

22. LOCAL KNOWLEDGE REQUIREMENTS

22.1 The master of any vessel which is:

- a) less than 40 metres but greater than 13.7 metres in length overall, and not subject to compulsory pilotage; or
- b) less than 13.7 metres in length overall engaged in towing or carrying passengers; and
- c) not a pleasure vessel

if navigating and/or working in the Thames local knowledge area, is required to hold a valid Boatmaster's Licence Thames Local Knowledge Endorsement; or alternatively, to demonstrate such local knowledge to an equivalent standard, through assessment by the PLA.

22.2 This byelaw does not apply in emergency situations or to persons holding a valid sailing barge masters qualification issued by the Sailing Barge Masters Qualification Board.

22.3 In this byelaw "Thames local knowledge area" means the extent of waters described in column (2) of the table in paragraph 6 of Part 3 of Schedule 3 to the Merchant Shipping (Inland Waterway and Limited Coastal Operations)(Boatmasters' Qualifications and Hours of Work) Regulations 2006 (SI 2006/3223) where the port or harbour area entry in column (1) of that table reads "Port of London".

Note: The harbourmaster will provide details of the PLA Local Knowledge Assessment criteria and procedures upon request.

PART 4

STEERING AND SAILING BYELAWS

23. OBLIGATION OF THE MASTER

It is the duty of the master of a vessel to comply with the requirements of this Part of these byelaws.

24. MODIFICATIONS TO THE INTERNATIONAL COLLISION REGULATIONS

Notwithstanding Part B of the International Collision Regulations:

- a) a vessel must not cross or enter a fairway so as to obstruct another vessel proceeding along the fairway;
- b) when a power-driven vessel operating as a ferry is crossing the fairway, it must keep out of the way of a vessel proceeding along the fairway;
- c) a power-driven vessel must not proceed abreast of another power-driven vessel except for the purposes of overtaking that other vessel; and
- d) a vessel in a fairway above Tilburyness must not overtake a vessel which is itself overtaking another vessel
- e) all vessels must, in determining a safe speed, have regard to:
 - (i) the safety of other river users, passengers and crew,
 - (ii) tidal flow, and
 - (iii) the navigational environment including port infrastructure.

Note: The steering and sailing rules in byelaw 24 are inconsistent with the provisions of the International Collision Regulations but apply as special rules by virtue of rule 1(b) as applied by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulation 1996. It is the duty of the master of a vessel to comply with the requirements of the International Collision Regulations except as provided for in Byelaw 24.

25. VESSELS NAVIGATING AGAINST THE TIDE AND TURNING ABOUT

25.1 A power-driven vessel or a vessel under oars navigating against the tide must, when approaching or passing under a bridge, or when approaching or rounding a bend in the Thames, navigate with caution and prepare to stop to avoid risk of collision with another vessel that is navigating with the tide.

25.2 A power-driven vessel or a vessel under oars intending to turn about must, before commencing to do so, ensure that the fairway is sufficiently clear for the manoeuvre so as not to endanger or not to impede any other vessel.

26. VESSELS RESTRICTED IN THEIR ABILITY TO MANOEUVRE AND UNDERWATER OPERATIONS

Where a vessel is exhibiting the lights or shapes prescribed in paragraph (d) or (e) of Rule 27 of the International Collision Regulations, a vessel approaching or passing that vessel must proceed slowly and with caution.

27. VESSELS NAVIGATING ABOVE CHERRY GARDEN PIER AND ABOVE WESTMINSTER BRIDGE

- 27.1 A vessel of less than 40 metres in length navigating above Cherry Garden Pier, and a sailing vessel navigating above Cherry Garden Pier must not impede the passage of:
- a) a vessel of 40 metres or more in length; or
 - b) a vessel engaged in towing.
- 27.2 In addition to their obligations under byelaw 27.1 above, a vessel of less than 20 metres in length navigating above Westminster Bridge and a sailing vessel navigating above Westminster Bridge must not impede the passage of a vessel of 20 metres or more in length.
- 27.3 Notwithstanding that a vessel has priority under byelaw 27.1 or 27.2 above, it must, when navigating against the tide, comply with byelaw 25.1 above.

PART 5

LIGHTS AND SHAPES

28. OBLIGATIONS OF THE MASTER

It is the duty of the master of a vessel to comply with the requirements of this Part of these byelaws unless otherwise stated.

29. MODIFICATION OF THE INTERNATIONAL COLLISION REGULATIONS

Notwithstanding Part C of and Annex I to the International Collision Regulations:

- a) on a power-driven vessel of 20 metres but less than 50 metres in length, the forward masthead light, or if only one masthead light is carried then that light, need not be placed at a greater height above the hull than 3.5 metres;
- b) on a power-driven vessel that ordinarily navigates both above and below London Bridge the masthead light or lights may, when the vessel is navigating above Cherry Garden Pier, be placed at any convenient height above the hull.
- c) Rules 24(e), (f), (g) and (h) and 27 of the International Collision Regulations do not apply to a barge; and
- d) Rule 30(d) of the International Collision Regulations does not apply to a barge, to a berthed vessel, or to any vessel above Cherry Garden Pier.

30. ADDITIONS TO THE INTERNATIONAL COLLISION REGULATIONS

30.1 The lights and shapes required by the byelaws 31 to 35 are additional to the lights and shapes required by the International Collision Regulations as modified by byelaws 28 and 29.

30.2 The lights required by byelaws 34 and 35 below must have an intensity as specified in Section 8 of Annex I to the International Collision Regulations so as to be visible at the minimum ranges of miles specified in those byelaws.

31. HYDROFOILS AND VESSELS EXCEEDING A SPEED OF 12 KNOTS

31.1 Rule 23(b) of the International Collision Regulations (which requires an all-round flashing yellow light to be exhibited in addition to the lights prescribed in Rule 23(a)), applies to:

- a) a hydrofoil vessel underway;
- ~~c~~ b) any vessel to which byelaw 16.3(d) applies, while that vessel exceeds a speed of 12 knots when navigating above the Margaretness limit; and in
- d e) an air-cushion vessel operating in the non-displacement mode.

b) any non-emergency services or non-regulatory vessel to which byelaw 16.3(a) applies, while that vessel exceeds a speed limit of 12 knots when navigating above the Margaretness limit

31.2 All vessels subject to the requirements of byelaw 31.1 must exhibit an all-round flashing yellow light by day and by night (as required by byelaw 31.1 and by Rule 23(b) of the International Collision Regulations).

Note: The lights and shapes rules in byelaw 29 are inconsistent with the provisions of the International Collision Regulations but apply as special rules by virtue of rule 1(b) as applied by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996.

31.3 In this byelaw "all-round flashing yellow light" means a yellow flashing light flashing at regular intervals at a frequency of 120 flashes or more per minute over an arc of the horizon of 360 degrees.

32. LIGHTS ON VESSELS MOORED OR BERTHED

32.1 Subject to the following paragraph, a moored vessel which is not:

- a) a barge,
- b) permanently moored fore and aft close to the bank of the Thames, or
- c) less than 20 metres in length

must exhibit the lights or shapes required by Rule 30 of the International Collision Regulations to be exhibited by a vessel at anchor.

32.2 If the harbourmaster so directs:

- a) a moored vessel of less than 20 metres in length and a berthed vessel must exhibit by night the lights required by Rule 30 of the International Collision Regulations to be exhibited by a vessel at anchor, and
- b) a moored barge must exhibit the lights or shapes required by Rule 30 of the International Collision Regulations to be exhibited by a vessel at anchor.

33. DIVING ACTIVITY

In addition to the signals required by Rule 27(d) or (e) of the International Collision Regulations, a vessel supporting any diving activity permitted by the harbourmaster under byelaw 20 must:

- a) by night, exhibit conspicuously an illuminated rigid replica of the International Code Flag "A" not less than 1 metre in height; and
- b) by day, exhibit conspicuously a red flag not less than 1 metre square in a position as close as possible to the diver's point of entry into the water.

34. FERRIES

34.1 Subject to byelaw 34.2, a power-driven vessel operating as a ferry below Tower Bridge must by night, except when berthed, exhibit two all-round lights amidships in a vertical line one above the other and not less than 2 metres nor more than 3 metres apart, the upper light must be blue and the lower light must be white and both lights must be visible at 1 mile.

34.2 If a vessel operating as a ferry below Tower Bridge cannot, by reason of its construction, exhibit the lights required by byelaw 34.1, then it may exhibit instead a blue light not less than 2 metres nor more than 3 metres vertically above the white light required by Rule 23(a)(i) of the International Collision Regulations, and a second blue light not less than 2 metres nor more than 3 metres vertically above the white light required by Rule 23(a)(iv) of those Regulations; and the blue lights must be of the same construction as the white lights required by those Regulations and must be visible at 1 mile.

35. BARGES

35.1 A barge underway by night (unless being pushed ahead) must exhibit a white all-round light visible at 1 mile:

Provided that:

- a) if more than one barge is being towed, a light of that description must be exhibited only on the stern of that barge which projects furthest astern in the tow, or, if two or more barges project equally far astern in the tow, on the stern of that one of those barges which is on the port side of the tow; and
- b) if a barge is being moved by another vessel secured alongside, the light must be exhibited on that side of the barge which is away from the other vessel.

35.2 When one or more barges is or are being pushed ahead by night (whether or not the barges and the pushing vessel are rigidly connected in a composite unit):

- a) the barge (or, if more than one, the barge in front) must, instead of the lights prescribed by Rule 24(f)(i) of the International Collision Regulations, exhibit a masthead light forward at a height above the hull of not less than 1 metre; and
- b) the pushing vessel must, instead of the lights prescribed by Rule 24(c) of the International Collision Regulations, exhibit:
 - i) a masthead light abaft and higher than that exhibited in accordance with sub-paragraph a) above;
 - ii) sidelights; and
 - iii) a sternlight.

36. BRIDGES – SIGNALS IN ARCHES OR SPANS

36.1 When the arch or span of a bridge is closed to navigation, the person in control of the bridge must display at or as close to the centre as practicable of that arch or span, or in a position agreed with the harbourmaster:

- a) by day, three red discs 0.6 metres in diameter at the points of an equilateral triangle with the apex downwards and the base horizontal; and
- b) by night, three red lights in similar positions to the discs displayed by day.

36.2 When the headroom of an arch or span of a bridge is reduced from its usual limits but that arch or span is not closed to navigation, the person in control of the bridge must suspend from the centre of that arch or span by day a bundle of straw large enough to be conspicuous and by night a white light.

~~*Note: The lights and shapes rules in byelaw 29 are inconsistent with the provisions of the International Collision Regulations but apply as special rules by virtue of rule 1(b) as applied by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulation 1996.*~~

PART 6
SOUND SIGNALS

37. OBLIGATION OF THE MASTER

It is the duty of the master of a vessel to comply with the requirements of this Part of these byelaws unless otherwise stated..

38. USE OF SOUND SIGNALS

A person must not sound the whistle of a vessel except as required or permitted by these byelaws or by Part D of the International Collision Regulations as modified by byelaw 39.

39. MODIFICATIONS OF THE INTERNATIONAL COLLISION REGULATIONS

Notwithstanding Part D of the International Collision Regulations:

- a) Rules 33 to 37 do not apply to a barge;
- b) Rule 35(b) applies to a power-driven vessel dropping up or down the river with her anchor on the ground as it applies to a power-driven vessel underway but stopped and making no way through the water; and
- c) Rule 35(h) does not apply to a berthed vessel nor to any vessel above Cherry Garden Pier.

40. ADDITIONS TO THE INTERNATIONAL COLLISION REGULATIONS

The sound signals required or permitted by byelaws 41 to 43 are additional to any sound signals required or permitted by the International Collision Regulations as modified by byelaw 39.

41. WARNING SIGNAL IN CLEAR VISIBILITY

A power-driven vessel which is underway (whether by day or night) but is not under command must indicate this to an approaching vessel by sounding one prolonged blast followed by two short blasts.

42. VESSELS TURNING ABOUT

A power-driven vessel intending to turn about in a fairway must sound four, rapid short blasts and after a short interval must, if turning to starboard, sound one further short blast or, if turning to port, sound two further short blasts. During the turn the signal must be repeated from time to time to warn any approaching vessel.

43. VESSELS ENTERING THE FAIRWAY

A power-driven vessel about to enter a fairway from a creek, dock, basin, lock, wharf, jetty, tier or anchorage must sound one prolonged blast.

Note: The sound signals in byelaw 39 are inconsistent with the provisions of the International Collision Regulations but apply as special rules by virtue of rule 1(b) as applied by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulation 1996.

PART 7

RICHMOND LOCK

44. OBLIGATION OF VESSEL MASTERS

44.1 The master of a vessel using the facilities at Richmond Lock must:

- a) ensure that the vessel is made secure to rings or bollards in Richmond Lock immediately after the vessel has entered; and
- b) obey the directions of the lock foreman or the harbourmaster in relation to the vessel.

44.2 The master of a vessel under sail must not cause or permit the vessel to enter Richmond Lock unless the sail has been lowered and the lock foreman has given permission to enter and must keep the sail lowered while the vessel is in the Lock.

45. GENERAL PROHIBITIONS

A person must not:

- a) interfere with any gear or sluice at Richmond Lock without the permission of the lock foreman;
- b) fish in Richmond Lock or in its approaches between the two outer lay-by piles above and below the Lock;
- c) use or attempt to use the footbridge at Richmond Lock unless it is open for passage;
- d) loiter on the footbridge so as to obstruct the passage of others;
- e) solicit alms or gratuities or engage in any trade or business whilst on the footbridge; or
- f) drop, place, dump or otherwise deposit any litter, garbage or other waste or allow dog fouling on the footbridge, into the Lock or anywhere within the Lock precinct.

PART 8

MISCELLANEOUS

46. MACHINERY NOISE

A person must not use or knowingly cause or permit to be used any propulsion machinery or any other machinery onboard a vessel or carried onboard from time to time unless that machinery is fitted with a silencer, expansion chamber or other contrivance suitable and sufficient for reducing so far as may be reasonable the noise caused by the escape of exhaust gases from any internal combustion engine associated with the machinery, provided that the engine may be fitted with a device for cutting out the silencer expansion chamber or other contrivance, so long as the device is used only to enable the engine to be started and for no other purpose.

47. DAMAGE TO VESSELS OR PROPERTY

A person must not without reasonable excuse:

- a) set a vessel adrift or interfere with her moorings or fastening; or
- b) move any notice, notice-board, work or thing set up by the PLA or at their request, or with their consent upon the Thames or its banks.

48. PROTECTION OF THE FORESHORE

48.1 A person must not rake, dig or excavate the bed or foreshore of the Thames without the prior permission of the PLA, given in writing and other than in accordance with such conditions as the PLA may attach to any such permission.

48.2 Except in an emergency, a person must not without lawful excuse, move a vessel, vehicle, equipment or other object across the bed or foreshore of the Thames in such a way that the bed or foreshore is damaged.

48.3 A person must not carry out vessel maintenance or any commercial activity onboard a vessel or on or adjacent to the bed or foreshore of the Thames, where that work or activity involves either:

- a) jet washing, cleaning, grit blasting, scraping, chipping, scouring or painting or other such activity; or
- b) engine and machinery replacement, repair or maintenance or similar activity;

~~and~~ where any spillages, residues or product of that work ~~may~~^{will} pollute the Thames, its bed or foreshore without the prior permission of the PLA, given in writing, and in accordance with such conditions as the PLA may attach to any such permission.

48.4 This byelaw does not prevent work being undertaken on a vessel on the foreshore, provided that appropriate pollution prevention measures are taken.

Note: The PLA publishes guidance on working on vessels on the foreshore, which is available in hard copy or on the PLA website: www.pla.co.uk

49. DISCHARGE OF SEWAGE INTO THE THAMES

49.1 The owner of:

- a) a vessel licensed under section 124 of the Act or
- b) a houseboat

must, from 1 January 2015, ensure that no sewage is discharged into the Thames.

49.2 In this byelaw “houseboat” means any vessel (other than a ship registered under the Merchant Shipping Act 1995 or any vessel usually used for navigation) which is used primarily as a place of habitation, or as a place for accommodating or receiving persons for the purposes of shelter, recreation, entertainment or refreshment, or as club premises or offices, while it is moored.

50. DANGERS AND OBSTRUCTIONS TO NAVIGATION

A person must not place or leave unsecured on the shore anything that is likely to become a danger or obstruction to navigation.

51. REQUIREMENT TO MAINTAIN AND SURVEY AND INSPECT OPERATIONAL BERTHS

51.1 The operator of an operational berth must take such measures as may be necessary in order to maintain the berth in a safe condition in all respects, so as not to cause damage to a vessel moored alongside or to prevent a vessel mooring safely or securely alongside.

51.2 The operator of an operational berth, for the purpose of ensuring that the berth is safe for use, must:

- a) prepare a regular programme of hydrographic surveys and inspections of the river bed at and alongside the operational berth, and
- b) carry out the programmed surveys and inspections and undertake such further surveys and inspections and such further actions as may be required for that purpose.

Note: The PLA will provide the operator with guidance on the scope and technical standards of the required hydrographic survey and inspection.

51.3 The operator of an operational berth must provide to the PLA, in a form prescribed by it, a report detailing the results of each hydrographic survey and inspection carried out under the provisions of byelaw 51.2.

51.4 Without prejudice to byelaws 51.2 and 51.3 the operator of an operational berth where vessels can reasonably be expected to ground whilst berthed, must have in place and operate such programme of inspections of the river bed at the operational berth as is required in order to ensure that the river water does not hide any danger, obstruction or changes to the river bed level at and alongside the operational berth capable of damaging a vessel using the operational berth.

51.5 Nothing in this byelaw is to be taken as imposing an obligation on the PLA to ensure that operational berths are safe and free from hazard.

Note: The PLA has published guidance to operators in respect of the scope and technical standards of the berth inspections required in byelaw 51.4.

52. MARKING OF VESSELS OPERATING AS FERRIES

The operator of a power-driven vessel operating as a ferry must exhibit the word "FERRY", painted in letters of a size appropriate to the size of vessel and area of operation, on each side of and in a colour contrasting with the colour of the hull or superstructure, so as to clearly identify the vessel as a ferry.

53. VESSEL IDENTIFICATION AND MARKING

53.1 This byelaw applies to every vessel, unless:

- a) it is registered or deemed to have been registered under the Merchant Shipping Act 1995;
- b) it is a fishing boat entered in the fishing boat part of the Register of British Ships and lettered and numbered in pursuance of the Part V of the Merchant Shipping Act 1995;
- c) it is an air-cushion vessel registered in the United Kingdom in accordance with Part 1 of the Hovercraft (General) Order 1972 or marked in a manner approved by the Secretary of State; or
- d) it is licensed under section 124 of the Port of London Act 1968.

53.2 A vessel to which this byelaw applies must exhibit its name (or, if an air-cushion vessel, its number) painted in letters (or numbers) of a length not less than 0.1 metres and of proportionate breadth one each side of and in a colour contrasting with that of the hull or superstructure, provided that, if the vessel is of less than 20 metres in length and compliance with the foregoing requirements is impracticable, the name or number must be otherwise exhibited in one or more positions as prominently and clearly as practicable.

53.3 It is the duty of the owner of the vessel to comply with the requirements of this byelaw.

54. DISORDERLY BEHAVIOUR

A person must not on the Thames or while using the Thames or Richmond Lock behave in a riotous or disorderly manner.

55. ADVERTISEMENTS

55.1 A person must not, without the written consent of the PLA, exhibit an advertisement on or over the Thames provided that this byelaw must not prevent:

- a) the exhibition on board a vessel of advertisements connected with the business of the owner of the vessel;
- b) the exhibition on the Thames of an advertisement which is not visible from the banks of the Thames;

- c) the exhibition of advertisements by or authorised by any body on any land, bridge, or landing place vested in that body by virtue of any provision made by or under the Local Government Act 1985 (being land, a bridge or a landing place which immediately before 1st April 1986 belonged to the Greater London Council) and used by that body under any enactment; or
- d) the exhibition of advertisements by the Southend-on-Sea Borough Council on land belonging to them and used by them under any enactment or on Southend Pier.

55.2 Any advertisement, whether or not it requires the consent of the PLA under byelaw 55.1 above, exhibited on or over the Thames, must not, by virtue of its size, construction, lighting, colour, movement or location, adversely affect safety of navigation on the Thames.

56. SEAPLANES AND FLYING BOATS

56.1 A person must not land on or take off from the Thames in a seaplane or flying boat above Tilburyness.

56.2 A person must not land on or take off from the Thames in a seaplane or flying boat at or below Tilburyness without first obtaining the permission of the harbourmaster.

57. WASH AND DRAW-OFF

Except in an emergency, the master of a power-driven vessel must, at all times when underway on the Thames, ensure that the vessel is navigated at a speed and in a manner such that any wash or draw-off created by the vessel must not compromise:

- a) the safety of others using the Thames, the foreshore, adjacent piers, moorings, berths, jetties or other facilities; or
- b) the integrity of the foreshore.

~~Note: In determining a safe speed in respect of wash or draw-off, the master should take a number of factors into account, including but not limited to:~~

- ~~a) the speed of the vessel through the water;~~
- ~~b) whether the vessel is accelerating or decelerating;~~
- ~~c) the hull form and wash and/or draw-off characteristics of the vessel;~~
- ~~d) the manoeuvring characteristics of the vessel;~~
- ~~e) the charted depth and height of tide;~~
- ~~f) the strength and direction of the wind;~~
- ~~g) other marine related activities underway on the Thames, the foreshore and/or adjacent berths, moorings and facilities where the safety of persons may be compromised by unacceptable wash or draw-off;~~
- ~~h) the content of current navigational information broadcasts made by London VTS in respect of locations and activities where a reduction in speed has been requested; and~~
- ~~i) the density and type of vessel traffic in the area and the potential for the build-up of a cumulative wash and/or draw-off effect.~~

Note: The PLA publication Guidance on Wash and Draw-off is published on the PLA website

THE COMMON SEAL
of the Port of London Authority
was affixed in my presence on
14th day of July 2011



R D CRIGHTON
Secretary

The Secretary of State for Transport hereby confirms the foregoing byelaws.

SIGNED by authority of the Secretary of State for Transport



Richard Bennett
Head of Maritime Commerce and Infrastructure
Department for Transport

Date: 29 May 2012