

PORT OF LONDON

THAMES BYELAWS

2008

The Port of London Authority in exercise of its powers under section 162 of the Port of London Act 1968 and of all other powers so enabling it, hereby makes the following Byelaws:

PART 1

GENERAL

1. CITATION AND COMMENCEMENT

These Byelaws may be cited as the Port of London Thames Byelaws 2008 and shall come into force on 1 December 2008.

2. APPLICATION OF THE BYELAWS AND THE INTERNATIONAL COLLISION REGULATIONS

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

2.2 The International Collision Regulations, as modified by these Byelaws, shall apply as if they were part of these Byelaws, and:

- a) Rules 2 and 3 of the International Collision Regulations shall apply as if each reference to “these Rules” included a reference to these Byelaws; and
- b) Part C (Lights and Shapes) of the International Collision Regulations shall apply as if the expressions “Rules in this Part” or “Rules”, wherever used in that Part, included the Byelaws in Part 5 (Lights and Shapes) of these Byelaws.

- 2.3 The International Collision Regulations, as applied by Byelaw 2.2, shall apply to all vessels as defined in the Act and it shall be the duty of the master of such a vessel to comply with the requirements of those Regulations.

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 Alfa 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) “Class” means a reference to that class within the classification specified in column 2 of Part 1 of Schedule 1 to the Dangerous Substances in Harbour Areas Regulations 1987;
- g) “Dangerous Substance” shall have 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) “Director” means, in relation to any body corporate whose affairs are managed by its members, any member of the body;
- j) “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;
- k) “Dredge” means to cleanse, scour, cut, deepen, widen or take up or remove material from the bed or banks of the Thames;

CONSULTATION DRAFT

- l) “Fairway” means a regular course or track of shipping, comprising all marked and/or charted navigable channels within the Thames and includes:
 - i) The Fisherman’s Gat;
 - ii) The Princes Channel from the Princes Approach Buoy 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;
- m) “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;
- n) “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, as amended, and where in accordance with those regulations alternative tonnages are assigned to a vessel, the Gross Tonnage of the vessel shall, for the purposes of these Byelaws, be taken to be the larger of those tonnages;
- o) “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;
- p) “Houseboat” means any vessel or structure moored on the Thames, which is used as a primary residence whether or not that vessel or structure shall be floating at any state of the tide;
- q) “IALA” means International Association of Marine Aids to Navigation and Lighthouse Authorities;
- r) “IMO” means International Maritime Organisation;
- s) “International Collision Regulations” means the International Regulations for Preventing Collisions at Sea 1972 (as amended), as now given effect by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (as amended);
- t) “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;
- u) “LNG” means liquefied natural gas;
- v) “LPG” means liquefied petroleum gas;
- w) “Lockmaster” means a Person appointed by the PLA to be in charge of the operation of Richmond Lock;

CONSULTATION DRAFT

- x) “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);
- y) “Margarettness Limit” means a line drawn across the River from the Margarettness Light in a direction 334° (T);
- z) “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 thereto, 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;
- 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), thence on a bearing 166° (T) to the level of mean high water springs on the Kent bank of the Thames, thence in a north-westerly direction along the level of mean high water springs to Garrison Point, thence straight across the river Medway on a bearing 305° (T) to Dolly Bank and thence 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; or
 - ii) made fast both ahead and astern by anchors; or
 - iii) secured alongside another vessel so made fast;
- cc) “Navigation” means the movement on or in the water for whatever purpose of any vessel, whether travelling between two locations or not, but shall not include any vessel under tow;
- dd) “Notices to Mariners” means notices published by the Harbourmaster providing information and advice to mariners and river users;
- ee) “Not Under Command” shall have the same meaning as in the International Collision Regulations;
- 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;
- gg) “Operational Berth” means any location in the Thames where the owner routinely moors vessels or in the future, intends to moor vessels;
- hh) “Permit to Dive” means written permission from the Harbourmaster, allowing a Person or Persons to undertake Diving Activity in the Thames;
- ii) “Person” includes a body corporate;

CONSULTATION DRAFT

jj) “Personal Water Craft” means a small recreational 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); or
- 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.

kk) “PLA” means Port of London Authority;

ll) “Pleasure Vessel” means:

- i) any vessel which at the time it is being used is:
 - a) i) in the case of a vessel wholly owned by an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or
 - ii) in the case of a vessel owned by a body corporate, one on which the Persons are employees or officers of the body corporate, or their immediate family or friends; and
- b) on a voyage or excursion, which is one for which the owner 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; or
- ii) any vessel wholly owned 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 are paid into club funds and applied for the general use of the club; and
- iii) 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;

and in this definition "immediate family" means, in relation to an individual, the husband or wife 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 is the same as used in the Merchant Shipping (Survey and Certification) Regulations 1995.*

mm) “Prolonged Blast” shall have the same meaning as in the International Collision Regulations;

nn) “POB” means Persons on board;

oo) “Ramsar Site” means an area designated under the Ramsar Convention on Wetlands or any subsequent legislation;

CONSULTATION DRAFT

- pp) “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) “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) “Short Blast” shall have the same meaning as in the International Collision Regulations;
- ss) “Site of Special Scientific Interest” means an area that has been notified as being of special interest under the Wildlife and Countryside Act 1981;
- tt) “Special Area of Conservation” means an area designated under the Conservation (Natural Habitats &c.) Regulations 1994, which implements the EC Habitats Directive;
- uu) “Special Protection Area” means an area meeting the terms of the European Community Directive 79/409/EEC, on the Conservation of Wild Birds;
- vv) “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);
 - iv) Toxic and corrosive substances in bulk or being non-gas free following discharge of these cargoes (Classes 6.1 and 8.0);
- ww) “Tank Barge” means any barge designed and used for the transportation of vegetable, animal or mineral oils in bulk;
- xx) “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;
- yy) “Thames AIS” means an AIS Class Alfa 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;
- zz) “VTS Centre” means the Vessel Traffic Service Centres at Gravesend (Port

CONSULTATION DRAFT

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 shall be construed as importing the plural and vice versa.
- 3.3 Reference in these Byelaws to an enactment (including an enactment contained in subordinate legislation whenever made) is, unless the contrary intention appears, a reference thereto as amended, and includes a reference thereto as extended or applied by or under any other enactment, including any other provision of these Byelaws.
- 3.4 For the purposes of these Byelaws, the person in charge and having control of a Personal Water Craft shall be the master, and the use and operation of the Personal Water Craft shall be deemed to be navigation, except for the purposes of Byelaw 10.

4. REVOCATION OF BYELAWS

Port of London River Byelaws 1978 (as amended) are hereby revoked.

Previously Byelaw 5

5. OFFENCES

A Person who offends against these Byelaws shall be guilty of an offence and be liable, on conviction before a court of summary jurisdiction, to a fine not exceeding level 5 on the standard scale.

Previously Byelaw 5

6. DEFENCES TO PROCEEDINGS

- 6.1 In any proceedings for an offence under these Byelaws it shall be a defence for the Person charged to prove:
- a) that he took all reasonable precautions and exercised all due diligence to avoid the commission of such an offence; or
 - b) that he had a reasonable excuse for his act or failure to act.
- 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 shall not, without leave of the court, be entitled to rely on that defence unless, within a period ending seven clear days before the hearing, he has served on the prosecutor a notice in writing giving such information identifying or assisting in the identification of that Person as was then in his possession.

Previously Byelaw 5

7. APPLICATION OF BYELAWS IN CERTAIN CIRCUMSTANCES

- 7.1 Where the commission by any Person of an offence under these Byelaws is due to the act or default of some other Person, that other Person shall be 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 an offence under 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, he, as well as the body corporate, shall be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

Previously Byelaw 58

8. EXEMPTIONS

Nothing in these Byelaws shall be taken to require compliance by any vessel or class of vessels which by virtue of Rule 38 of the International Collision Regulations may be exempted from compliance therewith with any of the provisions of the said Regulations specified in paragraphs (a) to (h) inclusive of that Rule at any time when, by virtue of that Rule, that vessel may be exempted from that provision; and for this purpose references in that Rule to “the date of entry into force of these Regulations” shall be taken to be the 15 July 1977.

Note: *Byelaw 8 is a technical provision. It gives effect in the Thames to the exemptions provided for in Rule 38 of the International Collision Regulations.*

PART 2

GENERAL DUTIES OF MASTERS OF VESSELS

Previously Byelaw 7 (with amendments)

9. REPORTING ACCIDENTS AND INCIDENTS

9.1 Where a 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) lost mechanical propulsion, steering or power or experienced any other serious mechanical defect whilst underway;
- i) lost deck cargo over the side or had cargo shift so as to endanger the vessel or affect its navigation;
- j) been or is carrying a Dangerous Substance, and any spillage or loss of containment has occurred,
- k) lost, slipped or parted from an anchor, or where the anchor of the vessel has fouled another anchor or cable or other obstruction;
- l) lost or parted one or more mooring lines whilst Berthed or Moored;
- m) run into, fouled or damaged any light, buoy, beacon or other aid to navigation;
- n) suffered any Person falling overboard whether or not into the Thames; or
- o) any other accident normally required to be reported to the Marine Accident Investigation Branch or the Maritime & Coastguard Agency, or both.

a verbal report shall immediately be made by the vessel master, either directly or through the appropriate VTS Centre, to the Harbourmaster regarding the occurrence. The report shall 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.

9.2 A written report shall be submitted by the vessel master to the Harbourmaster, as soon as practicable after the submission of the verbal report, required by Byelaw 9.1 above. The written report shall give the full details of the occurrence, in a form prescribed by the Harbourmaster.

Previously Byelaw 9 (amended)

10. DRINK OR DRUGS

10.1 This byelaw applies to any person who is:

- a) on board or in close proximity to a vessel which is not a vessel used in navigation; and
- b) exercising, or purporting or attempting to exercise, a function in connection with the propulsion, movement, operation or control of that vessel.

10.2 A person subject to this byelaw shall commit an offence if he exercises or attempts to exercise a function described in byelaw 10.1(b) when his ability to exercise that function is impaired because of drink or drugs.

10.3 The ability of a person subject to this byelaw to exercise or attempt to exercise a function described in byelaw 10.1(b) shall be deemed to be impaired:

- a) if the proportion of alcohol in his breath when tested in accordance with Byelaw 10.6 below records a reading of 35 microgrammes of alcohol or more in 100 millilitres of breath; or
- b) if a specimen of his sweat or saliva when tested in accordance with Byelaw 10.6 below indicates the presence of a drug in his body.

10.4 If the Harbourmaster has reasonable cause to suspect that a person subject to this byelaw has drugs or alcohol in his body which may impair his ability to exercise a function described in byelaw 10.1(b), he may direct that person to proceed with the vessel to a designated berth or mooring or, if already on a berth or mooring, to remain in that position until such time as the terms of either byelaw 10.6(a) or (b) have been complied with, and that person shall comply with the direction of the Harbourmaster.

10.5 The Harbourmaster may permit a vessel to proceed notwithstanding that a person is suspected of being impaired through drink or drugs to exercise or attempt to exercise a function described in byelaw 10.1(b), if the Harbourmaster considers that satisfactory arrangements have been made replacing that person and ensuring safe movement of that vessel.

10.6 A person directed under byelaw 10.4 shall remain with the vessel in the position designated until such time as either:

- a) a substitute person is on board or brought on board and replaces that person; or
- b) the person suspected of having alcohol or drugs in his body submits to a test on equipment provided by the Harbourmaster or the Police and approved by the Secretary of State for the purpose of the Road Traffic Act 1988 and in the case of alcohol the said breath test indicates a reading of less than 35 microgrammes of alcohol in 100 millilitres of breath, or in the case of a drug a test of that person's sweat or saliva does not indicate the presence of a drug in the body.

- 10.7 Where a person is charged with an offence under this byelaw in respect of being impaired through drugs to exercise or attempt to exercise a function described in byelaw 10.1(b) it shall be a defence for that person to show that:
- a) he took the drug for a medicinal purpose on, and in accordance with, medical advice, or
 - b) he took the drug for a medicinal purpose and had no reason to believe that it would impair his ability to exercise or attempt to exercise a function described in byelaw 10.1(b).

Previously Byelaw 10

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

- 11.1 Any Person who organises or promotes a boat race, regatta, procession, firework display or other river event on the Thames shall consult with the Harbourmaster on the navigational and safety issues arising from the proposed event and, where practicable, give the Harbourmaster at least four weeks notice of the event. Every Person navigating a vessel in or in connection with such an event shall comply with the instructions of a Harbourmaster relating thereto.
- 11.2 Any Person who organises or promotes a boat race, regatta, procession, firework display or other river event, shall provide the Harbourmaster with the findings of any comprehensive risk assessment requested as a result of the consultation under byelaw 11.1 in respect of the event in question. The risk assessment shall 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.

PART 3

GENERAL NAVIGATION AND SAFETY

Previously Byelaw 50 (with amendments)

12. SMALL, FAST VESSELS

- 12.1 The master of a vessel underway, which is less than 14 metres in Length Overall and capable of exceeding a speed of 12 knots through, on or over the water shall:
- a) be in a position where he can exercise proper control of the vessel; and
 - b) ensure that every Person in any part of the vessel which is not permanently covered is safely seated.
- 12.2 The master of a fully open-topped vessel, underway, and capable of exceeding a speed of 15 knots through, on or over the water shall, in addition to the requirements of Byelaw 12.1:
- a) ensure that an appropriate system is fitted and working correctly, such that all power to the engine(s) is cut immediately should the person controlling the vessel fall or be thrown from the driving position; and
 - b) ensure that all Persons on board the vessel wear a life-jacket or buoyancy aid within the definitions in Regulation 2(2) of the Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI (A)) Regulations 1999
- 12.3 The requirements of Byelaws 12.1 and 12.2 shall 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 paragraph b) above is commonly known as a 'kill cord' system.*

Previously Byelaw 49

13. NAVIGATION BY PERSONS UNDER THE AGE OF 16

Except for the purposes of an organised event subject to the requirements of Byelaw 11 and as agreed specifically by the Harbourmaster, a Person under the age of 16 years shall 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.

Previously Byelaw 57A

14 THAMES AIS CARRIAGE REQUIREMENTS

- 14.1 It shall be the duty of a master to comply with the requirements of this Byelaw.
- 14.2 Except for Tugs falling within the provisions of Byelaw 14.6 below, the following power-driven vessels, when navigating or working in the Thames between Richmond Lock and the Margaretness Limit, shall 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 about to tow one or more vessels;
 - d) Class IV, V and Class VI Passenger Vessels; and
 - e) Specified Vessels or vessels carrying Marine Pollutants in Bulk.
- 14.3 Class IV, V and Class VI Passenger Vessels when navigating or working above the Margaretness Limit, shall, in addition:
- a) carry an electronic POB reporting system which meets the minimum standards for Thames AIS, specified by the PLA in Appendix 1; and
 - b) 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 03.05.06 set out in Appendix II.
- 14.4 Except for Tugs described in Byelaw 14.5 below all vessels, which fall within Byelaw 14.2 above, shall carry and operate a Geographic Display Unit when navigating or working above London Bridge.
- 14.5 Tugs which fall within Byelaw 14.2 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.
- 14.6 Tugs which fall within Byelaw 14.2 c) above are exempt from complying with the requirements of Byelaw 14.2 above if they are undertaking towage within a radius of 0.5 nautical miles of their permanent place of business.

Previously Byelaw 51 (with amendments)

15. WATER-SKIING AND OTHER SIMILAR ACTIVITIES

- 15.1 No Person shall engage or take part in water-skiing, aqua-planing, kite-surfing, wake-boarding, parakiting, or any similar activity within:
- a) a Fairway or Designated 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.

CONSULTATION DRAFT

- 15.2 The master of a vessel towing a Person or Persons water-skiing, parakiting or similar towed activity, shall 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.
- 15.3 All Persons engaged in an activity referred to in this Byelaw, whether on board the vessel or being towed, shall wear a life-jacket or buoyancy aid within the definitions in Regulation 2(2) of the Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI (A)) Regulations 1999.

Previously Byelaw 51 (with amendments)

16. USE OF PERSONAL WATER CRAFT

- 16.1 For the purpose of these Byelaws, the use and operation 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 shall not apply.
- 16.2 No Person using a Personal Water Craft shall enter a Fairway except where crossing in accordance with Rule 9 of the International Collision Regulations.
- 16.3 A Personal Water Craft shall not be operated 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.
- 16.4 No Person shall operate a Personal Water Craft on the Thames upstream of the Margaretness Limit.
- 16.5 Any person using or operating a Personal Water Craft on the Thames between the Lower Hope Point Limit and the Margaretness Limit shall register the vessel with the Harbourmaster before first using the vessel on this part of the Thames.
- 16.6 For the purpose of these Byelaws, a Personal Water Craft shall be deemed to be operating when it is planing or proceeding at a speed of more than eight knots or both.
- 16.7 This Byelaw shall not apply where a Personal Water Craft is being used or operated for search and rescue, fire brigade, ambulance, law enforcement, public safety, security or police purposes or for training for such purposes or for the purposes of the Harbourmaster.

Note: *The PLA publishes a Code of Practice for users of Personal Water Craft and also identifies specific areas of the port where the use of Personal Water Craft is permitted. The Harbourmaster will provide details of the requirements for the registration of Personal Water Craft.*

Previously Byelaw 11

17. RESTRICTIONS ON MOORING

The master of a vessel shall 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.

Previously Byelaw 48 (with new Byelaws 18.3 and 18.4)

18. SPEED LIMITS

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

- a) where the vessel is being used for search and rescue, fire brigade, ambulance, law enforcement, public 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:
 - i) escorting a rowing boat in training; or
 - ii) escorting a boat race or regatta; or
- 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 11, and if it does so in accordance with such approval.

18.2 The parts of the Thames to which Byelaw 18.1 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, that is to say:
 - 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.

18.3 The master of a power-driven vessel navigating between Wandsworth Bridge and

CONSULTATION DRAFT

Cherry Garden Pier shall ensure that it does not exceed a speed of 12 knots through, on or over the water, provided that this Byelaw shall not apply–

- a) if the vessel falls within the exceptions described in Byelaw 18.1 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; or
 - 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 11, and if it does so in accordance with such approval.

18.4 The master of a power-driven vessel navigating between Cherry Garden Pier and the Margarettness Limit shall ensure that it does not exceed a speed of 12 knots through, on or over the water, provided that this Byelaw shall not apply:

- a) if the vessel falls within the exceptions described in Byelaw 18.1 a); or
- b) if the vessel falls within the exceptions described in Byelaw 18.3 (b); or
- c) where the vessel is a Class V Passenger Vessel engaged on scheduled services between passenger piers and has for the purpose of this Byelaw, been approved by the Harbourmaster as one, which may exceed a speed of 12 knots through, on or over the water in this area of the Thames.

18.5 The master of a power-driven vessel for which approval to exceed a speed of 12 knots has been given by the Harbourmaster under Byelaw 18.4(b) and (c), shall 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 area between Barrier Point Pier and the eastern end of Barrier Gardens Pier.

***Note:** Approval to exceed the speed limit in particular circumstances will normally, only be granted to passenger vessels, which have undertaken a dedicated risk assessment. The risk assessment will consider a number of issues, including: vessel design, equipment, licensing, passage planing, Domestic Safety Management Code requirements, manning and training criteria, and identify the maximum permissible speed.*

Previously Byelaw 12 [with amendment to (19.1 c)]

19. VESSELS BERTHED OR MOORED

19.1 The master of a vessel shall 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*

CONSULTATION DRAFT

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.

19.2 The master of a vessel shall 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.

19.3 The master of a vessel shall 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 19.3 is to prevent a vessel which uses an anchor for manoeuvring from being fouled by the anchor of a vessel at a tier.*

Previously Byelaw 13

20. ANCHORS

The master of a vessel shall ensure that the vessel is equipped with one or more suitable anchors and that these are at all times available for immediate use, provided that this Byelaw shall not apply where the vessel is a Barge or a vessel under oars.

Previously Byelaw 42

21. FREEBOARD ON BARGES

21.1 This Byelaw shall not apply to a Barge while being loaded or discharged or to a self-propelled Tank Barge at any time.

21.2 No Person shall 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; or
- 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; or
- 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.
- d) a Barge to be loaded so that the vessel's assigned freeboard mark is submerged.

New Byelaw

22. PERMISSION TO DIVE

- 22.1 No Person shall undertake any Diving Activity in the Thames, without first obtaining the permission of the Harbourmaster.
- 22.2 Any Person intending to undertake any Diving Activity in the Thames shall 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.*

Previously Byelaw 52 (with amendments)

23. BATHING AND SWIMMING

- 23.1 No Person shall:
- a) swim in the Thames anywhere between 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.
- 23.2 This Byelaw shall not apply to Persons undertaking Diving Activity or to Persons engaged in the emergency repair or inspection of vessels or structures.

New Byelaw

24. LOCAL KNOWLEDGE REQUIREMENTS

- 24.1 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
- shall, if navigating and/or working his vessel in the Thames between Putney Bridge and the Margaretness Limit, be required to demonstrate his marine local knowledge by holding a valid Maritime and Coastguard Agency, Thames Local Knowledge Endorsement; or alternatively, to demonstrate such knowledge to an equivalent standard, through assessment by the PLA.
- 24.2 This Byelaw shall not apply in emergency situations.

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

PART 4

STEERING AND SAILING BYELAWS

Previously Byelaw 14

25. OBLIGATION OF THE MASTER

It shall be the duty of the master of a vessel to comply with the requirements of:

- a) this Part of these Byelaws;
- b) Part B of the International Collision Regulations as modified by Byelaw 26 of these Byelaws.

Previously Byelaw 15

26. MODIFICATIONS TO THE INTERNATIONAL COLLISION REGULATIONS

Notwithstanding Part B of the International Collision Regulations:

- a) a vessel shall 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 shall keep out of the way of a vessel proceeding along the Fairway;
- c) a power-driven vessel shall not proceed abreast of another power-driven vessel except for the purposes of overtaking that other vessel;
- d) a vessel in a Fairway above Tilburyness shall not overtake a vessel which is itself overtaking another vessel.

Previously Byelaw 16

27. ADDITIONS TO THE INTERNATIONAL COLLISION REGULATIONS

The steering and sailing rules in the following Byelaws 28 to 30 shall be additional to and shall not derogate from the International Collision Regulations as modified by these Byelaws.

Previously Byelaw 17

28. VESSELS NAVIGATING AGAINST THE TIDE AND TURNING ABOUT

- 28.1 A power-driven vessel or a vessel under oars navigating against the tide shall, when approaching or passing under a bridge, or when approaching or rounding a bend in a river, ease her speed and prepare to stop to avoid risk of collision with another vessel that is navigating with the tide.
- 28.2 A power-driven vessel or a vessel under oars intending to turn about shall, 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.

Previously Byelaw 18

29. 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 shall proceed slowly and with caution.

Previously Byelaw 19

30. VESSELS NAVIGATING ABOVE CHERRY GARDEN PIER AND WESTMINSTER BRIDGE

30.1 A vessel of less than 40 metres in length navigating above Cherry Garden Pier, and a sailing vessel navigating above Cherry Garden Pier shall not impede the passage of:

- a) a vessel of 40 metres or more in length; or
- b) a vessel engaged in towing.

30.2 In addition to their obligations under Byelaw 30.1 above, a vessel of less than 20 metres in length navigating above Westminster Bridge and a sailing vessel navigating above Westminster Bridge shall not impede the passage of a vessel of 20 metres or more in length.

30.3 Notwithstanding that a vessel has priority under Byelaw 30.1 or 30.2 above, it shall, when navigating against the tide, comply with Byelaw 28.1 above.

CONSULTATION DRAFT

PART 5

LIGHTS AND SHAPES

Previously Byelaw 20

31. OBLIGATIONS OF THE MASTER

It shall be the duty of the master of a vessel to comply with the requirements of:

- a) this Part of these Byelaws unless otherwise stated;
- b) Part C of the International Collision Regulations as relaxed and as modified by Byelaws 33 and 34 of these Byelaws.

Previously Byelaw 21

32. 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; and
- 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 shall not apply to a Barge.
- d) Rule 30(d) of the International Collision Regulations shall not apply to a Barge, to a Berthed vessel, or to any vessel above Cherry Garden Pier.

Previously Byelaw 23

34. ADDITIONS TO THE INTERNATIONAL COLLISION REGULATIONS

34.1 The lights and shapes required by the Byelaws 35 to 39 below shall be additional to the lights and shapes required by the International Collision Regulations as relaxed and modified by Byelaws 30 and 31 above.

34.2 The lights required by Byelaws 38 and 39 below shall 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.

Previously Byelaw 24

35. HYDROFOIL VESSELS, HOVERCRAFT AND VESSELS EXCEEDING A SPEED OF 12 KNOTS

35.1 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)), shall apply to a hydrofoil vessel underway and any vessel underway when exceeding a speed of 12 knots (as approved or excepted in accordance with Byelaw 18), as it applies to an air-cushion vessel operating in the non-displacement mode.

35.2 All vessels subject to the requirements of Byelaw 35.1 shall exhibit an all-round flashing yellow light not only by night (as required by Byelaw 35.1 and by Rule 23(b) of the International Collision Regulations) but also by day.

Previously Byelaw 25

36. VESSELS MOORED OR BERTHED

36.1 Subject to the following paragraph, a Moored vessel which is not:

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

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

36.2 A Moored vessel of less than 20 metres in length and a Berthed vessel, shall, if a Harbourmaster so directs, exhibit by night the lights required by Rule 30 of the International Collision Regulations to be exhibited by a vessel at anchor.

Previously Byelaw 26

37. 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 21 shall:

- 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.

Previously Byelaw 27

38. FERRIES

38.1 Subject to Byelaw 38.2, a power-driven vessel operating as a ferry below Tower Bridge shall 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 shall be blue and the lower light shall be white and both lights shall be visible at 1 mile.

- 38.2 If a vessel operating as a ferry below Tower Bridge cannot, by reason of its construction, exhibit the lights required by Byelaw 38.1, 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 Regulation; and the blue lights shall be of the same construction as the white lights required by those Regulations and shall be visible at 1 mile.

Previously Byelaw 28

39. BARGES

- 39.1 A Barge underway by night (unless being pushed ahead) shall 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 shall 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;
- b) if a Barge is being moved by another vessel secured alongside, the light shall be exhibited on that side of the Barge which is away from the other vessel.

- 39.2 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 forwardmost of the Barges being pushed ahead) shall, 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 shall, 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.

Previously Byelaw 29

40. BRIDGES – SIGNALS IN ARCHES OR SPANS

- 40.1 When the arch or span of a bridge is closed to navigation, the Person in control of the bridge shall suspend from the centre of that arch or span:

- 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;
- b) by night, three red lights in similar positions to the discs displayed by day.

- 40.2 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 shall 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.

CONSULTATION DRAFT

PART 6

SOUND SIGNALS

Previously Byelaw 30

41. OBLIGATION OF THE MASTER

It shall be the duty of the master of a vessel to comply with the requirements of-

- a) Byelaws 45 and 47 of this Part of these Byelaws; and
- b) Part D of the International Collision Regulations as modified by Byelaw 43.

Previously Byelaw 31

42. USE OF SOUND SIGNALS

No Person shall 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 43.

Previously Byelaw 32

43. MODIFICATIONS OF THE INTERNATIONAL COLLISION REGULATIONS

Notwithstanding Part D of the International Collision Regulations:

- a) Rules 33 to 37 shall not apply to a Barge;
- b) Rule 35(b) shall apply 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;
- c) Rule 35(h) shall not apply to a berthed vessel nor to any vessel above Cherry Garden Pier.

Previously Byelaw 33

44. ADDITIONS TO THE INTERNATIONAL COLLISION REGULATIONS

The sound signals required or permitted by Byelaws 45 to 47 shall be additional to any sound signals required or permitted by the International Collision Regulations as modified by Byelaw 43.

Previously Byelaw 34

45. WARNING SIGNAL IN CLEAR VISIBILITY

A power-driven vessel which is underway (whether by day or night) but is Not Under Command shall indicate this to an approaching vessel by sounding one Prolonged Blast followed by two Short Blasts.

Previously Byelaw 35

46. VESSELS TURNING ABOUT

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

Previously Byelaw 36

47. VESSELS ENTERING THE FAIRWAY

A power-driven vessel about to enter a Fairway from a creek, dock, basin, lock, wharf, jetty, tier or anchorage shall sound one Prolonged Blast.

PART 7

RICHMOND LOCK

Previously Byelaw 44

48. OBLIGATION OF VESSEL MASTERS

48.1 The master of a vessel using the facilities at Richmond Lock shall:

- a) ensure that the vessel is made fast fore and aft to rings, or bollards in Richmond Lock immediately after the vessel has entered;
- b) obey the directions of the Lockmaster or the Harbourmaster in relation to the vessel.

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

Previously Byelaw 45 (with amendments)

49. GENERAL PROHIBITIONS

No Person shall:

- a) interfere with any gear or sluice at Richmond Lock without the permission of the Lockmaster;
- 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 on the footbridge, into the Lock or anywhere within the Lock precinct.

.

CONSULTATION DRAFT

PART 8

MISCELLANEOUS

Previously Byelaw 47

50. NOISE AND SMOKE

- 50.1 No Person shall use or knowingly cause or permit to be used a vessel with an internal combustion engine unless the engine 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 the engine, 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.
- 50.2 No Person shall use or knowingly cause or permit to be used a vessel having an internal combustion engine unless the engine is so constructed as not to allow the emission of unreasonable smoke or visible vapour.

Previously Byelaw 54

51. DAMAGE TO VESSELS OR PROPERTY

No Person shall without lawful 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.

Previously Byelaw 57 (with new Byelaws 52.2 and 52.3)

52. PROTECTION OF THE FORESHORE

- 52.1 No Person shall 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.
- 52.2 No Person shall 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.
- 52.3 No Person shall 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 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.

New Byelaw

53. DISCHARGE OF SEWAGE INTO THE THAMES

The owner of a Houseboat shall, from 1 January 2015, ensure that all sewage is disposed of directly to shoreside facilities by discharge pipe, which is fit for this purpose, or retained on board and disposed of into a pump-out barge or to a designated pump-out facility, and not allow any offensive, injurious or solid matter to be discharged into the Thames.

Previously Byelaw 55

54. DANGERS AND OBSTRUCTIONS TO NAVIGATION

No Person shall place or leave unsecured on the shore anything that is likely to become a danger or obstruction to navigation.

New Byelaw

55. REQUIREMENT TO SURVEY AND INSPECT OPERATIONAL BERTHS

55.1 The operator of an Operational Berth, for the purpose of ensuring that the berth is safe for use, shall:

- 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.*

55.2 The operator of an Operational Berth shall provide to the PLA, and in a form prescribed by it, a report detailing the results of each hydrographic survey and inspection carried out under the provisions of Byelaw 55.1 above.

- 55.3 Without prejudice to Byelaws 55.1 and 55.2 the operator of an Operational Berth where vessels can reasonably be expected to ground whilst berthed, is to 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.

***Note:** The PLA has published guidance to operators in respect of the scope and technical standards of the berth inspections required in Byelaw 55.3. Nothing in this Byelaw shall be taken as imposing an obligation on the PLA to ensure that Operational Berths are safe and free from hazard and the operator of such berth shall remain liable for ensuring that all vessels using it may do so safely.*

Previously Byelaw 27

56. MARKING OF VESSELS OPERATING AS FERRIES

A power-driven vessel operating as a ferry shall 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.

Previously Byelaw 46

57. VESSEL IDENTIFICATION AND MARKING

- 57.1 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;
- d) it is licensed under Section 124 of the Port of London Act 1968.

- 57.2 A vessel to which this Byelaw applies shall 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 shall be otherwise exhibited in one or more positions as prominently and clearly as practicable.

- 57.3 It shall be the duty of the owner of the vessel to comply with the requirements of this Byelaw.

Previously Byelaw 56

58. DISORDERLY BEHAVIOUR

No Person shall in the Thames or while using the Thames or Richmond Lock:

- a) be intoxicated;
- b) behave in a riotous or disorderly manner; or
- c) cause any unreasonable noise.

Previously Byelaw 53 (with new Byelaw 59.2)

59. ADVERTISEMENTS

59.1 No Person shall, without the written consent of the PLA, exhibit an advertisement on or over the Thames provided that this Byelaw shall not prevent:

- a) the exhibition on board a vessel of advertisements connected with the business of the owner of the vessel; or
- 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.

59.2 Any advertisement, whether or not it requires the consent of the PLA under Byelaw 59.1 above, exhibited on or over the Thames, shall not, by virtue of its size, construction, lighting, colour, movement or location, adversely affect safety of navigation on the Thames.

THE COMMON SEAL

of the Port of London Authority
was affixed in my presence on
** day of ***** 2008

R D CRIGHTON
Secretary

The Secretary of State for the Transport hereby confirms the foregoing Byelaws.
SIGNED by the Authority of the Secretary of State
This ** day of ***** 2008.

R BENNETT

APPENDIX I

THAMES AIS TECHNICAL REQUIREMENTS SPECIFICATION

1. Thames AIS shall consist of:

- 1.1 A Class Alfa Universal AIS transponder complying with 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 with the following exceptions:

- a) Minimum keyboard display is not required providing transponder configuration is preset during installation. (Reference MSC.74(69) Annex 3 Article 3.1.3);
- b) IMO number is only required where it has been allocated. Default setting is zero. (Reference MSC.74(69) Annex 3 Article 6.1.1);
- c) Vessel heading and the navigational status are optional. Default setting is "underway using engines". (Reference MSC.74(69) Annex 3 Article 6.1.2); and
- d) Destination and ETA parameters are not required. (Reference MSC.74(69) Annex 3 Article 6.1.3).

- 1.2 An onboard Geographic Display Unit connected to the ECDIS/pilot plug port of the Class Alfa AIS transponder. The geographic display system shall:

- 1.2.1 Receive the following IEC 61162-1 messages:

IEC 61993-2 Message	ITU-R 1371-1 Message
VDO/VDM	1,2,3,5,12,14

- 1.2.2 Provide a display system that shall:

- a) Be capable of decoding and displaying at least 250 simultaneous targets in accordance with ITU-R 1371-1 nominal reporting interval for given speeds;
- b) Be positioned so that it is visible to the helmsman;
- c) Have daylight and night time visibility;
- d) Have a geographic area display of at least 20cm wide by 15cm high;
- e) Provide a means to transmit a broadcast emergency alert message (safety related);
- f) Provide a means to alert the operator of system and operational alarms including:
 - i) Reception of safety related messages; and
 - ii) Failure of positioning sensor (GPS outage);

- g) Have a graphical presentation view that shall:
- i) Have a screen resolution of at least 1024 x 768 pixels to clearly define text and image;
 - ii) Display AIS targets clearly labelled with vessel name and in accordance with IMO “*Guidelines for the Presentation of Navigation-Related Symbols, Terms and Abbreviations*”;
 - iii) Present to the user a graphical outline of the river and outline of fixed structures that impinge on the river;
 - iv) Automatically centre/track on own-vessel position;
 - v) Display a maximum range of at least 10nm;
 - vi) Provide an adjustable range scale including but not limited to scales of 0.25nm, 0.5nm, 0.75nm, 1.0nm and 1.5nm; and
 - vii) Display a range scale bar or other means of representing the display scale.

2. The Persons On Board (POB) reporting system shall:

- 2.1 Transmit and receive via the Class A AIS transponder the following IEC 61162-1 binary broadcast messages (BBM) or addressed binary message (ABM):

Tx/Rx	ITU-R 1371-1 Message	Requirement
Tx	6 (RA1 = 232 F1 = 1) or 8 (IAI,IFM 40)	The number of people onboard (total of crew and passengers) when: <ul style="list-style-type: none"> ○ The system is first initialised ○ The number of people onboard count is altered by the operator ○ At a rate between one (1) and six (6) minutes with the default being one (1) minute.
Rx	6 or 8 (IAI,IFM 2)	Respond accordingly

- 2.2 Provide a means for the operator to alter the number of people onboard.
- 2.3 The system shall be capable of broadcasting POB data unencrypted (message 8). Subject to user requirements, the system could, alternatively, be capable of transmitting POB data encrypted as an addressed (message 6) or the choice of unencrypted or encrypted transmission of POB data (message 6 or 8) could be provided as a user selectable function.

APPENDIX II

PROCEDURES FOR THE OPERATION OF THAMES AIS AND PERSONS ON BOARD REPORTING SYSTEM

1. Class IV, V and Class VI Passenger Vessels carrying THAMES AIS in accordance with Byelaw 14 are required to:
 - a) operate THAMES AIS and its associated Persons On Board (POB) reporting system at all times when underway within Port Limits;
 - b) report total POB to the PLA, through THAMES AIS;
 - c) update this information on departure from the berth and whenever the number changes.
2. All Vessels operating THAMES AIS in accordance with Byelaw 14 are permitted to continue to transmit when alongside for short periods, but are to turn THAMES AIS off when unmanned or out of service.
3. Temporary or portable installations of THAMES AIS or AIS A are permitted when complying with the requirements of Byelaw 14 – Thames AIS Carriage Requirements.

PORT OF LONDON AUTHORITY
01.12.07