

APPENDIX I

NOTICE TO MARINERS

PORT OF LONDON ACT 1968

Attention is drawn to section 108 of the Port of London Act 1968 as amended by the Port of London Act 1982 which provides:-

A master who navigates his vessel on the Thames –

- (a) without due care and attention; or
- (b) in a manner liable to injure or endanger persons, other vessels, the banks of the Thames (whether above or below mean high water level) or any structure or installation in or beside the Thames;

shall be guilty of an offence and liable to a fine not exceeding the statutory maximum and on conviction on indictment to a fine,

Note – The “statutory maximum”, which is the maximum if an offence is tried summarily, means the prescribed sum as defined in section 32(9) of the Magistrates’ Courts Act 1980.

At the time of going to press this is £5,000, but may from time to time be altered by order made by the Secretary of State under section 143(1) of that Act.

APPENDIX II

DESCRIPTION OF PORT LIMITS

The limits of the port are described as follows in Schedule I to the Port of London Act 1968 (as amended);

1. In this Schedule –

“the landward limit” means a line drawn across the Thames from a stone pillar erected at grid co-ordinates T.Q. 16361 71912 on the Surrey bank by the Port Authority and the Thames Conservators to the nearest point of mean high water level on the Middlesex bank;

“the former seaward limit” means a line drawn from the pilot mark at the entrance of Havengore Creek in the county of Essex on a bearing 166° reckoned clockwise from the true north point of the compass to mean high water level on the Kent bank of the Thames;

“the seaward limit” means lines drawn from latitude 51° 37’ 00” north, longitude 00° 57’ 19” east (Foulness Point in the county of Essex) to latitude 51° 46’ 05” north, longitude 01° 20’ 32” east (Gunfleet Old Lighthouse) and thence to latitude 51° 26’ 36” north, longitude 01° 25’ 30” east and thence to latitude 51° 24’ 55” north, longitude 00° 54’ 21” east (Warden Point in the county of Kent).

2. The limits shall commence at the landward limit and shall extend down both sides of the Thames at mean high water level to the seaward limit and shall include –

all islands, rivers, streams, creeks, waters, watercourses, channels, harbours, docks and places;

but shall not include –

- (a) any part of the port as defined in the Medway Ports Reorganisation Scheme, 1968;
- (c) the river Lee or Bow Creek above the south boundary stones referred to in section 3 (Description of Lee and tributaries) of the Lee Conservancy Act, 1868;
- (d) the Grand Union Canal;
- (e) Havengore Creek above the bridge known as Havengore Bridge which crosses the creek at a distance of approximately 1,000 yards from the point where the creek joins the Thames;
- (ee) Mucking Creek above the work authorised by article 6 of the Mucking Creek (Closure) Order 1981;
- (eee) Rainham Creek above Work No. 1 authorised by article 6 of the Rainham Creek (Closure) Order 1976;
- (f) any waters which are not for the time being within the territorial waters of Her Majesty's dominions.

Note – Sub-paragraph (a) was amended and sub-paragraph (b) was revoked by the Medway Port Authority Act 1973. Sub-paragraphs (ee) and (eee) were inserted by the Orders mentioned therein. The operation of sub-paragraph (f) is affected by the Territorial Sea Act 1987. Since 1st October 1987 (when that Act came into force) the seaward limit and all waters within that limit have been within the territorial waters of Her Majesty's dominions. Even so, by virtue of section 2(2) of that Act, the limits of the port do not include waters which before that date were outside such territorial waters. The limit of territorial waters before that date is shown on the map on page 63; waters beyond that limit are accordingly outside the limits of the port even if within the "seaward limit" line.

APPENDIX III

TOWER BRIDGE

REGULATIONS FOR THE OPENING AND SHUTTING OF TOWER BRIDGE

New Signals have been installed at Tower Bridge and in consequence the Regulations made by the Mayor and Commonalty and Citizens of the City of London on the 6th October 1955, as amended by the Regulations made on the 24th January 1957, and 30th November 1961, have been repealed and new Regulations as set out below were made on the 22nd day of July 1976 in substitution thereof.

1. In these Regulations the following words and expressions have the meanings hereinafter respectively assigned to them –

"the bridge" includes the Tower Bridge and the Piers, Towers and abutments thereof, and the high-level footbridges and the staircases and lifts leading thereto, and the Approaches thereto.

"the bascule bridge" means the central or opening archway or span of the Bridge.

"vessel" includes every description of watercraft, including non-displacement craft and sea-planes, used or capable of being used as a means of transportation on water.

“Master” in relation to a vessel means any person, having or taking the command, charge or management of a vessel for the time being. “by day” means between sunrise and sunset. “by night” means between sunset and sunrise.

“restricted visibility” means any condition in which visibility is restricted by fog, mist, falling snow, heavy rain storms, sandstorms or any other similar causes.

“Bridge Master” means the Superintending Engineer and Tower Bridge Master for the time being or his Deputy.

2. The bascule bridge will be open for the purpose of providing passage for the navigation of any vessel after the receipt by the Bridge Master of not less than 24 hours notice that passage for the navigation of the vessel is required and at or about the time stated in the notice as the intended time of passage.

Provided always that if the navigation of any vessel is not thereby delayed or interfered with it shall not be necessary to open the bascule bridge for the passage of any vessel, the mast or masts or funnel or funnels of which are capable of being readily moved or lowered with safety to the vessel.

3. By day and by night a red light will be shown both up and down the river from the piers on each side of the bascule bridge to indicate that the bascule bridge is closed or being closed or opened.

4. By day and by night a green light will be shown both up and down river from the piers on each side of the bascule bridge to indicate that the bascule bridge is open.

5. In restricted visibility, in addition to the signal prescribed by Regulation 4, a high frequency repetitive note of 820 cycles per second will be transmitted for a period of approximately 10 seconds, followed by a silent period of the same duration. These signals will be given over the loud hailer system from the north pier of the bridge for such period as the bascule bridge is open for river traffic.

In the event of it not being possible to give the signals mentioned in this Regulation owing to electrical failure of otherwise, hand beaten gongs will be sounded every 30 seconds from the north pier of the bridge for such period as the bascule bridge is open for river traffic.

6. In restricted visibility, the bascule bridge will be opened in pursuance of Regulation 2 for the passage of any vessel on the Master thereof giving warning when ready and in position to pass through the bridge by a sound signal of one prolonged blast followed by two short blasts followed by one prolonged blast.

S. J. CLAYTON
Town Clerk

22nd July 1976

Note – Regulation 6 is printed above as substituted by additional regulations made on 17th January 1980 and coming into force on 4th February 1980.

CITY OF LONDON

(VARIOUS POWERS) ACT 1971

Section 11(1)(a) of the above Act provides as follows:-

“Notwithstanding the provisions of section 29 (Tower Bridge to be opened for navigation of vessels notwithstanding any delay of the land traffic occasioned thereby) of the Corporation of London (Tower Bridge) Act 1885, the Corporation shall only be required to open Tower Bridge for the purpose of providing passage for the navigation of any vessel upon the receipt, by the bridge master or other officer of the Corporation for the time being having charge of the bridge, of not less than twenty-four hours’ notice that passage for the navigation of the vessel is required, and at or about the time stated in the notice as the intended time of passage.”

