



British
Waterways
London

LONDON

TIDEWAY HANDBOOK 1

U P S T R E A M E D I T I O N



MAINLY FOR NARROWBOATS & CRUISERS TRAVELLING

- LIMEHOUSE TO BRENTFORD
- LIMEHOUSE TO TEDDINGTON

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LONDON TIDEWAY HANDBOOK

UPSTREAM

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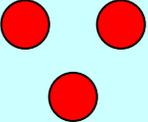
This book should be used in conjunction with the current edition of the British Waterways London **Tidal Locks Availability** leaflet, which gives the opening times of Limehouse Lock and Thames Locks (Brentford) together with the times of High Water London Bridge for the current year. The leaflet is available from the keepers at Teddington, Brentford or Limehouse, or from the British Waterways London office at Paddington (see back page) or on waterscape.com

TELEPHONE NUMBERS and VHF CHANNELS

London VTS (Vessel Traffic Service)	☎ 020 8855 0315	VHF Channel 14 "London VTS"
Teddington Locks	☎ 020 8940 8723	--
Richmond Lock & Weir	☎ 020 8940 0634	--
Thames Locks, Brentford	☎ 020 8568 2779	--
Limehouse Lock & Marina	☎ 020 7308 9930	VHF Channel 80* "Limehouse Marina"

* When calling Limehouse (or any other marina) on Channel 80, please ensure that your radio is switched to International Channel 80, *not* American (US) Channel 80A. Otherwise, the marina will be able to hear you but you will not be able to hear the marina. Also please note that marinas do not use channel 14 or channel 16.

SIGNS DISPLAYED at BRIDGES

By day or night: 2 orange lights side-by-side		Navigation arch; i.e. you can go through this arch
By day: 3 red discs arranged in an upside-down triangle By night: 3 red lights arranged in an upside-down triangle		Arch CLOSED to navigation
By day: A bundle of straw By night: 1 white light		Headroom of arch reduced (but arch still open to traffic)
By day or night: A flashing white light: isophase* * equal periods of ON and OFF A very-quick-flashing white light		A large vessel is in the vicinity Two or more large vessels are in the vicinity In both cases, KEEP CLEAR of the arch with the flashing light



SOUND SIGNALS on the THAMES

	I am altering my course to STARBOARD
	I am altering my course to PORT
	I am operating ASTERN propulsion
	I am turning fully round to STARBOARD
	I am turning fully round to PORT
	I do not understand your intentions; keep clear (I doubt whether you are taking sufficient action to avoid a collision)
	I am about to get underway / enter the fairway or: I am approaching a blind bend
	I am unable to manoeuvre (not under command)
	I intend to overtake you on your STARBOARD side
	I intend to overtake you on your PORT side
	I agree to be overtaken

GENERAL INFORMATION

BEFORE SETTING OFF FROM LIMEHOUSE: Please go through the CHECK LIST on page 1.6.

As soon as you leave Limehouse you will be on the tidal Thames, all of which – from just downstream of Teddington Locks to the “seaward limit” out in the Estuary – is under the jurisdiction of the Port of London Authority (PLA).

The conduct of all vessels on the tidal Thames is governed by the International Regulations for Preventing Collisions at Sea (IRPCS or Coll.Reg) and also by the Port of London River Byelaws and by PLA Notices to Mariners: sometimes referred to as NOTAMs or NTMs.

NAME of VESSEL

On the tidal Thames (just as on the non-tidal Thames) it is a regulation that **the name of the vessel must be clearly displayed** (PLA Byelaw 46). If your boat does not comply, you may be challenged.

RULES of the RIVER

The first “rule of the river” is: **KEEP TO THE RIGHT** (Coll.Reg) Rule 9a).

At bridges, unless instructed otherwise, always take one of the navigational arches marked by 2 orange lights side-by-side; **see “SIGNS DISPLAYED at BRIDGES”** (inside front cover). If two or more arches are so marked, you should generally take the right-hand marked arch.

KEEP A GOOD LOOK-OUT at all times, BEHIND YOU as well as in front (Rule 5).

If you find yourself approaching another vessel head-on, you should sound one short blast and **TURN TO STARBOARD** and the other vessel should do the same (Rule 14).

If you find yourself crossing the path of another vessel (as may happen, for example, in the vicinity of a pier) *“the vessel which has the other on her own starboard side shall keep out of the way”* (Rule 15).

SOUND SIGNALS

(see inside back cover)

The sound signals used on the tidal Thames include those specified in the Collision Regulations, plus some additions. The main signals are shown in the table at the back of this booklet. The table has been designed so that you can detach it and mount it in your cockpit. Even if you do not have occasion to use the signals yourself, it is important to be able to interpret them immediately. If another boat starts hooting at you, it does not *necessarily* mean that you are doing anything wrong; they may simply be letting you know what they intend to do next!

VHF RADIO

For *all* vessels on the tidal Thames, the carrying of a VHF radio (with appropriate licences) is strongly recommended. However, for vessels of more than 45 ft (13.7 metres) overall length, INCLUDING NARROWBOATS OVER 45 ft, carrying a VHF radio (and maintaining a listening watch on Channel 14) is generally MANDATORY below Brentford. A special exemption allows narrowboats of more than 45 ft in transit between Teddington and Brentford (in either direction) to report to London VTS by telephone on departure and again on arrival. This exemption does *not* cover boats going from Limehouse to Brentford, or from Limehouse to Teddington. **ALL BOATS OVER 45 ft (13.7 m) leaving Limehouse must carry a VHF radio;** see CHECK LIST on page 1.6.

SPEED

The Collision Regulations state (Rule 6):

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

Up-river of Wandsworth Bridge, there is a speed limit of 8 knots (9 mph approx).

The PLA *Guide for Users of Recreational Craft* also states:

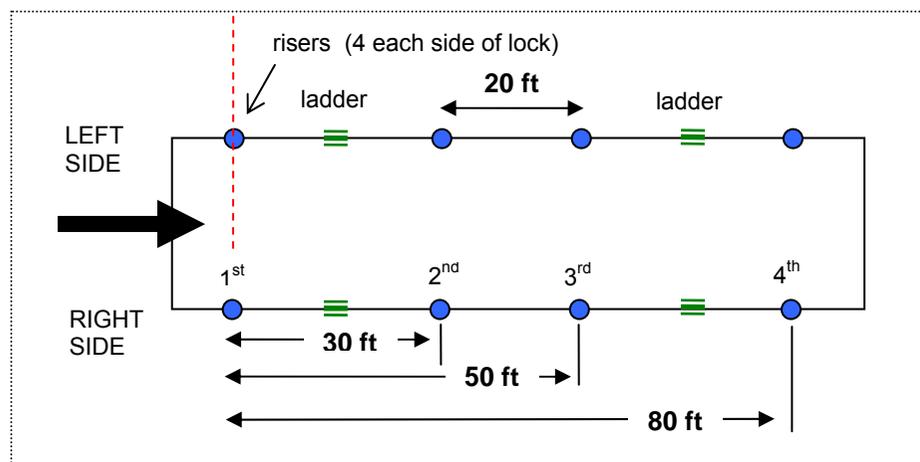
Whilst there is no specific speed limit downstream of Wandsworth Bridge, your speed must be appropriate for the prevailing conditions, the size and type of your vessel, the tidal conditions, your location in the river and, importantly, the safety of others navigating in the area or working or lying alongside. You should err on the side of safety when determining your speed so that there is no risk of injury to persons or damage to property.

IN LIMEHOUSE LOCK:

PLEASE COME IN SLOWLY, so that even if your engine fails to go into reverse, you will not do any damage. You must use your own lines, so **HAVE THEM READY**. Ensure that the boat is **STATIONARY** before you leave the helm.

If the difference in levels is significant (as it nearly always *will* be for boats setting-off for Brentford or Teddington) you will need to pass your lines through the vertical risers (plastic-covered wires) which are set into the lock walls. You may use the bollards along the top when you first come into the lock, but you must then transfer to the risers or you will run out of rope as the boat descends!

The positions of the risers are indicated by arrows ↑ just below the parapet. There are only 4 pairs of risers, and the first pair are just inside the lock. Come and have a look at them before you bring your boat in. **Unless instructed otherwise, craft should aim to stop with their stern only just inside the lock, in line with the first riser; they can then be moved forward if necessary:**



Simply pass the line *once* through the vertical riser, pull it all the way through, lead it back to the boat and **take a turn round something**. **Do not just hold the rope**, as the pull can be significant.

YOU MUST NOT SECURE TO THE LADDERS.

Very small, light craft will find it easiest to use a single line led from a centre cleat. Heavier craft should use one line from the stern, and a second line from the centre or the bow.

Motor cruisers, whatever their size, will find it much easier to lead one line from a centre cleat, with another from the stern if necessary. If you *have* to use a bow

line, bring it back amidships and attach it from there; it is *impossible* to reach the risers in the wall when standing at the bow of a cruiser (or a yacht).

Motor cruisers are recommended to **ATTACH THE STERN or CENTRE LINE FIRST**: this will stop the boat, and the stern will not swing out. If necessary, you can then motor forward gently and the bow will swing in automatically, allowing you to attach the other line. If you try to attach a bow line first, the bow will inevitably get pulled in and the stern will swing out.

You *may* be asked to turn your engine off in the lock. In any case, do not rely on the engine (or any side thrusters) to keep you in place.

Limehouse Lock has no “sluices”, and water is let out of the lock simply by starting to open the outer gates. Please do not be alarmed by this!

LEAVING LIMEHOUSE LOCK:

Sound **ONE LONG BLAST** on your horn just before you reach the end of the lock cut. This means *“I am about to enter the fairway”*, and *might* be heard by a vessel about to pass the entrance. But still leave the lock cut with great caution, remembering to **LOOK LEFT** -- i.e. **BEHIND YOU** -- as you **TURN RIGHT**. Be ready for the strong up-stream current which you will encounter as soon as you leave the shelter of the lock cut, and also be aware that – because of the blind bend just down-river from Limehouse Marina – vessels may suddenly come up behind you only a few moments after you have set off. **KEEP A GOOD LOOK-OUT** at all times, **BEHIND** as well as in front.

SECURITY CHECKS

Marine Police launches regularly carry-out routine security checks. Do not be surprised or concerned if you are challenged – and possibly boarded. Unless instructed otherwise you should maintain a steady course and speed and let the police boat do the manoeuvring!

CHECK LIST

- ? Is the **BOAT NAME** clearly displayed
- ? Is the **REGISTRATION / LICENCE NUMBER** clearly displayed
- ? Is the **ENGINE** in good order, with sufficient **FUEL**
- ? Do you have an **ANCHOR**
- readily to hand
 - attached to a sufficiently long WARP (chain and/or rope)
 - with the warp ATTACHED to the boat
- ? Do you have a **LIFE RING** (or “horse-shoe buoy”) – preferably TWO
- readily to hand (i.e. within easy reach)
- ? Does every crew member have a **LIFEJACKET**
- in working order
 - readily to hand; preferably ON and BUCKLED-UP
 - CHILDREN especially are advised to wear their lifejackets
 - Skipper: set a good example by wearing your own!
- ? Do you have a copy of the British Waterways London **Tidal Locks Availability** leaflet (available from the marina office at Limehouse)
- ? If you are bound for Brentford: **HAVE YOU TELEPHONED THAMES LOCKS at Brentford:** 020 8568 2779.
- ? Do you have a **HORN** (fixed or hand-held)

- ? Is the vessel over 45ft (13.7 m) in length
- if YES: *the vessel is over 45ft (13.7 m):*
 - **You must carry a VHF RADIO**
 - Call LONDON VTS¹ on channel 14 when you are about to exit from Limehouse Lock
 - Continue to MONITOR CHANNEL 14 throughout your passage
 - Call LONDON VTS *again* when you leave the tideway at Brentford or Teddington
 - if NO: *the vessel is under 45ft (13.7 m):*
 - If you do not have a VHF radio it is recommended that, in case of emergencies, you carry a **MOBILE PHONE**
 - You *may* wish to telephone LONDON VTS: 020 8855 0315 when you are about to exit from the lock, but there is NO REQUIREMENT FOR YOU TO DO SO
 - If you *do* telephone LONDON VTS from Limehouse, HAVE YOUR MOBILE NUMBER READY to give to the Duty Officer, and remember to telephone LONDON VTS *again* when you leave the tideway at Brentford or Teddington

IMPORTANT: For *all* vessels on the tidal Thames, the carrying of a VHF radio is strongly recommended. However, for vessels of more than 45 ft (13.7 metres) overall length, INCLUDING NARROWBOATS OVER 45 ft, a VHF radio is MANDATORY.² A special exemption allowing narrowboats of more than 45 ft to report to London VTS by telephone applies *only* to boats in transit between Brentford and Teddington Locks; it does *not* cover boats going from Limehouse to Brentford or Teddington. **ALL BOATS OVER 45 ft (13.7m) leaving Limehouse Lock must carry a VHF radio.**³

The following are also recommended: a **TOW ROPE** of sufficient length and thickness and in good condition; a **HEAVING LINE** (i.e. a light throwing line); a **SHARP, SERRATED KNIFE** capable of cutting through rope; a **TOOL KIT** and a **FIRST AID KIT**. However, see “EMERGENCIES” overleaf.

1. LONDON VTS = London Vessel Traffic Service, based at the Thames Barrier Navigation Centre. (Formerly “Woolwich Radio”).
2. PLA General Directions for Navigation in the Port of London, Sept 2006. (Previously 65ft / 20m).
3. The radio set itself must be licensed for the boat, and it must only be used by, or under the direct supervision of, a person with a valid operator’s licence (a one-day course is run by the RYA).

EMERGENCIES

- **ENGINE FAILURE and/or JAMMED PROPELLER**
 - If a bridge is imminent:
 - ANCHOR AT ONCE
 - inform LONDON VTS; see opposite →
 - If a bridge is *not* imminent:
 - If you are a travelling in company with another boat, ask them to TAKE YOUR LINES; otherwise ANCHOR if you have not already done so. Do not waste time looking for the cause of the failure until you are ANCHORED SAFELY.
 - inform LONDON VTS; see opposite →

- **MAN OVERBOARD**

- Swing the stern AWAY FROM the person
- Throw the life-ring close to them, but not directly at their head;
- CALL FOR HELP: see opposite →
- A lifeboat should be with you within minutes. Meanwhile, if you attempt to recover the person from the water using your own boat:
 - keep the boat facing into the current
 - keep the propeller well clear of the person
 - keep to leeward (down-wind) of the person so you do not run them down.

CALLING FOR HELP

In the event of any emergency (engine failure, jammed propeller, man overboard, serious injury, etc.) CALL FOR HELP as soon as possible:

	If you are <i>not</i> in imminent danger:	If you are in imminent danger:
If you have a VHF radio:	Call London VTS on channel 14	Put out a MAYDAY call on channel 16
If you do <i>not</i> have a VHF radio:	Call London VTS: 020 8855 0315	Call LONDON COASTGUARD: 999 (or 112)

Note: London VTS and London Coastguard officers sit at neighbouring desks, so if you are in doubt, it does not matter whom you ask to speak to.

There are RNLI Lifeboat Stations at Waterloo Bridge, Chiswick and Teddington, so a lifeboat can be with you within minutes.

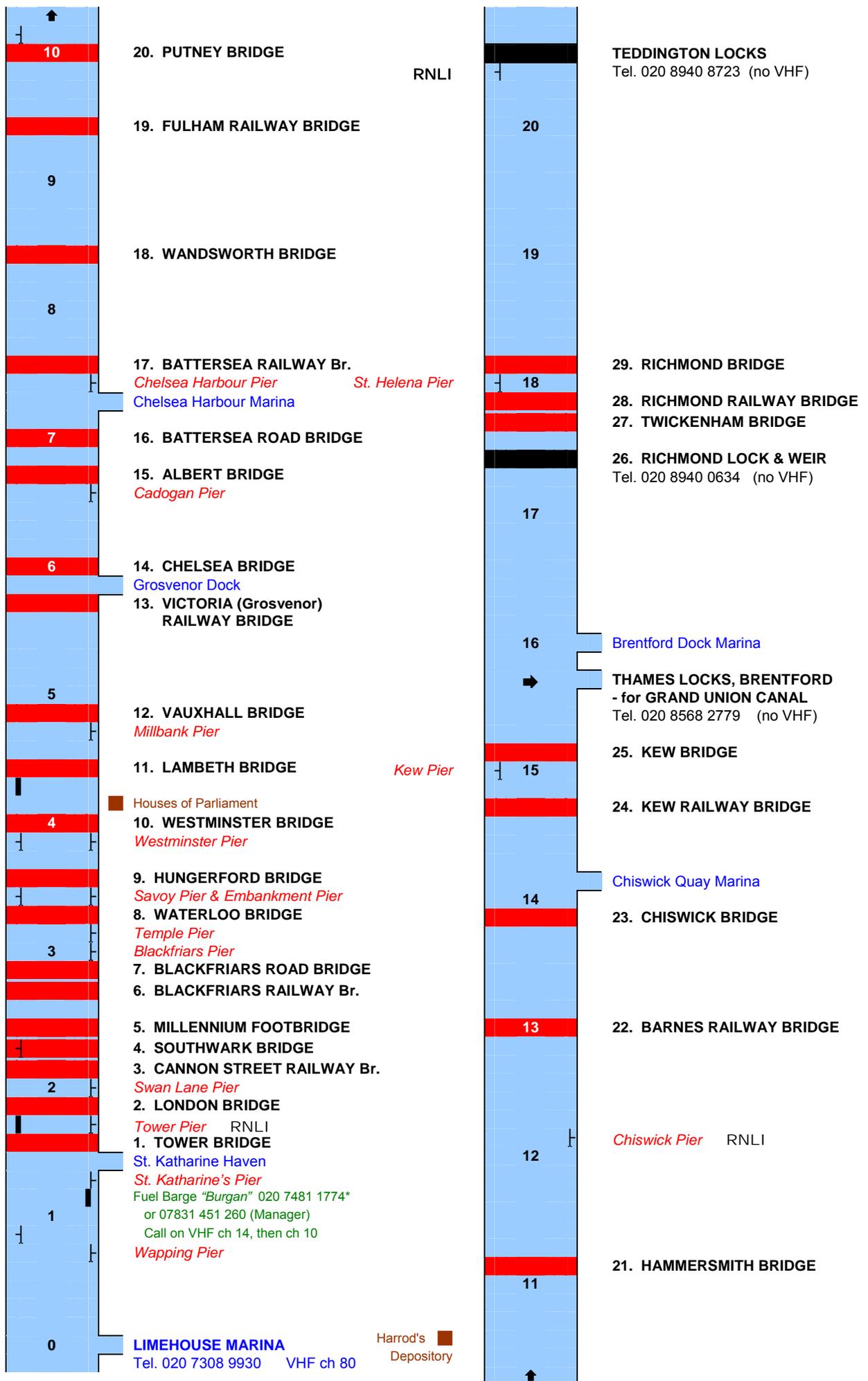
Do not be embarrassed to call for help; while you are in difficulties you are endangering not only yourself but also other vessels. London VTS, London Coastguard and the RNLI would far rather you let them know the problem STRAIGHT AWAY.

Figures along the river indicate miles from Limehouse

River Map Upstream.doc Nov 2005 JB

Putney Pier

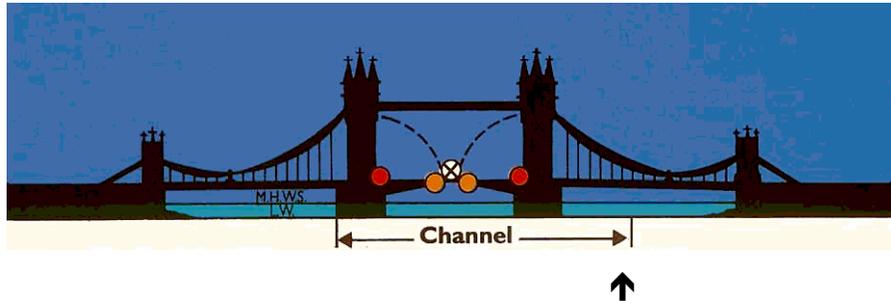
The River Thames Limehouse to Teddington



- Battersea Power Station (disused)
- M16 Headquarters
- Lambeth Pier & "Thames Refueller"
- Waterloo Pier & London Eye
- Festival Pier & South Bank
- Tate Modern & Bankside Pier
- London Bridge City Pier & HMS Belfast
- Cherry Garden Pier

Harrod's Depository

1. TOWER BRIDGE



When nearing Tower Bridge, watch out for boats approaching and departing from St. Katharine Dock and St. Katharine's Pier, which are both on the RIGHT just before the bridge. You may go through the centre span (keeping to the right) *unless* the white light is flashing to indicate that a large vessel is in the vicinity, in which case you *must* go through the side span on the right: see "SIGNS DISPLAYED at BRIDGES" inside the front cover.

IMPORTANT: When travelling upstream, bridge arches are numbered from RIGHT to LEFT, thus:

5 4 3 2 1

LONDON VTS will always use these numbers when announcing that an arch is closed; e.g. "At XYZ Bridge, number 4 arch is closed to navigation".

When leaving Limehouse Lock: Sound ONE LONG BLAST, which means:
"I AM ABOUT TO ENTER THE FAIRWAY"

LOOK LEFT – i.e. BEHIND YOU – as you TURN RIGHT for Brentford or Teddington.

Be ready for the strong up-stream current which you will encounter as soon as you leave the shelter of the lock cut.

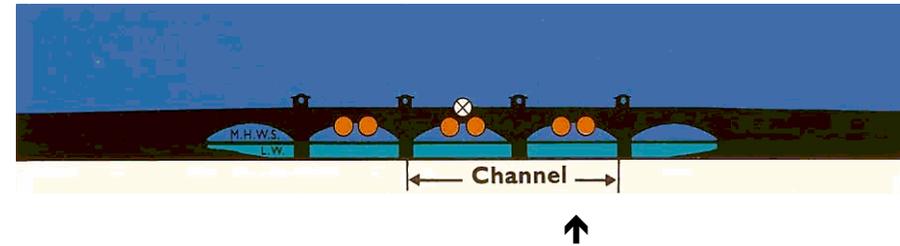


LIMEHOUSE

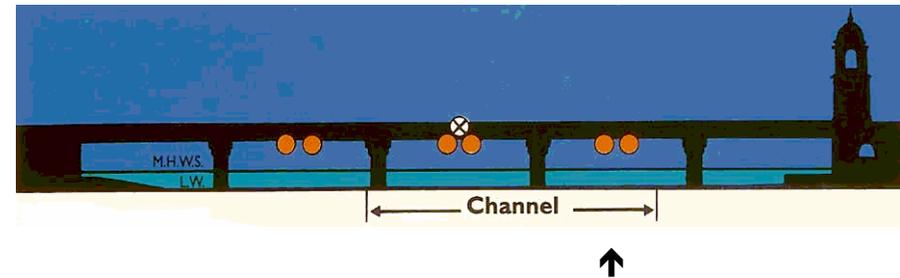
Vessels over 45 ft (13.7m):

CALL LONDON VTS: VHF Channel 14 ☎ 020 8855 0315

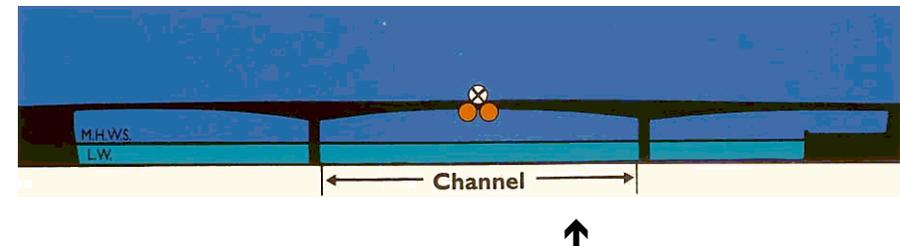
4. SOUTHWARK BRIDGE



3. CANNON STREET RAILWAY BRIDGE

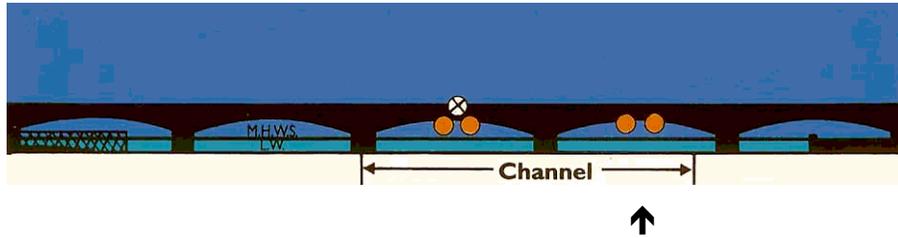


2. LONDON BRIDGE

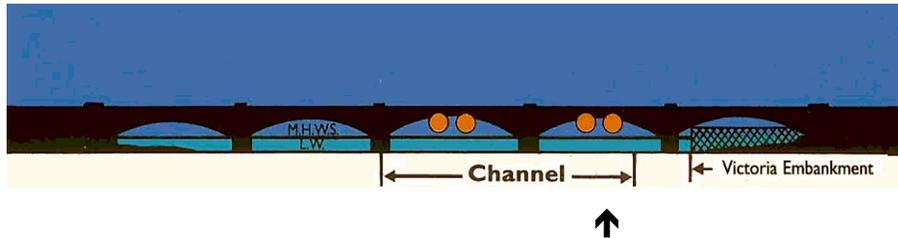


From Tower Bridge to Blackfriars Bridge: Take extra care: the river is narrow; the tide runs strongly; and there are several large ship-mooring buoys. Watch out for trip boats leaving from the various piers.

8. WATERLOO BRIDGE

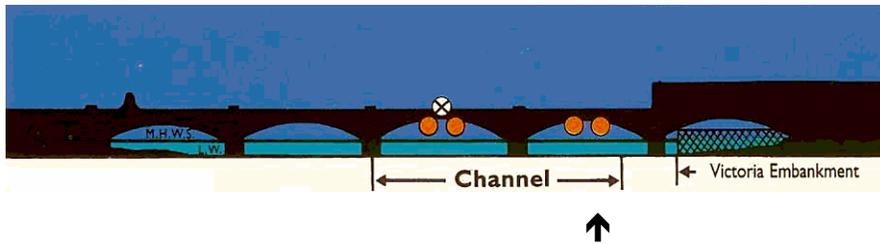


7. BLACKFRIARS BRIDGE

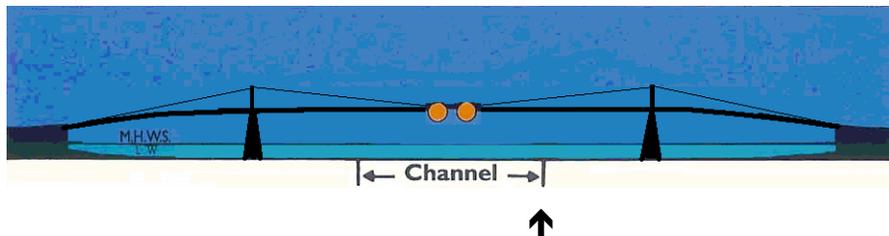


WARNING: There is an additional set of old, disused bridge pillars, just upstream from the railway bridge.

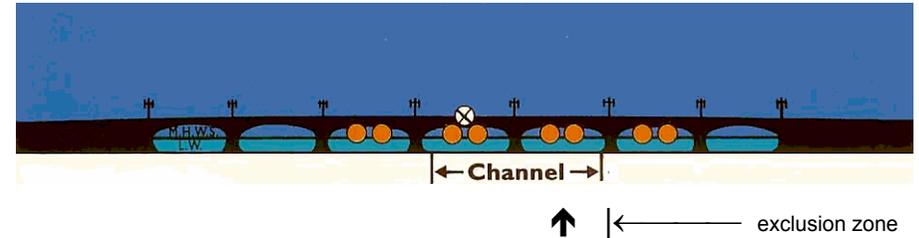
6. BLACKFRIARS RAILWAY BRIDGE



5. MILLENNIUM FOOTBRIDGE



10. WESTMINSTER BRIDGE



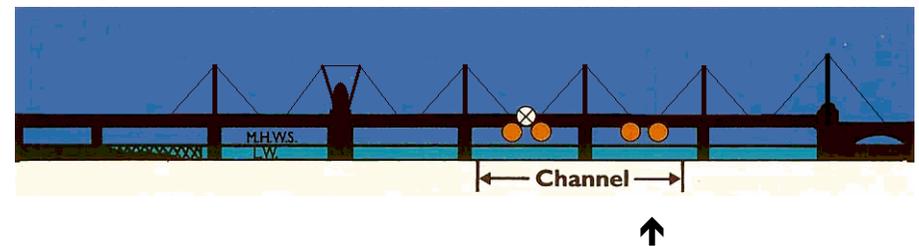
At Westminster Bridge: take extra care to keep clear of the sloping edges of the arches.

Keep well clear of the Houses of Parliament, which are on the right bank immediately after Westminster Bridge. The exclusion zone extends 70 metres out from the right bank, which is about one-third the width of the river, so you must keep only just to the right of the centre of the river. When passing through Westminster Bridge, take the arch third from the right in order to gauge the correct distance.

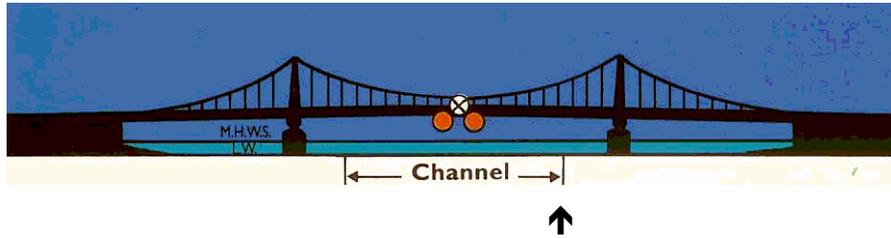
When passing Westminster Pier, which is on the right bank just before Westminster Bridge, watch out for trip boats, and for ferry boats crossing to and from the London Eye.

9. HUNGERFORD BRIDGE

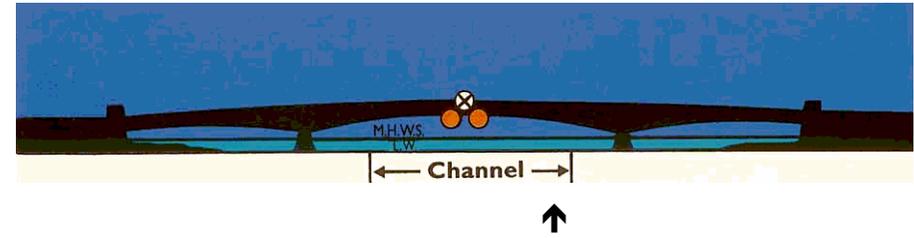
-- comprising the former CHARING CROSS RAILWAY BRIDGE and the two new HUNGERFORD FOOTBRIDGES (the Golden Jubilee Bridges)



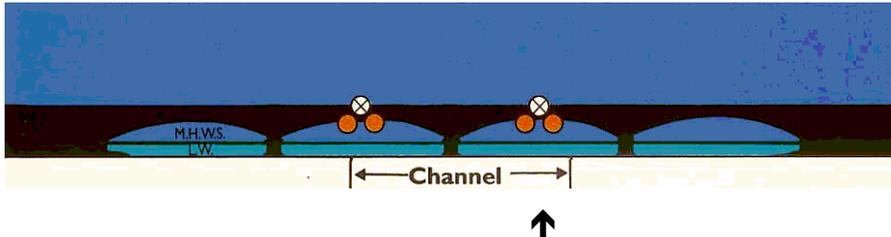
14. CHELSEA BRIDGE



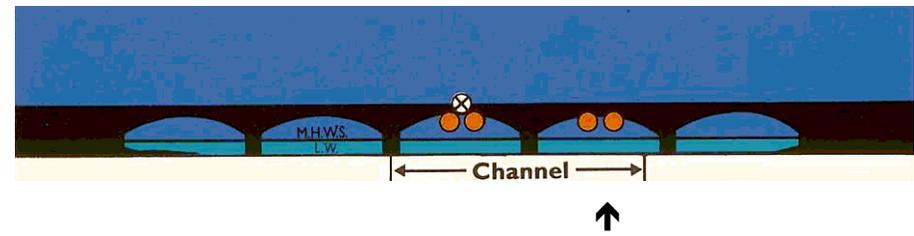
18. WANDSWORTH BRIDGE



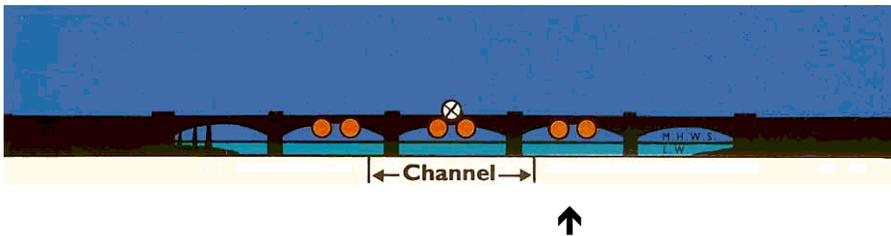
13. VICTORIA (GROSVENOR) RAILWAY BRIDGE



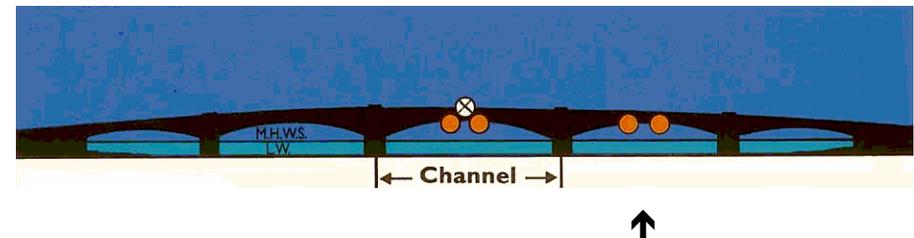
17. BATTERSEA RAILWAY BRIDGE



12. VAUXHALL BRIDGE

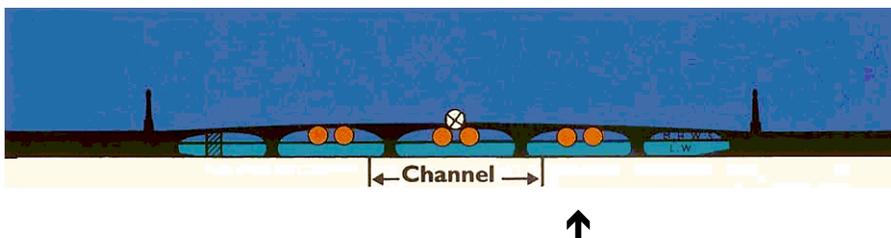


16. BATTERSEA BRIDGE

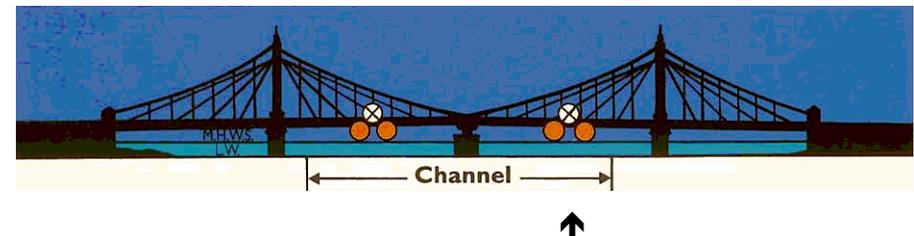


Before Vauxhall Bridge: Keep well clear of the MI6 Headquarters Building, which is just before the bridge. The building is on the left bank, so there should be no reason for you to stray to that side of the river. Also watch out for the yellow "Duck" tour boats entering and leaving the water at their slipway, which is at the downstream (near) end of the MI6 building.

11. LAMBETH BRIDGE



15. ALBERT BRIDGE



Between Putney Bridge and Hammersmith Bridge, the river is VERY SHALLOW along the right (i.e. North or Middlesex) bank, so the channel is biased towards the left (i.e. South or Surrey) side.

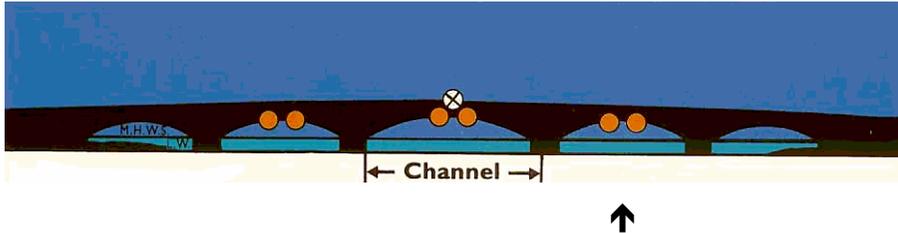
About half a mile after Putney Bridge, you will encounter the first in a series of 9 small red "can" buoys which have been laid over a 5-mile stretch of the river between here and the Grand Union Canal entrance at Brentford. The buoys mark the southern (Surrey) edge of the navigation channel, and they have been laid for the benefit of rowers.

Depending on the state of the tide, you may see rowers travelling *inside* or *outside* the buoys, and they may be going *in either direction*, so basically you should be prepared for them to do just about anything.

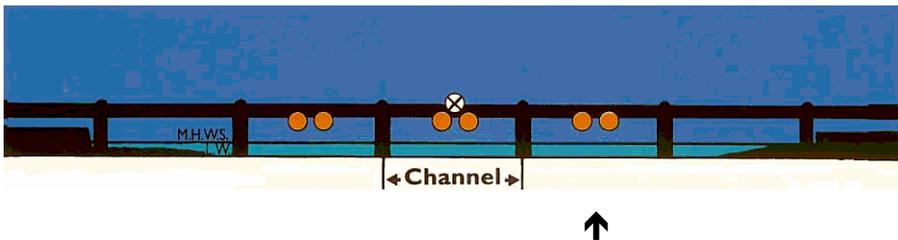
All you need to know is that you, as an ordinary river craft, should treat the red can buoys as normal port-hand lateral marks. When proceeding upstream, simply stay well to the *right* of the channel as usual, so that you keep the buoys well over to your *left*; i.e. "leave them to port".

Where there are no buoys, however, you should still be prepared to encounter rowers coming towards you on "your" side of the river, and you should let them through beside the right (i.e. North or Middlesex) bank. Also watch out for sailing dinghies, and for fast-moving support craft.

20. PUTNEY BRIDGE

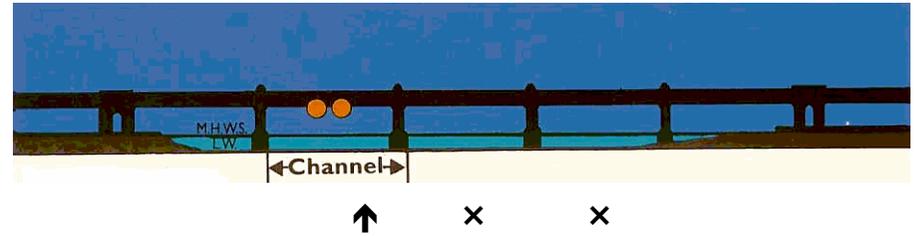


19. FULHAM RAILWAY BRIDGE



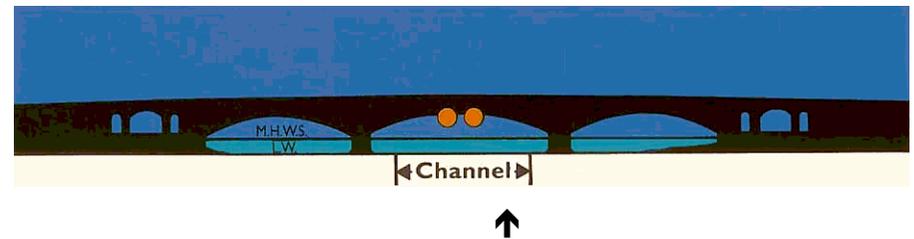
Up-river of Wandsworth Bridge, there is a speed limit of 8 knots (9 mph approx).

24. KEW RAILWAY BRIDGE

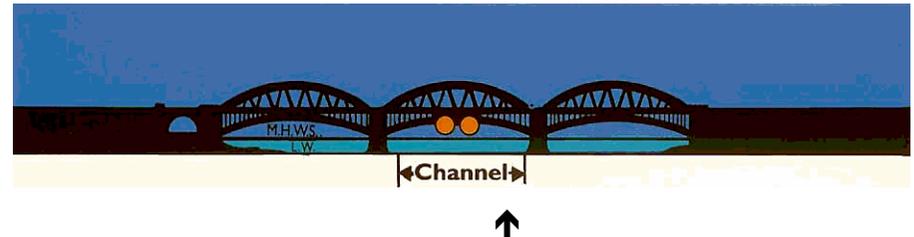


At Kew Railway Bridge: Take the LEFT-HAND (Surrey) channel, and go to the left of Oliver's Ait (i.e. leave it to starboard).

23. CHISWICK BRIDGE

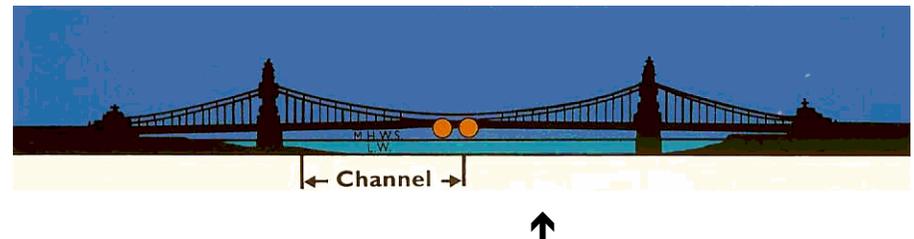


22. BARNES RAILWAY BRIDGE



Between Hammersmith and Kew Bridges: go to the left of all islands (i.e. leave them to starboard).

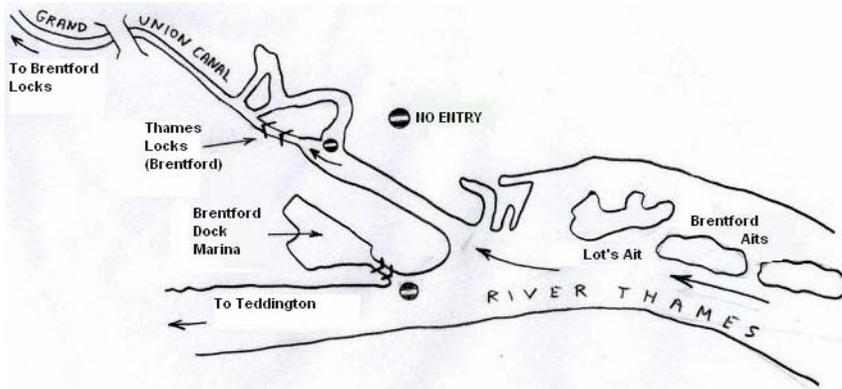
21. HAMMERSMITH BRIDGE



Vessels over 45 ft (13.7 m): If you are leaving the tideway at Brentford:

CALL LONDON VTS VHF Channel 14 ☎ 020 8855 0315

THAMES LOCKS, BRENTFORD

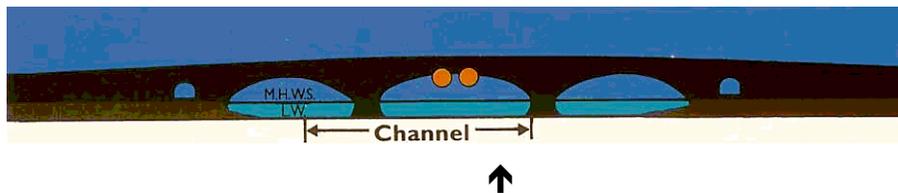


BRENTFORD

Look out for the diagonal creek on the RIGHT. The first pair of side-by-side locks at Brentford are called THAMES LOCKS; Brentford (Gauging) Locks are the next pair up the canal. If you are within normal opening hours, the keeper at Thames Locks is likely to be on watch; go into the lock he indicates.

Keep to the left of the tree-covered islands beyond Kew Bridge (i.e. leave them to starboard).

25. KEW BRIDGE



At Kew Bridge:

The bridge is on the skew. You need to swing to the right to line-up and see through the main arch. Take extra care here as the arch is narrow and the trip boats need to use the centre of the span.

Sound ONE LONG BLAST, indicating "I AM APPROACHING A BLIND BEND".

Pass to the left of Richmond Ait (i.e. leave it to starboard).

28. RICHMOND RAILWAY BRIDGE

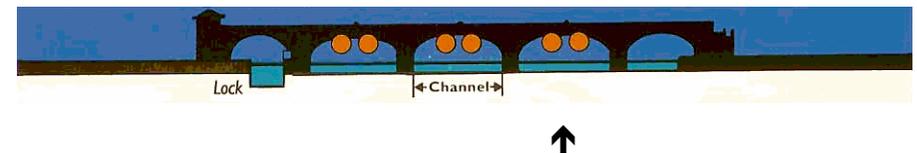


27. TWICKENHAM BRIDGE



Take the CENTRAL arches of the remaining bridges (Twickenham Bridge, Richmond Railway Bridge and Richmond Bridge) passing to the left of all islands en-route: Richmond Ait, Glover's Ait and Eel Pie Island -- i.e. leave them all to starboard.

26. RICHMOND FOOTBRIDGE, LOCK and WEIR



RICHMOND

☎ 020 8940 0634

Take the right-hand, open navigation span of the Richmond Half-tide Barrier. (If you arrive at the wrong state of the tide, you will have to use the lock.)

If going on to Richmond and Teddington:

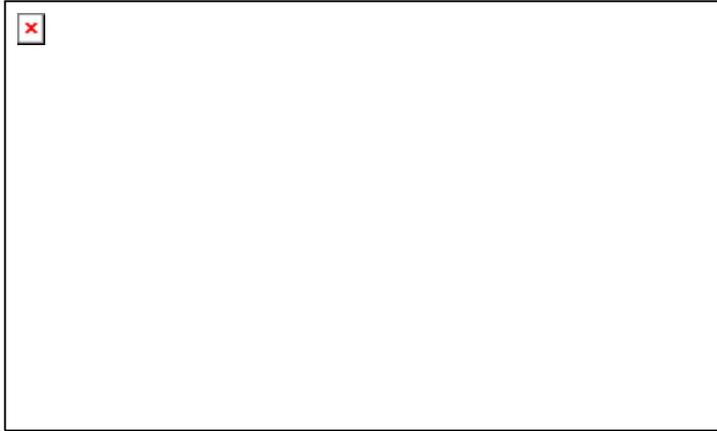
-- pass to the left of Isleworth Ait (i.e. leave it to starboard).

FINISH (start from LIMEHOUSE)

Vessels over 45 ft (13.7 m): On leaving the tideway at Teddington:

CALL LONDON VTS VHF Channel 14 ☎ 020 8855 0315

TEDDINGTON LOCKS

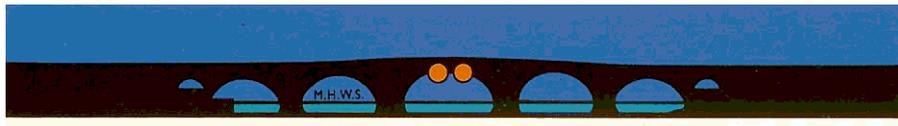


TEDDINGTON

Lights indicate which lock you should use: usually either the new, large “Barge” Lock on the left, or the older, smaller “Launch” Lock in the middle. (The “Skiff” or “Coffin” Lock on the right is rarely used). Be ready to moor-up to the piles while you wait.

Pass to the left of Glover’s Ait and Eel Pie Island (i.e. leave them to starboard).

29. RICHMOND BRIDGE



FURTHER READING

BOOKS

- *The River Thames Book*, Chris COVE-SMITH, Imray, 2002, ISBN 0-85288-620-9
- *Nicholson Guides to the Waterways:*
No 1: *London, Grand Union, Oxford and the South East* 2003; ISBN 0-00-713664-1
or No 7: *River Thames and the Southern Waterways* 2003; ISBN 0-00-713670-6

IWA (Inland Waterways Association)

PO Box 114, Rickmansworth, Herts. WD3 1ZY

☎ 01923 711 114 www.waterways.org.uk

- *Thames Tideway Guide* 50p including postage

SPCC (St. Pancras Cruising Club)

The Yacht Basin, Camley Street, London, NW1 0PL

☎ 020 7278 2805 www.stpancrascc.co.uk

- *Briefing Notes for Navigating the Thames Tideway*
- *London Cruising Guide: a boater’s guide to London Waterways*

PLA (Port of London Authority)

Bakers’ Hall, 7 Harp Lane, London EC3R 6LB

☎ 020 7743 7900 www.portoflondon.co.uk

- *The Tidal Thames – A Guide for Users of Recreational Craft* (free)

Other PLA publications:

- *Port of London River Byelaws*
- *PLA Permanent Notices to Mariners*
- *PLA Tide Tables and Port Information*

General Directions for Navigation in the Port of London

**PASSAGES
on the TIDAL THAMES:
UPSTREAM**

DATE:

HW ^{London Br.}

GMT / BST
delete as appropriate

LIMEHOUSE to BRENTFORD

Distance: 16 miles

HW ^{Limehouse} = HW ^{London Br.}

HW ^{Brentford} = HW ^{London Br.} +1 hr approx.

Leave Limehouse at: HW ^{London Br.} -2½ hrs

Approx. passage time: 2½ hrs

Arrive Brentford at: HW ^{London Br.}
(= HW ^{Brentford} -1 hr)

Leave Limehouse	Passage	Arrive Brentford
	2 ½ hrs	

LIMEHOUSE to TEDDINGTON

Distance: 20 miles

HW ^{Limehouse} = HW ^{London Br.}

HW ^{Teddington} = HW ^{London Br.} +1 hr approx.

Leave Limehouse at: HW ^{London Br.} -3½ hrs

Approx. passage times: Richmond (17 m) 3 hrs ¹
Teddington (20 m) 3½ hrs ²

Arrive Teddington at: HW ^{London Br.}
(= HW ^{Teddington} -1 hr)

Leave Limehouse	Passage	Arrive Teddington
	3 ½ hrs	

1. Vessels keeping to this timetable should be able to pass straight through Richmond Half-tide Barrier, which is open:

HW ^{Teddington} ± 2 hrs, = HW ^{London Br.} -1 hr to HW ^{London Br.} +3 hrs.

2. Estimated passage times are for narrowboats; a motor cruiser may reach Teddington in under 3 hrs: say 2¾ hrs

ACKNOWLEDGEMENTS

Bridge diagrams reproduced from *Port of London River Byelaws*, © PLA.

Photograph of Limehouse Lock taken by Ron Judd, former Senior Lock Keeper.

Thanks to: St. Pancras Cruising Club; Inland Waterways Association (London Region); Port of London Authority; Environment Agency (Teddington Locks) for their assistance in compiling this book.

Passage Notes are adapted from the SPCC's *Briefing Notes for Navigating the Thames Tideway*, with kind permission. Additional passage notes provided by Roger Squires of SPCC.

The information in this Handbook is offered in good faith. Neither British Waterways nor the contributors to the Handbook can accept any liability for the safety of craft on the tidal Thames. Although our staff are always pleased to offer advice, the safety of a vessel is the responsibility of the skipper and it is he or she who must decide whether, and at what time, a vessel should proceed onto the tideway, particularly with regard to the weather and the state of the tide.

British Waterways London

1 Sheldon Square
Paddington
London W2 6TT

T: 020 7985 7200

Limehouse Marina

46 Goodhart Place
London E14 8EG

T: 020 7308 9930

E: enquiries.london@britishwaterways.co.uk

W: www.waterscape.com



Every care has been taken to ensure the accuracy of all information given in this guide and British Waterways London does not accept responsibility for any changes that may have occurred since going to press.