

RIVER THAMES STAND UP PADDLE BOARD PASSAGE PLAN FOR THE TIDAL THAMES by Melanie Joe and Michelle Ellison											
23 July - 26 July 2015											
Please note: <ol style="list-style-type: none"> 1. Qualified and experienced kayaker, Harry Whelan will be accompanying Melanie Joe and Michelle Ellison (on paddle boards) from Wandsworth Bridge through the Thames Barrier. 2. Melanie Joe and Michelle Ellison will be accompanied by a safety boat from Tower Bridge to Southend. 3. The river rules will be followed throughout the length of the journey, staying to the south of the river where safely possible. 4. A dynamic risk assessment will be conducted at all times to ensure safety and the timings to the passage plan below will be adjusted accordingly. 5. Melanie Joe and Michelle Ellison have received advice from PLA patrol boat crew, on the correct line to take from Gravesend to Southend Pier, with details on all hazards. 											
Day	Date	From	To	Kms	High Tide Time	Low Tide Time	Timings	Thames Clipper Timetable (East and West)	Thames River Boat	Route of Paddle / Arch	Caution / Potential Hazards
8	Thursday 23 July	Walton-on-Thames	Teddington Barge Lock	14.5	-	-	Leave 0600				Canal boats, pleasure craft, moored boats.
		Teddington Barge Lock	Richmond Lock	4.8						Possible exit point: Richmond Village	Canal boats, pleasure craft, moored boats.
		Richmond Lock	Kew Bridge	4	0710 (3.91)	1417 (0.06)				Richmond Lock: Far south arch, unless weir bridge in place. If so, cross when no traffic to the north and use the portage. Richmond Rail Bridge: Most southern arch Call Richmond Lock when departing Teddington so they can give a more accurate time based on the tide.	Canal boats, pleasure craft, canoeists, rowers, small yachts, Thames River Boat. Richmond lock and weir will be lowered into position at around 09:10, so will use portage if passing after this time, although based on the tides and departure time this will be unlikely. If however the weirs are still up, No.4 arch (most starboard arch, apart from the lock) may be closed, so use the next arch.
		Kew Bridge	Chiswick Bridge	2.06					1200 1230 1330 1530	Kew Bridge: Most southern arch where there are no restrictions. Stay outside the inshore zones wherever possible, i.e. passed Kew, Chiswick Bridge and Hammersmith. Possible exit point: Kew Bridge	Canoeists, small yachts, commercial taxis, private motor boats.
		Chiswick Bridge	Putney Bridge	6.98	0613 (5.62) at Chelsea	1239 (0.65) at Chelsea	Arrive by 1200				
				32.34							
9	Friday 24 July	Putney Bridge	Fulham Rail Bridge	4	0651 (5.37) at Chelsea	1311 (0.78) at Chelsea	Leave at 0600			Putney Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage. Prior to departing Putney, call 'Battersea Control' to ask for permission to transit Battersea Rail.	
		Fulham Rail Bridge	Wandsworth Bridge	1.6						Fulham Rail Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Private vessels, moorings, piers, western riverside waste transfer station, working wharf.
		Wandsworth Bridge	Battersea Railway Bridge	1.4						Wandsworth Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Private vessels, piers, houseboats, moorings, shoals.
		Battersea Railway Bridge	Battersea Bridge	1.04						Battersea Railway Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	
		Battersea Bridge	Albert Bridge							Battersea Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Ransomes dock entrance.
		Albert Bridge	Chelsea Bridge	1.78						Albert Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Moorings.
		Chelsea Bridge	Victoria Railway Bridge		0651 (5.37)	1311 (0.78)	Arrive 0800. Have rest break.	Victoria Railway Bridge to Tower Bridge, 7.03km.		Chelsea Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	
		Victoria Railway Bridge	Vauxhall Bridge	1.58			Leave 0620			Victoria Railway Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Working wharfs, waste transfer station, moorings, houseboats, St Georges Pier (Thames Clippers).
		Vauxhall Bridge	Lambeth Bridge	0.77						Vauxhall Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Exclusion zone, fire brigade, operation station, Yellow Ducks.
		Lambeth Bridge	Westminster Bridge	0.54						Lambeth Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Lambeth pier, refueling barge, moored vessels, Yellow Ducks.
		Westminster Bridge	Charing Cross Bridge	0.8					1030 1100 1200 1330 1400 1700 1800	Westminster Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	London Eye Pier (Thames Clippers), moored vessels.
		Charing Cross Bridge	Waterloo Bridge	0.66						Charing Cross Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Festival pier (pleasure craft).
		Waterloo Bridge	Blackfriars Bridge	0.54					0831 0851 0911 0931	Waterloo Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Barge and tourist boat moorings.
		Blackfriars Bridge	Blackfriars Railway Bridge	0.08					0835 0845 0857 0905 0917 0925 0937 0945	Blackfriars Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	
		Blackfriars Railway Bridge	Millenium Footbridge							Blackfriars Railway Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Moorings.
		Millenium Footbridge	Southwark Bridge	0.47						Millenium Footbridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Bankside pier (Thames Clippers).
		Southwark Bridge	Cannon Street Rail Bridge							Southwark Bridge: Far right arch or second arch from the right, dependent on tide level, for safest passage.	
		Cannon Street Rail Bridge	London Bridge	0.7						Cannon Street Rail Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	
		London Bridge	Tower Bridge	0.89	0639 (6.13)	1238 (1.34)	Arrive 1000		0924 0932 0944 1002 1004 1021 1038	London Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage. Paddle behind HMS Belfast, Cherry Garden Pier and the Hilton Pier, if tide allows.	London Bridge City Pier (Thames Clippers), mooring buoys, mooring and HMS Belfast, pleasure boats.
		Tower Bridge	Rotherhithe Tunnel	2.14					0958 1008 1017 1042 1100 1112 1125	Tower Bridge: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	Bullers Wharf Pier, houseboats, mooring buoys, busy pleasure boat moorings, working wharfs, more shoals, Hilton Pier (Thames Clippers and cross river ferries), entrance to South Dock Marina, Greenland Pier, entrance to Deptford Creek, (large vessels enter and depart), large craft moorings, cruise ship moorings, Greenwich Pier. (eight seeing vessels and Thames Clippers).
		Rotherhithe Tunnel	Regents Canal	0.82							
		Regents Canal	Greenwich Beach/Pier	3.35							
		Greenwich Beach/Pier	Blackwall Tunnel	3.08			Rest for 15mins		1053 1102 1120 1123 1143 1145 1203		Moorings and working wharfs (shoals), further working wharfs and deep water terminal, Blackwall Point (shoals). North Woolwich Pier (Thames Clippers), small craft moorings, barge moorings, working wharfs (large vessels), working wharfs with tugs. Barrier Gardens Pier, mooring buoys, Woolwich Ferry South Terminal, mooring buoys, Woolwich Arsenal Pier (Thames Clippers), mooring buoys, Iron Pier and 1 Getty, mooring buoys and Margaretress. Large vessels manoeuvring to and from berths/ mooring buoys.
		Blackwall Tunnel	River Lea	0.98						Call the Thames Barrier to request permission to proceed through the barrier at Blackwall Point, at the O2.	
		River Lea	Thames Barrier	2.45							
		Thames Barrier	Woolwich Ferry	1.73	0619 (6.20) at North Woolwich	1209 (1.45) at North Woolwich	Arrive by 1200			As directed.	
10	Saturday 25 July	Woolwich Ferry	Barking Creek	3.31	0707 (6.01)	1252 (1.64)	Leave 0630				
		Barking Creek	River Darent	10.7							
		Cross Ness	Crayford Ness							Entering the PLA Lower District. This is the 'commercial' area of the port and as such larger vessels will be encountered. Keep to south side of river out of the main navigation channel. Be aware of vessels manoeuvring to and from berths.	
		Crayford Ness	River Darent							Entering VTS River Sector. Change to VHF Ch68 and report position to London VTS	
		River Darent	Dartford Crossing	2.71							
		Dartford Crossing	Queen Elizabeth 2 Bridge	0.08							
		Queen Elizabeth 2 Bridge	Channel Tunnel Rail Link	2.72						Queen Elizabeth: Most southern arch where there are no restrictions, dependent on tide level, for safest passage.	
		Channel Tunnel Rail Link	Gravesend	4.9	0642 (5.47)	1226 (1.59)	Arrive by 1200				
				24.42							
11	Sunday 26 July	Gravesend	Holehaven Creek	18.06	0743 (5.49)	1332 (1.69)	Leave 0700			Paddle as close to the river bank on the south side as navigationally possible. Safety boat to call London VTS to advise of our departure.	Large vessels, mooring buoys, Denton Wharf, Alpha Jetty, Blyth Sands, London Gateway Port, Oikos Storage, Calor Gas, pleasure craft. Crossing three shipping lanes. Potential poor visibility, wind direction and speed.
		Denton Wharf								Entering category D waters where wave heights of 2m or more may be encountered.	
		(Option A) Holehaven Creek	Chapman Sands or Island Yacht Club	5	0712 (4.75)	1311 (1.60)	Arrive by 1030 Leave by 1100			Dependent on the outcome of a dynamic risk assessment on the day, based around the conditions set in the Risk Assessment, if the right conditions are met. Paddle as close to the river bank on the south side as navigationally possible. Cross the shipping lane at Sea Reach No.7 which would be at approximately 10.15am, 2.15 hours before low tide. Cross the shipping lanes while paddling on our knees, to ensure the greatest stability and quickest paddle stroke while on the paddle board. Safety boat to call on London VTS to request permission to cross the shipping lane within a period of up to 20 minutes. If there is a minimum of a mile visibility and with permission granted, maintain a visual look out when crossing the shipping lane. If in danger of a fast approaching large vessel, use the safety boat to swiftly tow both paddle boards out of the path of the large vessel. Contact London VTS at quarter past and hourly to the hour to advise of our position, in order for London VTS to add our position to the hourly and half hourly broadcast. Call London VTS when arrived at Chapman Sands or Island Yacht Club to advise that the crossing has been made.	
		(Option B) Chapman Sands or Island Yacht Club	Southend Pier	6.7			Leave by 1100. Arrive at Southend Pier by 1300.			Remain as close to the north river bank as navigationally possible, taking into consideration the lowering tide.	
	OR dependent on weather	(Option B) Holehaven Creek	Allhallows Yacht Club	11.7	0712 (4.75)	1311 (1.60)	Leave by 1100. Arrive at Allhallows Yacht Club by 1300.			Remain on the south side, as close to the river bank as navigationally possible, taking into consideration the lowering tide.	Large vessels, mooring buoys, Denton Wharf, Alpha Jetty, Blyth Sands, London Gateway Port, Oikos Storage, Calor Gas, pleasure craft. Potential poor visibility, wind direction and speed. Category D waters, wave heights of 2m or more may be encountered.
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