

SCHEDULE 1

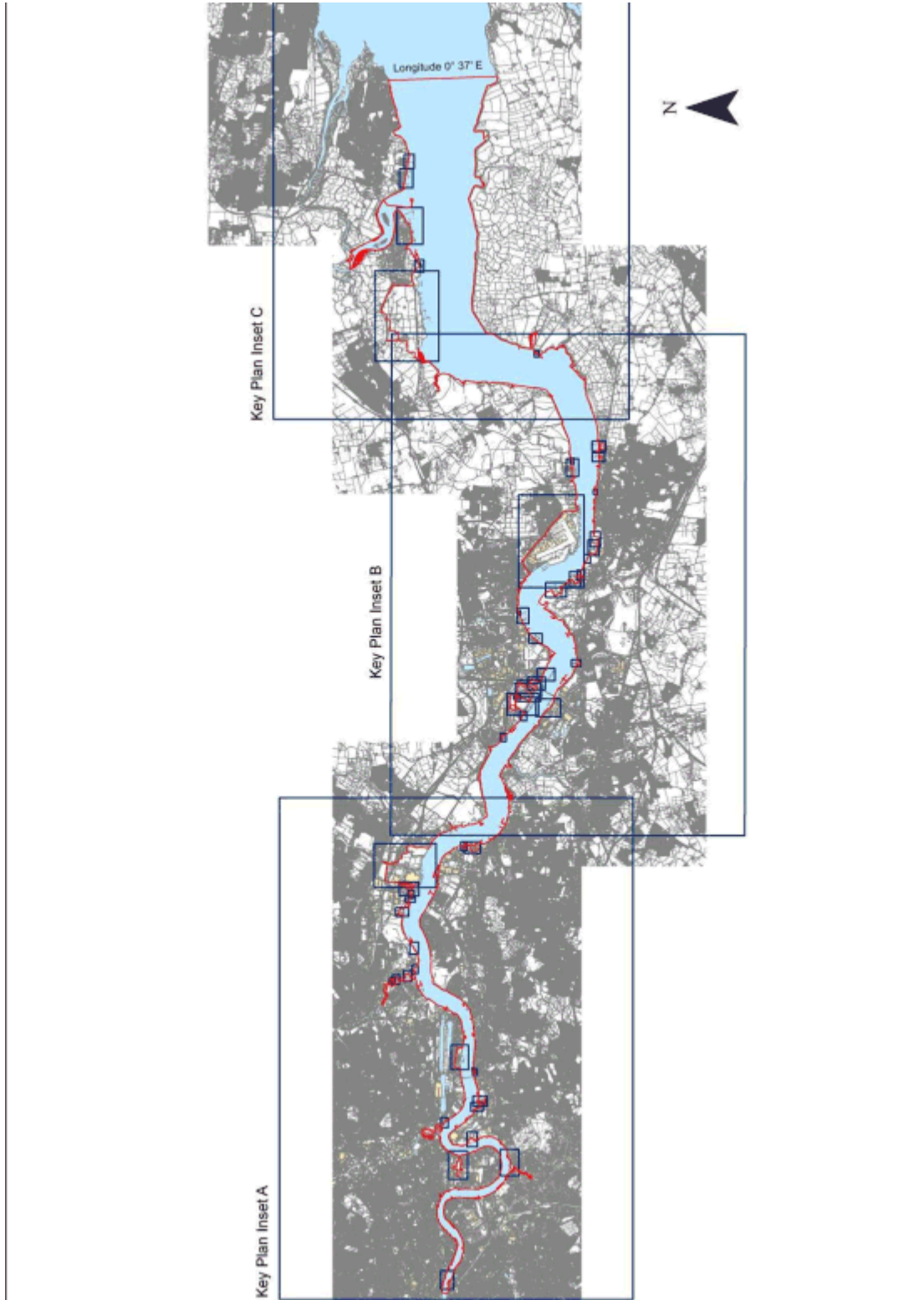
Article 2

Article 2(2)(a)

Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

PART 1

Boundary of the Port of London—Overview Key Plan



Article 2(2)(b)

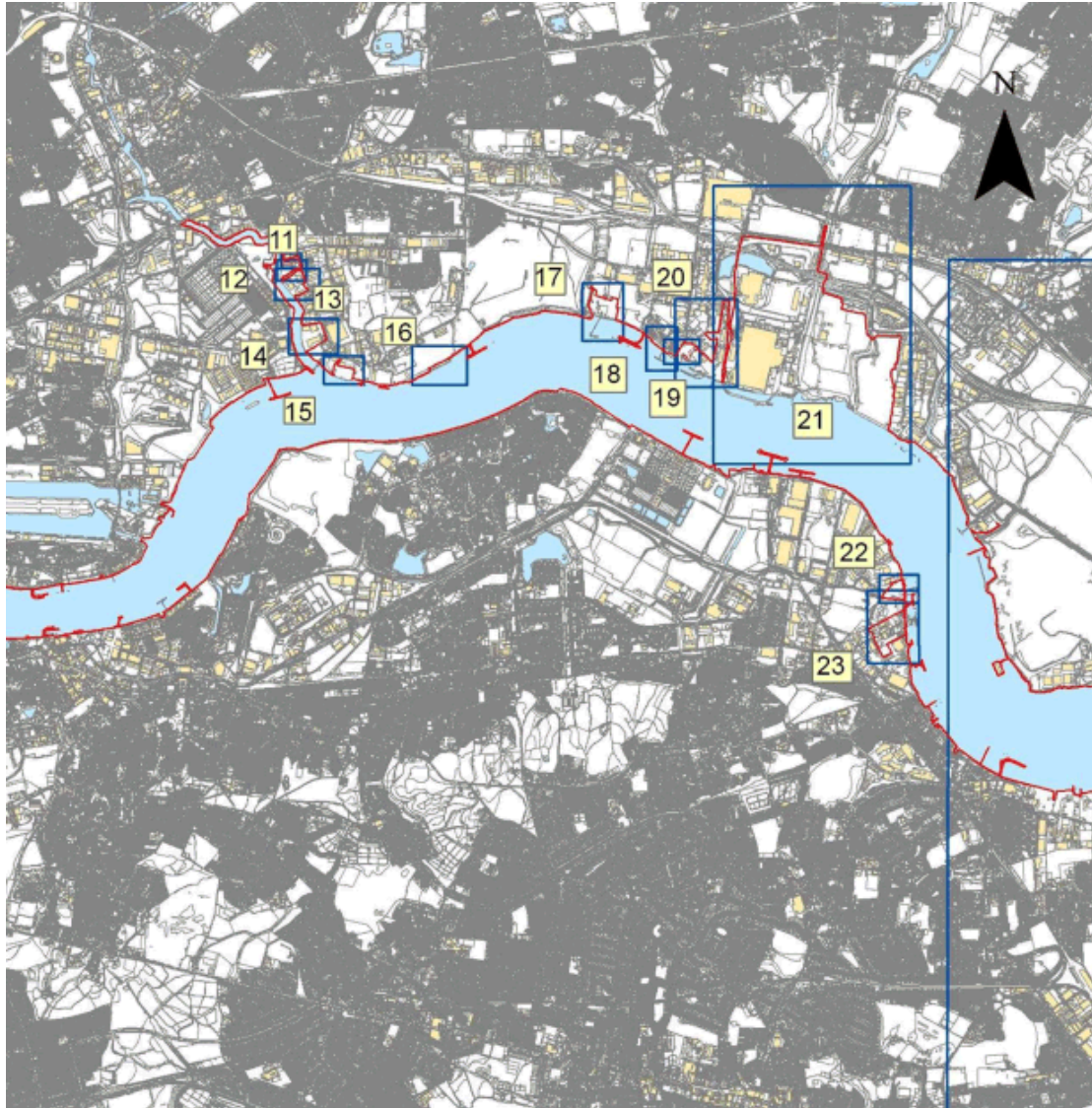
PART 2

Key Plan Inset A



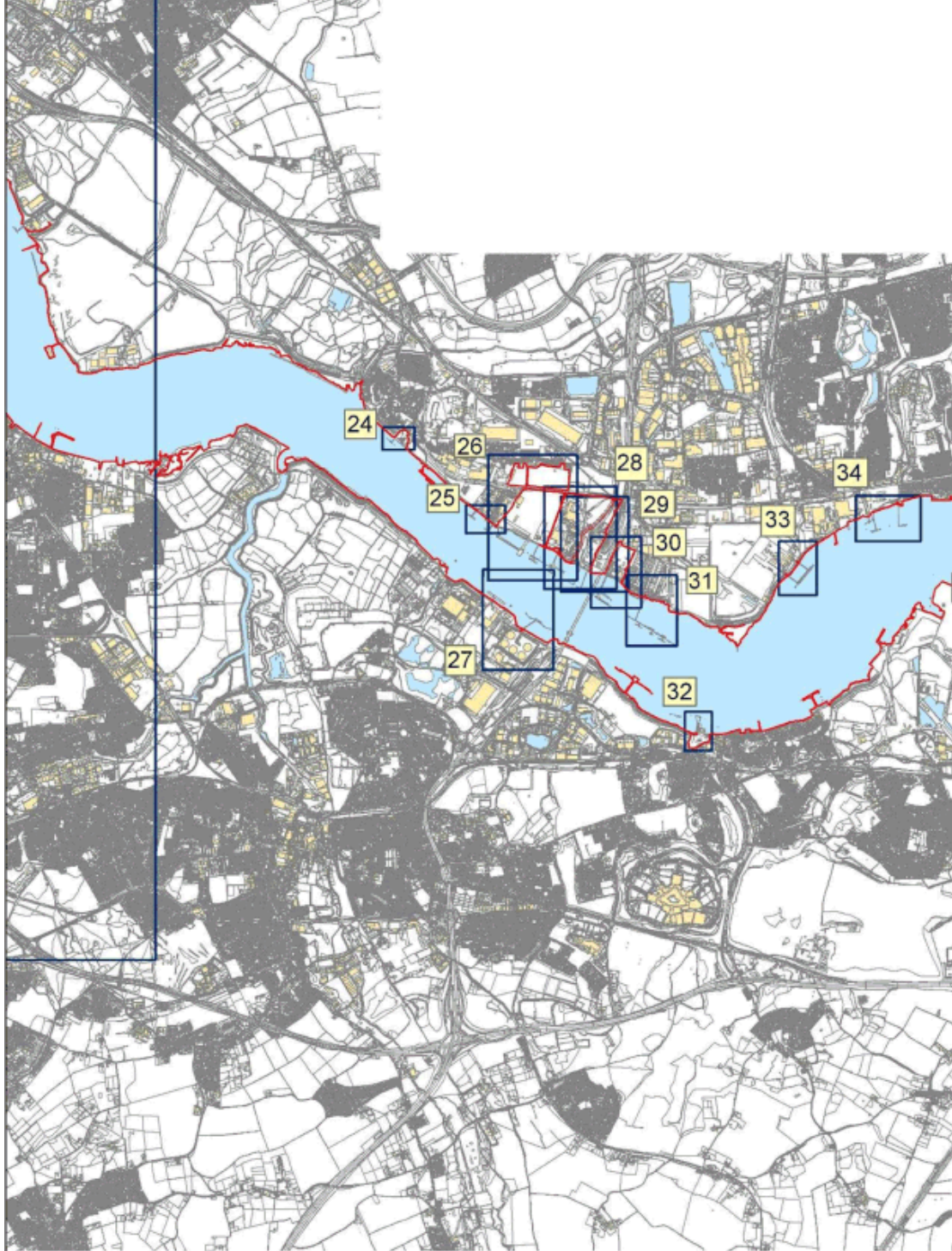
Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Key Plan Inset A (continued)



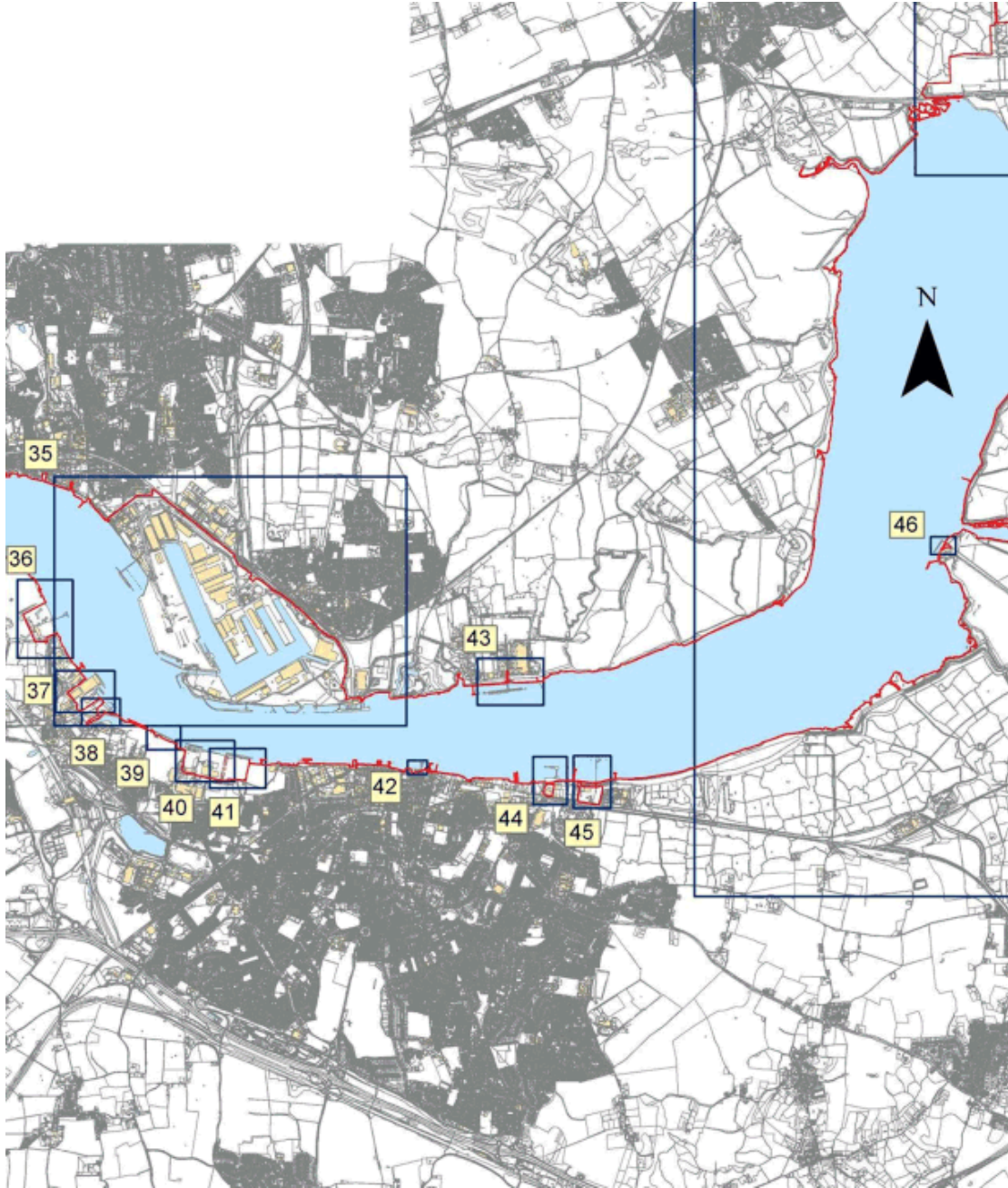
Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Key Plan Inset B



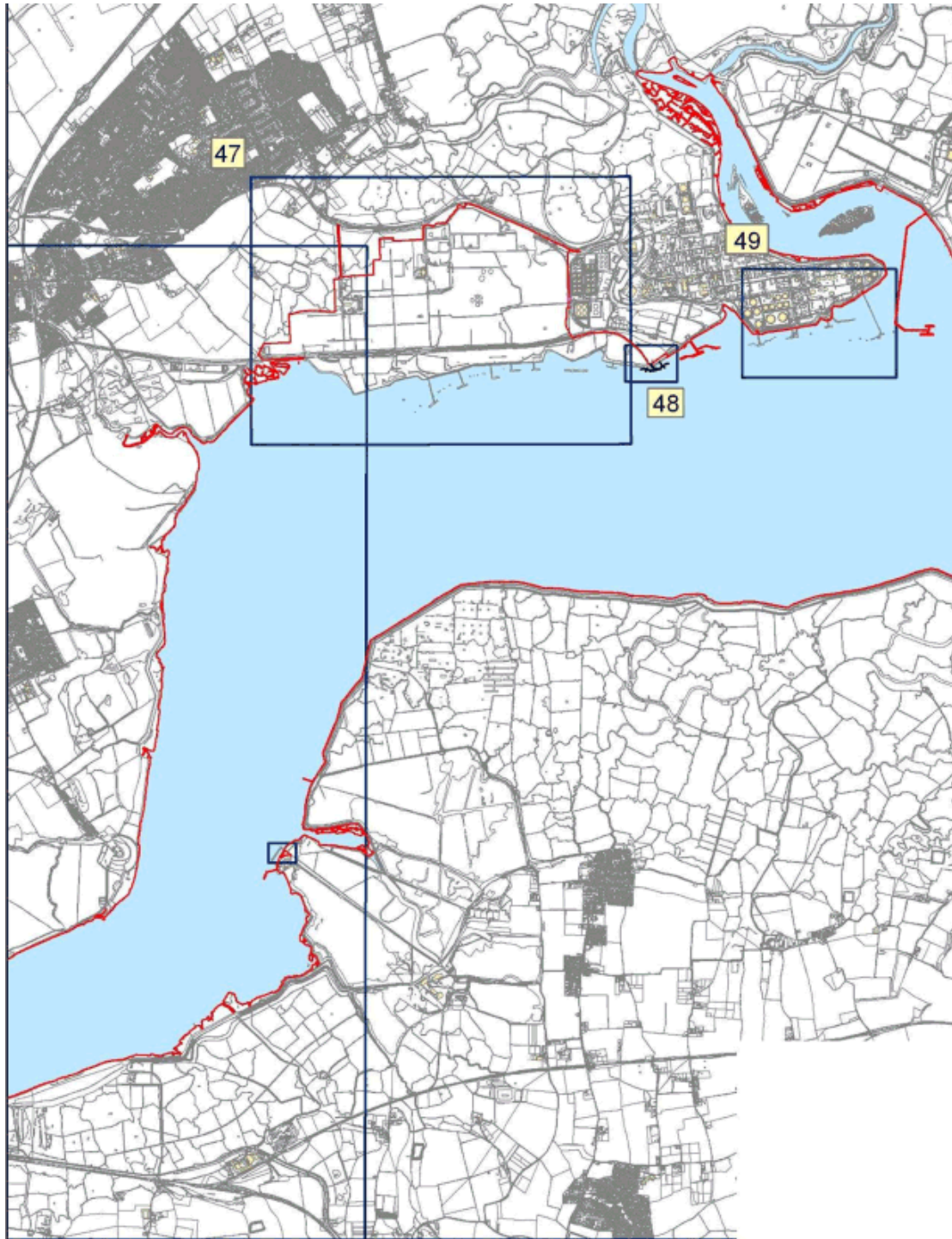
Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Key Plan Inset B (continued)



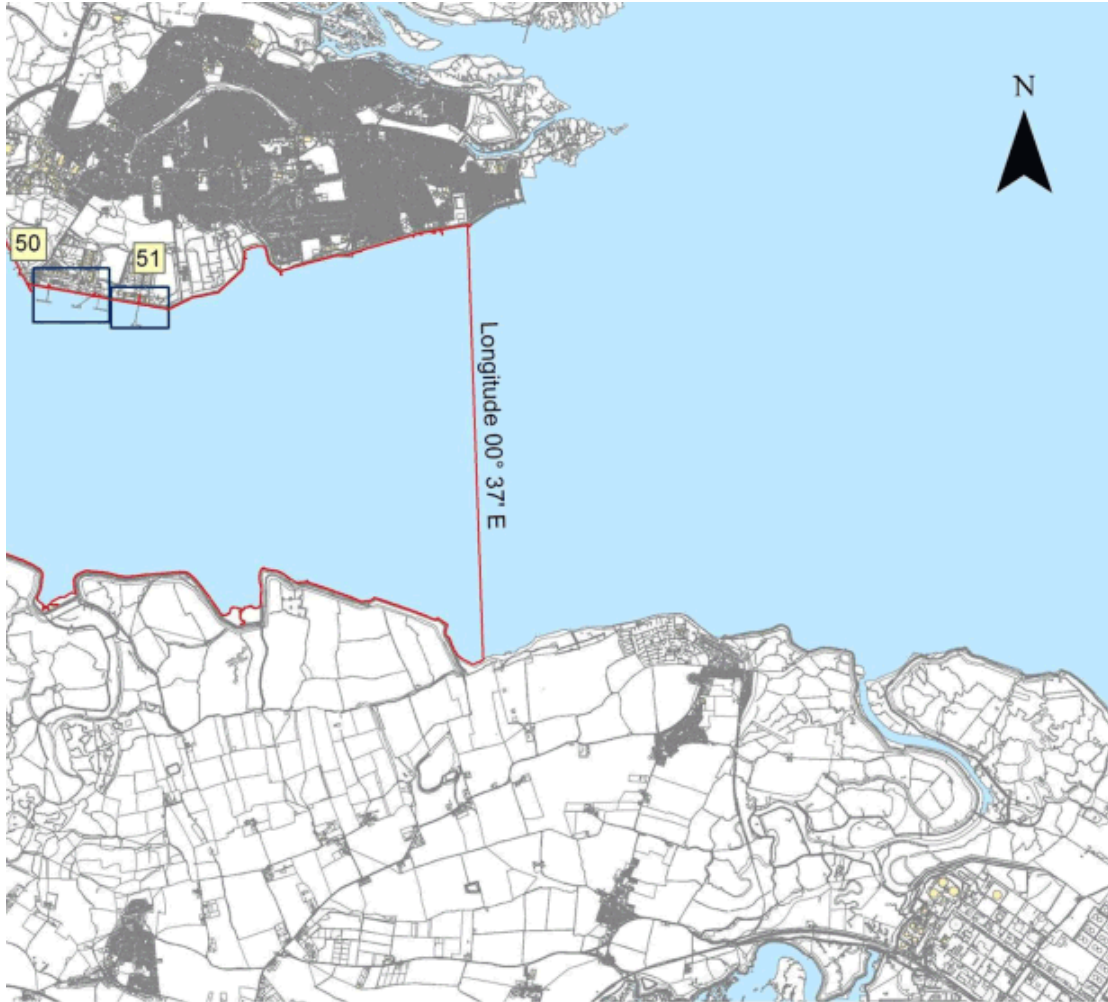
Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Key Plan Inset C



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

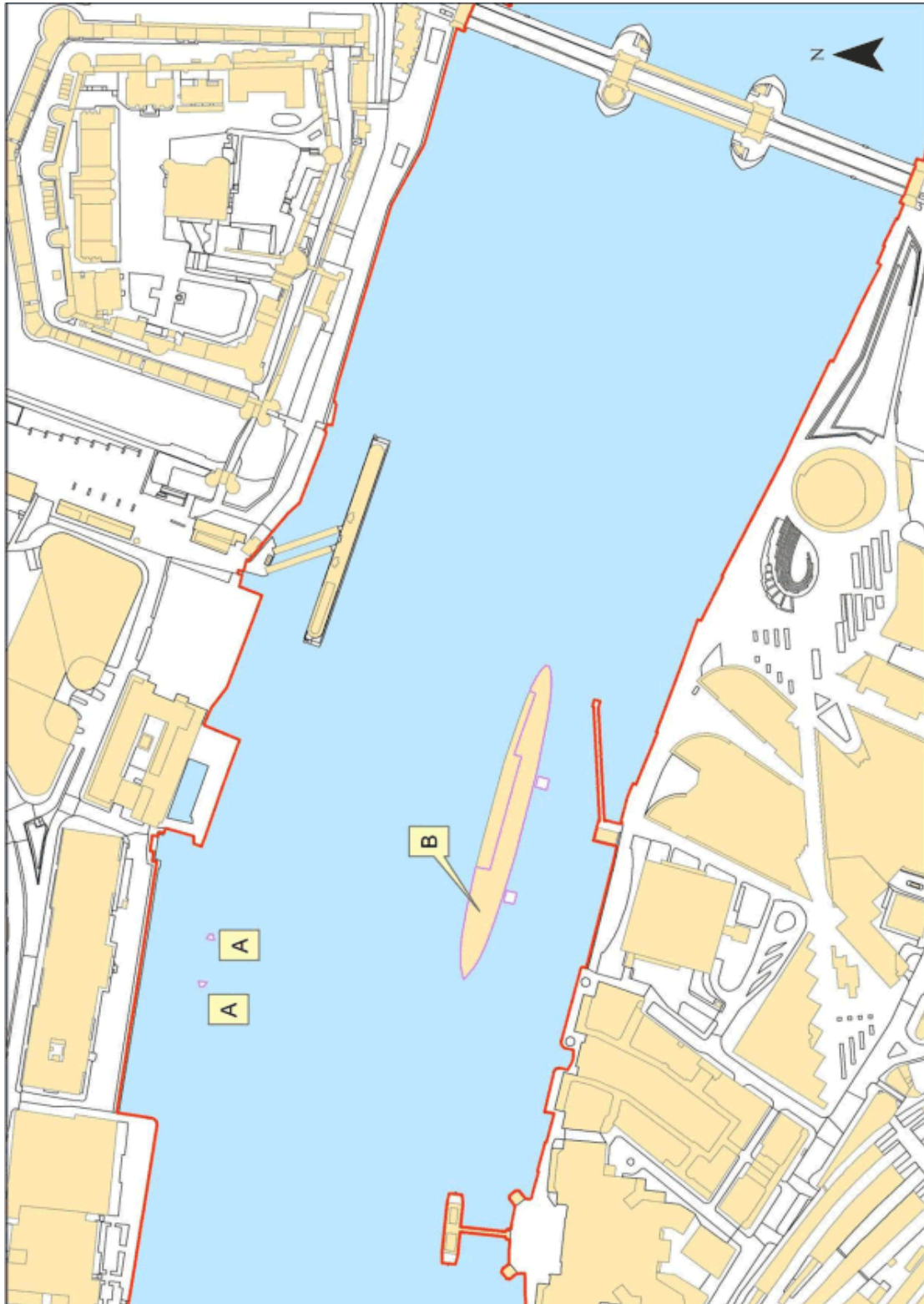
Key Plan Inset C (continued)



Article 2(4)

PART 3

Inset Plan 1

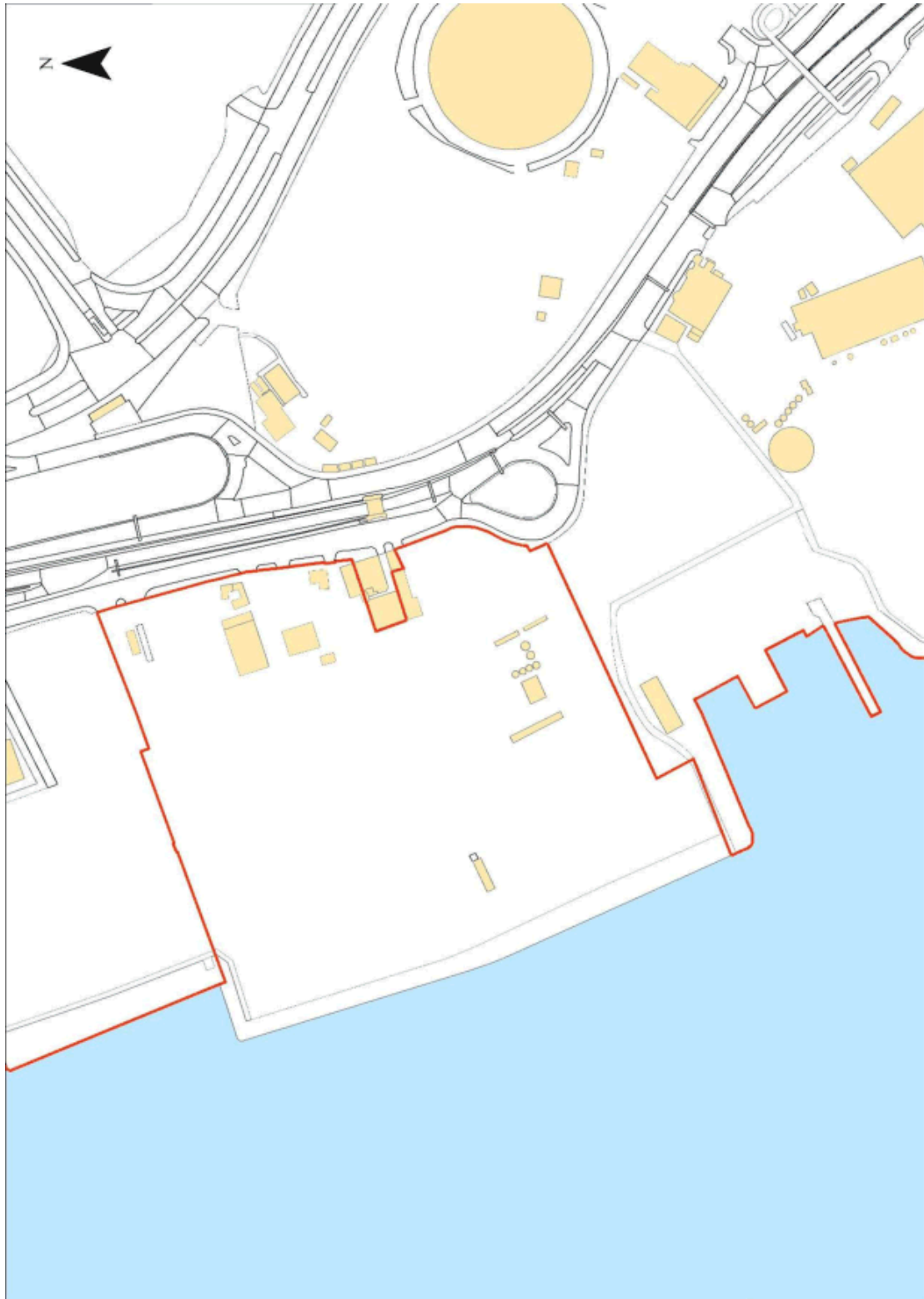


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 2

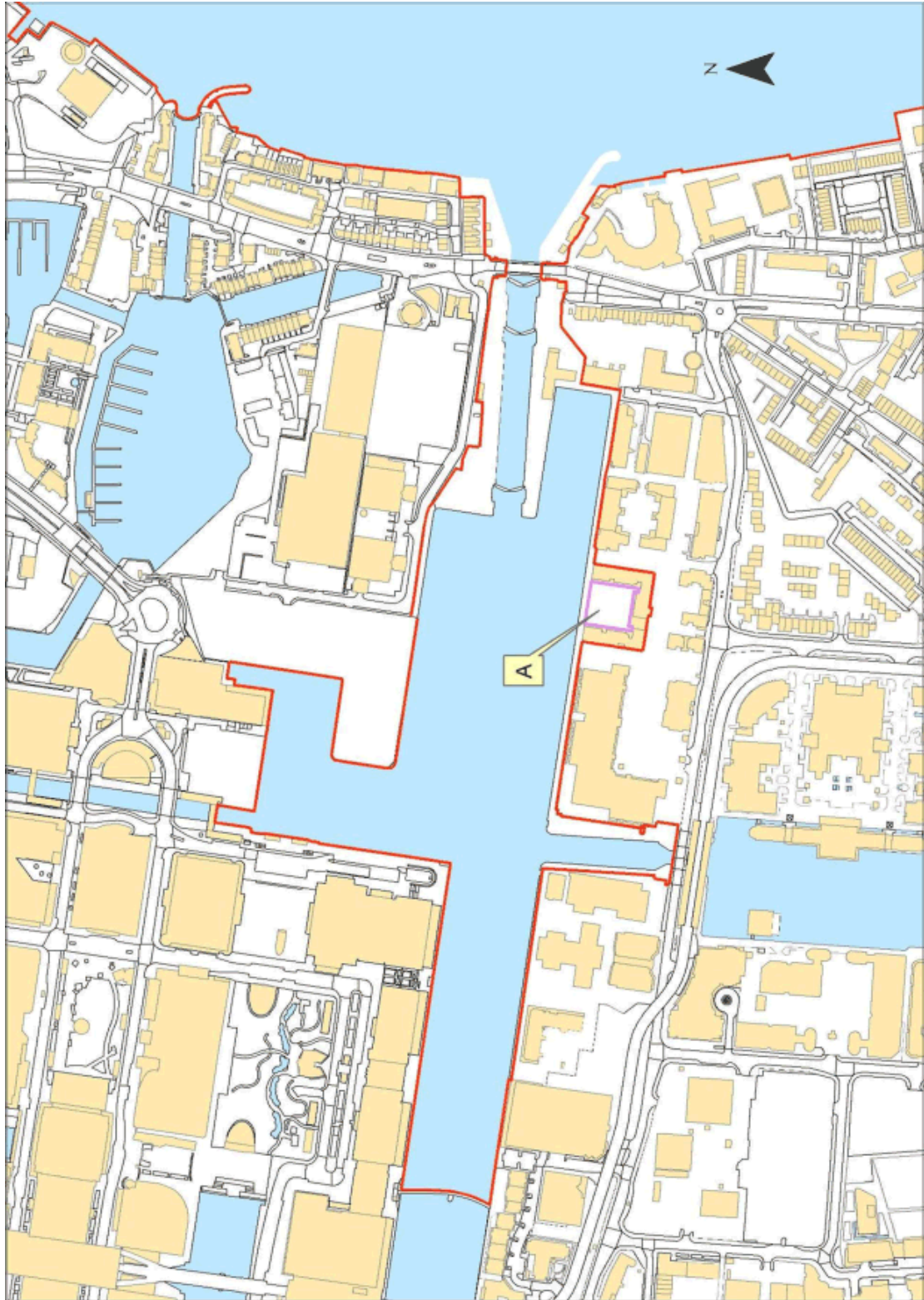


Inset Plan 3



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 4



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 5

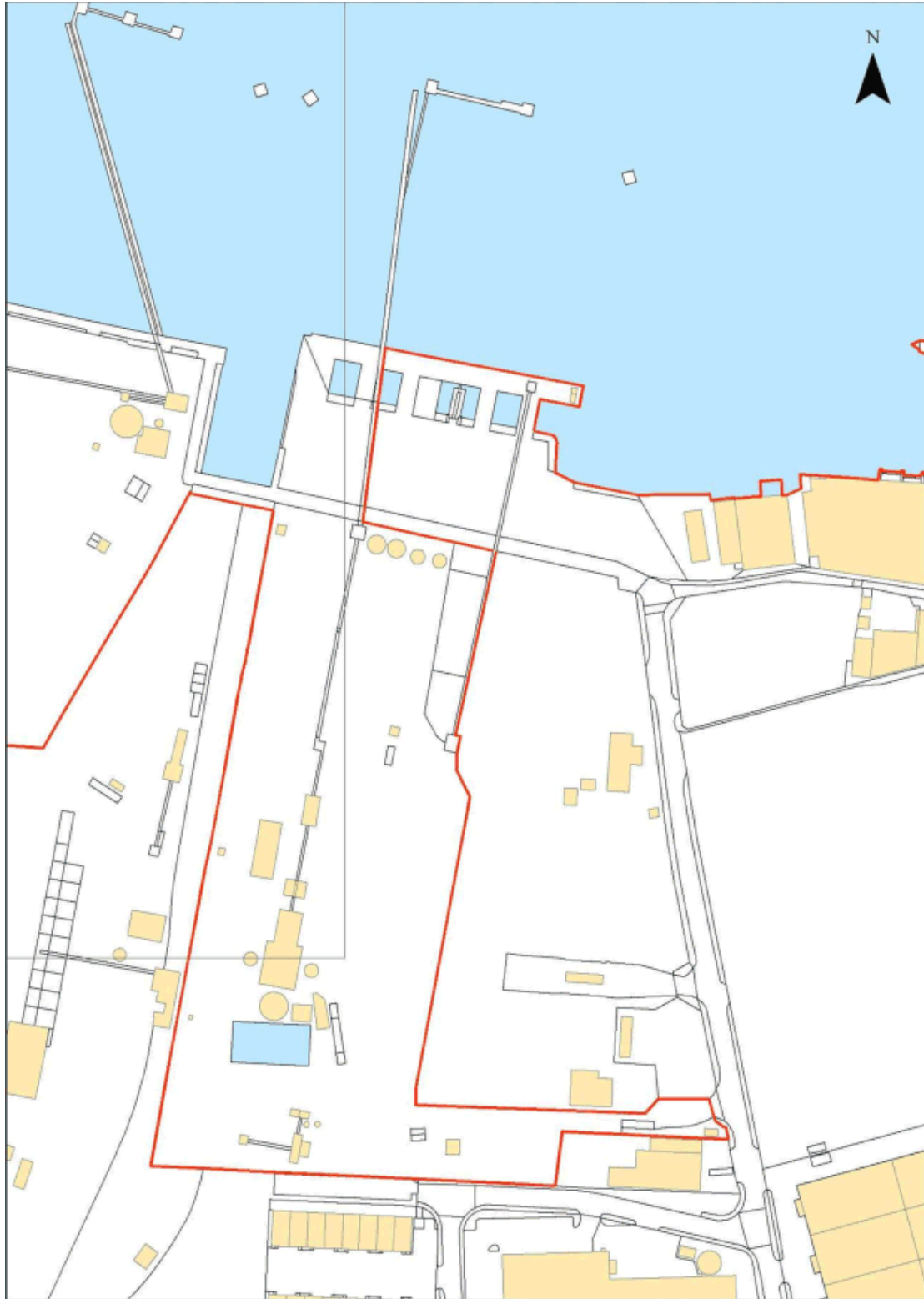


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 6



Inset Plan 7

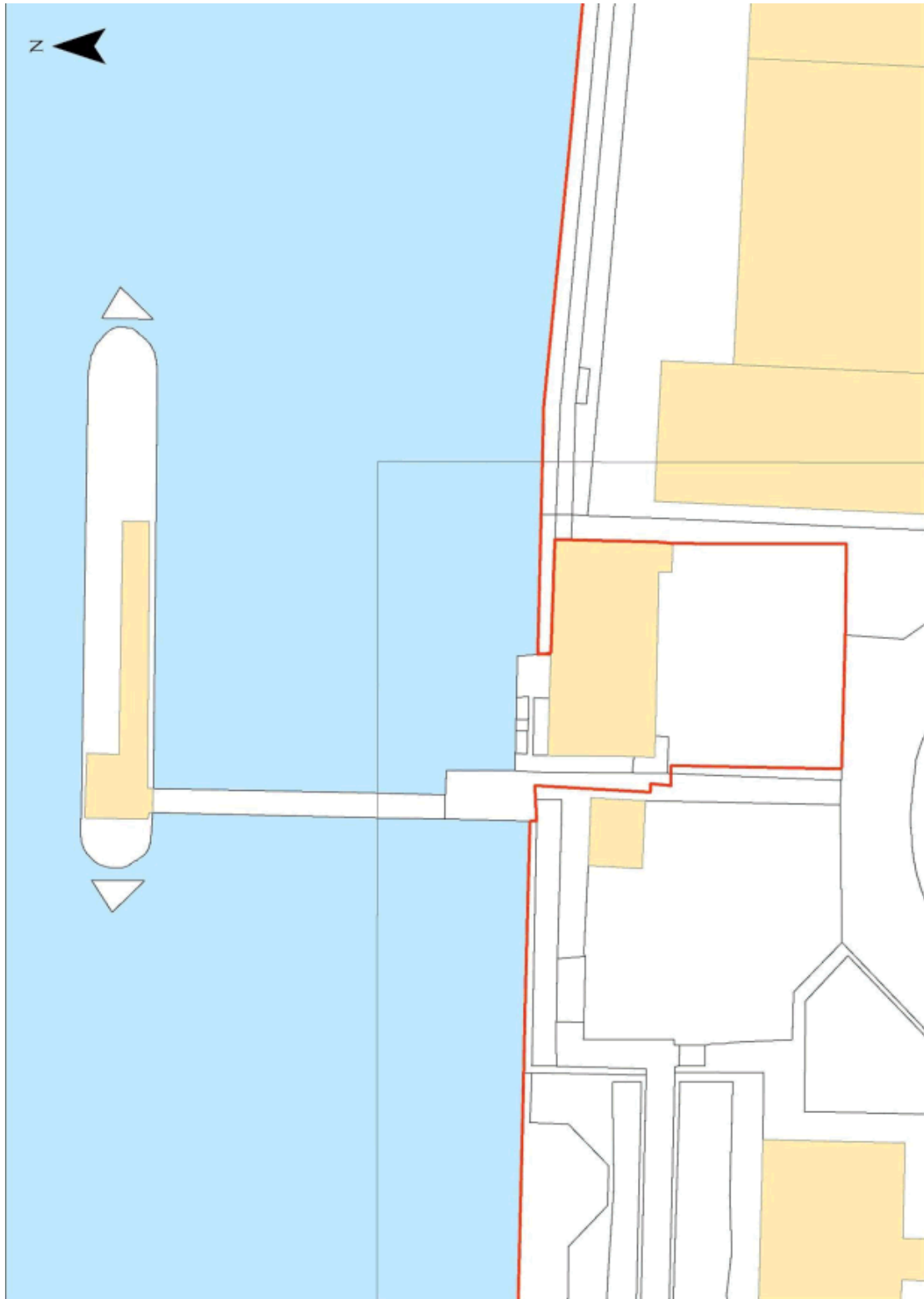


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 8

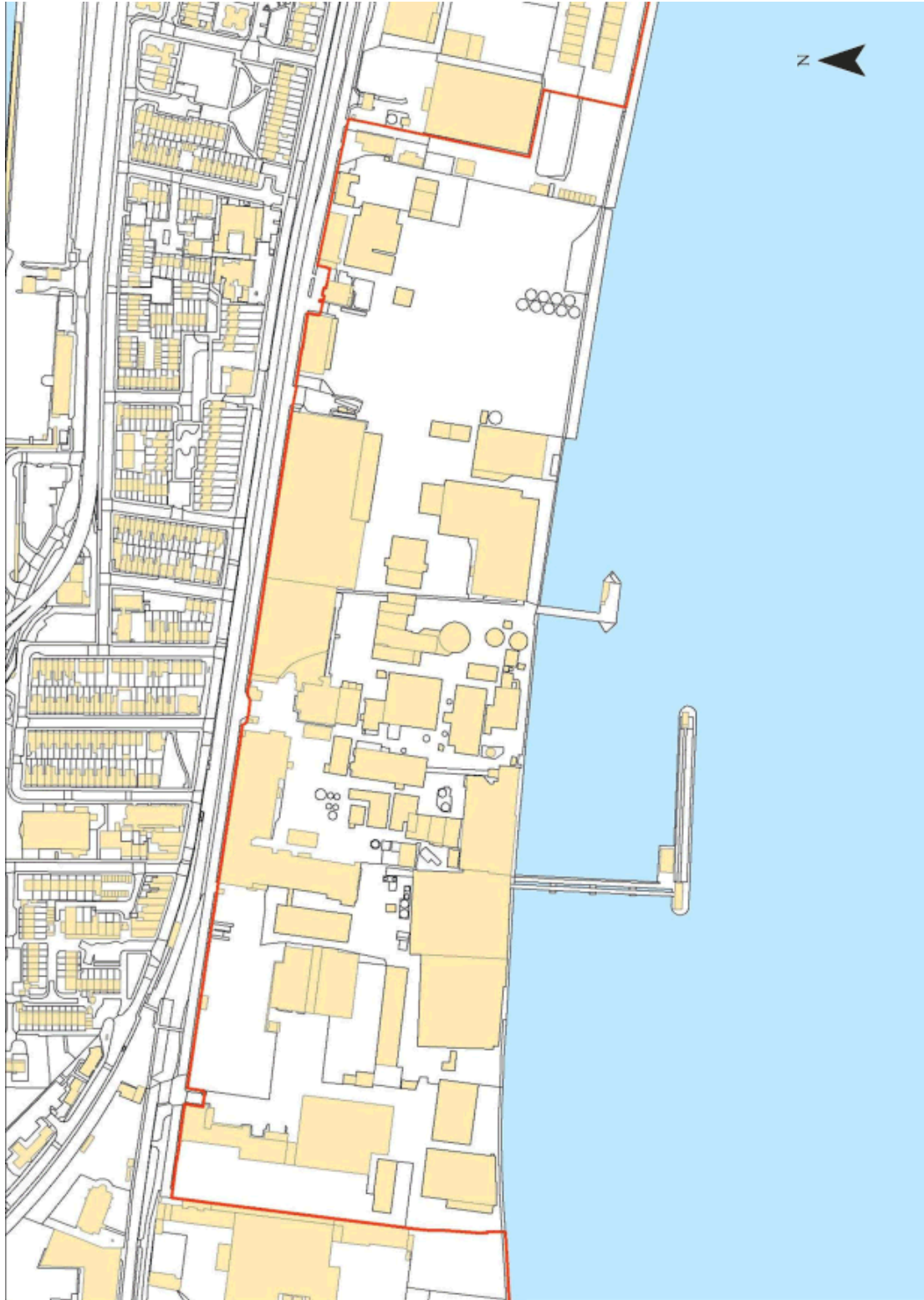


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Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 10



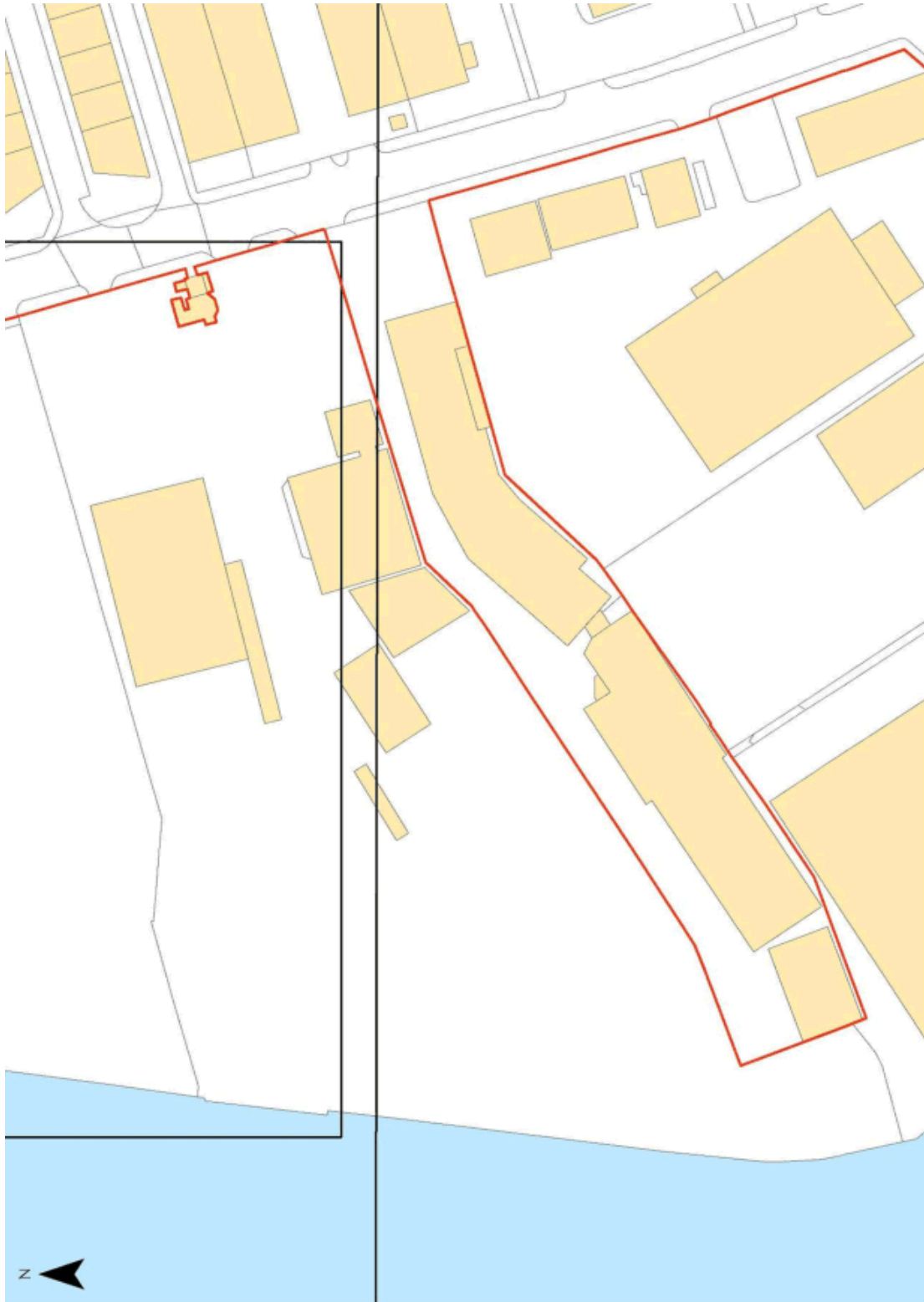
Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 11



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 12



Inset Plan 13



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 14



Inset Plan 15



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 16



Inset Plan 17



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 18

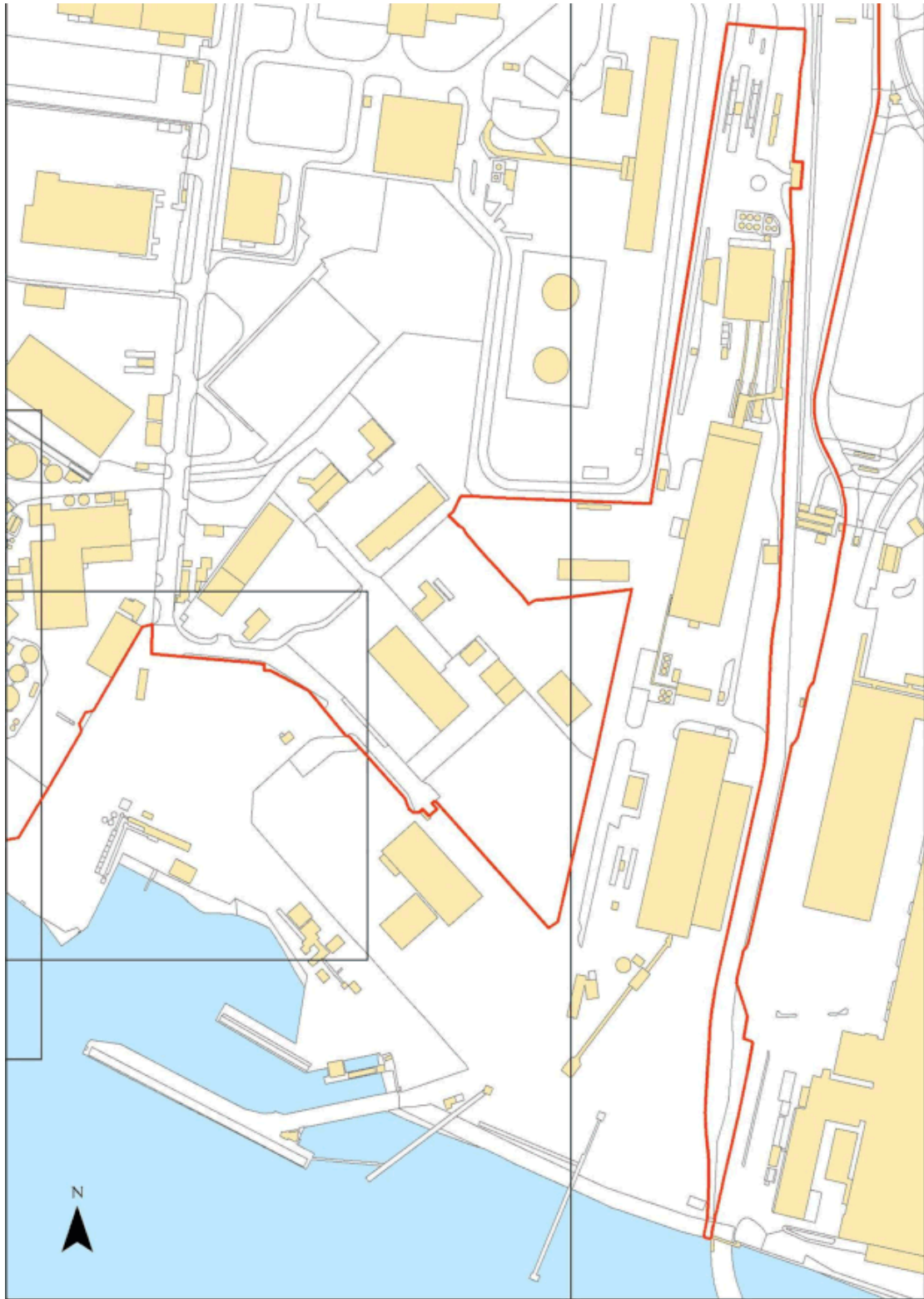


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Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 20

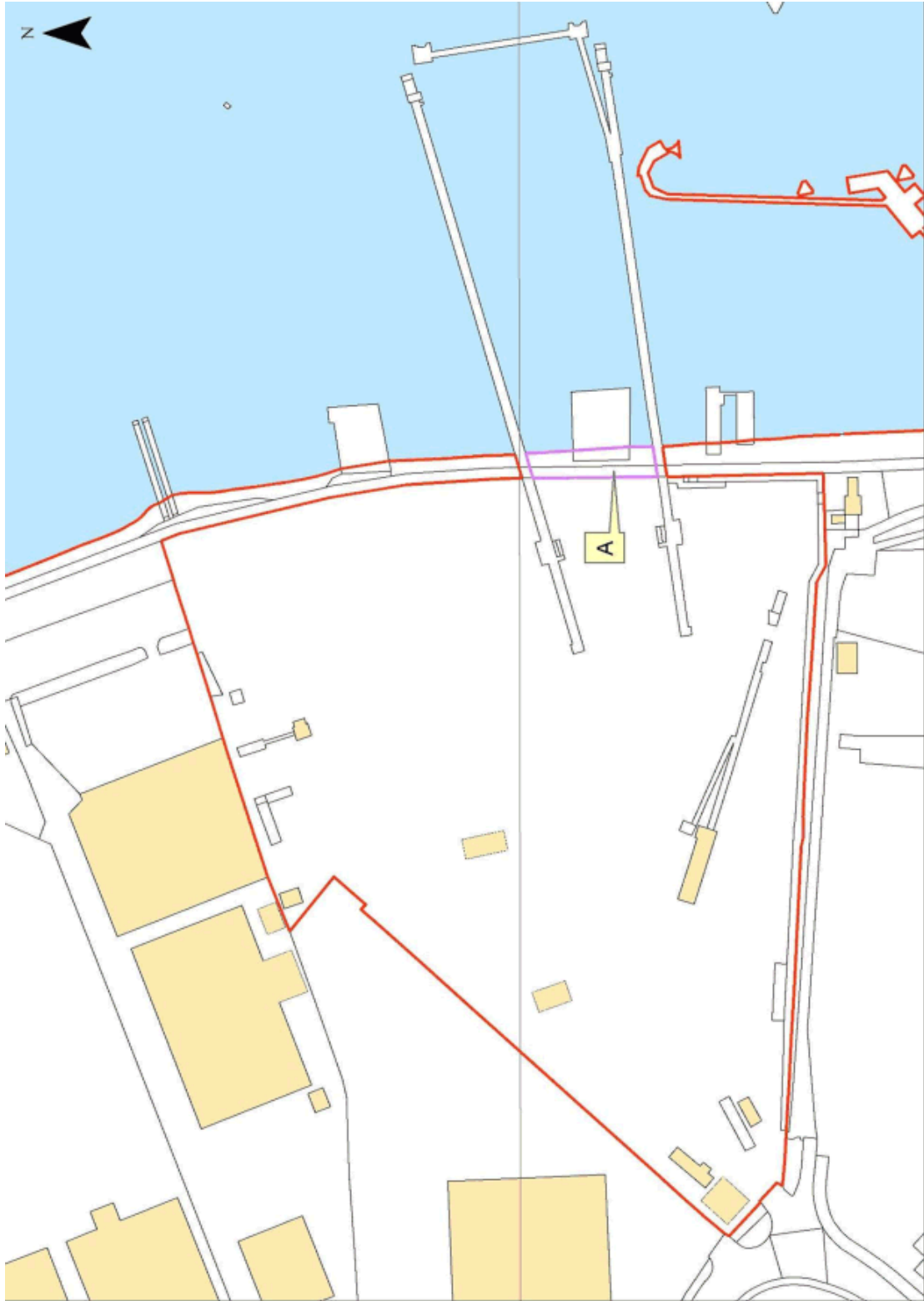


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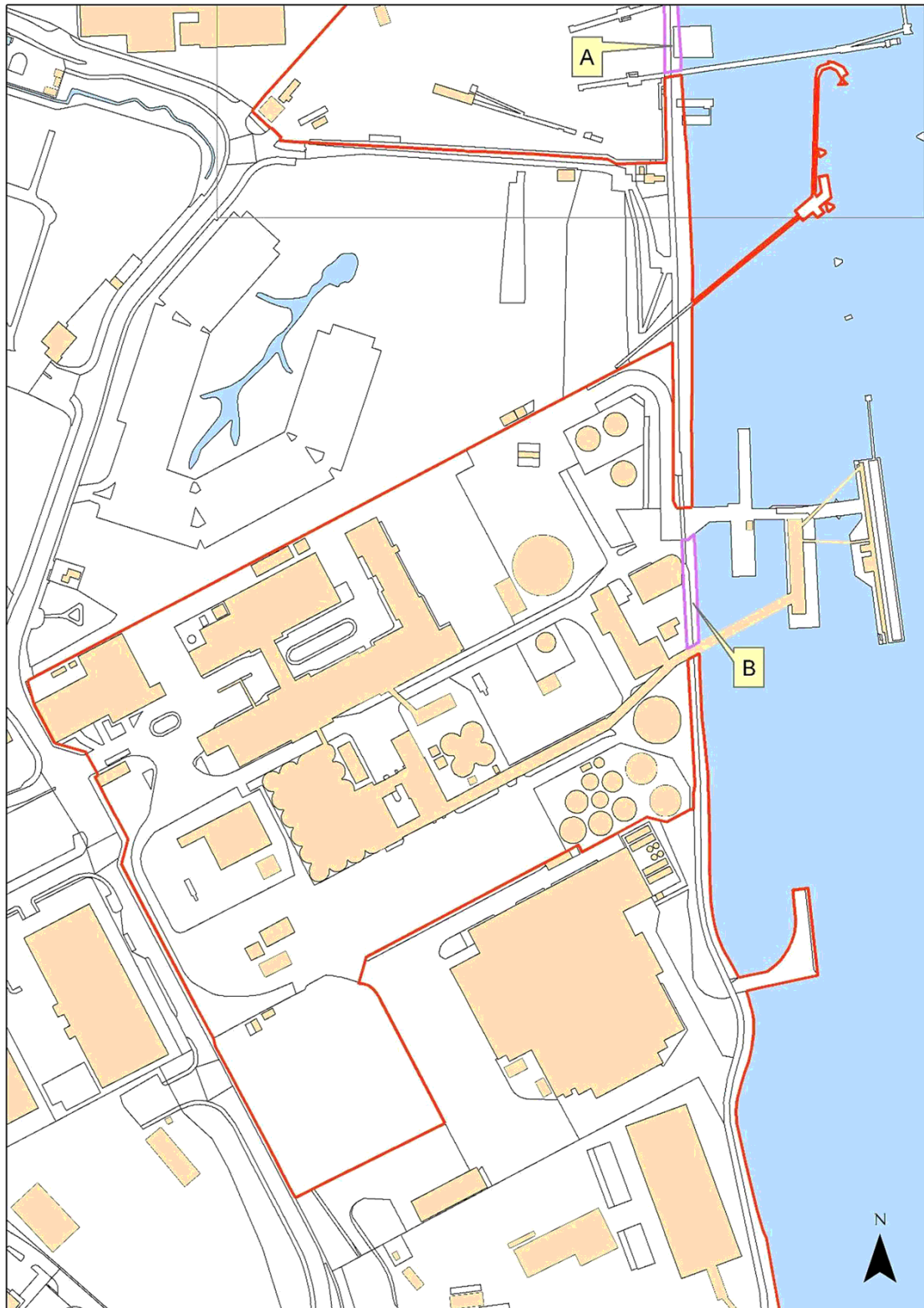


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 22



Inset Plan 23

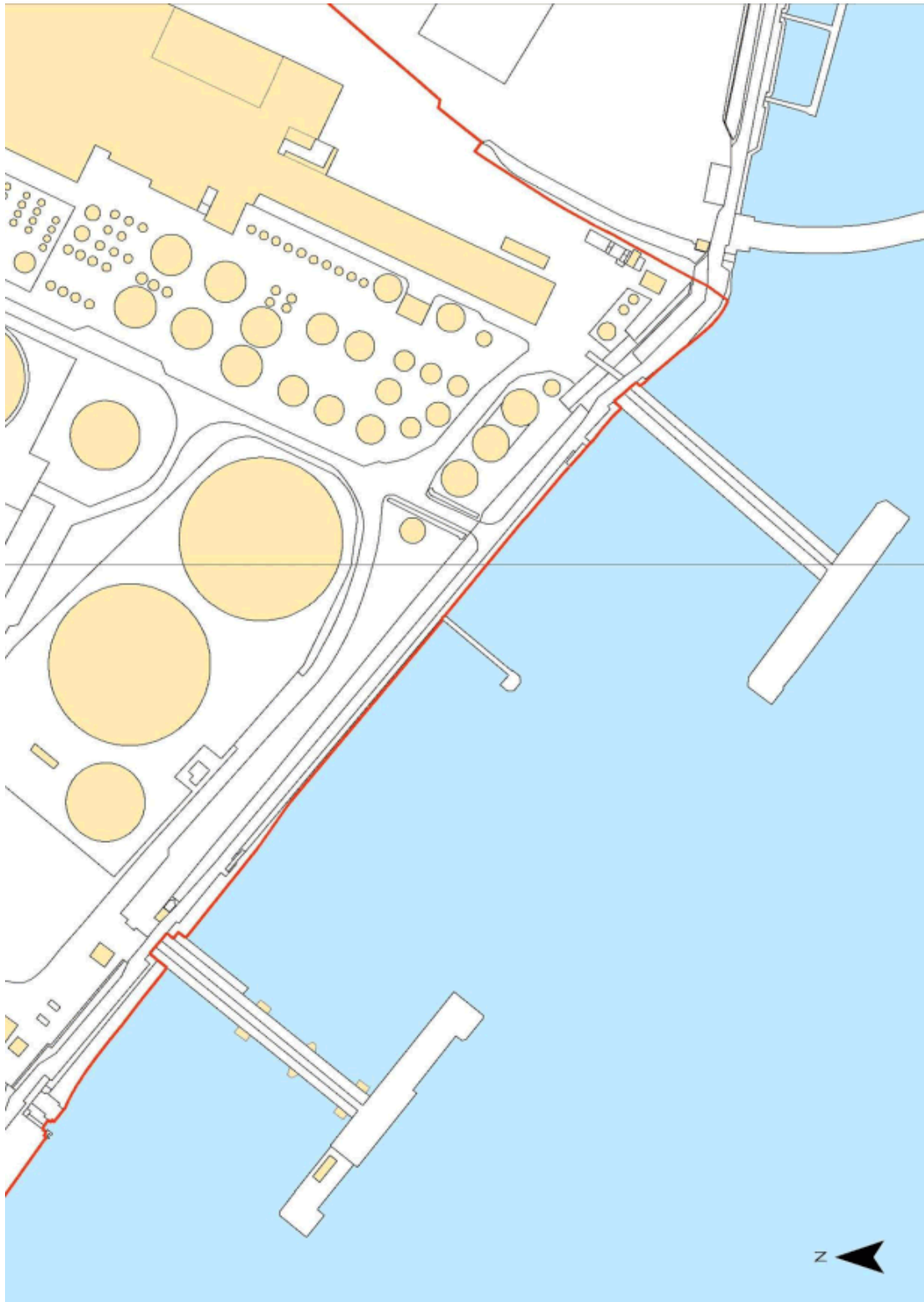


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Inset Plan 24



Inset Plan 25

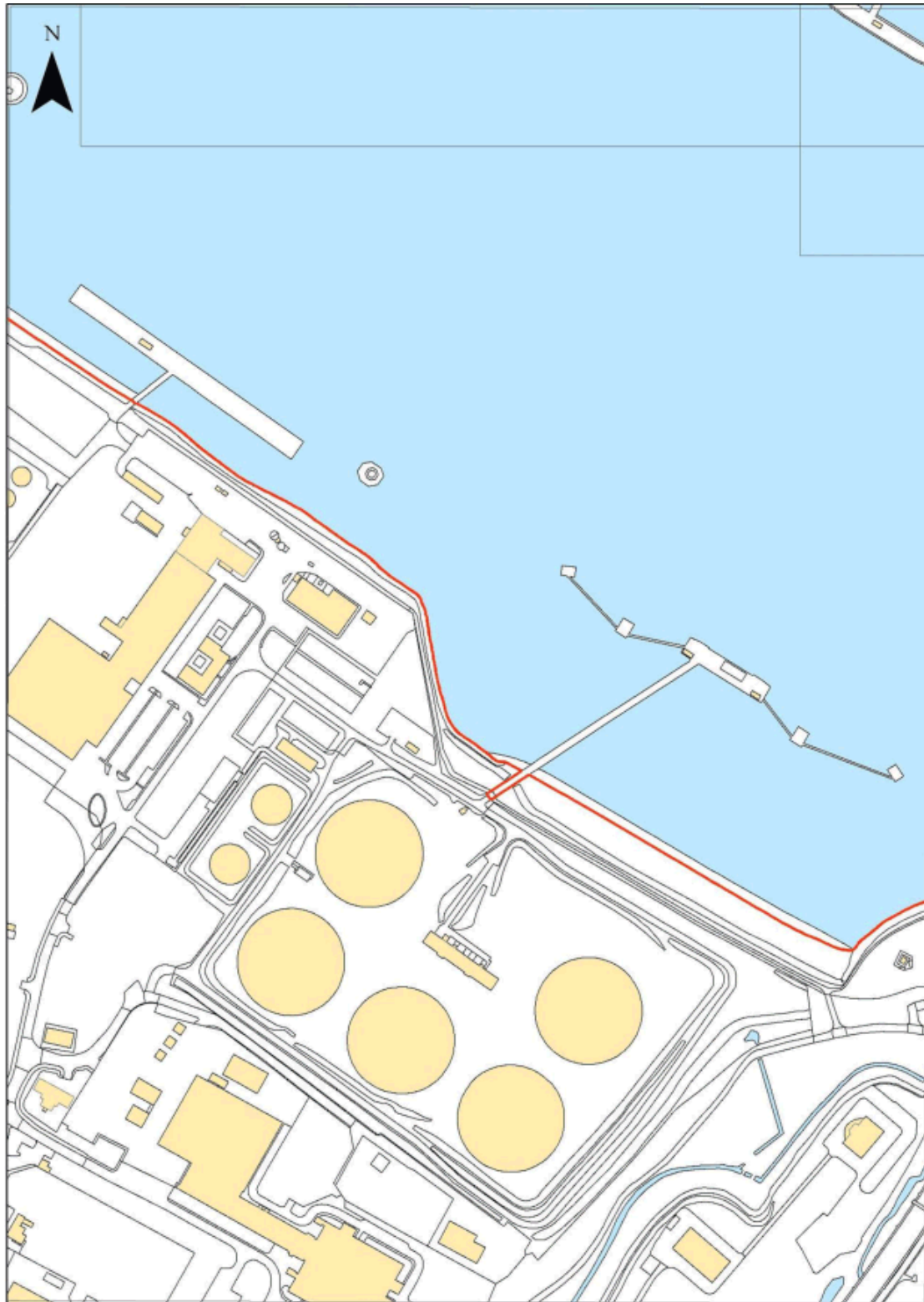


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 26

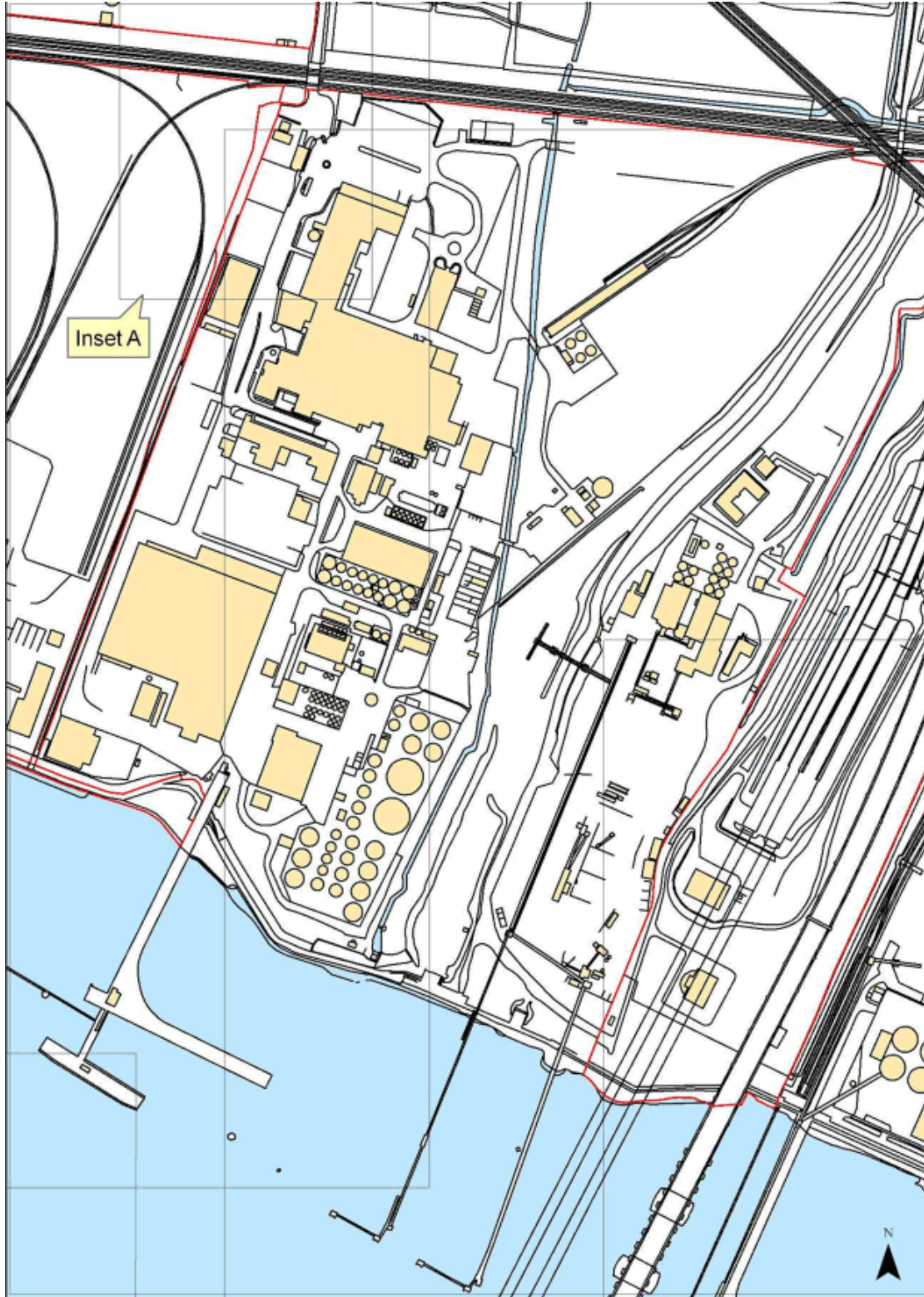


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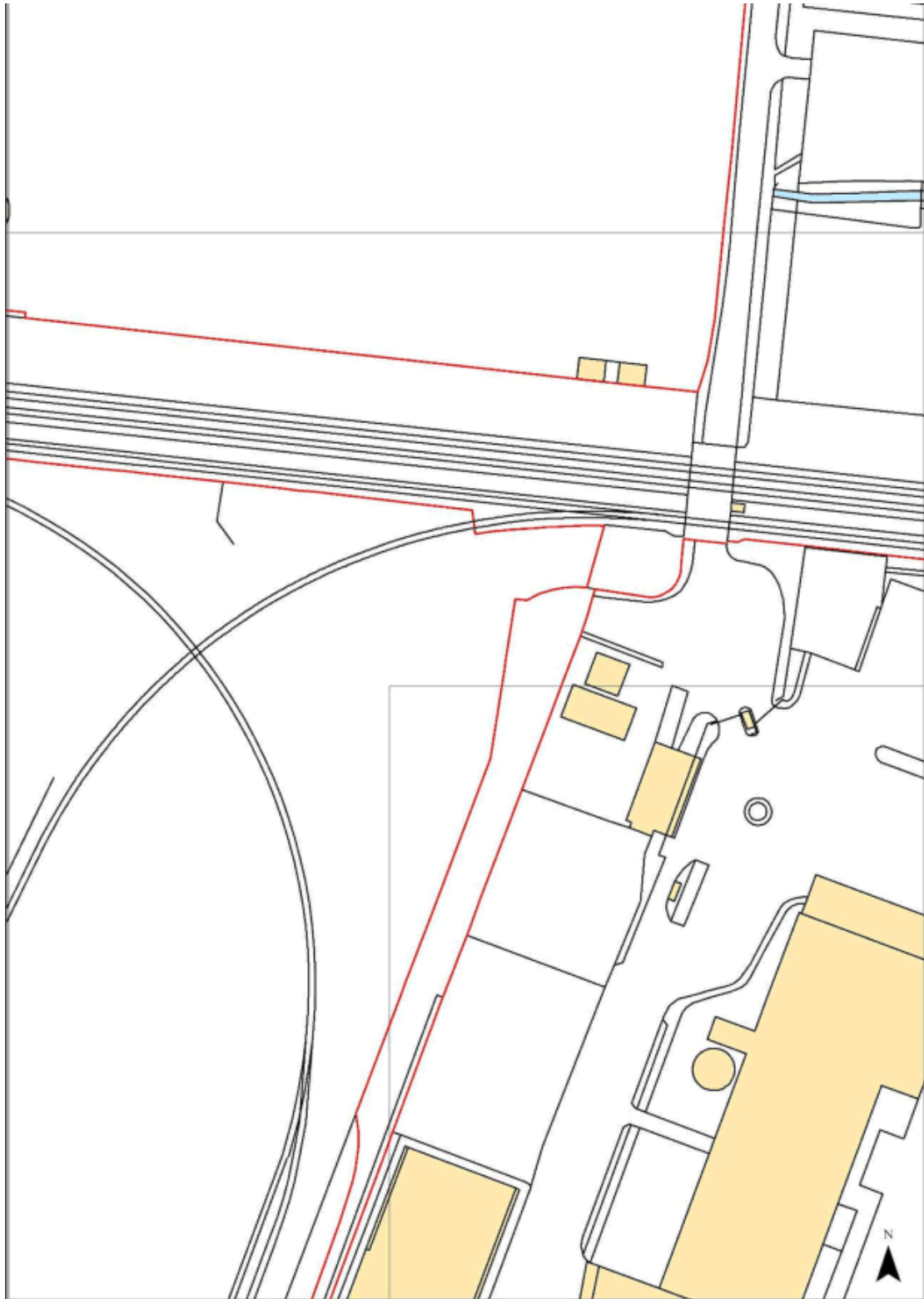


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 28

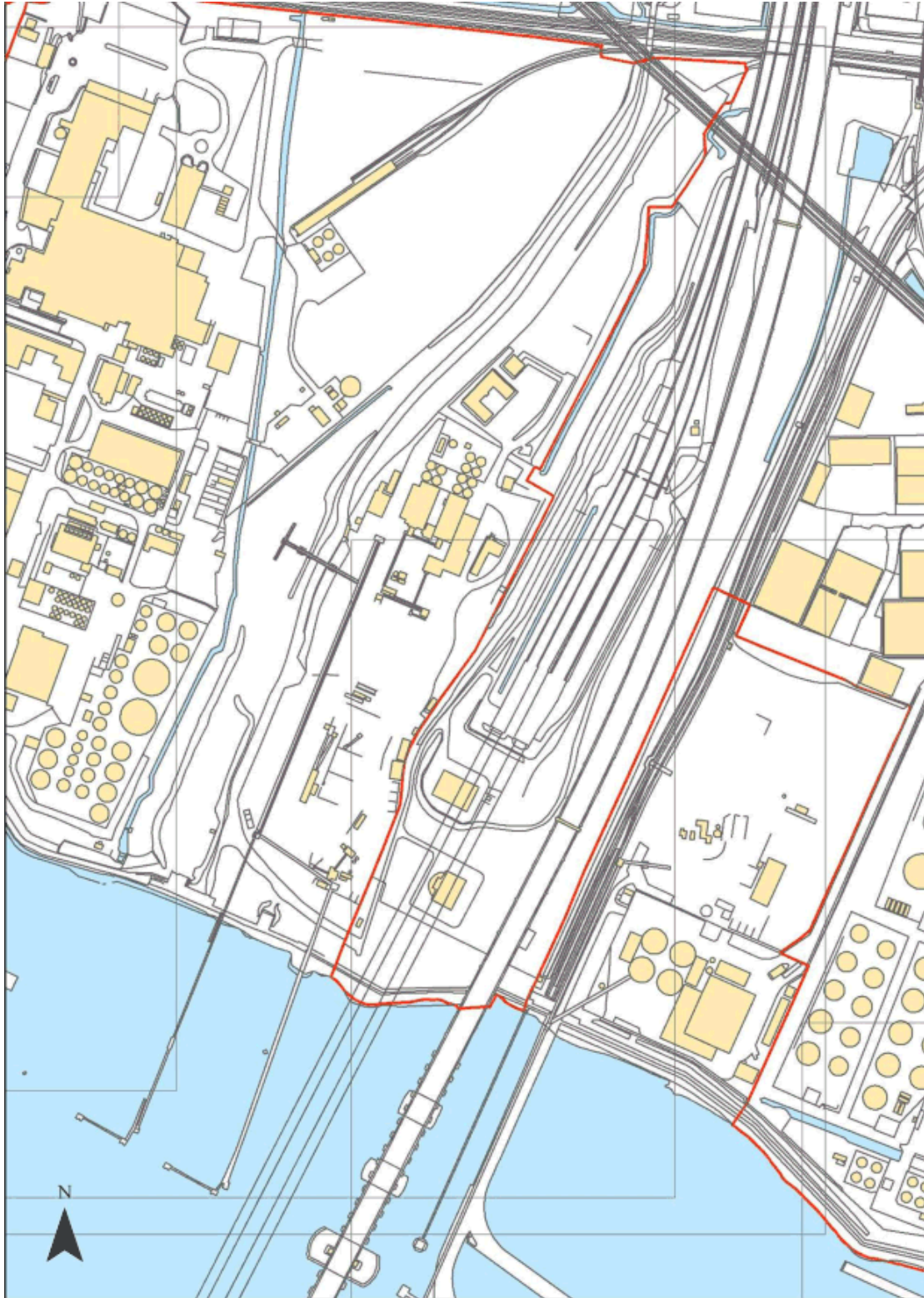


Inset Plan 28A

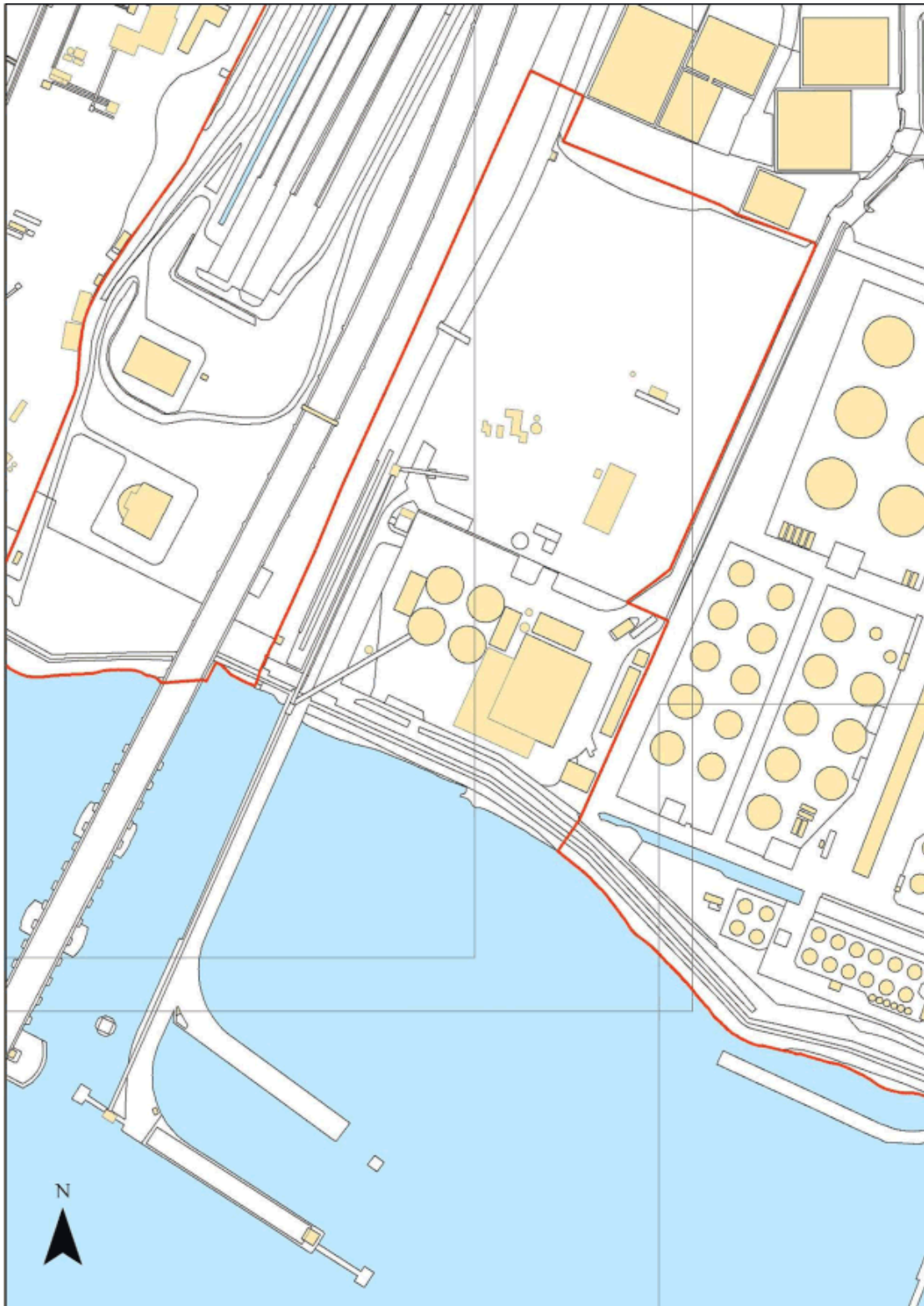


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 29



Inset Plan 30

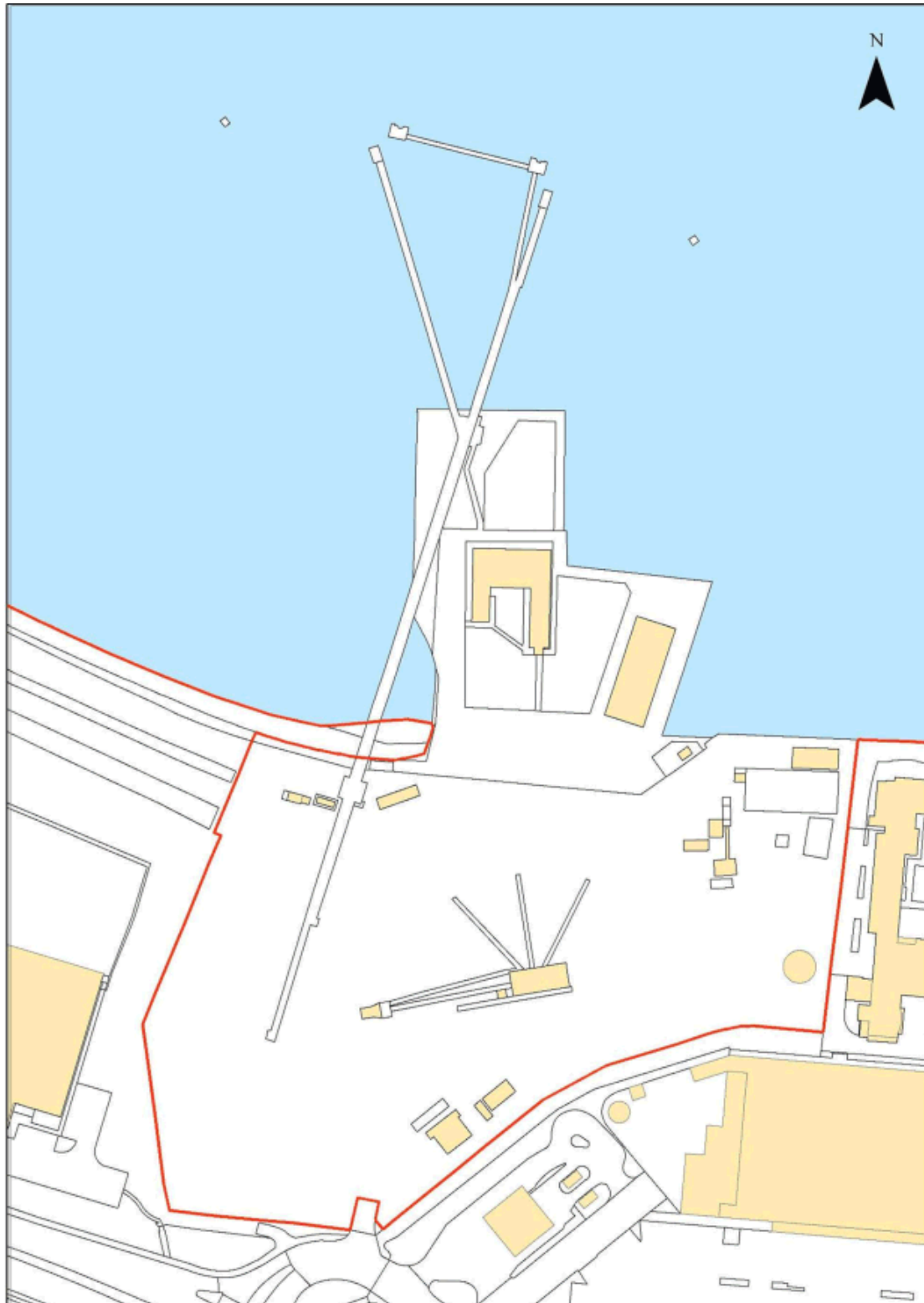


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 31

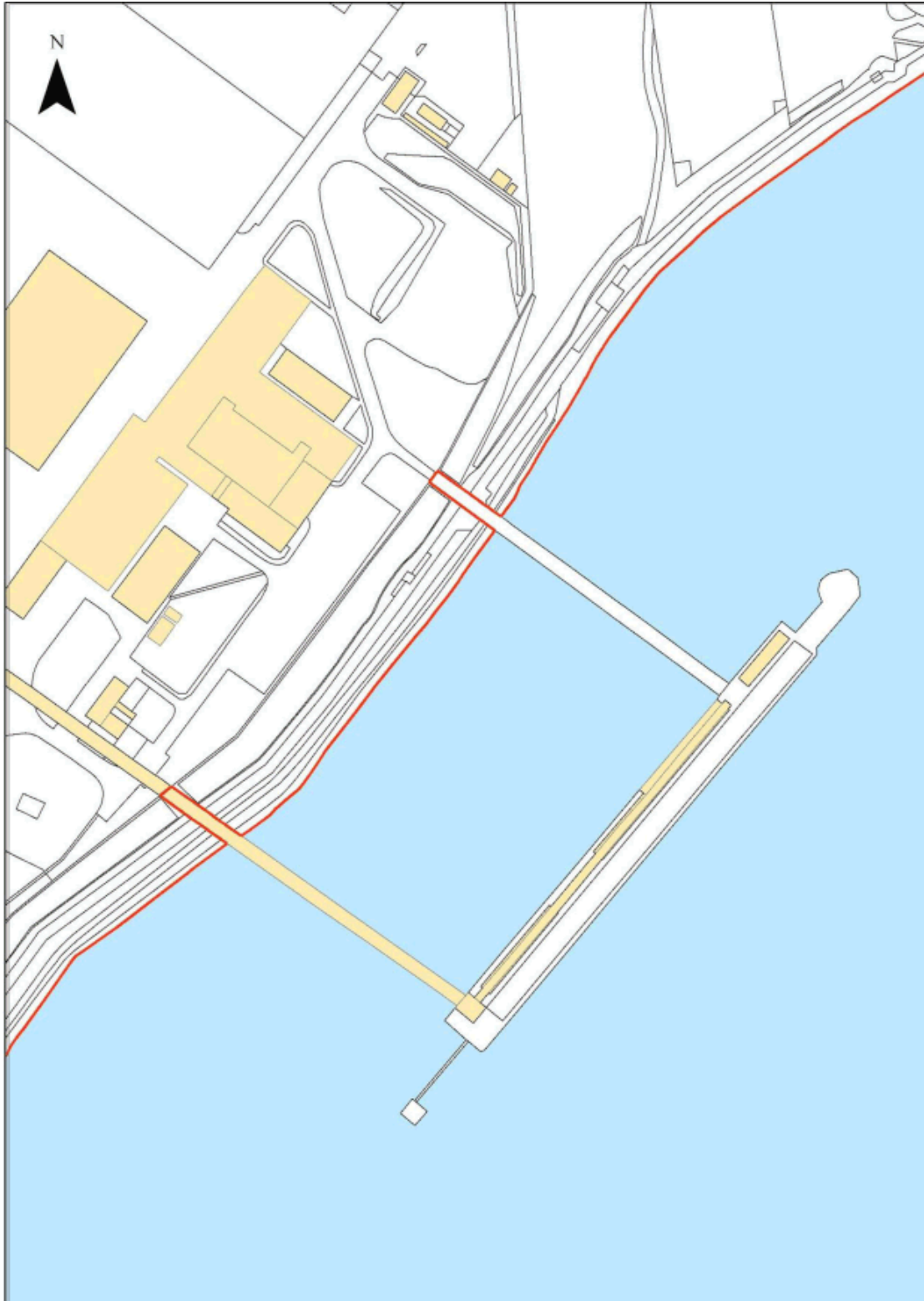


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Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 33

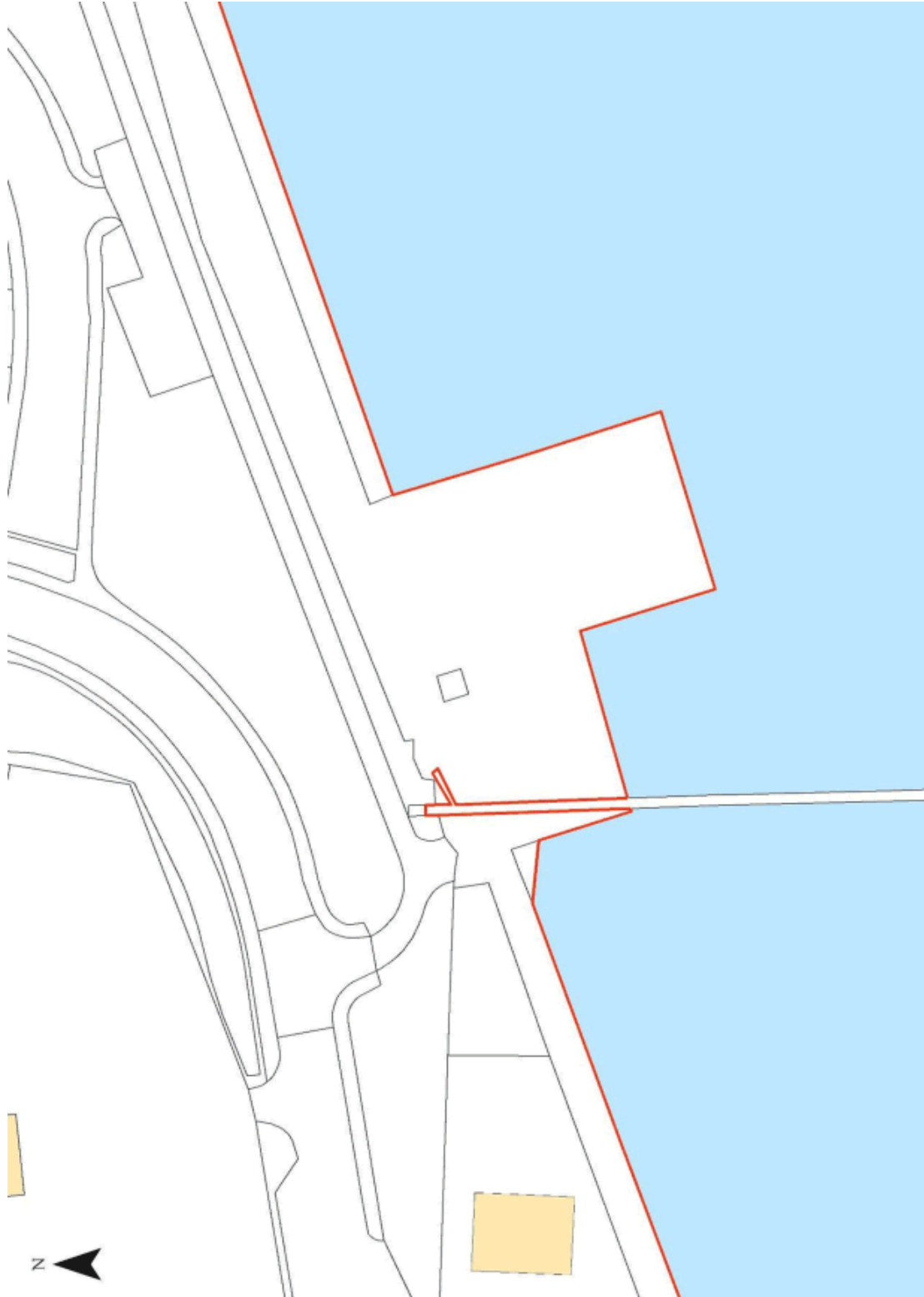


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Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 34A



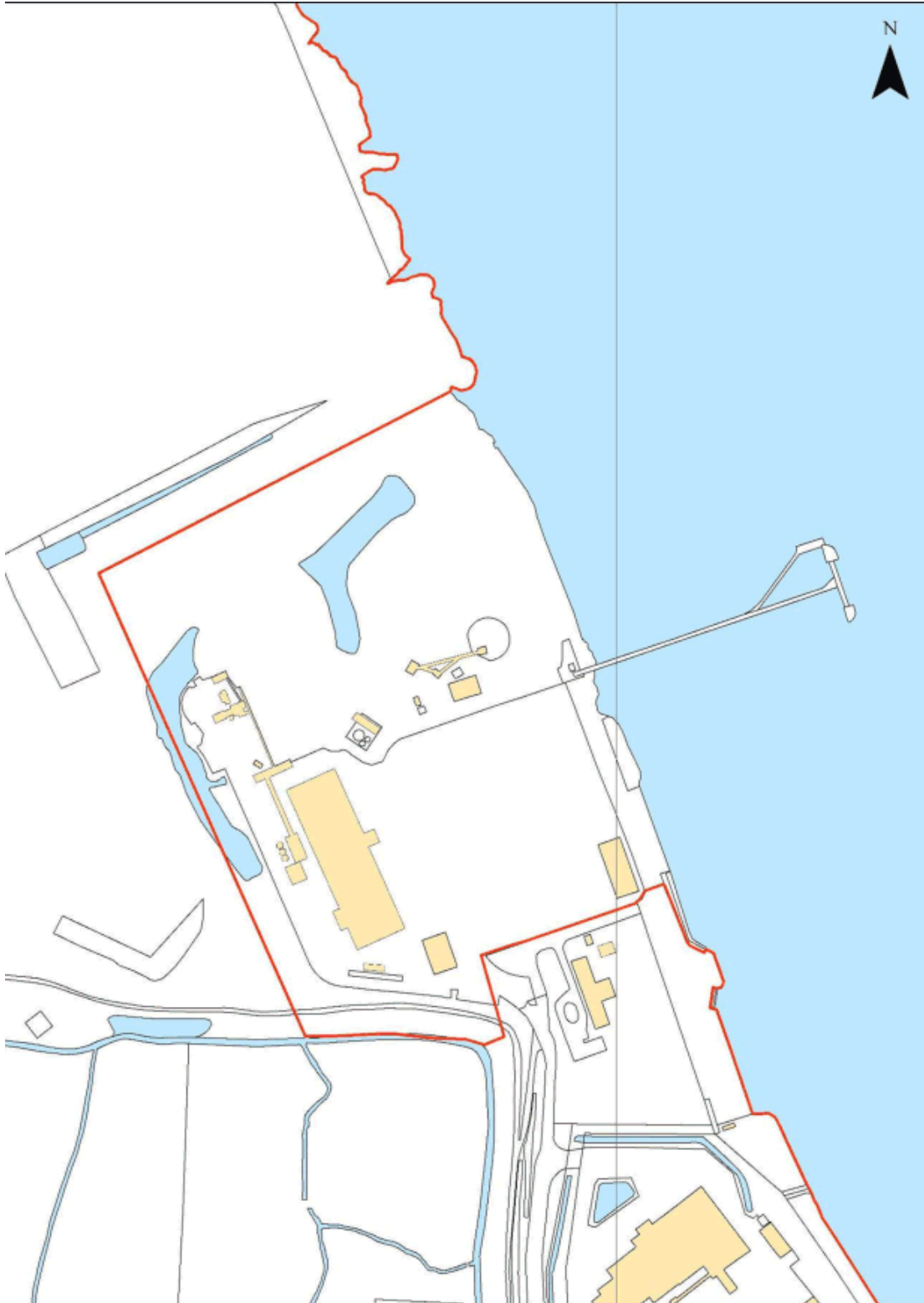
Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 35



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 36



Inset Plan 37

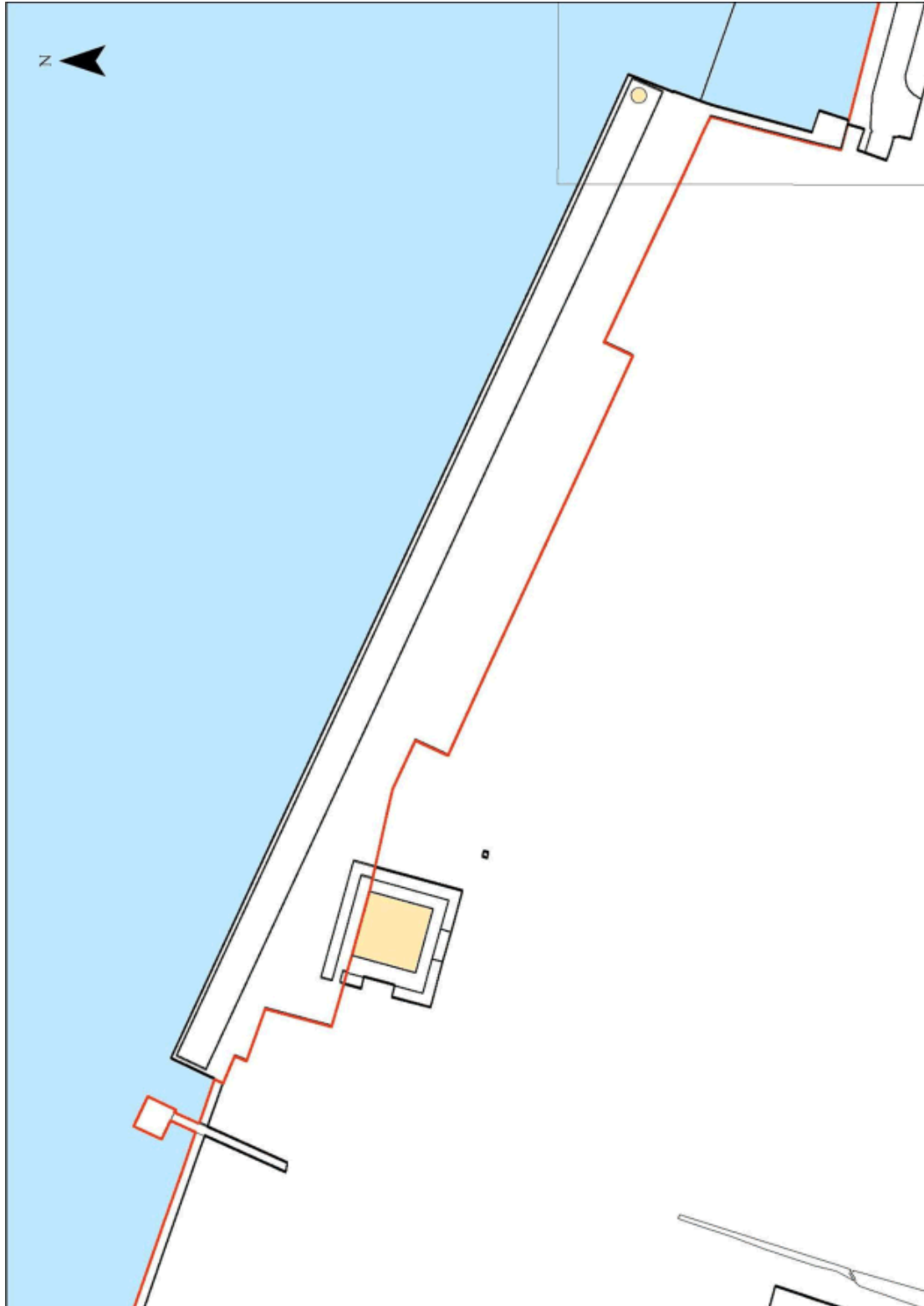


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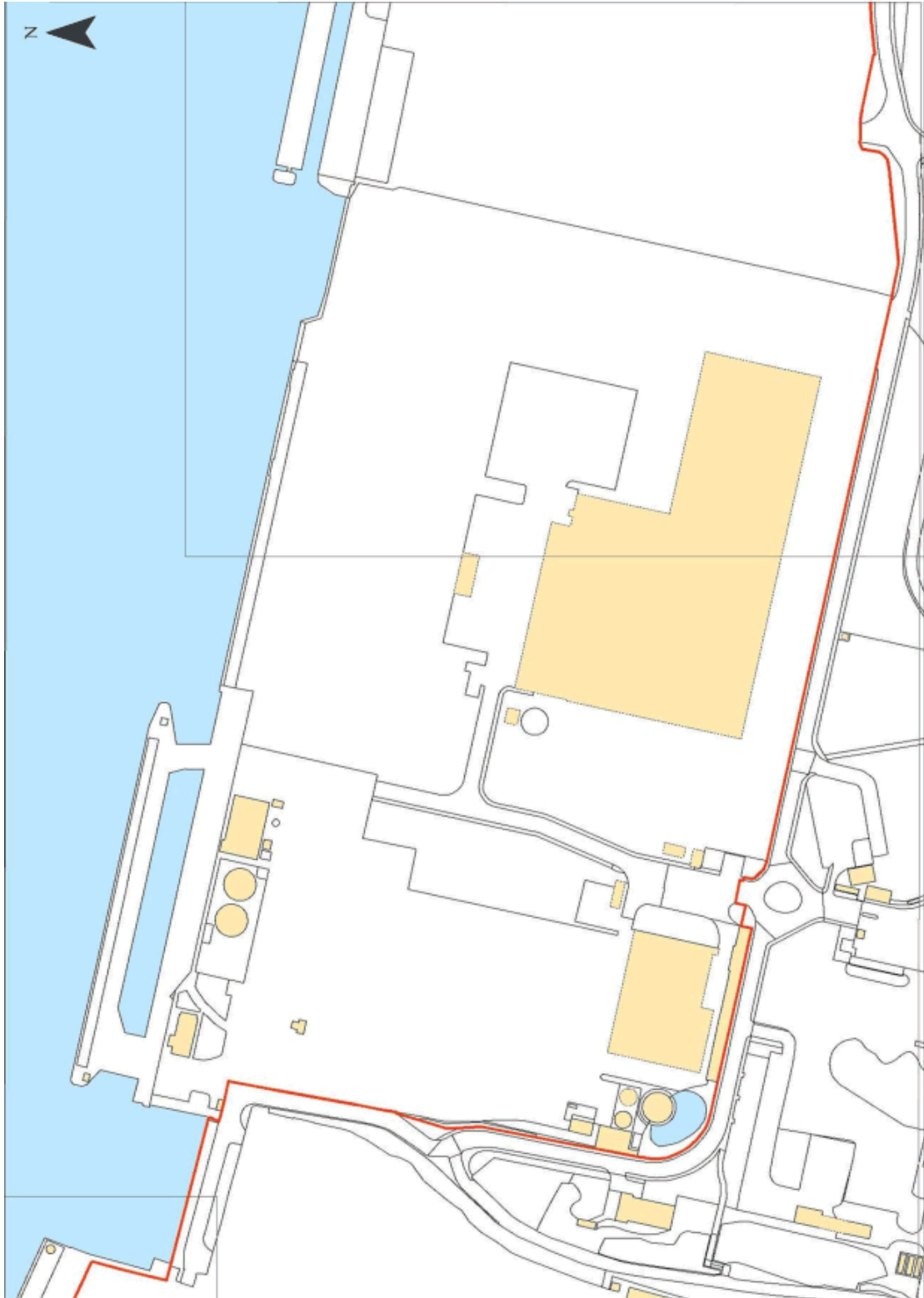


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Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 40

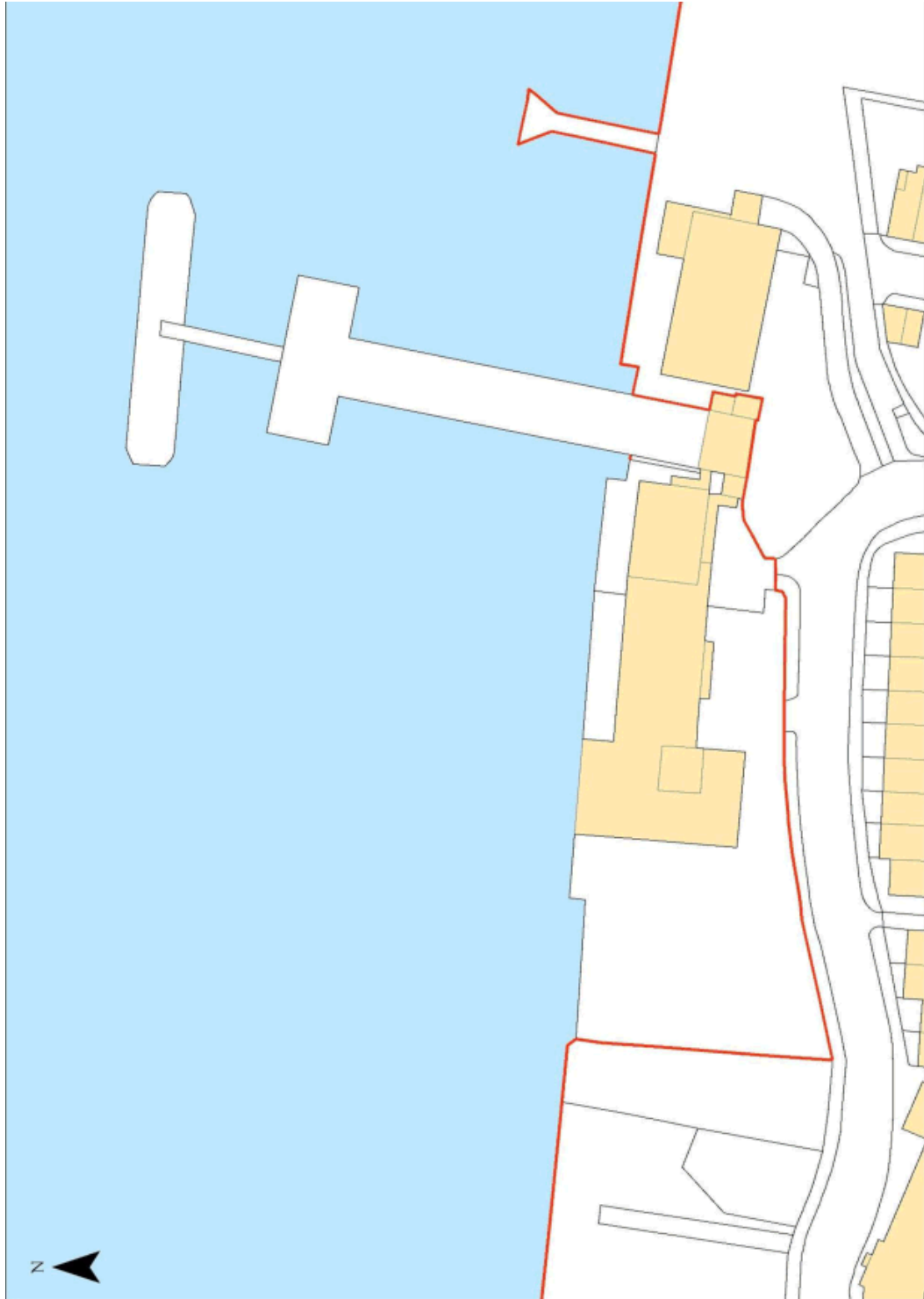


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Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 42



Inset Plan 43

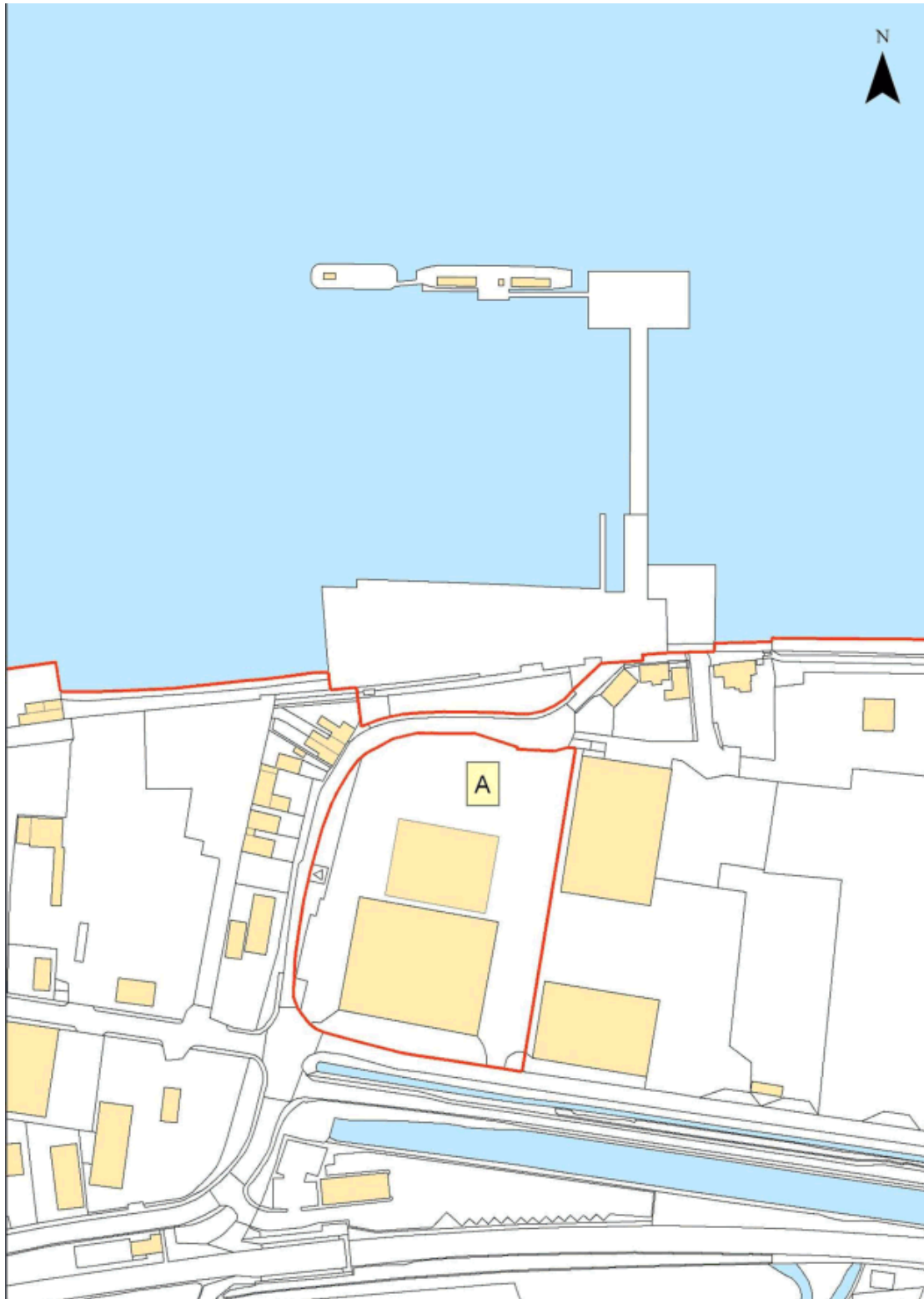


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 43A

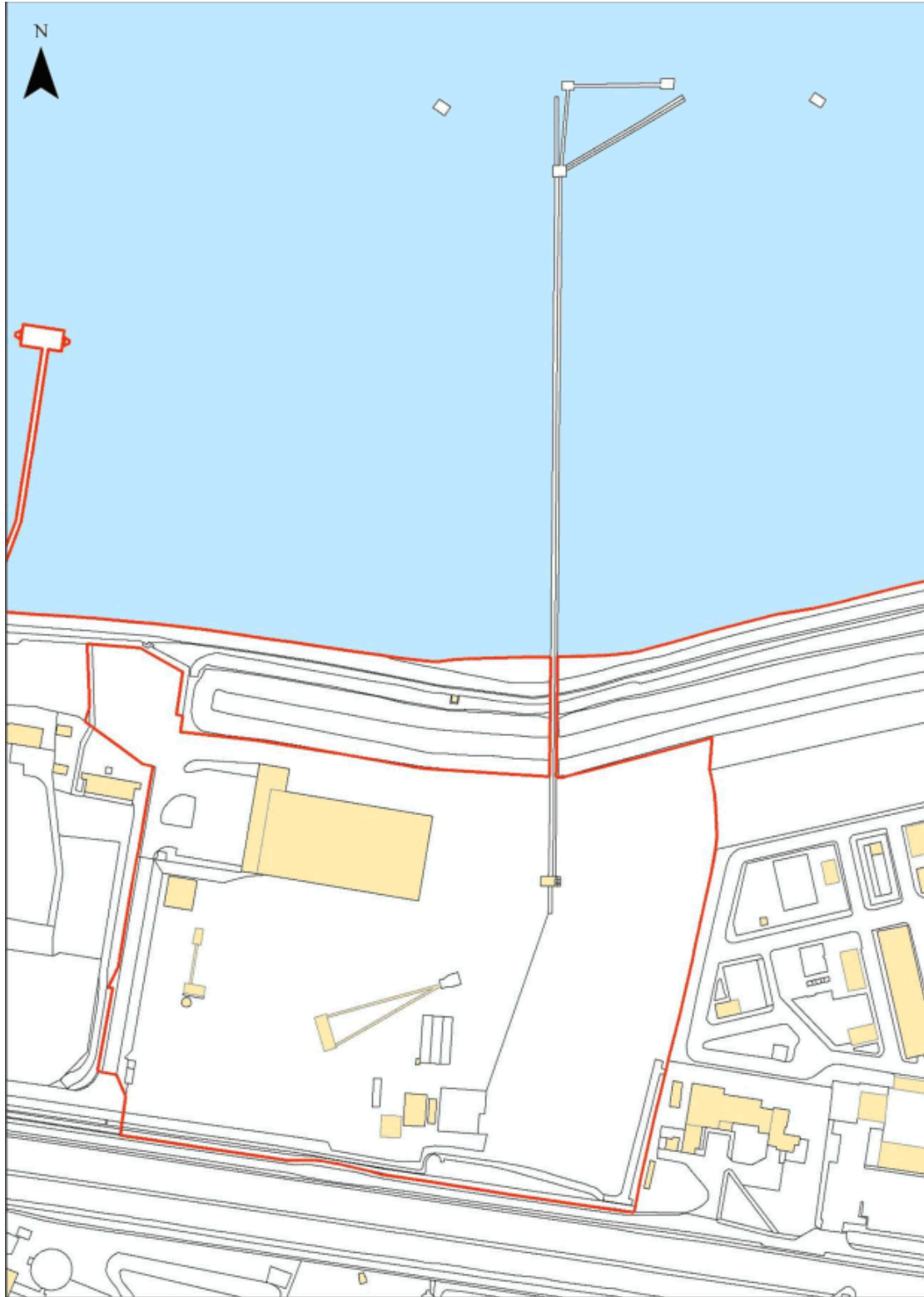


Inset Plan 44

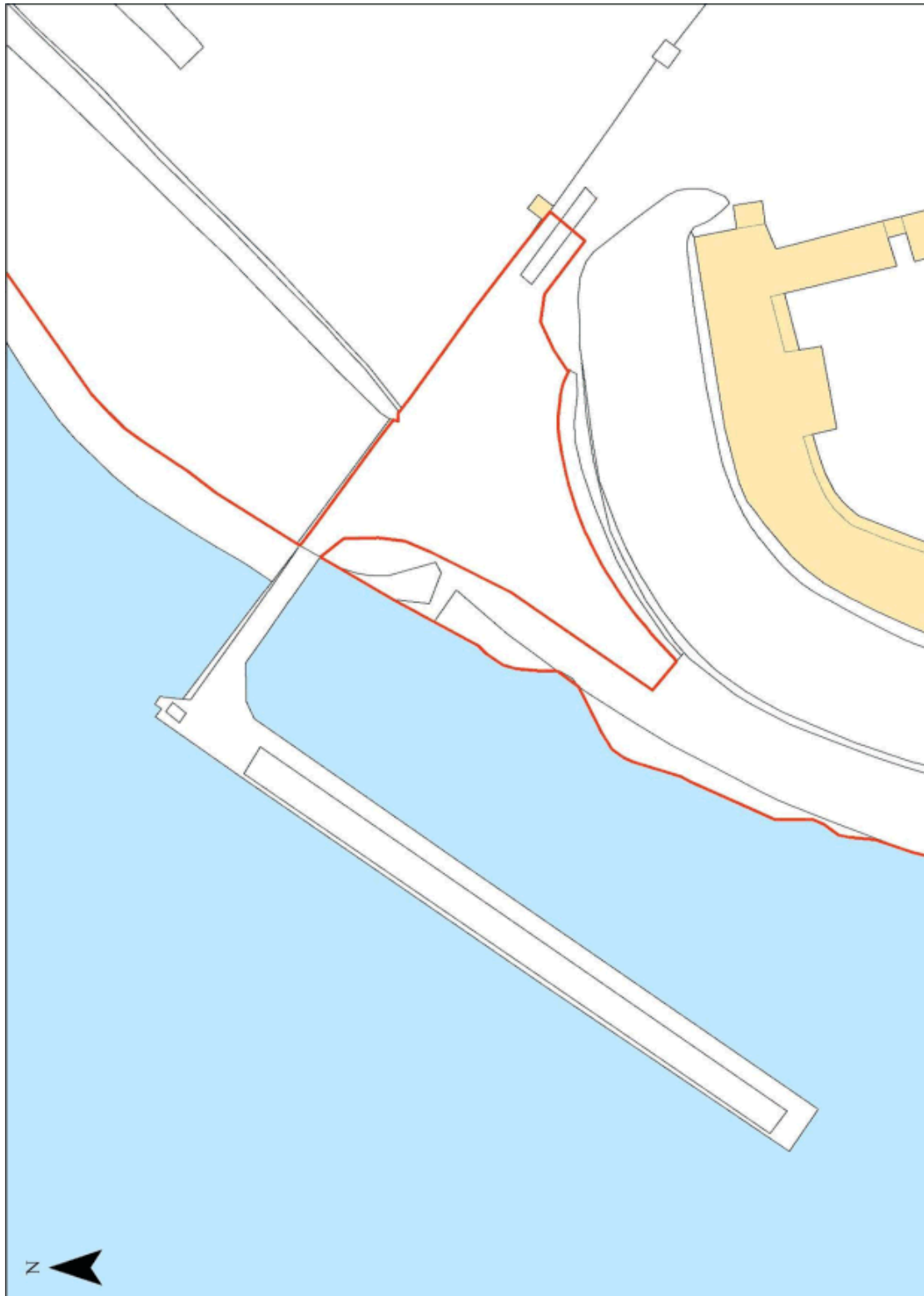


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 45



Inset Plan 46

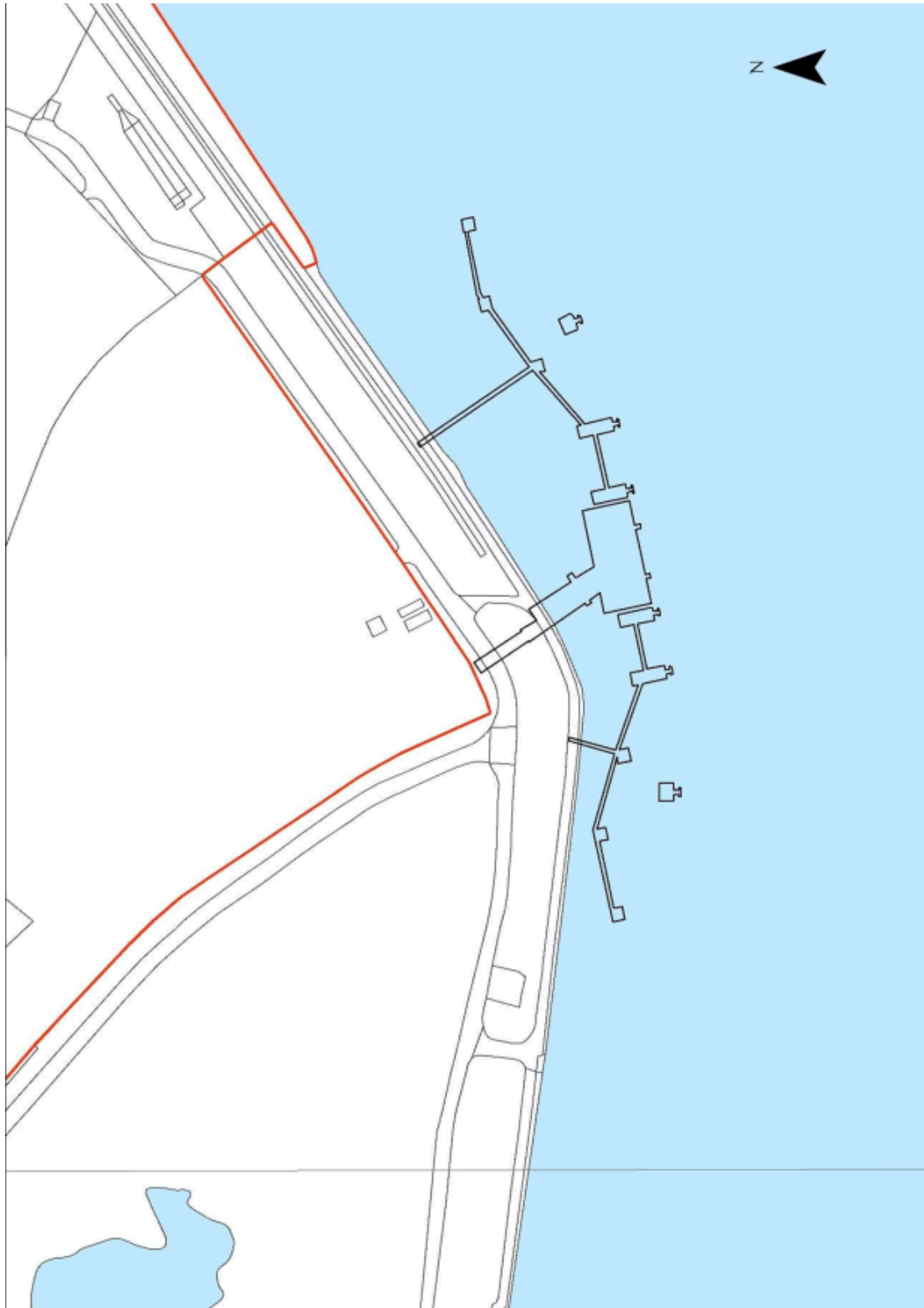


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 47

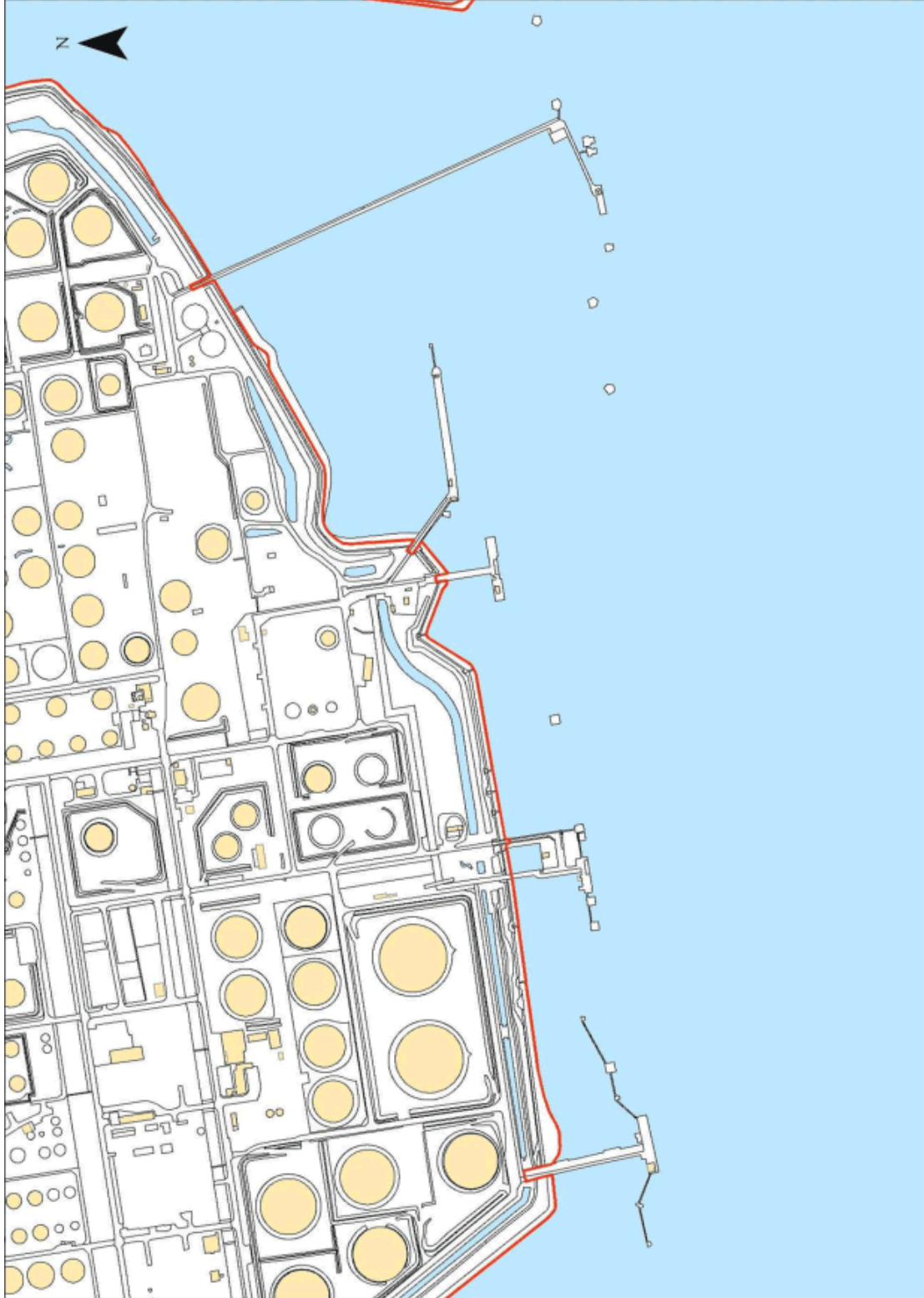


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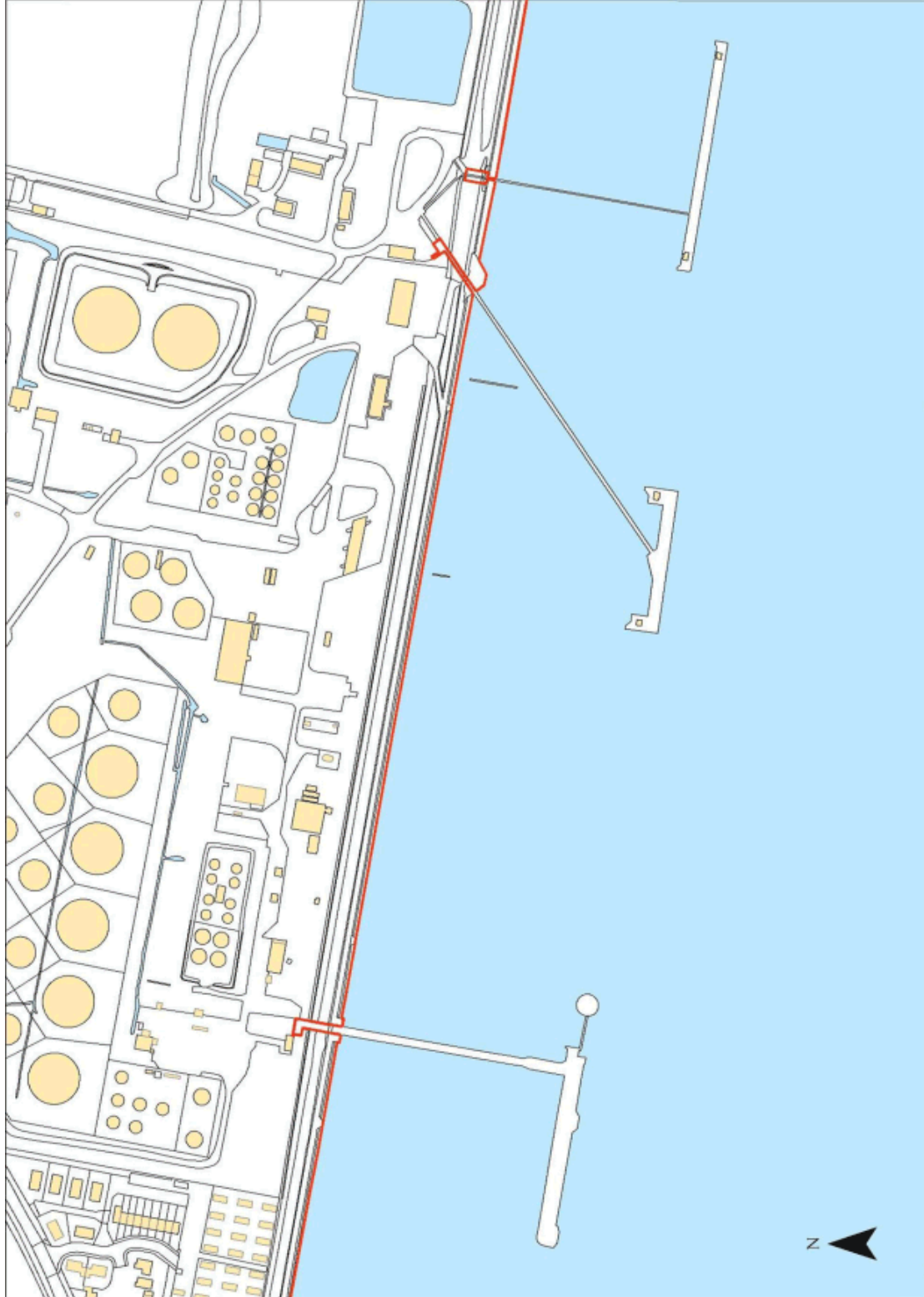


Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 49

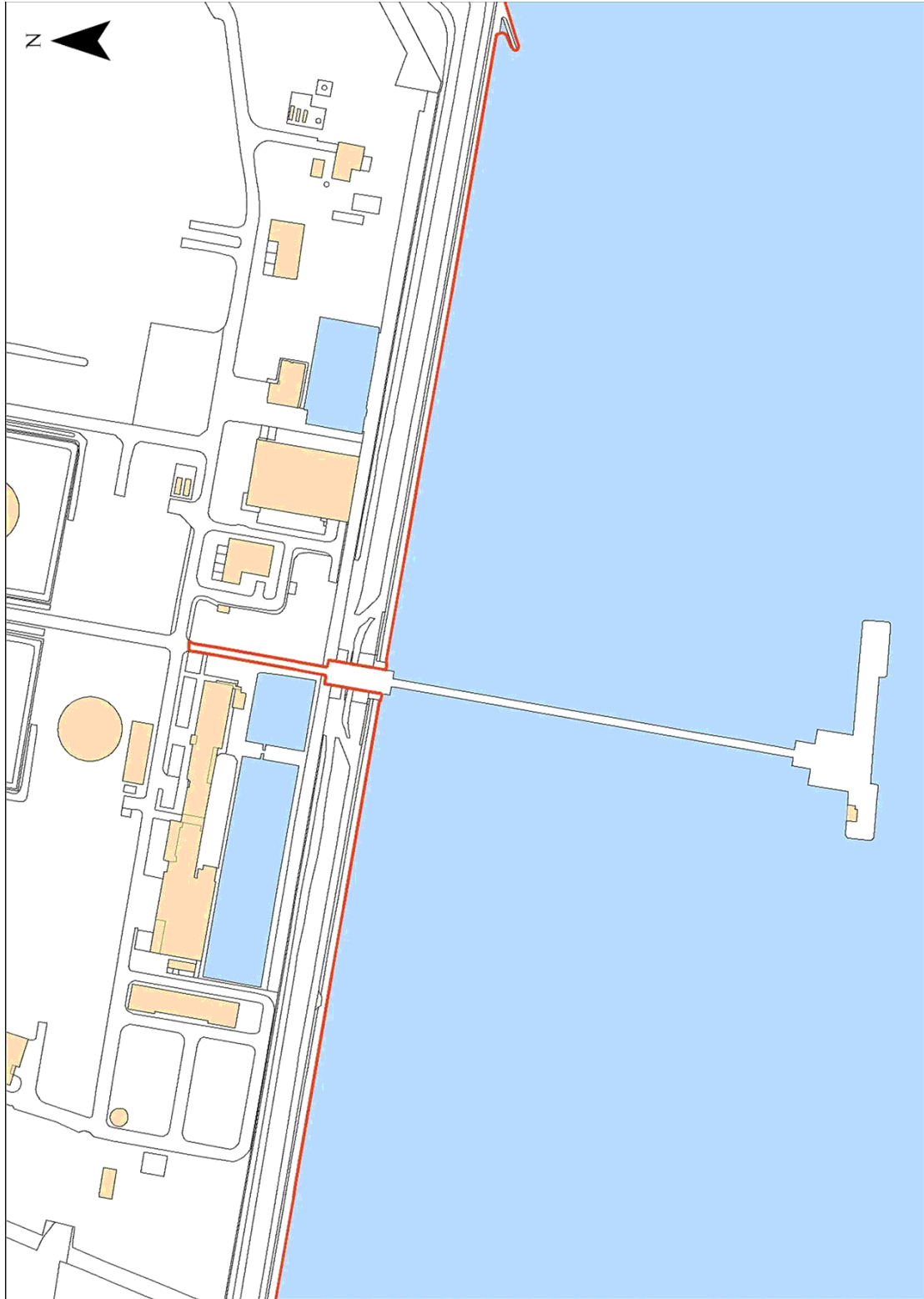


Inset Plan 50



Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Inset Plan 51



Article 2(22)

PART 4

Designated Anchorages

In this part, the miles referred to are nautical miles⁽¹⁾ and the bearing referred to is true.

⁽¹⁾ One nautical mile = 1852 metres. A cable is one-tenth of a nautical mile.

Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Designated Anchorages

Designated Anchorages (Longitude 0° 37' E to Seaward Limit)			
Name	Location		Notes
Black Deep Anchorage	51° 38.2N	1° 21.2E	In the Black Deep, between Black Deep No. 5 and Black Deep No.7 Buoys
Barrow Deep Anchorage	51° 42.1N	1° 18.0E	West of Barrow No. 3 Buoy
Shivering Sands Anchorage	51° 30.4N	1° 07.6E	North east of Shivering Sands Towers
Knob Anchorages	51° 30.8N	1° 04.1E	Ooze Deep in vicinity of Knob Buoy
K 1	51° 30.6N	1° 03.2E	Forming a circle of 2.5 cables radius from this position
K 2	51° 31.3N	1° 05.1E	Forming a circle of 2.5 cables radius from this position
K 3	51° 30.4N	1° 04.0E	Forming a circle of 2.5 cables radius from this position
Mouse Ship Anchorage	51° 30.9N	0° 00.5E	ENE of N Ooze Buoy
Warp Anchorages			Off Black-tail Spit
W 1	51° 30.9N	0° 55.9E	Forming a circle of 2.5 cables radius from this position
W 2	51° 31.2N	0° 57.1E	Forming a circle of 2.5 cables radius from this position
Zulu Anchorages			Off the South Shoebury Buoy.
Z 1	51° 29.7N	0° 47.7E	Forming a circle of 1.8 cables radius from this position.
Z 2	51° 29.7N	0° 48.3E	Forming a circle of 2 cables radius from this position
Z 3	51° 29.8N	0° 49.2E	Forming a circle of 2.5 cables radius from this position
Z 4	51° 29.8N	0° 50.0E	Forming a circle of 1.8 cables radius from this position
Z 5	51° 29.9N	0° 50.6E	Forming a circle of 1.8 cables radius from this position
Z 6	51° 30.0N	0° 51.1E	Forming a circle of 1.8 cables radius from this position
Z 7	51° 30.1N	0° 51.7E	Forming a circle of 1.8 cables radius from this position

Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Part 4—Designated Anchorages (continued)

Z8	51° 30.2N	0° 52.2E	Forming a circle of 1.8 cables radius from this position
Z9	51° 30.2N	0° 52.9E	Forming a circle of 1.8 cables radius from this position
Z10	51° 30.4N	0° 53.5E	Forming a circle of 1.8 cables radius from this position
Z11	51° 30.5N	0° 54.2E	Forming a circle of 2 cables radius from this position
Z12	51° 30.6N	0° 55.1E	Forming a circle of 2.5 cables radius from this position
Southend Lettered Anchorages			Between the West and South Shoebury Buoys (north side Yantlet Channel)
A	51° 30.4N	0° 44.5E	Forming a circle of 1.8 cables radius from this position
B	51° 30.1N	0° 45.2E	Forming a circle of 1.8 cables radius from this position
C	51° 30.0N	0° 45.7E	Forming a circle of 1.8 cables radius from this position
D	51° 30.0N	0° 46.2E	Forming a circle of 1.8 cables radius from this position
E	51° 30.0N	0° 46.8E	Forming a circle of 1.8 cables radius from this position
F	51° 29.9N	0° 47.3E	Forming a circle of 1.8 cables radius from this position
Southend Small Ship Anchorage	51° 30.7N	0° 42.9E	Off Southend Pier, (north side Yantlet Channel)
Leigh Small Ship Anchorage	51° 30.4N	0° 40.9E	Between the West Leigh Middle Buoy & Southend Pier (north side Yantlet Channel)
Yantlet Small Ship Anchorage	51° 29.6N	0° 40.1E	Between the East Blyth Buoy and the West Nore Sand Buoy (south side of Yantlet Channel)
Designated (Explosives) Anchorages			
Chapman Anchorages			Within a 1.2 mile radius downstream of the Chapman Buoy, north of the Yantlet Channel
C1	51° 30.3N	0° 37.4E	Forming a circle of 1.2 cables radius from this position

Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

Part 4—Designated Anchorages (continued)

C2	51° 30.3N	0° 37.9E	Forming a circle of 1.2 cables radius from this position
C3	51° 30.3N	0° 38.5E	Forming a circle of 1.8 cables radius from this position
Mucking Coaster Anchorage	51° 28.7N	0° 26.8E	Bearing 245° by 0.8 miles from the Watermans Stone at Lower Hope Point

Changes to legislation: There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1. (See end of Document for details)

PART 5

Designated Navigational Channels

Navigational Channels* (Authorised Channels)

Name	Location
Black Deep	Main deep water approach channel from the north, running from the Sunk, leading to the Knock John Channel and Oaze Deep.
Princes Channel	Main southerly approach channel from the North East Spit and Tongue Sand Towers area, leading to the Oaze Deep.
Fisherman's Gat	Swathway running north west / south east, cutting the Long Sand bank and linking to the Black Deep.
Middle Deep	Northerly approach channel leading to the West Swin.
West Swin	Northerly, approach channel to the north of the Mouse Channel running from the Middle Deep and leading to the Warp Area.
Barrow Deep	Running north east / south west and lying between the Middle Deep and Black Deep. Leading to the Mouse Channel.
Mouse Channel	Leading from the Barrow Channel to the Warp.
Warp / Oaze Area* *Excludes the Medway Approach Area	The area bounded by the eastern end of the Yantlet Channel, the Medway Approach Area, and the western ends of the West Swin, Knock John and Princes Channels.

Changes to legislation: There are currently no known outstanding effects for the The Port Security
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Changes to legislation:

There are currently no known outstanding effects for the The Port Security (Port of London) Designation Order 2014, SCHEDULE 1.