



# TEES AND HARTLEPOOL PORT AUTHORITY LIMITED

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## **THE TEES AND HARTLEPOOL HARBOUR BYELAWS 1977 & 1985**

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**THE TEES AND HARTLEPOOLS PORT  
AUTHORITY ACT 1966**

**THE TEES AND HARTLEPOOL HARBOUR  
BYELAWS 1977**

In exercise of the powers conferred upon them by Sections 90,91 and 92 of the Tees and Hartlepoons Port Authority Act 1966 (a) and of all other powers them thereunto enabling, the Tees and Hartlepool Port Authority hereby make the following Byelaws:

**PART I - INTRODUCTORY**

Citation,  
commencement  
and  
application

1. (1) These Byelaws may be cited as the Tees and Hartlepool Harbour Byelaws 1977 and shall come into operation on the expiration of the period of fourteen days after the date of confirmation thereof by the Secretary of State for Transport.  
(2) These Byelaws shall, except where the subject or context otherwise requires, apply to all parts of the harbour.

Interpretation

2. (1) In these Byelaws, except where the subject or context otherwise requires -  
“appliance craft” means any dredger, hopper, barge, diver’s boat, screw boat, crew keel, floating crane or other craft or apparatus of a like nature belonging to or employed by the Authority;  
“by day” means between sunrise and sunset;  
“by night” means between sunset and sunrise;  
“Collision Regulations” has the meaning assigned to that expression by Section 418 of the Merchant Shipping Act 1894 (b);  
“dangerous goods” has the meaning assigned to that expression by Section 23 of the Merchant Shipping (Safety Convention) Act 1949 (c);  
“discharging” includes deballasting, unloading, landing and all operations associated with and consequential upon the discharge of goods from vessels or vehicles;  
“dock estate” shall not include the Iron Ore Terminal occupied by the British Steel Corporation during such time as the Terminal is so occupied but, subject to this exception, has the same meaning as in Section 3 of the Tees and Hartlepoons Port Authority Act 1966;  
“docks manager” in respect of any part of the dock estate means a docks manager appointed by the Authority for that part, and includes any duly appointed assistant to a docks manager and any person authorised by the Authority to act in that capacity;

“express permission” means a permission expressly related to the act in respect of which it is given;

“goods” includes cargo, wares, merchandise, any container, receptacle, pallet and flat, any vehicle handled as cargo, any fish, livestock and animals, any oils, liquids and gases and any other property or thing whatsoever and any part thereof, saving only the hull of any vessel calling or docked or laid up at the dock estate;

“harbour” has the same meaning as in the Tees and Hartlepoons Port Authority Act 1966, that is to say, it means the area defined in Schedule 2 to that Act and, so far as the same is not within that area, also includes the dock estate and, for the purposes of these Byelaws, the definition contained in the said Schedule 2 is set out in the Schedule to these Byelaws;

“loading” includes ballasting, stowing and all operations associated with and consequential upon the loading of goods on or in vessels or vehicles;

“master” where used in relation to a vessel, means any person (whether the owner, master or other person) having or taking the command, charge or management of the vessel for the time being;

“owner” when used in relation to -

- (a) a vessel, includes any part-owner, charterer (whether by demise or otherwise) or mortgagee in possession, and any agent acting for such a person;
- (b) goods, includes a consignor, consignee, shipper or agent for the sale, receipt, custody or loading of the goods;

“prolonged blast” means a blast of from four to six seconds duration;

“rubbish” includes slag, ballast, ashes, effluent, refuse or waste materials;

“short blast” means a blast of about one second’s duration;

“the Tees Fairway” means the approach between the Tees Fairway Buoy and the River Tees buoyed channel;

“vehicle” includes a road or rail vehicle and mobile mechanical equipment.

(2) Expressions used in these Byelaws shall, unless the contrary intention appears, have the same respective meanings as in the Tees and Hartlepool Port Authority Acts and Orders 1966 to 1974.

(3) Every reference to these Byelaws to any enactment shall be construed as a reference to that enactment as re-enacted, amended, extended or applied by, or by virtue of, any other enactment.

(4) The provisions of sub-section (2) of Section 38 (Effect of Repeals) of the Interpretation Act 1889 (a) shall apply to these Byelaws as they apply to an Act of Parliament.

Application of  
Collision  
Regulations

3. The master of a vessel in any part of the harbour shall observe and obey the Collision Regulations with the exceptions, additions, and variations contained in these Byelaws.

Responsibility  
for compliance  
with Byelaws

4. (1) Any person who contravenes any of these Byelaws or any condition, requirement or prohibition imposed by a docks manager or the harbour master in the exercise of the powers specifically conferred upon him by these Byelaws shall be guilty of an offence and liable on summary conviction to a fine not exceeding one hundred pounds.

(2) 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 the offence; and a person may be charged with and convicted of an offence by virtue of this Byelaw whether or not proceedings for the offence are taken against any other person.

(3) 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.

(4) If in any case the defence provided by paragraph (3) (a) of this Byelaw involved 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 7 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.

Master to be  
on board

5. (1) The owner of a vessel shall ensure that there is a competent master on board his vessel at all times when it is being navigated within the harbour.

(2) The master of a vessel shall ensure that a responsible person, competent to supervise the loading or discharging of the vessel, shall at all times be on board during loading or discharging.

## PART II - NAVIGATION

6. The master shall navigate his vessel with such care and caution and at such speed and in such manner, as not to endanger the lives of or cause injury to persons or damage to property, and not to interfere with the navigation, manoeuvring, loading or discharging of vessels or with moorings, river banks or other property.

Vessels to navigate with care
7. The master of a vessel entering the River Tees shall ensure that his vessel passes the Tees Fairway Buoy so that the Buoy is on the port hand of the vessel.

Navigation at Tees Fairway Buoy
8. The master of a vessel which is approaching or departing from Hartlepool or crossing Tees Bay shall not cause it to cross the approach to the River Tees at any point between the Tees Fairway Buoy and the South Gare light station in such manner as to embarrass or hamper the safe navigation of a vessel requiring to use the approach channel course.

Vessels crossing Tees Bay
9. The master of a vessel intending to navigate his vessel through the Tees (Newport) Bridge shall give not less than twenty-four hours notice of his intention to the harbour master.  
In relation to Byelaw 9 of these Byelaws, your attention is drawn to the fact that Cleveland County Council has determined, in the exercise of its powers under the Tees (Newport) Bridge Act 1989, which came into force on 3 September 1989, that Newport Bridge shall be kept permanently in its closed (lowered) position.

Vessels passing through Tees (Newport) Bridge
10. The master of a vessel navigating in a navigable channel or the Tees Fairway shall cause his vessel to keep to the side thereof which lies on the starboard hand of the vessel except when crossing the channel to or from a mooring place, wharf or landing place.

Vessels to keep to starboard side of channel
11. If a channel is restricted for any reason so as to make it unsafe for two vessels to pass one another when proceeding in opposite directions, the master of the vessel stemming the tide shall cause his vessel to give way to the other vessel.

Vessels meeting
12. The master of a vessel which is being overtaken by another vessel shall not cause the overtaking vessel to be hampered or obstructed. This shall not interfere with the obligation of both vessels to comply with the requirements of the Collision Regulations as to vessels overtaking and being overtaken.

Vessels overtaking
13. The master of a vessel navigating in the harbour shall ensure that it is steered at all times by a person competent to do so, and shall not permit it to be steered by any device of equipment designed to function in place of the steersman.

Manual steering controls

### PART III - VESSELS

Unsafe  
vessels

14. (1) The master shall not take his vessel into the harbour without the express permission of the harbour master if his vessel -
- (a) is or may be in danger of foundering or sinking or is incapable of being safely navigated;
  - or
  - (b) is on fire, or has been on fire at any time within the period of fourteen days ending on the day on which his vessel is ready to enter the harbour.
- (2) The master of a vessel which, in the opinion of the harbour master, is, or is likely to become, unsafe or in danger of sinking, shall, if the harbour master so directs, forthwith remove it from the harbour or to any part of the harbour specified by the harbour master.

Sufficiency  
of crew

15. Except with the express permission of the harbour master, the master of a vessel shall at all times when his vessel is within the harbour ensure that his vessel is capable of being safely moved and navigated, and
- (a) that there are sufficient crew or other competent persons readily available -
    - (i) to attend to the vessel's moorings; and
    - (ii) to comply with any direction given by the harbour master for the unmooring, mooring and moving of the vessel; and
  - (b) where the vessel being navigated exceeds 300 gross registered tonnes, that there are at least two persons on the bridge or other conning position each of whom is, by himself, competent to steer the vessel.

Protruding  
obstructions

16. The master shall ensure, so long as his vessel is berthed within the harbour, that his vessel's anchors are securely housed and all projections (other than projections which are integral parts of the vessel) are stowed within the vessel's rail.

Freeboard of  
river vessels

17. (1) The owner and master of a vessel plying within the smooth water limits shall ensure that their vessel has a minimum freeboard of not less than 15cm. where their vessel has complete deck integrity and not less than 38cm. where their vessel does not have complete deck integrity the freeboard to be measured from the underside of the deck line at the lowest point to the water line.
- (2) In this Byelaw -
- “complete deck integrity” means having a continuous weather deck so designed and maintained as to ensure that the hull is kept watertight;
- “the smooth water limits” means those limits as defined in the Merchant Shipping (Life-Saving Appliances) Rules 1965 (a).

18. The owner and master of a vessel shall not cause their vessel to be fumigated within the harbour except with the express permission of the harbour master.

Fumigation  
of vessels

19. The master of a vessel shall take all reasonable precautions to prevent any article or thing falling from his vessel into the harbour.

Prevention of  
debris in water

20. The owner and master of a vessel shall not cause or permit their vessel to be used for the conveyance of rubbish (other than the vessel's domestic rubbish) within the harbour except with the express permission of the harbour master.

Restriction on  
shipping rubbish

21. The master of a vessel shall afford all reasonable facilities to the harbour master to board his vessel for the purpose of ascertaining the condition and the nature of his vessel's cargo.

Inspection  
facilities

## PART IV - SIGNALS

Unnecessary  
signals

22. The master of a vessel shall not cause his vessel's whistle to be blown or his vessel's siren to be sounded except to make the necessary signals as prescribed in the Collision Regulations or in any byelaw or to attract attention to a state of emergency or for testing purposes.

Entry and  
departure

23. (1) The master of a vessel -
- (a) shall only cause her to enter or leave the dock estate when permitted by the harbour master; and
  - (b) when so leaving or entering shall observe the appropriate signal being one of the signals described in paragraph (2) of this Byelaw for a vessel entering or leaving, as the case may be, the dock estate.
- (2) The following are the signals referred to in paragraph (1) of this Byelaw -

(a) **AT HARTLEPOOL DOCKS**

**Beamed towards the sea and the enclosed docks**  
**Latitude 54° 41' 45" N. Longitude 01° 11' 15" W.**

- (i) An amber light - vessels may enter, but may not leave the port.
- (ii) When no light is exhibited, vessels may leave, but may not enter the port.

**Beamed towards the sea**

**Latitude 54° 41' 53" N. Longitude 01° 11' 39" W.**

- (iii) A green light - vessels may enter the North Basin.
- (iv) Two green lights vertically disposed 6 feet apart - vessels may pass through to Central Dock.
- (v) A red light - vessels may not approach the lock entrance to the North Basin.

**Beamed towards the enclosed docks**

**Latitude 54° 41' 53" N. Longitude 01° 11' 39" W.**

- (vi) A green light - vessels may proceed into the North Basin.
- (vii) Two green lights - vessels may pass through the North Basin.
- (viii) A red light - vessels may not enter the North Basin.



For the purpose of this sub-paragraph -  
“enclosed docks” means the North Basin and the Central Dock  
of the Hartlepool Docks;  
“the port” means the Hartlepool Docks excluding the enclosed  
docks.

(b) **AT TEES DOCK**  
**Latitude 54° 36' 12" N. Longitude 01° 09' 30" W.**

(i) A group flashing  
white light - vessels may leave.  
3 every 10 seconds  
(1 second light,  
1 second dark,  
1 second light,  
1 second dark,  
1 second light,  
5 seconds dark)

(ii) An occulting  
white light - vessels may enter.  
every 10 seconds  
(7 seconds light,  
3 seconds dark)

(c) **AT MIDDLESBROUGH DOCK**  
**Beamed towards the River**  
**Latitude 54° 34' 46" N. Longitude 01° 13' 04" W.**

(i) A group flashing  
white light - vessels may enter.  
2 every 9 seconds  
(1 second light,  
2 seconds dark,  
1 second light,  
5 seconds dark)

(ii) An occulting  
white light - vessels may not enter.  
every 33 seconds  
(30 seconds light,  
3 seconds dark)

(iii) A red light - dock closed.

**Beamed towards the River**

**Latitude 54° 34' 53" N. Longitude 01° 13' 17" W.**

- (iv) A group flashing white light - vessels may enter.  
2 every 9 seconds  
(1 second light,  
2 seconds dark,  
1 second light,  
5 seconds dark)
- (v) An occulting white light - vessels may not enter.  
every 33 seconds  
(30 seconds light,  
3 seconds dark)

**Beamed towards the Dock**

**Latitude 54° 34' 44" N. Longitude 01° 13' 08" W.**

- (vi) A green light - vessels may leave.
- (vii) A red light - vessels may not leave.

For the purpose of this sub-paragraph -  
“The River” means the main channel of the River Tees;  
“the Dock” means Middlesbrough Dock.

Vessels at  
buoys or  
otherwise  
berthed

24. (1) The master of a vessel moored to buoys shall cause his vessel to show the lights and make the fog signals prescribed in the Collision Regulations for vessels at anchor.
- (2) The master of a vessel berthed in the harbour other than at buoys shall cause his vessel to show a white riding light or lights sufficient to indicate the extremities of his vessel that are closest to the channel.

Signals for  
wrecks and  
obstructions

25. (1) The owner of any sunken vessel, wreck, floating timber, drifting craft, anchor or other obstruction which impedes or may impede navigation in any part of the harbour shall give immediate notice to the harbour master of its location and shall forthwith mark the same with such one of the signals described in paragraph (2) of this byelaw as the harbour master may direct and shall watch it as directed by the harbour master.

(2) The signals referred to in paragraph (1) of this byelaw are -

- (a) any of the buoys for wreck marking set out in the lateral system of the International Agreement for a Uniform System of Maritime Buoyage made at Geneva on the 13th May 1936 until the date referred to in sub-paragraph (b) below (whereupon this sub-paragraph shall cease to have effect);
- (b) on and from the date when the International Association of Lighthouse Authorities Rules on Maritime Buoyage System 'A' of October 1976 take effect within the harbour any buoy specified by those Rules; or
- (c) the following signals displayed from the wreck or obstruction -
  - By day - a green flag with the word "wreck" in white letters thereon; and
  - By night - a white flashing light.

26. The master of a vessel intending to turn about in a navigable channel or the Tees Fairway shall cause to be sounded four short blasts as rapidly as possible and, after a short interval, if turning to starboard, one further short blast or, if turning to port, two further short blasts and, during the turn, the signal shall be repeated from time to time.

Vessels  
turning

27. The master of hovercraft or hydrofoil vessel when operating in a non-displacement manner shall cause his hovercraft or hydrofoil vessel to exhibit an all-round flashing yellow light in addition to the signals prescribed by the Collision Regulations.

Hovercraft and  
hydrofoil vessels

28. The master of a vessel when approaching within 400 metres of the Middlesbrough Transporter Bridge, shall -

Transporter  
Bridge

- (a) If his vessel is power driven, cause to be sounded a prolonged blast on her whistle or siren.
- (b) If his vessel is not power driven, cause her bell to be rung rapidly for a period of 4 to 6 seconds.

## PART V - MOORING

- Mooring position
29. Except with the express permission of the harbour master -
- (1) the master of a vessel not under way shall cause his vessel to be securely moored or made fast in such a position as to be clear of the navigable channels;
  - (2) the master of a vessel shall not cause his vessel to be made fast except to mooring points provided for the purpose or to another vessel properly moored or made fast.
- Vessels adrift
30. The master of a vessel which parts from her moorings shall as soon as possible report the same to the harbour master.
- Restriction on engine trials
31. The master of a vessel moored or made fast within the harbour shall not permit the engines to be set in motion for trial except with the express permission of the harbour master.
- Vessels to be moored as directed
32. The master of a vessel moored or made fast shall if so directed by the harbour master move his vessel out of the harbour or to such other place within the harbour as the harbour master may direct.
- Fenders
33. The owner and master of a vessel shall not cause or permit the use of fenders which cannot float on the surface of the water.
- Access across vessels
34. The master of a vessel shall allow free means of passage over the deck of his vessel for persons and goods to and from any other vessels berthed alongside his vessel.
- Damage to moorings
35. No person shall without reasonable cause loosen any rope, chain or mooring within the harbour.
- Restriction on use of buoy berths
36. The master of a vessel shall not cause his vessel to be berthed at a buoy berth without the express permission of the harbour master.
- Restriction on berthing
37. The master of a vessel shall not cause his vessel to be berthed at the dock estate without the express permission of the harbour master.

## PART VI - USE OF THE DOCK ESTATE

38. The master of a vessel in the harbour (other than an appliance craft or a foyboat or tug engaged in assisting other vessels) -
- Movement of vessels in harbour
- (i) shall not cause his vessel to be moved except with the express permission of the harbour master; and
  - (ii) shall give reasonable notice to the harbour master of the time at which his vessel requires to leave the dock estate.
39. The owner of any goods shall comply with such directions as the docks manager may from time to time give for regulating the time, place and manner of discharging, loading or otherwise bringing into or removing from the dock estate those goods.
- Directions as to goods, etc. in docks
40. The owner of the goods loaded or discharged at the dock estate shall ensure that the goods are removed therefrom as soon as practicable and in any case within forty-eight hours unless the docks manager otherwise agrees.
- Removal of goods from docks
41. Unless he has lawful business therein, no person shall enter or remain in the dock estate without the permission of the docks manager, and every person entering or being within the dock estate shall, whenever required by the docks manager so to do, truly inform the docks manager of his business in the dock estate and of his name and address.
- Entry or presence in dock
42. Except with the permission of the docks manager no person shall remove from the dock estate any goods or rubbish.
- Removal of materials
43. The owner of any plant, equipment, surplus materials and rubbish used in connection with or arising from repairs to a vessel in the harbour shall cause it to be removed in accordance with the directions of the docks manager.
- Removal of Plant, etc. after repairs
44. No person shall -
- (a) except with the permission of the docks manager, deposit, or place on any part of the dock estate any goods or vehicle so as to obstruct any road, railway, building, mooring place, plant, machinery or apparatus, or the access thereto; or
  - (b) without lawful authority use, work, move or interfere with any plant, machinery, equipment or apparatus at the dock estate.
- Obstruction and interference at docks

Interference with fire-fighting or life-saving equipment

45. Except with the permission of the docks manager, or for the purpose of combating fire or saving life, no person shall use, obstruct, remove or interfere with any fire-fighting equipment or life-saving apparatus in the harbour.

Control of animals and reptiles

46. A person having the charge of an animal or reptile shall take all precautions to secure it at all times whilst within the dock estate.

Meetings

47. Except with the express permission of the docks manager no person shall take part in any general or open meeting within the dock estate, nor within the dock estate collect or deliver any address to an audience or gather or collect together any persons whereby work or business at the harbour or the control, management or use of the harbour is, or is likely to be, obstructed, impeded or hindered.

Restrictions on placards

48. Except with the express permission of the docks manager no person shall within the dock estate publicly exhibit any bill, placard or notice, or distribute any leaflet, pamphlet or circular, nor attach any such document to or write upon any part of the dock estate.

Crossing swing bridges, etc.

49. No person shall cross or attempt to cross any lock gate or swing bridge during the opening or closing thereof.

Bathing or fishing

50. Except with the express permission of the docks manager no person shall bathe or fish in or from the dock estate.

Fires, smoking, etc.

51. No person shall carry on the activity of smoking, or of kindling, maintaining or using any light, flame or fire, whether covered or naked, or any heating or lighting appliance within any part of the dock estate during such times as the docks manager causes to be displayed conspicuous notices forbidding smoking in that part.

Registration of craft

52. The owner of a vessel normally kept within the harbour and the owner of a pleasure craft entering the harbour shall -

(a) in the case of a vessel so kept, register the same with the harbour master forthwith;

(b) in the case of a pleasure craft so entering, register the same with the harbour master on arrival within the harbour;

and in both cases shall thereafter register the vessel or craft, as the case may be, at intervals of not more than one year and shall inform the harbour master of the place where the vessel or craft is kept.

