

# TEES AND HARTLEPOOL PORT AUTHORITY

## GENERAL DIRECTIONS FOR NAVIGATION AND CONTROL OF VESSELS IN THE TEES (No. 1)

The Tees and Hartlepool Port Authority in exercise of their powers conferred by the Tees and Hartlepool Port Authority Revision Order 1974 and all other powers thereunto enabling and after consultation with the General Council of British Shipping and the Tees Pilotage Authority give the following general directions.

### PROHIBITED ANCHORAGES

1. (a) The Master of a vessel shall not anchor the vessel within the following prohibited anchorages:-
  - (i) within the area described by a circle having its centre on the Tees Fairway Buoy (lat. 54° 40' 57" N; long. 01° 06' 14" W) and having a radius of 1,113 metres (6 cables);
  - (ii) within the limits of two divergent lines starting and extending from the dredged channel limits 244 metres apart at the South Gare Light Station to 550 metres apart between their respective points of intersection with the circumference of the circle defined in (a) (i) above.

[NOTE: The areas defined in (i) and (ii) above are within the magenta pecked lines shown on Admiralty Charts No. 2566 (Tees and Hartlepool Bays) and No. 2567 (Approaches to Tees Bay) dated 1975.]

- (b) The Master of a vessel shall only enter the prohibited anchorage areas defined in paragraph (a) above for the purpose of navigating as expeditiously as possible through those areas.

## CHANNEL CLOSED SIGNALS

2. Except with the permission of the Harbour Master the master of a vessel shall not enter the Tees approach channel or the Tees river channel seawards from where overhead electricity cables cross the river (743 metres upriver from the two red lights established on the west side of the entrance to Tees Dock) when any of the following signals (as sanctioned by the Corporation of Trinity House as the General Lighthouse Authority) is exhibited.

(a) **South Gare Light Station**

(i) **By day** A white light giving one flash every second, situated 15.24 metres above MHWS in lat. 54° 38' 50" N; long. 01° 08' 08" W. The light visible from 345° (T) to 255° (T) (i.e. 270°).

(ii) **By night** From the roof of the Coast Guard Station situated 197° (T) 84 metres from the position in (i) above, three all round red lights, displayed vertically, approximately 2 metres apart, the lowest light approximately 13.4 metres above MHWS.

(iii) **In Fog** A multiple electric horn emitter giving two blasts every 30 seconds.

viz	blast	6	secs
	silent	3	secs
	blast	6	secs
	silent	15	secs

(b) **Harbour Master's Office (Tees Dock)**

(i) **By day** An all round white light giving one flash every second, situated at a height of 23 metres above MHWS on a radar mast in position lat. 54° 36' 10" N; long. 01° 09' 34" W.

(ii) **By night** Three all round lights, displayed vertically, approximately 2 metres apart; the highest and lowest of these lights will be red, the middle one green. The lower light will be situated in the same position as the light mentioned in (b) (i) above.

**INWARD VESSELS TO NAVIGATE TEES APPROACH CHANNEL**

3. Except with the permission of the Harbour Master the master of a vessel in excess of 20 metres overall length who proposes to navigate the Tees from seawards shall enter the Tees approach channel between the Tees north and Tees south buoy stations in positions lat. 54° 40' 20" N; long. 01° 07' 02" W. and lat. 54° 40' 13" N; long. 01° 06' 52" W.

**RESTRICTED VISIBILITY**

4. Except with the permission of the Harbour Master the master of a vessel shall not navigate in the Tees river channel or the Tees approach channel when visibility is less than 1,000 metres due to the weather or to the presence of dust or smoke.

**DANGEROUS VESSELS**

5. Except with the permission of the Harbour Master the master of a dangerous vessel shall not navigate the vessel in the Tees river channel or in the Tees approach channel.

**TEES SAFETY REQUIREMENTS**

6. (a) This direction shall apply to a vessel in excess of 20 metres overall length unless the vessel:-

- (i) is not employed in nor designed for the carriage of cargo or passengers, and
  - (ii) does not normally navigate outside the Tees except for the purposes of conservancy, pilotage or towage.
- (b) The master of a vessel to which this direction applies shall not except with the permission of the Harbour Master navigate in the Tees approach channel or in the Tees unless he has declared in the manner prescribed in paragraph (c) below that the vessel complies with the following Tees Safety Requirements:-
- “(1) the vessel is seaworthy in all respects;
  - (2) all secondary power or mechanical systems are in operation and immediately available in the event of failure of any primary system;
  - (3) the steering of the vessel is under direct manual control and not by any device or equipment designed to function in place of the steersman;
  - (4) anchors are cleared and ready for use.”
- (c) For the purposes of this direction the master of a vessel shall give the declaration either by radio or other practical means in the form “My vessel complies with the Tees Safety Requirements 1, 2, 3 and 4.”

### **NOTICE OF INTENTION TO ENTER, DEPART OR MOVE**

7. Unless the Harbour Master has previously agreed to waive the requirements of this direction the master of a vessel in excess of 20 metres overall length intending to enter or leave the Tees or to move in the Tees shall give not less than six hours' notice to the Harbour Master of his expected time of entry or departure or moving.

## **CLEARANCE OF INWARD VESSELS**

8. (a) Unless the Harbour Master has previously agreed to waive the requirements of this direction the master of a vessel in excess of 20 metres overall length who proposes to enter the Tees from seawards shall as early as practicable before the time at which he proposes to enter the Tees approach channel, inform the Harbour Master of his proposal.
- (b) Except with the permission of the Harbour Master the master of such a vessel shall not enter the Tees approach channel.
- (c) The permission of the Harbour Master may specify a time for such entry and shall cease to have effect thirty minutes after that time.

## **CLEARANCE OF OUTWARD OR MOVING VESSELS**

9. (a) Unless the Harbour Master has previously agreed to waive the requirements of this direction the master of a vessel in excess of 20 metres overall length who proposes to navigate in the Tees river channel shall not less than sixty minutes before the time at which he proposes to enter the Tees river channel inform the Harbour Master of his intention.
- (b) Except with the permission of the Harbour Master the master of such a vessel shall not enter the Tees river channel.
- (c) The permission of the Harbour Master may specify a time for such entry and shall cease to have effect thirty minutes after that time.

## **PERMISSION OF THE HARBOUR MASTER**

10. For the purposes of any of these directions a permission of the Harbour Master may be given subject to requirements and the master of a vessel to whom a permission is so given shall conduct the vessel in accordance with those requirements.

## INTERPRETATION

### 11. In these directions:-

“Dangerous Vessel” means a vessel which, for any reason other than one affecting the seaworthiness of the vessel, is at risk of causing damage or injury to property or persons or to the environment by virtue of the condition of the vessel or the nature or condition of its cargo;

“Harbour Master” means the harbour master authorised by the Tees and Hartlepool Port Authority and includes the dockmasters so appointed and any person appointed by the said Authority to act in the capacity of a harbour master;

“Master” when 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;

“the Tees” means the River Tees downriver of Newport Bridge but excludes the Tees approach channel;

“Tees approach channel” means the buoyed navigable channel seawards from a line drawn between the seaward ends of the North and South Gare Breakwaters;

“Tees river channel” means the dredged navigable channel in the Tees;

“Vessel” means every description of vessel however propelled or moved and includes any thing constructed or used to carry persons or goods by water and (a) without prejudice to the generality of the foregoing includes a hover vehicle on, in or over water; and (b) includes a seaplane on or in the water.

The Interpretation Act 1889 shall apply to the interpretation of these directions as it applies to the interpretation of an Act of Parliament and unless a contrary intention appears, expressions used in these directions shall have the same respective meanings as in the Tees and Hartlepool Port Authority Acts and Orders 1966 to 1974.

## COMMENCEMENT

12. These directions shall come into effect on 3rd May, 1976.

P. COLLIN

*Secretary,*  
Tees and Hartlepool Port Authority

Dated 16th April, 1976.

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# TEES AND HARTLEPOOL PORT AUTHORITY

## GENERAL DIRECTIONS FOR NAVIGATION AND CONTROL OF VESSELS CARRYING DANGEROUS GOODS IN THE TEES (No. 2)

The Tees and Hartlepool Port Authority in exercise of their powers conferred by the Tees and Hartlepool Port Authority Revision Order 1974 and all other powers thereunto enabling and after consultation with the General Council of British Shipping and the Tees Pilotage Authority give the following general directions to vessels.

### NOTICE OF INWARD DANGEROUS CARGOES

1. (a) This direction shall apply to a vessel carrying dangerous goods the master of which intends to enter the Tees approach channel or the Tees.

(b) Subject to sub-paragraph (c) below the master of a vessel to which this direction applies shall not less than 24 hours before his expected time of such entry give or cause his agent to give the following information to the Harbour Master:-

Name of his vessel

Expected time of entry

Intended berth (if known)

Draught on arrival

Description and weight of cargo

Details of cargo stowage

Details of any collisions, groundings, fires, leaks and spillages or of any unusual incident affecting the safety of the vessel or its cargo

Details of defects in machinery affecting the manoeuvrability of the vessel or affecting the cargo and its containment

Port Services Requirements (e.g. Pilots, Tug(s) and Boatmen)

(c) For the purposes of this direction the master of a vessel whose duration of voyage to the Tees from its last port of call is less than 24 hours may give the information specified in paragraph (b) above not later than one hour after his vessel's departure from that last port of call.

## **NOTICE OF OUTWARD DANGEROUS CARGOES**

2. (a) This direction shall apply to a vessel in the harbour the master of which intends to load dangerous goods.

(b) The master of a vessel to which this direction applies shall before he starts to load such goods give or cause his agent to give the following information to the Harbour Master:-

Name of his vessel

Expected time of starting to load dangerous goods

Loading berth

Expected draught on completion of loading

Description and weight of cargo

Details of proposed cargo stowage

Details of any collisions, groundings, fires, leaks and spillages or of any unusual incident affecting the safety of the vessel or its cargo

Details of defects in machinery affecting the manoeuvrability of the vessel or affecting the cargo and its containment

