

PD TEESPORT LIMITED

**GENERAL DIRECTIONS FOR THE SAFETY OF
NAVIGATION, PERSONS AND PROPERTY
IN THE HARBOUR**

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PD TEESPORT LIMITED

GENERAL DIRECTIONS FOR THE SAFETY OF NAVIGATION, PERSONS AND PROPERTY IN THE HARBOUR

PD Teesport Limited (formerly Tees and Hartlepool Port Authority) ("the Authority") in exercise of its powers conferred by the Tees and Hartlepool Port Authority Revision Order 1974 and the Tees and Hartlepool Harbour Revision Order 1994 and all other powers thereunto enabling and after consultation with the Chamber of Shipping and others hereby revoke the General Directions of 1976 and give the following General Directions:

PART 1 - PRELIMINARY

1.1 DEFINITIONS AND INTERPRETATION

1.1.1 In these General Directions, unless the context otherwise requires the following words or expressions must have the meanings respectively set opposite them:

"Chart"	means the edition of Admiralty Chart Number 2566 "Tees and Hartlepool Bays" as amended.
"Harbour"	means the area defined in Schedule 2 to the Tees and Hartlepool Port Authority Act 1966, as amended.
"Harbour Master"	means the Harbour Master appointed by the Authority and includes his authorised deputies and assistants or any person authorised by the Authority to act in that capacity.
"Hartlepool Approach Channel"	means the buoyed navigable channel seawards of a line drawn on a bearing of 235 degrees from the western end of the Fish Quay to No.1 and No.2 Buoys, as shown on the Chart.
"Hartlepool Dock"	means the water area inside a line drawn on a bearing of 235 degrees from the western end of the Fish Quay, as shown on the Chart.
"Hazardous Cargo"	has the same meaning as "Dangerous Goods" and "Polluting Goods" as defined in the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 (No.2110) as amended and includes explosives class 1.1 in excess of 1000kg NEQ.
"Master"	when used in relation to a Vessel means any person having or taking command, charge, management or conduct of the Vessel for the time being.
"Navigable Channel(s)"	means the Tees, Tees Approach Channel, Hartlepool Dock and Hartlepool Approach Channel.

"Notice to Mariners"	means the Notices to Mariners published from time to time by the Harbour Master.
"Owner"	includes any part owner, broker, charterer, agent or mortgagee in possession of the Vessel or other person or persons entitled for the time being to possession of the Vessel;
"Reporting Point Romeo"	Reporting Point Romeo is a line joining the following points: A Lat 54 42.20N, Lon 001 11.50W B Lat 54 42.9N, Lon 001 08.10W C Lat 54 42.9N, Lon 001 05.6W D Lat 54 42.6N, Lon 001 04.90W E Lat 54 41.40N, Lon 001 02.20W F Lat 54 38.20N, Lon 001 02.2W G Lat 54 37.35N, Lon 001 05.80W
"Small Vessel"	means a vessel of less than 20m overall length.
"the Tees"	means the area of the river Tees from the upstream limit of the Authority's jurisdiction to the inner limit of the Seaton Turning Area (13 Beacon) as shown on the Chart and includes all docks, basins and approaches thereto and Seaton-on-Tees Channel.
"Tees Approach Channel"	means the buoyed navigable channel seawards of the inner limit of the Seaton Turning Area (13 Beacon) and Tees North and Tees South Buoys as shown on the Chart.
"Vessel(s)"	means a ship, boat, raft or water craft of any description and includes non-displacement craft and amphibious craft, seaplanes and any other thing constructed or used to carry persons or goods by water (whether permanently or temporarily)
"VTS Area"	means the area within the Harbour that includes the Navigable Channels and the area bounded by a line joining the following points: A South Gare Lighthouse: Lat 54 38.844N, Lon 001 08.256W B No.5 Buoy (Tees): Lat 54 38.955N, Lon 001 08.586W C No.2 Buoy (Hartlepool): Lat 54 41.227N, Lon 001 10.859W D No.1 Buoy (Hartlepool): Lat 54 41.285N, Lon 001 10.708W E Lat 54 42.224N, Lon 001 06.757W

- F Lat 54 40.87N, Lon 001 04.0W
- G Lat 54 40.21N, Lon 001 04.0W
- H North Cardinal Buoy:
Lat 54 39.556N, Lon 001 06.044W
- I Lat 54 38.4N, Lon 001 03.50W
- J Lat 54 37.9N, Lon 001 05.6W

Then to point A, the South Gare Lighthouse.

"VTS Controlled Vessel" means a vessel of 20m overall length or more.

- 1.1.2 Words and expressions used in these General Directions shall, unless the contrary intention appears, have the same respective meanings as the Teesport Acts and Orders 1966 to 2008.
- 1.1.3 These General Directions shall apply to all Vessels within the Harbour at all times and any General or Special Direction addressed to a Master shall be deemed to apply to the Vessel of which he is the Master for the time being.
- 1.1.4 The rules contained within the International Regulations specified under the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 ("Collision Regulations") shall apply within the Harbour.
- 1.1.5 Unless otherwise stated any notice, exchange of information or communication required by these General Directions may be given to the Harbour Master by VHF radiotelephone or other suitable means.
- 1.1.6 The headings do not affect the interpretation of the General Directions.

PART 2 - NAVIGATION

2.1 PROHIBITED ANCHORING AREAS

- 2.1.1 Except in an emergency or with the permission of the Harbour Master, a Master must not anchor any VTS Controlled Vessel or cause any obstruction within the Harbour.
- 2.1.2 Except in an emergency or with the permission of the Harbour Master, a Master must not anchor any Small Vessel or cause any obstruction within the VTS Area.

2.2 PERMISSION FOR A VESSEL TO NAVIGATE

- 2.2.1 Except with the prior permission of the Harbour Master, the Master of a VTS Controlled Vessel proposing to navigate in the Ports of Tees or Hartlepool, before entering the VTS Area, must obtain permission for the entry into the VTS Area from the Harbour Master when passing Reporting Point Romeo. In giving such permission, the Harbour Master may specify a time different to that requested by the Master.

- 2.2.2 Except with the prior permission of the Harbour Master, the Master of a VTS Controlled Vessel proposing to navigate (move or sail) in the VTS Area, before leaving the berth, must obtain permission for the movement from the Harbour Master.
- 2.2.3 Permission given by the Harbour Master under General Direction 2.2.1 or 2.2.2 above will expire 15 minutes after the time for which it was given and, where the VTS Controlled Vessel has not started to navigate before such time, the Master must obtain further permission from the Harbour Master prior to commencing navigation.

2.3 **PORT SAFETY REQUIREMENTS**

Unless the Harbour Master has agreed to waive the requirements of this Direction, the Master of a VTS Controlled Vessel must not navigate within the Navigable Channels unless the requirements specified within PD Teesport's Notice to Mariners "Port Safety Requirements" are satisfied.

2.4 **VTS CONTROLLED VESSELS NAVIGATING IN THE APPROACH CHANNELS**

Except with the permission of the Harbour Master, the Master of a VTS Controlled Vessel wishing to enter or leave:

- 2.4.1 the Tees Approach Channel, must enter or leave between the Tees North and Tees South Buoy Stations;
- 2.4.2 the Hartlepool Approach Channel, must enter or leave between the Hartlepool No.1 and No.2 Buoy Stations.

2.5 **RESTRICTED VISIBILITY**

Except with the permission of the Harbour Master, the Master of a VTS Controlled Vessel must not navigate the Vessel in:

- 2.5.1 the Tees Approach Channel or the Tees when visibility is less than 1,000 metres from whatever cause; or
- 2.5.2 the Hartlepool Approach Channel or Hartlepool Dock when visibility is less than 500 metres from whatever cause;

other than for the express purpose of clearing the said Channels.

2.6 **OVERTAKING**

Except with the permission of the Harbour Master, overtaking manoeuvres for VTS Controlled Vessels are strictly prohibited within the Navigable Channels.

2.7 **SEPARATION DISTANCES**

Except with the permission of the Harbour Master, the Master of a VTS Controlled Vessel must, so far as is reasonably practicable, maintain a separation distance of at least 2.5 cables (approximately 460 metres) from a VTS Controlled Vessel ahead, which is proceeding in the same direction.

2.8 **MANNING ARRANGEMENTS DURING NAVIGATION**

Except with the permission of the Harbour Master, the Master must, at all times, remain on the bridge at the control position (or in the case of such Vessel which has no bridge, on the place from which control is being directed) and, in the case of a VTS Controlled Vessel, ensure that there is a second person in attendance at all times capable of taking charge of the VTS Controlled Vessel during navigation.

PART 3 - BERTHING AND MANAGEMENT OF VESSELS

3.1 **NOTIFYING THE TIME OF ARRIVAL DEPARTURE OR MOVEMENT OF VESSELS**

The notification required under this General Direction is for operational planning purposes and is required in addition to the Notification required under the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 as amended.

3.1.1 The Master of a VTS Controlled Vessel, unless the Harbour Master has agreed to waive the requirements of this General Direction, must:

3.1.1.1 if carrying Hazardous Cargo in bulk and intending to enter the Harbour, give the Harbour Master not less than 24 hours' notice of the intention to do so (or not later than one hour after departure from the last port, whichever is the later); or

3.1.1.2 if not carrying Hazardous Cargo and intending to enter the Harbour, give the Harbour Master not less than 6 hours' notice of the intention to do so (or not later than one hour after departure from the last port, whichever is the later); or

3.1.1.3 if intending to move within or sail from Hartlepool Dock, give the Harbour Master at least 2 hours' notice of the intention to do so; or

3.1.1.4 if intending to move within or sail from the Tees, give the Harbour Master at least 2 hours' notice of the intention to do so;

3.1.1.5 give the Harbour Master 2 hours' notice of arrival at Reporting Point Romeo or the intended anchorage.

3.1.2 When giving the notice of arrival departure or movement, the Master must also provide (without limitation) the following information:

3.1.2.1 the name, call sign and IMO Number of the Vessel;

3.1.2.2 the country in which the Vessel is registered;

3.1.2.3 the overall length, maximum beam, and water and air draught of the Vessel;

3.1.2.4 the description, weight and stowage of cargo to be loaded, discharged or to remain on board;

3.1.2.5 in the case of a tanker or gas tanker, whether the cargo tanks are gas-free;

- 3.1.2.6 in the case of a combination carrier operating in the non-tanker mode, the description, weight and stowage of any cargo slops remaining on board, or the last date of discharge of the same;
- 3.1.2.7 details of any structural, mechanical and equipment defects which may affect:
 - 3.1.2.7.1 the hull or cargo containments;
 - 3.1.2.7.2 the propulsion, steering and manoeuvrability of the Vessel (including, but without prejudice to the generality of the foregoing, thrusters and poor stern power performance);
 - 3.1.2.7.3 the anchoring, mooring, navigation and cargo management systems, including back-up systems;
 - 3.1.2.7.4 details of any collisions, groundings, fires, leaks, spillages or other unusual incidents affecting the safety of the Vessel, crew or cargo, that have occurred within the last three months;
- 3.1.2.8 the intended berth/destination;
- 3.1.2.9 any requirements for port services, including pilots, tugs and foyboatmen;
- 3.1.2.10 the quantities of bunkers on board and details of any proposed bunkering or overside storing;
- 3.1.2.11 any other information that the Harbour Master may reasonably require;

and must inform the Harbour Master if there are any changes to the information given.

- 3.1.3 The requirements of General Direction 3.1.2 are not intended to replace, and should be read in conjunction with, the requirements of:
 - 3.1.3.1 The Dangerous Substances in Harbour Areas Regulations 1987, as amended or replaced from time to time;
 - 3.1.3.2 The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003, as amended or replaced from time to time; and
 - 3.1.3.3 The Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995, as amended or replaced from time to time.

3.2 **MOORINGS**

- 3.2.1 The Master must at all times keep the Vessel properly berthed alongside any quay and must ensure that neither the Vessel nor its moorings or gangway obstruct other Vessels or hamper the use of the Harbour.
- 3.2.2 The Master of a berthed Vessel must ensure that the Vessel's moorings are adjusted, as necessary, to allow for the prevailing conditions.

3.2.3 The Master of a Vessel making fast to or letting go from any berth within the Harbour must ensure that there are sufficient competent persons available aboard and ashore to carry out the operation safely.

3.2.4 The Master of a Vessel mooring or unmooring must ensure that the moorings of any other Vessel disturbed in the process are made safe.

3.3 **VESSEL'S MAIN PROPULSION AND STEERING SYSTEMS**

3.3.1 The Master must not take any steps that render the Vessel's main propulsion or steering systems inoperable, without first obtaining the permission of the Harbour Master and complying with any conditions the Harbour Master may impose.

3.3.2 Where a Vessel's main propulsion or steering systems become inoperable for any reason, the Master must immediately inform the Harbour Master, providing any further information that the Harbour Master may require and complying with any conditions that the Harbour Master may impose.

3.4 **INTERFERENCE WITH NAVIGATION AIDS**

The Master must not make the Vessel fast to, lie against or interfere with any navigation aid and must inform the Harbour Master forthwith if the Vessel runs into or fouls any such navigation aid.

3.5 **ABANDONMENT OF VESSELS OR OBJECTS**

3.5.1 No person may wilfully abandon a Vessel or other object anywhere within the Harbour.

3.5.2 Where such Vessel or other object remains in the Harbour for such period of time as it may reasonably be assumed to be abandoned, unless the contrary intention is expressed, it may be deemed to have been abandoned and the Harbour Master may remove and dispose of the same.

PART 4 - SIGNALS

4.1 **TRAFFIC CONTROL SIGNALS**

4.1.1 Port Traffic Control lights are displayed from:

- 4.1.1.1 the South Gare Radar Tower;
- 4.1.1.2 the Tees Dock Radar Tower;
- 4.1.1.3 Middleton Pier Breakwater at the entrance to Hartlepool Dock.

4.1.2 The Signals consist of the following:

- 4.1.2.1 three fixed lights in a vertical line, Green-White-Green, meaning VTS Controlled Vessels may proceed only when they have received specific orders to do so from the Harbour Master; and
- 4.1.2.2 three fixed Red lights in a vertical line meaning vessels must not proceed.

4.2 **DIVING OPERATIONS**

- 4.2.1 For the duration of a diving operation a diving supervisor must ensure that a flag or rigid replica of the International Code of Signals Flag "A" is displayed at all times.
- 4.2.2 The flag or rigid replica should be of a suitable size to ensure that it is visible to passing Vessels in good time so that the appropriate action may be taken by such Vessels.

4.3 **MARINE OPERATIONS**

- 4.3.1 A Vessel engaged in loading, discharging or any other work where wash could create a risk to the operation, must ensure that a flag or rigid replica of the International Code of Signals Flags "RY" are displayed at all times.
- 4.3.2 The flags or rigid replicas should be of a suitable size to ensure that they are visible to passing Vessels in good time so that the appropriate action may be taken by such Vessels.

PART 5 - RECREATIONAL ACTIVITIES

5.1 **RESTRICTION ON RECREATIONAL ACTIVITIES (POWER)**

No person may engage in water-skiing or use any personal water craft in the Harbour in a manner which may cause any danger, annoyance, nuisance or inconvenience to other Harbour users, or any injury to any person or damage to any property.

5.2 **RESTRICTION ON RECREATIONAL ACTIVITIES (WIND OR MANUAL)**

No person may engage in sailing, sail boarding, kite surfing, canoeing or paddle boarding or any other activity, which relies on wind or manual power for movement in the Harbour, in a manner which may cause any danger, annoyance, nuisance or inconvenience to other Harbour users, or any injury to any person or damage to any property.

PART 6 - GENERAL & REVOCATIONS

6.1 **MOORINGS BUOYS OR OTHER TACKLE IN THE NAVIGABLE CHANNELS**

- 6.1.1 No person may lay down any mooring, buoy, or similar tackle within the Harbour, except with the permission of the Harbour Master.
- 6.1.2 A mooring, buoy or similar tackle must forthwith be removed by its owner or any other person claiming possession of it, if the Harbour Master so directs. Otherwise, the Harbour Master may remove the same.

6.2 **NO DRAGGING OR GRAPPLING WITHOUT PERMISSION**

No person may drag or grapple for any material or article, nor remove the same from the bed of the Harbour, without the permission of the Harbour Master.

6.3 **OBSTRUCTIONS TO VESSELS**

- 6.3.1 No person may cast or place anything within the Navigable Channels at any time, or within any other part of the Harbour, if it is likely to obstruct navigation or endanger persons or property.
- 6.3.2 Without prejudice to paragraph 6.3.1, any person who places anything as aforesaid must remove the same if so directed by the Harbour Master and if the person fails to do so within such reasonable time as the Harbour Master may specify, the Harbour Master may remove the same
- 6.3.3 Nothing in these General Directions shall prevent the Harbour Master from taking immediate action to remove drift nets, trawls or pots if the Harbour Master considers this to be necessary to prevent obstruction to navigation or in the interests of safety.

6.4 **VESSELS TO HAVE NAME MARKED ON THEM**

The Owner of a Vessel within the Harbour which is not registered as a ship under the Merchant Shipping Act 1995 and marked accordingly must ensure that the Vessel is marked conspicuously with its name or other means of identification unless exempted, in writing, by the Harbour Master.

6.5 **AIRCRAFT**

No person may land or take off an aircraft (including a seaplane glider or helicopter) within the Harbour, except with the permission of the Harbour Master.

6.6 **NOTIFICATION OF INCIDENTS IN THE HARBOUR**

6.6.1 The Master of a Vessel which:

- 6.6.1.1 has been involved in a collision with any Vessel, property, or other object or has been sunk or grounded or become stranded in the Harbour; or
- 6.6.1.2 by reason of accident, fire, defect or otherwise is in such a condition as to affect its safe navigation or to give rise to danger to other Vessels or property; or
- 6.6.1.3 in any manner gives rise to an obstruction of a Navigable Channel or berth;

must immediately report the same to the Harbour Master and provide the Harbour Master with such information that is required.

6.6.2 Where the damage described in 6.6.1 above is such that it affects or is likely to affect the seaworthiness of the Vessel, the Master must not move the Vessel (except to clear the Navigable Channel or to moor or anchor in safety) except with the permission of the Harbour Master and in accordance with any directions the Harbour Master may give.

6.7 **LOST ANCHOR, CABLE OR PROPELLER**

6.7.1 The Master of a Vessel which has slipped, parted or lost any anchor, cable wire rope rudder or propeller must immediately inform the Harbour Master giving the position of the item and any distinguishing marks or numbers and, if the Harbour Master so directs, must cause it to be recovered as soon as is reasonably practicable.

6.7.2 The Master of a Vessel slipping or parting an anchor must leave a buoy to mark its position unless otherwise directed by the Harbour Master.

6.8 **FIRE FIGHTING CAPABILITY**

The Master of a Vessel must ensure that the fire fighting capability of the Vessel is fully operational at all times and must:

6.8.1 not reduce the Vessel's fire fighting capability except with the permission of the Harbour Master;

6.8.2 immediately inform the Harbour Master if the fire fighting capability of the Vessel is reduced for whatever reason and provide any further information that the Harbour Master may require;

6.8.3 comply with any conditions that the Harbour Master may reasonably impose.

6.9 **REPORTING OF ABANDONED/MISSING VESSELS**

The Master of any Vessel which is abandoned, derelict, missing, sunk, in danger of sinking, stranded or drifting without power, or any person who finds or has knowledge of such Vessel, must immediately inform the Harbour Master giving the position of the Vessel and such other information as the Harbour Master may require.

6.10 **SPECIAL DIRECTIONS**

6.10.1 A Special Direction, pursuant to Article 5 of the Tees and Hartlepool Port Authority Revision Order 1974, may be given by the Harbour Master requiring any Vessel or Vessels in the Harbour to comply with a requirement made in or under a General Direction.

6.10.2 A Special Direction may be given in any manner considered appropriate by the Harbour Master.

6.11 **COMMENCEMENT**

These Directions shall come into effect on 1 September 2015.

Jerry Hopkinson
Director
PD Teesport Limited

Dated 14 August 2015

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NOTES FOR THE GUIDANCE OF MASTERS AND OWNERS

1. BYELAWS AND GENERAL DIRECTIONS

These General Directions are to be construed and read in conjunction with Tees and Hartlepool Harbour Byelaws 1977 and 1985 and any addition or amendment thereto.

2. RESPONSIBILITY OF OWNERS AND AGENTS OF VESSELS

The Owner and agent of a Vessel must take all reasonable steps to ensure that the Master of the Vessel is made aware of and understands these General Directions.

3. RESPONSIBILITY OF THE MASTER OF A VESSEL

The giving of a General Direction or a Special Direction does not diminish or in any other way affect the responsibility of the Master of the Vessel to which the General Direction is given in relation to the Vessel, persons aboard, its cargo or any other person or property.

4. FAILURE TO COMPLY WITH A DIRECTION

4.1 Failure by the Master of a Vessel to comply with a General Direction or a Special Direction constitutes an offence, and renders the Master liable to a fine in accordance with Article 7 of the Tees and Hartlepool Port Authority Revision Order 1974.

4.2 It is a defence for the Master of a Vessel charged with an offence of failing to comply with a General Direction or a Special Direction to prove that there were reasonable grounds for believing that compliance with the General Direction or Special Direction in question would be likely to imperil the Vessel, or its cargo, or any person for whom the Master responsible or that in the circumstances compliance was impracticable.

5. NOTICE OF INTENTION

If the Master of a Vessel fails to provide any information or give notice of any intention required by any General Direction or Special Direction within the time limit imposed, the entry departure or movement of the Vessel may be subject to delay.

6. ENFORCEMENT

If a Special Direction is not complied with within a reasonable time, the Harbour Master may, pursuant to Article 8 of the Tees and Hartlepool Port Authority Harbour Revision Order 1974, put persons on board the Vessel to carry out the Special Direction or may otherwise cause the Vessel to be handled in accordance with the Special Direction.