

PILOTAGE DIRECTION 2010

PD Teesport, as the Competent Harbour Authority for the Ports of Tees and Hartlepool, in pursuance of powers contained in Section 7 of the Pilotage Act 1987, and after consultation with persons who carry out harbour operations and the representatives of the owners of vessels which customarily navigate within the harbour, hereby directs that:

1. For the purposes of this Direction, the areas of compulsory pilotage are:
 - 1.1 the Tees, which comprises:
 - 1.1.1 the Approach Channel from Tees North Buoy to the inner limit of the Seaton Turning Area;
 - 1.1.2 the navigable area of the Seaton Channel and Holding Basin;
 - 1.1.3 the navigable area of the Tees between the inner limit of the Seaton Turning Area and No.23 Buoy;
 - 1.1.4 the navigable area of the Tees between No.23 Buoy and the upper limit of PD Teesport's jurisdiction.
 - 1.2 Hartlepool, which comprises:
 - 1.2.1 the Hartlepool Channel between No.1 Buoy and the western end of the Fish Quay;
 - 1.2.2 Hartlepool Dock.
2. Pilotage shall be compulsory for all vessels navigating in the areas specified in paragraphs 1.1 and 1.2 above, when:
 - 2.1 the OAL exceeds 95m; or
 - 2.2 the summer deadweight exceeds 4000 tonnes; or
 - 2.3 the gross tonnage exceeds 4000 tonnes; or
 - 2.4 the OAL exceeds 20m and the cargo(es) on board are substances specified in paragraph 9 below; or
 - 2.5 the vessel is in excess of 50m OAL and requires the services of a tug;
 - 2.6 the vessel is less than 50m OAL and requires the services of a tug, where a risk assessment carried out by the Harbour Master and Tees Bay Pilots so dictates.
3. In addition to paragraph 2, pilotage shall be compulsory for vessels navigating in the area specified in paragraph 1.1.4 above when:
 - 3.1 the OAL exceeds 80m.
4. Two Pilots will be required for vessels with a "size indicator" in excess of 195,000.

5. Vessels moving along a quay, without letting go from that quay, shall not be deemed to be navigating.
6. Where the prevailing weather conditions preclude safe embarkation and disembarkation, compulsory pilotage for the area specified in paragraph 1.1.1 may be temporarily suspended for:
 - 6.1 hazardous vessels under 150m OAL; and
 - 6.2 all other vessels under 175m OAL except ro-ro ferries, which must be less than 200m OAL;

provided that "Tees VTS" can satisfactorily complete the relevant risk assessment.

7. **Risk Assessment - Pre-Passage Requirements:**

- 7.1 inward bound vessels may only be considered for this manoeuvre during daylight hours (civil to civil);
- 7.2 the Master has completed the appropriate passages on at least 2 occasions within the past 12 months;
- 7.3 the vessel has on board an up-to-date copy of Chart 2566 "Tees and Hartlepool Bays" or equivalent;
- 7.4 the Pilot/Duty Pilot considers the manoeuvre is safe, given his knowledge of the vessel and the weather conditions.

8. **Risk Assessment - Passage Requirements:**

- 8.1 the Master has been briefed on the relevant part of the Passage Plan by the Pilot;
- 8.2 the Master considers the manoeuvre is safe, given the weather conditions, size, power and reliability of the vessel;
- 8.3 for inward bound vessels, the Pilot confirms that embarkation before a line drawn between No.7 and No.8 Buoys is possible and that it is part of the Passage Plan;
- 8.4 for outward bound vessels, the Pilot confirms that disembarkation after a line drawn between Phillips Approach Buoy and No.12A Buoy is possible and that it is part of the Passage Plan;
- 8.5 the vessel will remain under manual steering for the passage;
- 8.6 the Bridge Team includes at least the Master, a Mate and a Helmsman;
- 8.7 inward bound vessels enter between Tees North and South Buoys;
- 8.8 the visibility in the Sea Reach exceeds 1 nautical mile;
- 8.9 there is a clear channel with no other vessels approaching closer than 1 nautical mile at any stage of the unpiloted passage;
- 8.10 the Duty Assistant Harbour Master can confirm that there will be no more than a total of 3 vessels moving in the Tees Channels during this manoeuvre;

8.11 the Harbour Surveillance Radar is working, with the relevant part of the River Channel displayed.

9. Interpretation:

9.1 Dangerous goods or marine pollutant means:

9.1.1 any goods defined in Regulation 2(1) of the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997 as dangerous goods or marine pollutant, carried in bulk;

9.1.2 those goods contained in the "List of Oils" at Appendix 1 to Annex 1 of Marpol 73/78, carried in bulk;

9.1.3 explosives class 1.1 in excess of 1000kg NEQ.

9.2 "In bulk" has the same meaning as defined in the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997.

9.3 "Size indicator" means the product of the overall length, extreme beam and moulded depth, measured in cubic metres.

9.4 "Vessel" has the same meaning as defined in the Tees and Hartlepool Port Authority Act 1966 and also includes marine structures.

10. Commencement:

10.1 This Direction shall come into effect on 16 February 2010 and supersedes the version published on 02 February 2010.

10.2 This Direction reflects the change of company name from Tees and Hartlepool Port Authority Limited to PD Teesport, which occurred on 1 April 2003.

By the Order of:

**Captain J L Drewitt
Harbour Master
PD Teesport**

NOTE:

Pilotage Exemption Certificates

A "Pilotage Exemption Certificate" will be granted to bona fide Masters or First Mates upon written application and examination.

Details are obtainable from the Harbour Master's Secretary, PD Teesport, Harbour Master's Office, Tees Dock, Grangetown, Middlesbrough, TS6 6UD. Tel: 01642 277201; Fax: 01642 277227 or Email: harbourmaster@pdports.co.uk.