

**PD TEESPORT LIMITED**

**WEEKLY NAVIGATIONAL BULLETIN NO.37**

**FOR THE RIVER TEES, HARTLEPOOL AND TEES BAY**



**Issued by the Harbour Master on 21 December 2021**

**PD TEESPORT LIMITED - DREDGING, SURVEY AND BUOY- MAINTENANCE CRAFT**

These craft work as and when required anywhere in the harbour; up-to-date information on their positions and intentions is available at all times from "Tees VTS".

**CURRENT DRAFT FORMULAE**

The "Current Working Draft Formulae" are based on the actual depths as shown on the latest berth and channel sounding charts available and should be used in establishing drafts/times of entry in the short term i.e. **ONLY** up to a day or two ahead.

The "Draft Formulae for Planning Purposes" are based as above, but limited by tolerance depths where applicable and these **MUST** be used in establishing drafts for longer term planning, chartering etc.

In either case, the formulae quoted provide for minimum static underkeel clearance:

**River Tees:** 2.3m the Sea Reach and 0.9m in the River Channel and for berthing, except those berths marked\*, where clearance is 0.5m for berthing, and berths marked \*\*, where a clearance of 1.5m applies in respect of ships over 122m OAL.

**Hartlepool:** Underkeel clearance dependent on beam of ship.

**NB:** For Redcar Bulk Terminal and ConocoPhillips vessels, the maximum permissible draught is based on high water height and the above underkeel clearances. The time required to undertake the passage means that the underkeel clearance may be less than stated above at some stages of the passage. Typically, for an inward Redcar Bulk Terminal vessel, she enters the Sea Reach 1½ hours before high water, when the underkeel clearance can be 1.9m and enters the River Channel 1 hour before high water, when the underkeel clearance can be 0.7m. Masters and Pilots are advised to include this consideration in their passage plan, particularly during periods of moderate or heavy swell.

The Duty Assistant Harbour Master is to be consulted in all instances of heavily drafted vessels and those cases where approaching a berth from a particular direction may allow a deeper draft without impinging on the above minimum underkeel clearance.

In formulating a vessel's passage plan, Masters/Pilots should take into consideration areas of shoaling within the navigable channel, as:

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1. **North Channel Line**

Between Port Clarence Riverside Berth and Port Clarence West Quay, where depths of less than 4.6 m extend up to 15 metres into the channel.

2. **South Channel Line**

**NB:** The channel is maintained and sounded only to point 100 metres upriver of Exolum Riverside Terminal (marked by dredge limit buoys).

**OBSTRUCTIONS**

None.

**NAVIGATIONAL AIDS**

- |    |                               |             |
|----|-------------------------------|-------------|
| 1. | Pilot Winker Buoy             | Off Station |
| 2. | Wind Farm North Cardinal Buoy | Off Station |

**ADDITIONAL INFORMATION**

1. **Able Seaton Port Basin**

The draft formulae quoted on the attached sheets (where appropriate) for the Seaton Holding Basin apply only to the approaches to the basin; information about the depths on the various berths should be obtained from the berth operator. As guidance, berth depths have been added for Able Seaton Port Berths 1, 10, 11 and 6 in consultation with the berth operator. The draft formulae and least depth information for berth 11 do not include shoaling over 38m at the East end of the berth.

Within Able Seaton Port Basin there are depths below the published depth on the eastern side of the basin up to 28m off the quay.

2. **Port of Middlesbrough No.1 Berth**

The minimum depth quoted on the attached sheets (where appropriate) for Port of Middlesbrough No.1 apply only from the upriver quay edge of the berth downriver. Any vessels wishing to overhang the upriver quay edge of the berth are by exception and consultation must be sought. The draft formula quoted provides for a maximum size vessel of 200m x 24m.

The cofferdam, which had been located at the seaward end of the berth, has now been fully removed. As a result of this operation a reduction of depth (<7.0m) has been identified in the seaward end of the berth (Position 38m upriver from the seaward end of the berth - 4m from the fender line). The current minimum berth depth has been adjusted as a result.

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3. **Seaton Channel**

The draft formulae quoted for Seaton Channel provide for a minimum of 0.9m static underkeel clearance over the full channel width of 120m. A deeper 85m wide channel has been dredged within Seaton Channel; however, the Harbour Master must be consulted on how this may be used.

4. **Dry-Docks**

The draft formulae quoted for A & P and UK Docks take into account the minimum depth on the approaches, including the dry-dock cut (sill height has been included in this calculation). A UKC of 0.5m has been applied. The sill height for each dry-dock is published in the Current Minimum Berth Depths sheet.

5. **Exolum No.2 Jetty**

The draft formulae quoted for Exolum No.2 Jetty has been re-assessed to allow manoeuvring of vessels in the upriver area of the berth. After further consultation with Tees Bay Pilots, it has been decided that the draft formula quoted for Exolum No.2 Jetty (avoiding U/R app) applies to vessels approaching downriver perpendicular to the end of the upper river dolphin. For vessels approaching upriver of this position the Exolum No.2 Jetty draft formula should be used.

6. **UK Docks**

Our records have been amended to show the following:

- UK Docks No.1 Dry Dock (ex No.2) is the smaller dock (137.2m x 18.6m) upriver.
- UK Docks No.2 Dry Dock (ex No.3) is the larger dock (167.7m x 20.4m) downriver.

**HARBOUR MASTER**