

NOTICE TO MARINERS NO.6 OF 2026

Issued by the Harbour Master on 14 January

NORTH-EAST COAST OF ENGLAND TEES BAY

SUSPENSION OF COMPULSORY PILOTAGE IN HEAVY WEATHER - RIVER TEES

1. When the prevailing weather conditions preclude safe embarkation and/or disembarkation of vessels in Tees Bay, the compulsory pilotage for the area between Tees North and South Buoys and No.13 Beacon may be temporarily suspended for:
 - hazardous vessels under 150m OAL;
 - all other vessels under 175m OAL except:
 - container ships, which must be less than 180m OAL; and
 - ro-ro ferries, which must be less than 200m OAL;

provided that TEES VTS can satisfactorily complete the relevant risk assessment.
2. The risk assessment requires that:
 - inward bound vessels may only be considered for this manoeuvre during daylight hours (civil twilight);
 - the Master has completed, during the past 12 months, two inward passages (piloted or not) for inward bound vessels or two outward passages (piloted or not) for outward bound vessels.

NB: These passages must have been completed by the Master in their capacity as Master of any vessel.

 - the vessel has on board an up-to-date copy of Chart 2566 "Tees and Hartlepool Bays" or approved equivalent (ECDIS);
 - the Pilot/Duty Pilot considers the manoeuvre is safe, given their knowledge of the vessel and the weather conditions;

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Radar, AIS, CCTV, Telephone and VHF Channels are recorded 24/7.

- the Duty Assistant Harbour Master considers the manoeuvre is safe, given the above criteria;
- the Master has confirmed that they have a copy of the relevant Notice to Mariners available and agrees to follow the published generic Port Passage Plan, which is published on the PD Ports' website.
- for inward bound vessels, the Pilot confirms that embarkation before a line drawn between No.7 and No.8 Buoys is possible.
- 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;
- the Master considers the manoeuvre is safe, given the weather conditions, size, power and reliability of the vessel;
- the vessel will remain under manual steering for the passage;
- the Bridge Team includes at least the Master, a Mate and a Helmsman;
- the Master has been informed that the Pilot will check compliance on boarding;
- the visibility in the Sea Reach exceeds 1 nautical mile;
- the Duty Assistant Harbour Master can confirm that there will be no more than a total of 3 vessels moving in the Navigable Channels during this manoeuvre;
- inward bound vessels enter between Tees North and South Buoys;
- there is a clear channel with no other vessels approaching closer than 1 nautical mile at any stage of the unpiloted passage;

NOTE: Owners, Agents and Charterers should ensure that the contents of this Notice are made known to Masters or persons in charge of their vessels or craft.

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