PD TEESPORT LIMITED

WEEKLY NAVIGATIONAL BULLETIN NO.29

FOR THE RIVER TEES, HARTLEPOOL AND TEES BAY

Issued by the Harbour Master on 26 October 2026

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, berths marked **, where a clearance of 1.5m applies in respect of ships over 122m OAL, and berths marked *** where a clearance of 1.5m applies for berthing.

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:

1. **North Channel Line**

   Between Port Clarence Riverside Berth and Port Clarence West Quay, where depths of less than 5.2 m extend up to 18 metres into the channel.

/Continued

2. **South Channel Line**

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

OBSTRUCTIONS

None.

NAVIGATIONAL AIDS

Tees Approach Buoy	-	AIS Inoperative/Incorrect
Seaton Channel No 6	-	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.

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 33m.

3. **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 excluded 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.

4. **North Tees "A" Jetty**

A speed limit of 8kts has been introduced for all vessels passing North Tees "A" Jetty when a vessel is berthed alongside.

HARBOUR MASTER

PD TEESPORT LIMITED

HARBOUR MASTER'S OFFICE

CURRENT WORKING DRAFT FORMULAE

Date: 26/10/2026 10:58

RIVER TEES - SOUTH SIDE

Port of Middlesbrough Berth 1	4.3	m + flow
Port of Middlesbrough Berth 2	4.3	"
Port of Middlesbrough Berth 3*	3.1	"
Port of Middlesbrough Berth 4*	2.0	"
Able Vulcan Quay*	0.1	"
Able Central Quay*	0.8	"
Able Dock Point Quay*	1.7	"
Able Bex Quay	1.8	"
Cochranes Wharf*	-0.5	"
Tarmac Cochranes Wharf*	3.5	"
Normanby Wharf*	2.3	"
Cargo Fleet Wharf (TCP)	2.8	"
West Quay (Teesport Commerce Park)	2.6	"
East Quay (Teesport Commerce Park)	2.7	"
TCP (Dredger Discharge Postion) *	4.0	
Heavy Lift Quay (TCP)	4.8	"
UK Docks No 1 Drydock*	1.6	"
UK Docks No 2 Drydock*	1.6	"
UK Docks Frontage	2.7	"
A & P Tees Frontage - West	4.3	"
A & P Tees No 2 Drydock*	0.7	"
A & P Tees No 1 Drydock*	2.0	"
A & P Tees Frontage - East	3.3	"
Steel River Quay	8.9	"

TEESPORT OIL JETTIES

Arthur Taylor Jetty	4.7	"
West Byng Jetty	5.4	"
QE2 Jetty	5.0	"

TEES DOCK BERTHS

No 1 Berth	8.9	"
No 2 Berth	8.9	"
No 3 Berth	8.9	"
No 2 RoRo/No 5	7.4	"
No 1 RoRo	6.3	"
No 6 Berth	8.9	"
No 7 Berth	8.9	"
Potash Terminal	8.9	"
Tees Dock No 8	6.0	"
(If approaching behind No 22 Buoy)	3.4	"
Tees Dock No 9	5.1	"
Tees Dock No 10 Jetty	8.9	"
Riverside RoRo Berth	7.0	"
NWA R.S.T.C. berth	0.2	"
Redcar Bulk Terminal	11.1	"
Seaton Turning Area	11.0	"
Tees Dock Turning Circle	9.1	"
Clarence Turning Area	1.9	"
Haverton Turning Area	1.6	"

RIVER TEES - NORTH SIDE

Exolum Riverside Jetty	0.2	m + flow
(avoiding area upstream of berth)	0.2	"
Billingham Reach Wharf	-1.6	"
Able Billingham Reach**	1.0	"
Bamlett's Wharf*	1.1	"
TAG Loadout Quay*	-0.5	"
H Hill Basin - West*	1.7	"
H Hill Basin - East*	1.7	"
Gibson Quay*	0.9	"
Port Clarence West Quay*	3.0	"
Port Clarence Riverside*	3.2	"
Port Clarence Inset Berth*	4.2	"
Clarence Wharf	1.8	"
N Tees "A" Jetty	4.6	"
(avoiding U/R app)	5.0	"
N Tees No 2 Jetty	6.9	"
N Tees No 3 Jetty	8.3	"
N Tees No 4 Jetty	7.6	"
Ineos No 1 Jetty	4.7	"
Ineos No 2 Jetty	4.7	"
Navigator No 1 Jetty	5.0	"
Navigator No 2 Jetty	5.0	"
Navigator No 3 Jetty	4.6	"

Exolum Seal Sands 2 Jetty	2.0	"
(avoiding U/R app)	5.2	"
Exolum Seal Sands 1 Jetty	5.2	"
Phillips No 1 Jetty	11.1	"
Phillips No 2 Jetty	10.4	"
Phillips No 8 Jetty	7.5	"
Phillips No 7 Jetty	7.5	"
Phillips No 6 Jetty	7.5	"
Phillips No 3 Jetty (No.4&5 Jetty Arriving)	7.5	"
Phillips No 4 Jetty (Departure Only)	10.3	"
Phillips No 5 Jetty (Departure Only)	10.3	"
Able Seaton Port Basin Nos 2-9	3.6	"
Able Seaton Port No.1,10 & 11 Berths	5.8	"

HARTLEPOOL

Beam:	Up to 24.5m	24.5 to 30.5m	Over 30.5m
Britannia Quay*	1.60	1.6	1.6
Victoria Quay	3.45	3.2	2.9
Deepwater Berth	3.45	3.2	2.9
Irvine's Quay	3.45	3.2	2.9
North Basin - North Side	1.10	N/A	N/A
North Basin - South Side	0.40	N/A	N/A
Water Area	3.80	3.80	3.80

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HARBOUR MASTER'S OFFICE

DRAFT FORMULAE FOR PLANNING PURPOSES

Date: 26/10/2026 10:58

RIVER TEES - SOUTH SIDE

Port of Middlesbrough Berth 1	4.3	m + flow
Port of Middlesbrough Berth 2	4.3	"
Port of Middlesbrough Berth 3*	3.1	"
Port of Middlesbrough Berth 4*	2.0	"
Able Vulcan Quay*	0.1	"
Able Central Quay*	0.8	"
Able Dock Point Quay*	1.7	"
Able Bex Quay	1.8	"
Cochranes Wharf*	-0.5	"
Tarmac Cochranes Wharf*	3.5	"
Normanby Wharf*	2.3	"
Cargo Fleet Wharf (TCP)	2.8	"
West Quay (Teesport Commerce Park)	2.6	"
East Quay (Teesport Commerce Park)	2.7	"
TCP (Dredger Discharge Postion)	4.0	
Heavy Lift Quay (TCP)*	4.3	"
UK Docks No 1 Drydock*	1.6	"
UK Docks No 2 Drydock*	1.6	"
UK Docks Frontage	2.7	"
A & P Tees Frontage - West	4.3	"
A & P Tees No 2 Drydock*	0.7	"
A & P Tees No 1 Drydock*	2.0	"
A & P Tees Frontage - East	3.3	"
Steel River Quay	8.9	"

TEESPORT OIL JETTIES

Arthur Taylor Jetty	4.7	"
West Byng Jetty	5.4	"
QE2 Jetty	5.0	"

TEES DOCK BERTHS

No 1 Berth	8.9	"
No 2 Berth	8.9	"
No 3 Berth	8.9	"
No 2 RoRo/No 5	7.4	"
No 1 RoRo	6.3	"
No 6 Berth	8.9	"
No 7 Berth	8.9	"
Potash Terminal	8.9	"
Tees Dock No 8	6.0	"
(if approaching behind No 22 Buoy)	3.4	"
Tees Dock No 9	5.1	"
Tees Dock No 10 Jetty	8.9	"
Riverside RoRo Terminal	7.0	"
NWA R.S.T.C. Berth	0.2	"
Redcar Bulk Terminal	11.1	"
Seaton Turning Area	11.0	"
Tees Dock Turning Circle	9.1	"
Clarence Turning Area	1.9	"
Haverton Turning Area	1.6	"

RIVER TEES - NORTH SIDE

Exolum Riverside Jetty	0.2	m + flow
(avoiding area upstream of berth)	0.2	"
Billingham Reach Wharf	-1.6	"
Able Billingham Reach**	1.0	"
Bamlett's Wharf*	1.1	"
TAG Loadout Quay*	-0.5	"
H Hill Basin - West*	1.7	"
H Hill Basin - East*	1.7	"
Gibson Quay*	0.9	"
Port Clarence West Quay*	3.0	"
Port Clarence Riverside*	3.2	"
Port Clarence Inset Berth*	4.2	"
Clarence Wharf	1.8	"
N Tees "A" Jetty	4.6	"
(avoiding U/R app)	5.0	"
N Tees No 2 Jetty	6.9	"
N Tees No 3 Jetty	8.3	"
N Tees No 4 Jetty	7.6	"
Ineos No 1 Jetty	4.7	"
Ineos No 2 Jetty	4.7	"
Navigator No 1 Jetty	5.0	"
Navigator No 2 Jetty	5.0	"
Navigator No 3 Jetty	4.6	"
Exolum Seal Sands 2 Jetty	2.0	"
(avoiding U/R app)	5.2	"
Exolum Seal Sands 1 Jetty	5.2	"
ConocoPhillips No 1 Jetty	11.1	"
ConocoPhillips No 2 Jetty	10.4	"
ConocoPhillips No 8 Jetty	7.5	"
ConocoPhillips No 7 Jetty	7.5	"
ConocoPhillips No 6 Jetty	7.5	"
ConocoPhillips No 3 Jetty (No.4&5 Arriving)	7.5	"
ConocoPhillips No 4 Jetty (Departure Only)	10.3	"
ConocoPhillips No 5 Jetty (Departure Only)	10.3	"
Able Seaton Port Basin Nos 2-9	3.6	"
Able Seaton Port No 1,10 & 11 Berths	5.8	"

HARTLEPOOL

Beam:	Up to 24.5m	24.5 to 30.5m	Over 30.5m
Britannia Quay*	1.60	1.6	1.6
Victoria Quay	3.45	3.2	2.9
Deepwater Berth	3.45	3.2	2.9
Irvine's Quay	3.45	3.2	2.9
North Basin - North Side	1.10	N/A	N/A
North Basin - South Side	0.40	N/A	N/A
Water Area	3.80	3.80	3.80

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CURRENT MINIMUM BERTH DEPTHS

The depths shown are the minimum that may be expected on a berth. Masters and Agents should note that deeper water may be available given the vessel's position. Advice may be sought from Tees VTS

Date: **26/10/2026 10:58**

RIVER TEES - SOUTH SIDE

Port of Middlesbrough Berth 1	7.2	m + flow
Port of Middlesbrough Berth 2	6.4	"
Port of Middlesbrough Berth 3	3.6	"
Port of Middlesbrough Berth 4	2.5	"
Able Vulcan Quay*	0.6	"
Able Central Quay*	1.3	"
Able Dock Point Quay*	2.2	"
Able Bex Quay	5.0	"
Cochranes Wharf*	0.0	"
Tarmac Cochranes Wharf*	4.0	"
Normanby Wharf	2.8	"
Cargo Fleet Wharf (TCP)	3.7	"
West Quay (Teesport Commerce Park)	3.5	"
East Quay (Teesport Commerce Park)	3.6	"
Heavy Lift Quay (TCP)	6.4	"
UK Docks No 1 Drydock (sill)	2.4	"
UK Docks No 2 Drydock (sill)	2.4	"
UK Docks Frontage	3.6	"
A & P Tees Frontage - West	5.2	"
A & P Tees No 2 Drydock (sill)	0.6	
A & P Tees No 1 Drydock (sill)	2.4	
A & P Tees Frontage - East	4.2	"
Steel River Quay	13.1	"

TEESPORT OIL JETTIES

Arthur Taylor Jetty	5.6	"
West Byng Jetty	6.9	"
QE2 Jetty	5.9	"

TEES DOCK BERTHS

No 1 Berth	13.7	"
No 2 Berth	12.8	"
No 3 Berth	13.2	"
No 2 RoRo/No 5	8.4	"
No 1 RoRo	7.2	"
No 6 Berth	10.6	"
No 7 Berth	10.3	"
Potash Terminal	10.0	"
Tees Dock No 8	6.9	"
Tees Dock No 9	6.0	"
Tees Dock No 10 Jetty	10.8	"
Riverside RoRo Berth	7.9	"
NWA R.S.T.C. berth	1.1	"
Redcar Bulk Terminal	13.5	"

RIVER TEES - NORTH SIDE

Exolum Riverside Jetty	1.1	m + flow
Billingham Reach Wharf**	-0.5	"
Able Billingham Reach**	2.0	"
Bamlett's Wharf*	3.0	"
TAG Loadout Quay*	0.0	"
H Hill Basin - West*	2.2	"
H Hill Basin - East*	4.0	"
Gibson Quay*	2.4	"
Port Clarence West Quay*	4.2	"
Port Clarence Riverside*	3.7	"
Port Clarence Inset Berth*	4.7	"
Clarence Wharf	3.3	"
N Tees "A" Jetty	6.5	"
N Tees No 2 Jetty	9.5	"
N Tees No 3 Jetty	9.2	"
N Tees No 4 Jetty	10.9	"
Ineos No 1 Jetty	5.8	"
Ineos No2 Jetty	5.8	"
Navigator No 1 Jetty	5.9	"
Navigator No 2 Jetty	8.0	"
Navigator No 3 Jetty	7.4	"
Exolum Seal Sands 2 Jetty	7.0	"
Exolum Seal Sands 1 Jetty	8.2	"
ConocoPhillips No 1 Jetty	15.4	"
ConocoPhillips No 2 Jetty	15.1	"
ConocoPhillips No 8 Jetty	8.5	"
ConocoPhillips No 7 Jetty	8.4	"
ConocoPhillips No 6 Jetty	8.9	"
ConocoPhillips No 3 Jetty	11.3	"
ConocoPhillips No 4 Jetty	15.1	"
ConocoPhillips No 5 Jetty	14.8	"
Able Seaton Port Basin Nos 2-9	4.5	"
Able Seaton Port Basin No 1 Berth	7.2	"
Able Seaton Port Basin No 6 Berth	3.9	"
Able Seaton Port Basin No 10 Berth	9.6	"
Able Seaton Port Basin No 11 Berth	9.1	"

HARTLEPOOL

Britannia Quay	2.1	"
Victoria Quay	5.8	"
Deepwater Berth	6.3	"
Irvine's Quay - Inner	7.3	"
Irvine's Quay - Outer	5.2	"
North Basin - North Side	2.0	"
North Basin - South Side	1.3	"