

# PD Teesport River Tees Passage Plan

This guide is to assist the mariner to construct a passage plan, when navigating within the River Tees. It contains much of the information that a mariner may require but more information for the preparation, updating and execution of the vessel's passage may be found in:-

- UK Admiralty Publications
  - Sailing Directions – North Sea (West) Pilot NP54
  - Admiralty List of Radio Signals, Volume 6
  - Admiralty List of Lights and Fog Signals, Volume A
- PD Teesport Limited General Directions, Byelaws and Pilotage Directions
- Current PD Teesport Local Notice to Mariners
- Tidal information and local constraints

Much of the above information can be found by reference to PD Ports website, under the Marine Information section (<https://www.pdports.co.uk/marine-information/>)

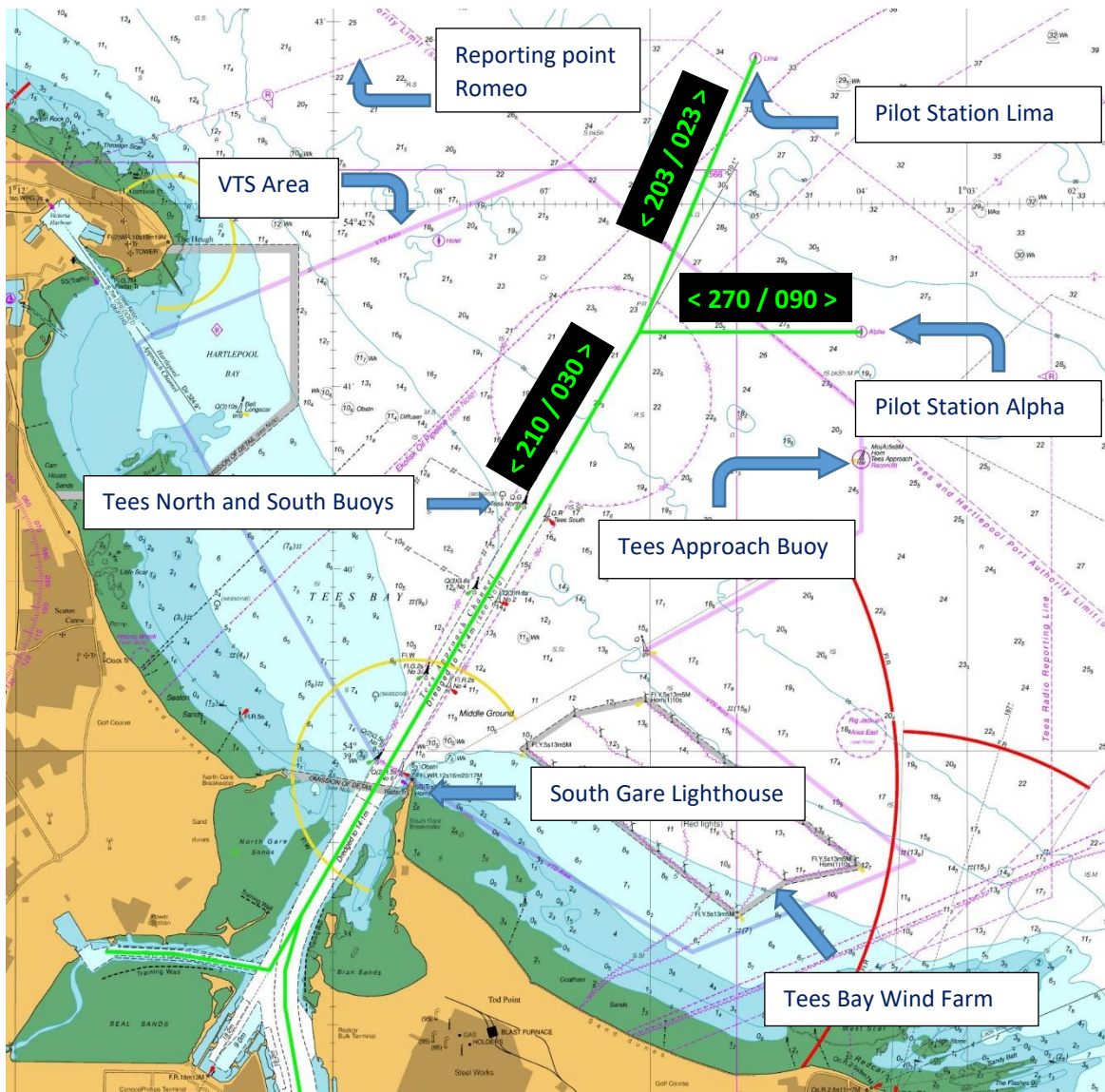
General information and advice on passage planning is contained in SOLAS V/34, IMO Guidelines for voyage planning and the International Chamber of Shipping, Bridge Procedures Guide.

Mariners are reminded that it is a requirement to have a berth-to-berth passage plan which will include a Port Passage Plan. Even when a pilot is on board, the bridge team must assist the pilot and keep an accurate check on navigation so the plan should cover the whole passage, including compulsory pilotage areas.

**Chart extracts on pages 2, 3, 4 and 5 are reproduced under licence from the UK Hydrographic Office and are subject to the following:**

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**NOT TO BE USED FOR NAVIGATION**



This plan has been produced in consultation with Tees Bay Pilots.

It is to be considered by the Master and Pilot during the Master Pilot exchange.

**Pilot Stations**

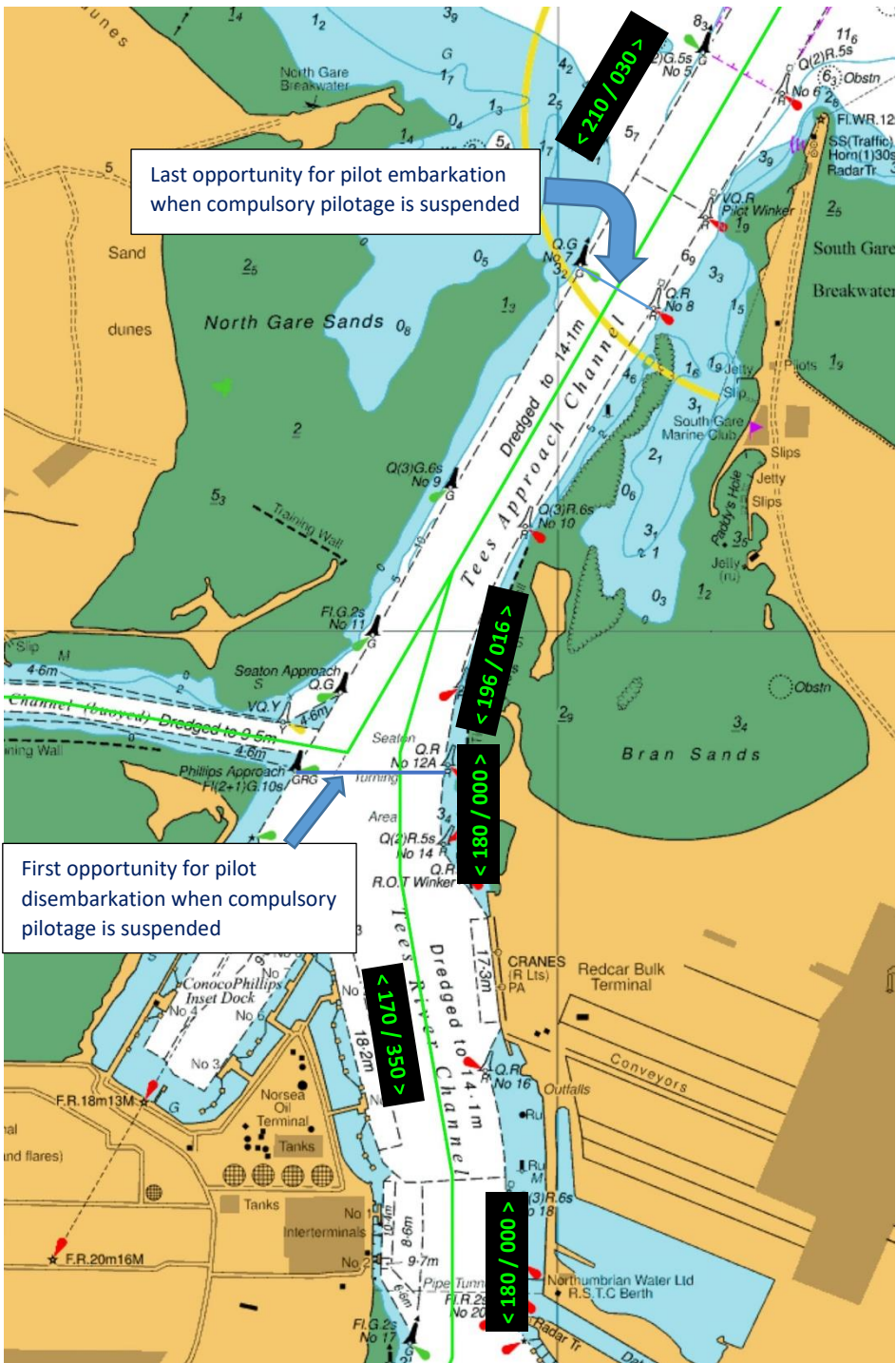
Lima to be used by vessels  $\geq 200m$ , barges, rigs and vessels approaching from the north (unless otherwise directed by Tees VTS)

Alpha to be used by vessels  $< 200m$  and vessels approaching from the south east (unless otherwise directed by Tees VTS)



**General Information**

- VTS Call Sign 'TEES VTS' - Primary VHF Channel 14
- Pilots' Call Sign 'TEES BAY PILOTS' - VHF Channel 09
- VTS Controlled Vessel means a vessel of 20m overall length or more.
- The Master of a VTS Controlled Vessel must, if intending to move within or sail from the Tees, give Tees VTS at least 2 hours' notice of the intention to do so.
- The Master of a VTS Controlled Vessel must give Tees VTS 2 hours' notice of arrival at Reporting Point Romeo or the intended anchorage.
- The Master of a VTS Controlled Vessel proposing to navigate in the Port of Tees must, when passing Reporting Point Romeo, obtain permission to enter the VTS Area from Tees VTS.
- The Master of a VTS Controlled Vessel proposing to navigate (Move or Sail) in the VTS Area must, before leaving the berth, obtain permission from Tees VTS.
- Vessels manoeuvring using engines and/or thrusters shall be deemed to be navigating, whether or not there are lines ashore.



**Suspension of compulsory pilotage in heavy weather – River Tees**

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 specific vessels provided that Tees VTS can satisfactorily complete the relevant risk assessment. This passage plan should be read in conjunction with the relevant Notice to Mariners

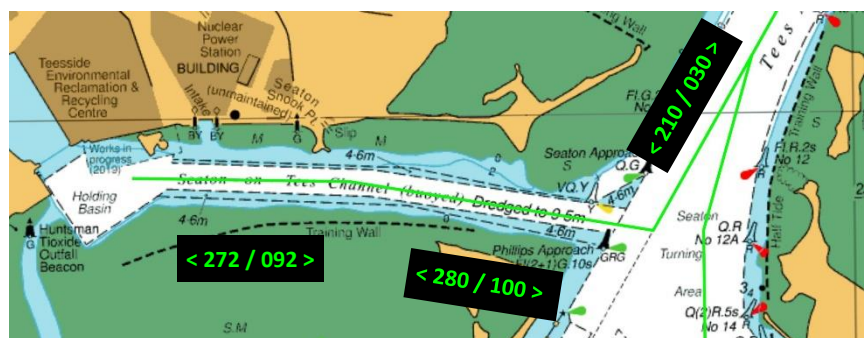
**Notes**

- Inward bound vessels to enter between Tees North and South Buoys
- Inward bound vessels may only be considered for this manoeuvre during daylight hours (civil twilight)
- The Master has completed the appropriate passages, in the capacity of Master on at least two occasions within the past 12 months.
- The vessel has on board an up-to-date copy of Chart 2566 "Tees and Hartlepool Bays" or approved equivalent (ECDIS).
- For inward bound vessels, the Pilot confirms that embarkation before a line drawn between No.7 and No.8 Buoys is possible.
- For outward vessels, the pilot confirms that disembarkation after a line drawn between Phillips Approach Buoy and No.12A is possible.

**Seaton Channel**

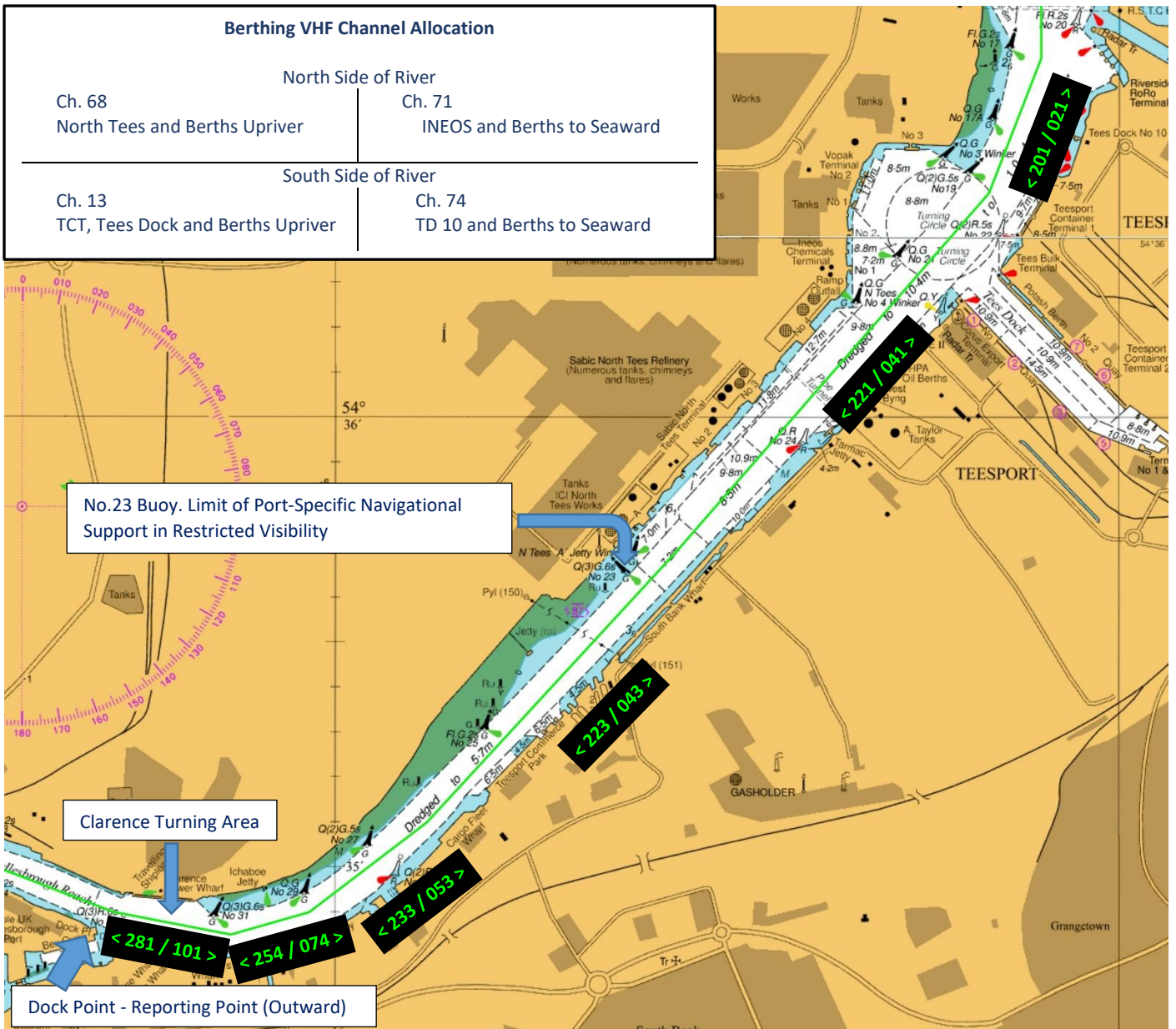
Leading to Able Seaton Port (ASP)

ASP Berths 1 - 11



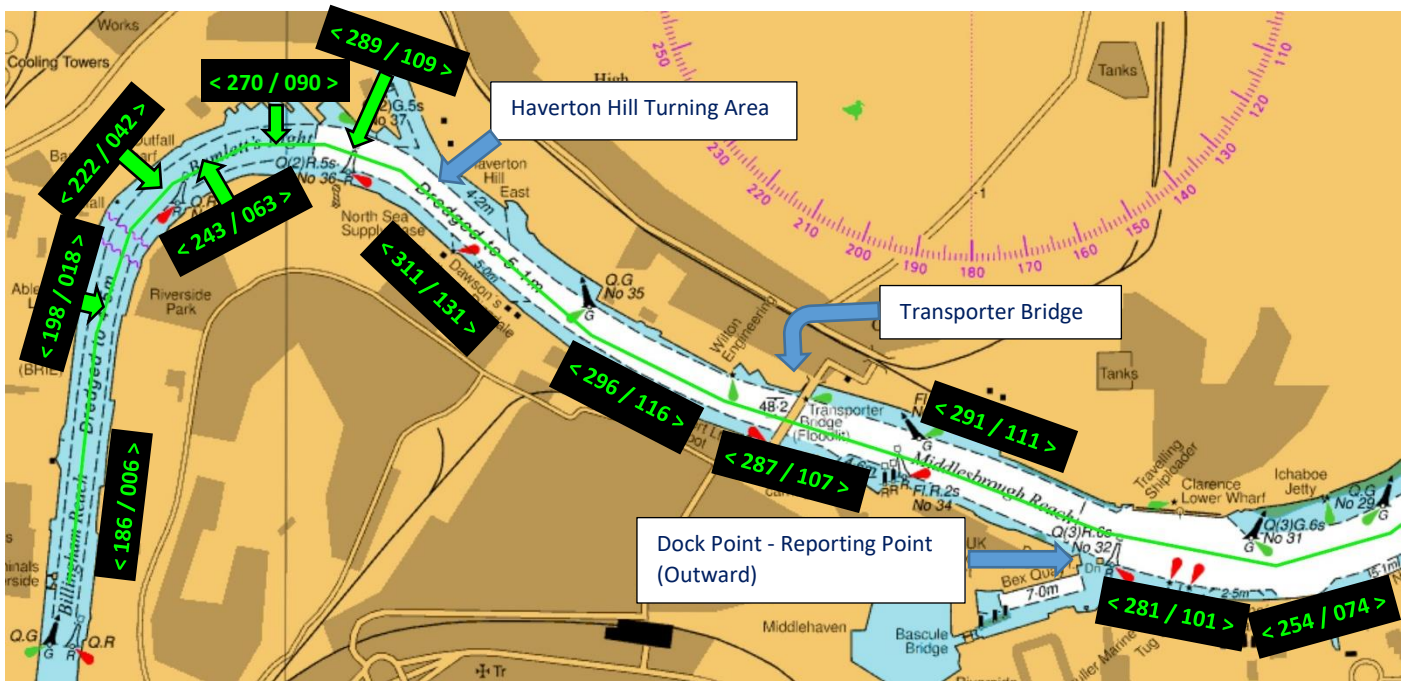
### Berthing VHF Channel Allocation

North Side of River	
Ch. 68 North Tees and Berths Upriver	Ch. 71 INEOS and Berths to Seaward
South Side of River	
Ch. 13 TCT, Tees Dock and Berths Upriver	Ch. 74 TD 10 and Berths to Seaward



### Control of Traffic in Restricted Visibility

- When vessels are moving in or are expected to move in the area of the Ports where visibility is restricted to less than 1000m, the number of vessels moving in the VTS Area as described in the General Directions is limited to three.
- Where a vessel is using tugs and the visibility is considered less than 'bank to bank', the Pilot and Tug Skipper(s) must conduct a dynamic risk assessment to ensure the safety of the tug during the passage.
- All vessels will be subject to traffic control when the visibility is less than 1000m in the Tees, Tees Approach Channel or the VTS Area marked on Admiralty Chart 2566.
- The port-specific Navigational Support can be activated in restricted visibility for vessels with Pilots and PEC Holders. This covers an area from Tees North and South Buoys and No.23 Buoy

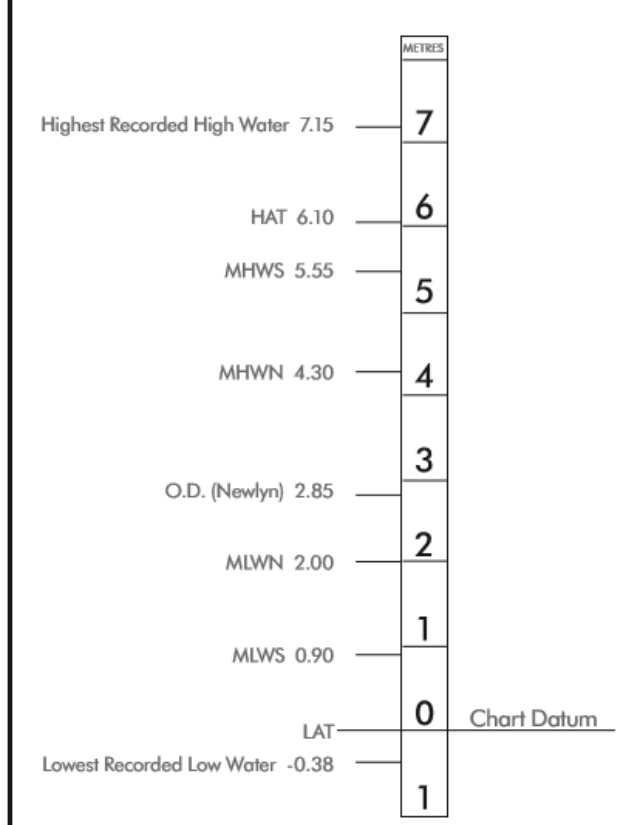


Further Information

**DISTANCE IN THE RIVER TEES FROM THE TEES APPROACH LIGHT BUOY (Nautical Miles)**

	N.M. between points	Continuous N.M.
Tees Approach Buoy		0.00
South Gare Lighthouse	3.48	3.48
No. 13 Beacon Light	1.55	5.03
Tees Dock Entrance	1.27	6.30
No. 23 Light Buoy (North Tees "A" Jetty)	0.96	7.26
No. 27 Light Buoy	0.83	8.09
No. 32 Buoy	0.59	8.68
Transporter Bridge	0.54	9.22
No. 37 Beacon Light	0.80	10.02
Inter Terminals Riverside Jetty	0.92	10.94
Tees (Newport) Bridge	0.50	11.44
A19 Viaduct	0.35	11.79
Tees Barrage	0.65	12.44

**TIDAL DATA RIVER TEES**





## Waypoints and Courses

### River Tees

Waypoint Number	Position		Course (deg)	
	Latitude (N)	Longitude (W)	In	Out
Pilot Station Alpha	54°41.30'	01°04.00'	270	
1	54°41.30'	01°06.10'	210	090
2	54°38.10'	01°09.30'	196	030
3	54°37.80'	01°09.45'	180	016
4	54°37.60'	01°09.45'	170	000
5	54°37.10'	01°09.30'	180	350
6	54°36.80'	01°09.30'	201	000
7	54°36.50'	01°09.50'	221	021
8	54°35.70'	01°10.70'	223	041
9	54°35.10'	01°11.65'	233	043
10	54°34.90'	01°12.10'	254	053
11	54°34.85'	01°12.40'	281	074
12	54°34.90'	01°12.85'	291	101
13	54°35.00'	01°13.30'	287	111
14	54°35.10'	01°13.85'	296	107
15	54°35.20'	01°14.20'	311	116
16	54°35.45'	01°14.70'	289	131
17	54°35.49'	01°14.90'	270	109
18	54°35.49'	01°15.10'	243	090
19	54°35.43'	01°15.30'	222	063
20	54°35.36'	01°15.41'	198	042
21	54°35.20'	01°15.50'	186	018
22	54°34.82'	01°15.57'		006

### Seaton Channel

Waypoint Number	Position		Course (deg)	
	Latitude (N)	Longitude (W)	In	Out
2	54°38.10'	01°09.30'	210	
SC 1	54°37.80'	01°09.60'	280	030
SC 2	54°37.89'	01°10.50'	272	100
SC 3	54°37.90'	01°11.15'		092