

TEE5 DOCK

The heart of Teesport

Historical timeline



1229

Bishop of Durham collected custom duties from vessels calling at Billingham.

1765

Iron works at Stockton.

1795

Stockton is the main port on the Tees.

1808

The Tees Navigation Company created by Act of Parliament to make the Mandale Cut and other improvements to the River. This was the turning point in the navigational history of the River.

1810

The Mandale Cut opened. Shortened distance from sea to Stockton by 2 1/3 miles and increased scour and depth in channel.

1825

Darlington-Stockton Railway opened.

1828

A group of Darlington Quakers headed by Joseph Pease explored the possibility of establishing a place nearer to the sea than Stockton for the shipment of coal. They selected a site at a small hamlet called Middlesbrough. They formed themselves into a company. The owners of the Middlesbrough Estate purchased 520 acres of land and proceeded to build a new coal terminal called 'Port Darlington' on the site now occupied by Dawson's Wharf, formerly Dent's Wharf.

1830

Darlington-Stockton Railway extended to Middlesbrough's 'Port Darlington'.

1833

First ship launched from a Middlesbrough yard (Laing's).

1839

First navigation lights, between the River entrance and Middlesbrough, in operation.

1840

First iron-works established at Middlesbrough and Thornaby. Whitby ironstone was imported through Middlesbrough, sent up to County Durham blast furnace, and then brought back to Middlesbrough foundries.

1842

The 9-acre enclosed dock at Middlesbrough opened. Built for and owned by the owners of the Middlesbrough Estate, it offered accommodation for 150 of the small sailing ships then frequenting the Tees.

1849

Ownership of Middlesbrough Dock transferred to the Stockton and Darlington Railway Company.

1850

Discovery of the main seam of ironstone in the Cleveland Hills starting the industrialisation of the previously agricultural valley of the Tees. This discovery replaced Whitby ironstone.

1851

First blast furnace in Middlesbrough.

1874

Middlesbrough had become England's biggest iron-producer. One-third of nation's output.

1875

Steel making began in Eston.

1876

Tees Conservancy Commissioners Graving Dock at South Bank opened - the first dry dock on the River Tees and then the largest on the North East coast.

Three shipbuilding yards operating at Stockton and Thornaby and three at Middlesbrough.

1900

Tees shipments of pig iron reached 1 1/4m tons.

1907

Transporter Bridge at Middlesbrough in operation, replacing the ferry service. £68,000 to build.

1911

1918

Government establishes chemical industry at Billingham to produce synthetic ammonia for bomb-making.

1919

Middlesbrough producing one-third of the nation's steel.

1920

Tees Conservancy Act instigates reclamation of Seal Sands.

1934

Opening by HRH Duke of York of the vertical lift bridge across the Tees at Newport.

1943

The Commissioners set up a development committee to consider the post-war requirements, having regard to the foreshadowed industrial expansion of Teesside and the need for more up-to-date shipping facilities.

1946

Tees Conservancy Act 1946 gave the Commissioners general powers as the harbour authority and parliamentary sanction to the board's proposals which included the building, owning and operating of docks, oil berths, roads, railways and other subsidiary works at Teesport.

1949

Installation of the ore unloaders at Dorman Long's South Bank Wharf.

1950

The Commissioners' No. 1 Oil Berth at Teesport, opened by Alfred Barnes, Minister of Transport.

The 2 1/4-mile-long Tees Dock Road was opened by the Marquess of Zetland, Lord Lieutenant of the North Riding.

1952

Centenary of the Tees Conservancy Commissioners.

1953

Aggregate imports and exports exceeded 6m tons for the first time.

Reclamation of 246 acres on North Bank completed and reclamation plant moved to a site on river frontage at Lackenby.

1954

VHF radio-telephone system installed between Commissioners' craft, the harbour office, the customs' launch and the pilot cutter, facilitating the control of shipping.

South Gare Light is electrified and increased in power.

After frustrating delays due to the national need to curtail capital expenditure, licences were obtained covering the civil engineering works for the Commissioners' new dock at Lackenby.

1955

Direction Finding Beacon installed at South Gare.

No. 2 Oil Jetty commissioned. Later renamed 'West Byng Jetty' in tribute to Mr George West Byng, Chairman of the Development Committee set up in 1943 and Chairman of the Board from 1945 to 1951.

Navigation lights in river converted from oil gas to propane.

1956

Queen Elizabeth and The Duke of Edinburgh visited Teesside on 4th June 1956, sailing for Sweden in HM Yacht Britannia from No. 1 Oil Jetty at Teesport. The jetty was later renamed Queen Elizabeth II Jetty.

Shell-Mex and BP's oil distribution and bunkering installation on the Commissioners' leased, reclaimed land behind the Teesport Oil Jetties brought into operation.

Oil traffic across the Teesport Oil Jetties reached 1m tons per annum.

1957

First cargo of exported crushed slag from Tarmac Wharf at Teesport.

1958

Decision taken to build two models, of the estuarial approaches and the river, at the Hydraulics Research Station, Wallingford to assist in long-term development planning of the river.

1959

Construction of No. 1 Quay Tees Dock commenced.

1960s

A time of growth and innovation

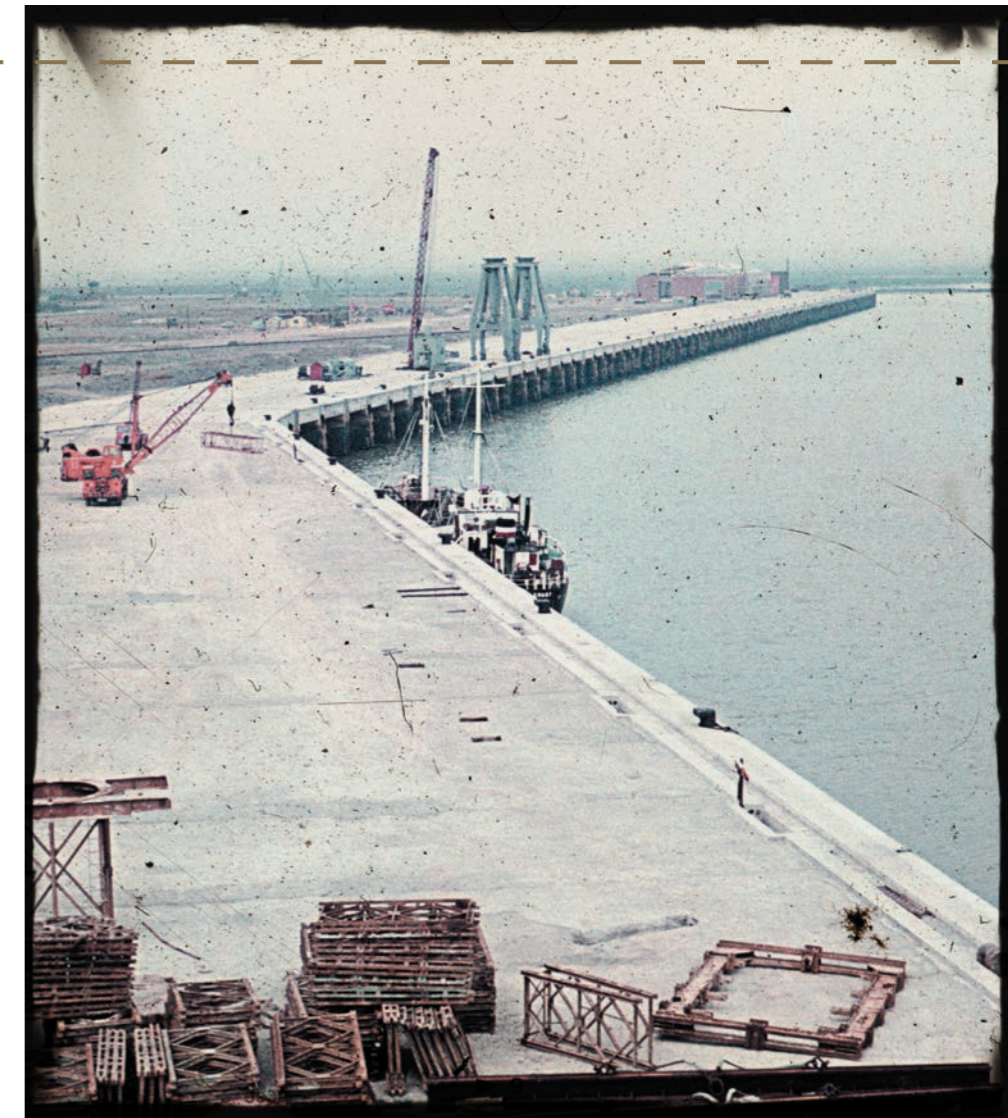
When Tees Dock officially opened on 4th October 1963, operations were starkly different to those we know today. There were just two cranes and a warehouse at No. 1 Quay, as well as an office block and maintenance department for the workforce of around 25 people.

Tees Dock grew steadily and by 1965 all five berths on No. 1 Quay were open and operational. Over the next five years, smaller ports and operations upriver were consolidated into what was becoming a very large and complex port.

During this time, the port handled mainly steel and fertilisers from companies such as British Steel and ICI. Throughout the 1960s, Tees Dock was loading cargoes for destinations as diverse as Australia, Canada, India and the Arabian Gulf.

This was also a time of innovation for Tees Dock. In 1966, it became one of the first ports in the country to offer services to container shipping with the opening of the Bell Container Terminal on the site of the present Steel Terminal.

The late 1960s saw the construction of a new quay and terminal that would enable Cleveland Potash to export from Tees Dock – an operation that still exists today.



Construction of No. 1 Quay, Tees Dock, 1963

1962

Report of the Rochdale Committee's Inquiry into the Major Ports of Great Britain.

Sale of the 246-acre reclaimed site on the North Bank to ICI and construction thereon of a distillation plant with an annual capacity of 1m tons.

1963

Tees Dock officially opened by Sir William Worsley, Bt, Lord Lieutenant of the North Riding.

First two berths at Tees Dock commissioned. The Commissioners became dock operators.



Clockwise from top left

- 1. Official opening of Tees Dock, by Her Majesty's Lieutenant of the North Riding of the county of York, Col Sir William Arthington Worsley, 4th October 1963
- 2. Sunset at Tees Dock on day of official opening, 4th October 1963
- 3. Official opening of Tees Dock, 4th October 1963



1964

Shell Refining Company decided to build an oil refinery on 340 acres of land leased to them on the Commissioners' Dock Estate at Lackenby.

ICI and Phillips Petroleum Company form new company, Phillips-Imperial Petroleum Limited to construct a new refinery on the 246-acre reclaimed site, already partly occupied by the ICI distillation plant.

Programme of river deepening and widening and the provision of a deepwater turning circle authorised, to harmonise with the commissioning of the two new oil refineries requiring depths for tankers of 63,000 tons deadweight and drawing up to 40ft to be completed during 1967.

Harbour Act 1964, creating the National Ports Council.



Clockwise from top left

- 1. Harbour Master on Harbour Master's launch vessel, early 1960s
- 2. Late 1960s
- 3. Dock activity, late 1960s
- 4. Dock workers during the construction of Tees Dock, 1961/62
- 5. Construction of No. 1 Quay at Tees Dock, early 1961
- 6. Traverse beams in transit during Tees Dock construction, 1962



1965

National Ports Council's interim plan issued for the development of the UK Ports, recommending urgent developments on the Tees and encouraging the Commissioners to proceed with further planned developments at Tees Dock.

Decision taken to promote a private bill in Parliament with the support of the Government and the National Ports Council, to establish an estuarial authority for the Ports of Tees and Hartlepool.

Decision taken to install port surveillance radar - to be operational early 1967.

All five berths at Tees Dock operational.

1966

Tees and Hartlepool's Port Authority Act, received royal assent on 9th August 1966, establishing the new authority on 1st January 1967 from which date the Tees Conservancy Commissioners would be dissolved.

Bell Container Terminal opened.

1967

Dorman Long becomes part of British Steel.

Stockton ceases to be a port.

Clockwise from top left

1. Pilots at Vulcan Street, 1960s

2. Dock Worker, Norman Bage driving the first Datsun as it arrives at Tees Dock, 1960s

3. Dock Worker, young Cliff Harris, date unknown

4. Bell Container Terminal, 1966

5. PD Ports HQ, Queen's Square Middlesbrough, 1960s

6. Redcar Ore Terminal, aerial view of jetty from the north, 19th August 1966

7. 1963

8. The Tees Conservancy Commissioners with attendant staff, 1966

1970s

Economic change brings new cargoes

The 1970s was a period of economic change in the UK, a fact reflected in the mix of cargoes handled at Tees Dock. The decade saw the arrival of imported cars from Japan, with Datsun the forerunner of what is now Nissan in Sunderland.

There was also a vibrant trade between the North of England and Africa, supported by regular calls from UK West Africa Line. To accommodate the increasing volume of African traffic, a second dock quay was built. The Queen opened the new quay in 1977, following the opening two years earlier of the new Steel Export Terminal.

It wasn't only trade with Africa that was buoyant during the 1970s. The growing trade between the UK and Europe saw a huge uplift in trailer traffic at the port, which hit a peak of 20 sailings per week between Europe and Scandinavia.



Tees Dock workers (left to right)
Les Himsworth, Dennis Matthews, Bernard Finnigan,
Dennis Southall, Tom McCallie, Walter Routledge,
John Wade and Tony Shannon, 1970s

- 1. Visit of Venezuelan journalists at Tees Dock, 9th May 1978
- 2. The Queen accompanied by Dr Arthur Taylor commemorating the opening of No. 2 Quay, Tees Dock, 14th July 1977
- 3. Royal Yacht Britannia at the opening of No. 2 Quay, Tees Dock, 14th July 1977
- 4. Ariel view of Tees Dock, late 1976
- 5. Dredging for No. 2 Quay, Tees Dock, 1972

Opening of No. 2 Quay, Tees Dock. Visit from The Queen and Royal Yacht Britannia, 14th July 1977.

1970

Opening of Monsanto plant at Seal Sands to produce acrylonitrile.

1972

Rohm and Haas (UK) Limited opened chemical plant.

Nuclear power station at Hartlepool opens.

1973

Opening of Redcar Ore terminal and ro-ro terminal at Tees Dock.

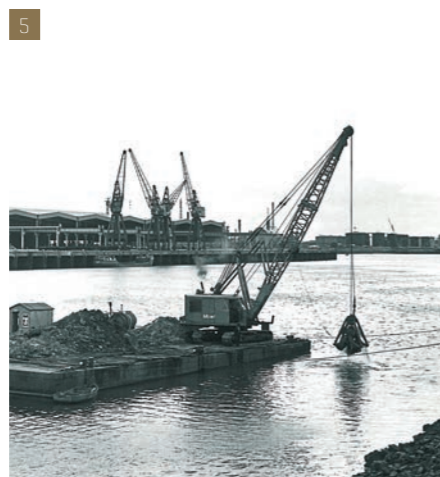
1974

Specialised potash terminal opened at Tees Dock.

1975

Phillips Ekofisk Oil Terminal at Seal Sands became operational.

Opening of Tees Dock Steel Export Terminal, jointly financed by British Steel Corporation and Tees and Hartlepool Port Authority.



1980s

Industrial decline and rising imports

By the 1980s, the UK's industrial landscape was changing forever. With the demise of heavy industry, the fortunes of the local economy changed too. Tees Dock was not exempt from this and began to handle an increasing volume of imports.

The 1980s also saw an increase in liner services to emerging economies such as India, Pakistan, Turkey, Iran, Iraq and China. This, coupled with sustained growth in African trades, meant Tees Dock continued to be a vital arterial route for the local and national economies.



New 14-tonne Fairway Buoy.
The world's largest navigational
buoy, April 1982

1983

Helicopters destined for the Falklands, 14th September 1983.

1980
Closure of Middlesbrough Dock.



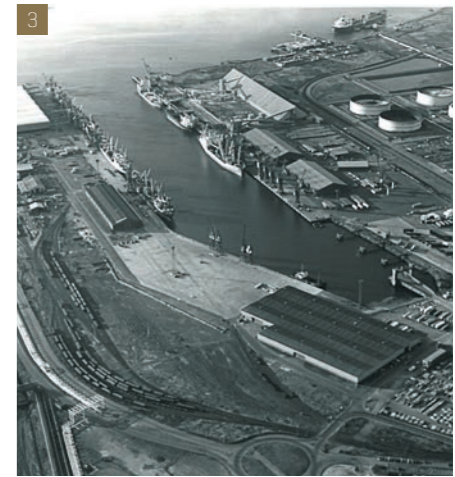
Clockwise from top left

- 1. Tees Dock, 1980s
- 2. Helicopters destined for the Falklands, 14th September 1983
- 3. Export of second-hand ambulances to Cuba, 1980s
- 4. Thumbs up from (left to right) dock workers, Owen McGee and Bob Donnelly and foremen Len Wheatley and Tom Lowe as Captain Makoto Tamai hands over the keys of the 1,000,000th Nissan car
- 5. Harbour Police, 1980s
- 6. Car imports, 1980s



1989

Abolition of Dock Labour Scheme.



Clockwise from top left

1. Dock workers on payday in the NatWest branch at Tees Dock, 1980s
2. Tees Dock canteen, 1980s
3. Aerial view of Tees Dock, 1980s
4. Former employees of Tees and Hartlepool Port Authority, Diana Sladek and Pat Dunthorpe, 1980s

1990s

Privatisation and renewed investment

The 1990s brought privatisation to many large UK ports and in 1992 the port was privatised. By 1995 the original three joint buyers were then subsequently reduced to a single owner, Powell Duffryn plc.

The decade was a period of renewed investment and one in which the growth of containerisation made its mark. Demand for steel was now being met by loading cargoes into containers destined for Asia.

In 1999 a new riverside ro-ro berth opened to support the strong ro-ro and car volumes the port was handling. The African trades also went to ro-ro mode with the start of the OT Africa Line service, which ran throughout the 1990s.



Aerial view of Tees Dock, 1990s



1992

Privatisation bill passed through Parliament. Management employee buy-out unsuccessful, the company now owned by Teesside Holdings which was made up of 3M, Powell Duffryn, Humberside Holdings.

Tees and Hartlepool Port Authority Limited later became a wholly owned company of Powell Duffryn plc.



1995

Tees Barrage opens. Port Authority jurisdiction covers down-river section.



1999

Opening of Riverside ro-ro by Rt. Hon. Marjorie Mowlam, MP for Redcar and Secretary of State for Northern Ireland, 3rd September 1999.



- Clockwise from top left
1. No. 2 Quay, Tees Dock, 1990s
 2. 1990s
 - 3 Riverside ro-ro official opening at Teesport. (Left to right) Sir Noel Davis, Chairman of Powell Duffryn, Dr Marjorie Mowlam, MP for Redcar, Peter Hagger, Principal Engineer of THPAL, Fred Brown, Company Secretary of THPAL and John Holloway, Chief Executive of THPAL, 3rd September 1999
 4. Caterpillar earth movers waiting to be loaded onto a ro-ro ferry
 5. Rolls Royce imported through Tees Dock, 1990s
 6. View from Tees Dock No. 1 Quay, 1990s

2000s

From strength to strength

Parent company Powell Duffryn agreed to a take-over from Prestige Acquisitions Limited. This stock exchange listed company was then itself taken over in 2000 by private Japanese-owned banking group, Nikko and its various maritime and port businesses rebranded in 2003 as PD Ports Logistics and Shipping.

By 2003, Tees Dock was enhancing its position in the container market with the development of a second container terminal. This was built next to the potash terminal on No. 2 Quay, the site of the Africa trade for over 20 years.

Over the course of the decade, Tees Dock and the wider Teesport estate proved once more that it could adapt to the changing face of the UK economy. Between 2005 and 2009, portcentric warehouses arrived for Asda Walmart and Tesco, and the container terminals were upgraded in 2011 and 2012.

By now, Tees Dock offered a wide range of services to the shipping lines and customers that used the port as an international logistics hub. It saw significant container volumes from Asia and Europe as well as to and from the Baltics and the Mediterranean.

April 2012 marked the start of a new era of steel exports, as SSI restarted production at its Redcar blast furnace. Millions of tonnes of slab were once more being received, marshalled and loaded into some of the largest vessels ever seen in Tees Dock.

In addition to a growth in container volumes, significant volumes of fertilisers, grains and other bulk cargoes still pass through Tees Dock every year. This demonstrates the importance of the dock to the regional, national and international trades.



Installation of new RTG cranes at Teesport Container Terminal 2, August 2011

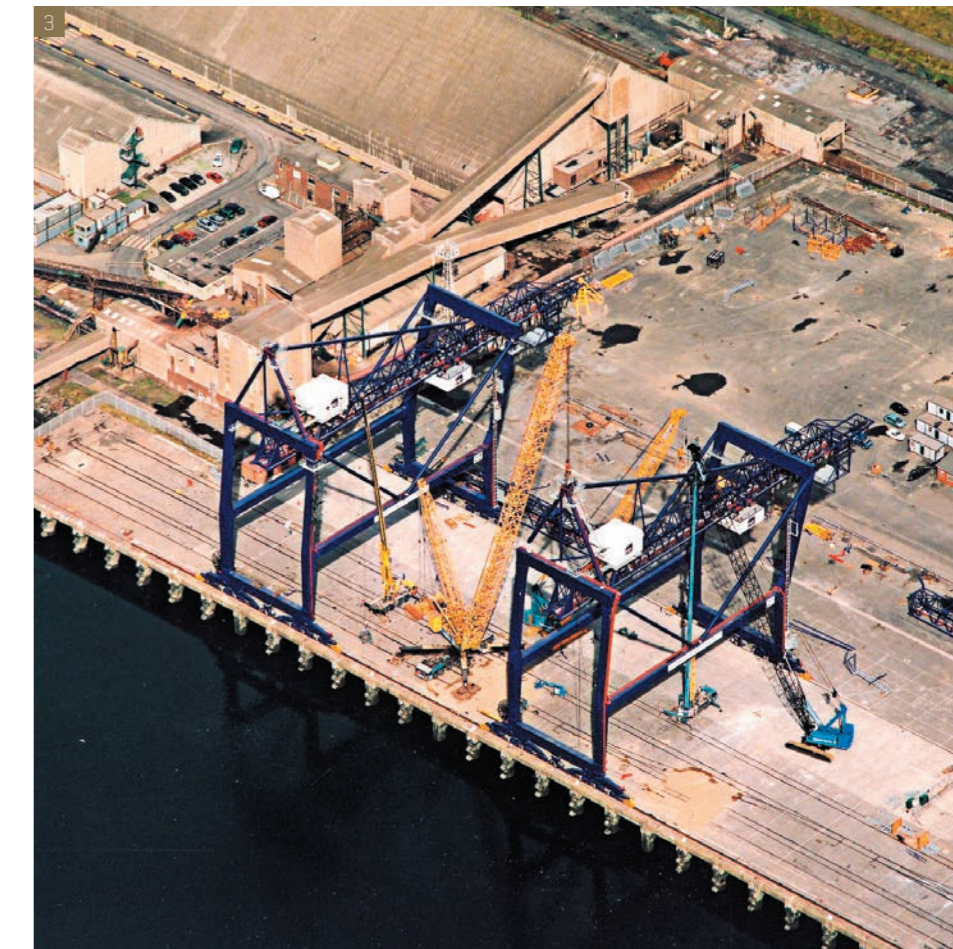
2000

Arrival of new KS2 crane at Teesport Container Terminal 1, August 2000.



Clockwise from top left

1. Arrival of new KS2 crane at Teesport Container Terminal 1, August 2000
2. Official opening of Teesport Container Terminal 2, opened by The Duke of York, 17th October 2003
3. Ariel view of Teesport Container Terminal 2 during construction phase, 2000
4. Ground breaking at Teesport Container Terminal 2 as PD Ports' £16.7m expansion gets underway, February 2011



2003

The Endeavour arrives at Teesport as part of Teesport Container Terminal 2 opening celebrations, October 2003.

Official opening of Teesport Container Terminal 2, opened by HRH The Duke of York, 17th October 2003.



2012

First slab exports leave Tees Dock following the reopening of the Redcar blast furnace, May 2012.

Clockwise from top left

1. Apprentices at Tees Dock, August 2009
2. Workers celebrate as first slab exports leave Tees Dock following the reopening of the Redcar Blast Furnace, May 2012
3. Time for Teasport, PD Ports CEO David Robinson and Andy Brown, Taylors of Harrogate Managing Director, celebrate the arrival of Yorkshire Tea imports at Teesport, August 2010
4. Local artist MacKenzie Thorpe (inside left) presents SSI President (far left) Mr Win Viriyaprapakit with an original painting inspired by the reopening of the Redcar blast furnace, May 2012
5. Tesco arrives at Teesport, under construction, March 2009
6. Corus Rail Link opened during official opening ceremony at Tees Dock, July 2006
7. ASDA 'Carrier of the Year' award win, 2012

The future - new beginnings

As we celebrate this time we also herald new beginnings and look ahead confidently to maintaining our position as one of the UK's leading ports and logistics businesses.

We aim to continue growing as a centre of excellence for the renewable energy sector and maintain our position as the UK's number one provider of portcentric logistics with North and South locations, for the next 50 years and beyond.

As part of the 50th anniversary celebrations the following documentary has been created to share the memories and experiences of those who have worked at Tees Dock over the last 50 years.

Acknowledgements

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Further thanks goes out to all former and existing employees who have contributed to the production of the Tees Dock 50th anniversary book and DVD.

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The heart of Teesport

1963 - 2013