

PD TEESPORT LIMITED

WEEKLY NAVIGATIONAL BULLETIN NO.27

FOR THE RIVER TEES, HARTLEPOOL AND TEES BAY

Issued by the Harbour Master on 19 December 2024

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 4.6 m extend up to 15 metres into the channel.

/Continued

2. **South Channel Line**

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

Coatham Sands Outfall Beacon	-	Faded in colour
Able Middlehaven Inset Dock Outer	-	Missing from station
Tees Approach Buoy	-	AIS inoperative
Hartlepool Old Pier	-	Requires painting
Saltwater Intake	-	Missing from Station
Tees No.24	-	Extinguished

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 24m.

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.

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5. **Teesport Container Terminal (TCT) No.2 Bollard Installation**

Work has commenced on the main quayside of Tees Dock No.6 and No.7 Berths to install three additional bollards. See Notice to Mariners No.36 of 2024 ([TEES AND HARTLEPOOL PORT AUTHORITY LIMITED](#))

HARBOUR MASTER

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CURRENT WORKING DRAFT FORMULAE

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RIVER TEES - SOUTH SIDE

RIVER TEES - NORTH SIDE

Port of Middlesbrough Berth 1	4.1	m + flow	Exolum Riverside Jetty	0.4	m + flow
Port of Middlesbrough Berth 2	4.1	"	(avoiding area upstream of berth)	0.9	"
Port of Middlesbrough Berth 3*	3.2	"	Billingham Reach Wharf**	-1.5	"
Port of Middlesbrough Berth 4*	2.2	"	Able Billingham Reach**	0.9	"
Able Vulcan Quay*	0.1	"	Bamlett's Wharf*	1.2	"
Able Central Quay*	0.8	"	TAG Loadout Quay*	-0.5	"
Able Dock Point Quay*	1.7	"	H Hill Basin - West*	1.7	"
Able Bex Quay	1.8	"	H Hill Basin - East*	1.9	"
			Gibson Quay*	1.5	"
Cochranes Wharf*	-0.5	"	Port Clarence West Quay*	2.9	"
Tarmac Cochranes Wharf*	3.5	"			
Normanby Wharf*	2.1	"	Port Clarence Riverside*	2.7	"
			Port Clarence Inset Berth*	3.7	"
Cargo Fleet Wharf (TCP)	2.8	"	Clarence Wharf	1.9	"
West Quay (Teesport Commerce Park)	2.9	"			
East Quay (Teesport Commerce Park)	2.7	"	N Tees "A" Jetty	4.6	"
TCP (Dredger Discharge Postion) *	3.9	"			
Heavy Lift Quay (TCP)	4.7	"	(avoiding U/R app)	4.6	"
UK Docks No 1 Drydock*	1.9	"	N Tees No 2 Jetty	6.9	"
UK Docks No 2 Drydock*	1.9	"	N Tees No 3 Jetty	8.1	"
UK Docks Frontage	3.1	"	N Tees No 4 Jetty	8.1	"
A & P Tees Frontage - West	4.7	"			
A & P Tees No 2 Drydock*	0.5	"			
A & P Tees No 1 Drydock*	1.4	"	Ineos No 1 Jetty	4.7	"
A & P Tees Frontage - East	3.2	"	Ineos No 2 Jetty	4.7	"
			Navigator No 1 Jetty	5.1	"
Steel River Quay	8.1	"	Navigator No 2 Jetty	5.1	"
			Navigator No 3 Jetty	5.1	"

TEESPORT OIL JETTIES

Arthur Taylor Jetty	3.1	"			
West Byng Jetty	6.5	"	Exolum Seal Sands 2 Jetty	1.9	"
QE2 Jetty	5.4	"	(avoiding U/R app)	5.2	"
			Exolum Seal Sands 1 Jetty	5.2	"

TEES DOCK BERTHS

No 1 Berth	8.4	"	Phillips No 1 Jetty	11.3	"
No 2 Berth	8.4	"	Phillips No 2 Jetty	10.8	"
No 3 Berth	8.4	"	Phillips No 8 Jetty	7.6	"
No 2 RoRo/No 5	7.5	"	Phillips No 7 Jetty	7.6	"
No 1 RoRo	6.3	"	Phillips No 6 Jetty	7.6	"
No 6 Berth	8.4	"	Phillips No 3 Jetty (No.4&5 Jetty Arriving)	7.6	"
No 7 Berth	8.1	"	Phillips No 4 Jetty (Departure Only)	10.5	"
Potash Terminal	8.4	"	Phillips No 5 Jetty (Departure Only)	10.5	"
			Able Seaton Port Basin Nos 2-9	3.6	"
Tees Dock No 8	6.3	"	Able Seaton Port No.1,10 & 11 Berths	6.4	"
(If approaching behind No 22 Buoy)	3.5	"			

HARTLEPOOL

			Beam:	Up to	24.5 to	Over
				24.5m	30.5m	30.5m
NWA R.S.T.C. berth	0.2	"	Britannia Quay*	1.60	1.6	1.6
			Victoria Quay	3.05	2.8	2.5
Redcar Bulk Terminal	11.3	"	Deepwater Berth	3.05	2.8	2.5
			Irvine's Quay	3.05	2.8	2.5
Seaton Turning Area	10.5	"	North Basin - North Side	0.90	N/A	N/A
Tees Dock Turning Circle	8.7	"	North Basin - South Side	0.50	N/A	N/A
Clarence Turning Area	1.9	"	Water Area	3.70	3.70	3.70
Haverton Turning Area	1.5	"				

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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

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<u>RIVER TEES - SOUTH SIDE</u>			<u>RIVER TEES - NORTH SIDE</u>		
Port of Middlesbrough Berth 1	7.4	m + flow	Exolum Riverside Jetty	3.3	m + flow
Port of Middlesbrough Berth 2	6.7	"	Billingham Reach Wharf**	-0.6	"
Port of Middlesbrough Berth 3	3.7	"	Able Billingham Reach**	2.0	"
Port of Middlesbrough Berth 4	2.7	"	Bamlett's Wharf*	3.2	"
Able Vulcan Quay*	0.6	"	TAG Loadout Quay*	0.0	"
Able Central Quay*	1.3	"	H Hill Basin - West*	2.2	"
Able Dock Point Quay*	2.2	"	H Hill Basin - East*	4.2	"
Able Bex Quay	5.1	"	Gibson Quay*	2.0	"
			Port Clarence West Quay*	4.2	"
Cochranes Wharf*	0.0	"			
Tarmac Cochranes Wharf*	4.0	"	Port Clarence Riverside*	3.2	"
Normanby Wharf	2.6	"	Port Clarence Inset Berth*	4.7	"
			Clarence Wharf	3.5	"
Cargo Fleet Wharf (TCP)	3.7	"			
West Quay (Teesport Commerce Park)	3.8	"	N Tees "A" Jetty	6.5	"
East Quay (Teesport Commerce Park)	3.6	"	N Tees No 2 Jetty	9.7	"
Heavy Lift Quay (TCP)	6.9	"	N Tees No 3 Jetty	10.0	"
UK Docks No 1 Drydock (sill)	2.4	"	N Tees No 4 Jetty	11.6	"
UK Docks No 2 Drydock (sill)	2.4	"			
UK Docks Frontage	4.0	"	Ineos No 1 Jetty	5.9	"
A & P Tees Frontage - West	5.6	"	Ineos No2 Jetty	6.2	"
A & P Tees No 2 Drydock (sill)	0.6	"			
A & P Tees No 1 Drydock (sill)	2.4	"	Navigator No 1 Jetty	6.1	"
A & P Tees Frontage - East	4.1	"	Navigator No 2 Jetty	8.4	"
			Navigator No 3 Jetty	7.3	"
Steel River Quay	13.7	"	Exolum Seal Sands 2 Jetty	7.1	"
			Exolum Seal Sands 1 Jetty	8.7	"
			ConocoPhillips No 1 Jetty	15.4	"
<u>TEESPORT OIL JETTIES</u>			ConocoPhillips No 2 Jetty	15.4	"
Arthur Taylor Jetty	5.9	"	ConocoPhillips No 8 Jetty	8.7	"
West Byng Jetty	7.4	"	ConocoPhillips No 7 Jetty	8.5	"
QE2 Jetty	6.3	"	ConocoPhillips No 6 Jetty	8.9	"
			ConocoPhillips No 3 Jetty	12.5	"
			ConocoPhillips No 4 Jetty	15.4	"
<u>TEES DOCK BERTHS</u>			ConocoPhillips No 5 Jetty	15.0	"
No 1 Berth	13.8	"			
No 2 Berth	13.1	"	Able Seaton Port Basin Nos 2-9	4.5	"
No 3 Berth	13.6	"	Able Seaton Port Basin No 1 Berth	7.3	"
No 2 RoRo/No 5	8.4	"	Able Seaton Port Basin No 6 Berth	4.3	"
No 1 RoRo	7.2	"	Able Seaton Port Basin No 10 Berth	9.9	"
No 6 Berth	9.7	"	Able Seaton Port Basin No 11 Berth	9.6	"
No 7 Berth	9.0	"			
Potash Terminal	10.4	"			
			<u>HARTLEPOOL</u>		
			Britannia Quay	2.9	"
Tees Dock No 8	7.2	"	Victoria Quay	6.3	"
Tees Dock No 9	6.1	"	Deepwater Berth	7.1	"
Tees Dock No 10 Jetty	11.3	"	Irvine's Quay - Inner	7.1	"
Riverside RoRo Berth	7.8	"	Irvine's Quay - Outer	6.0	"
NWA R.S.T.C. berth	1.1	"	North Basin - North Side	1.8	"
Redcar Bulk Terminal	14.3	"	North Basin - South Side	1.4	"