

PD TEESPORT LIMITED

# NOTICE TO MARINERS NO.6 OF 2025

Issued by the Harbour Master on 06 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; and
  - all other vessels under 175m OAL except 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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