

# Notice to Mariners

No 3 of 2018

## River Tyne – Gateshead Millennium Bridge

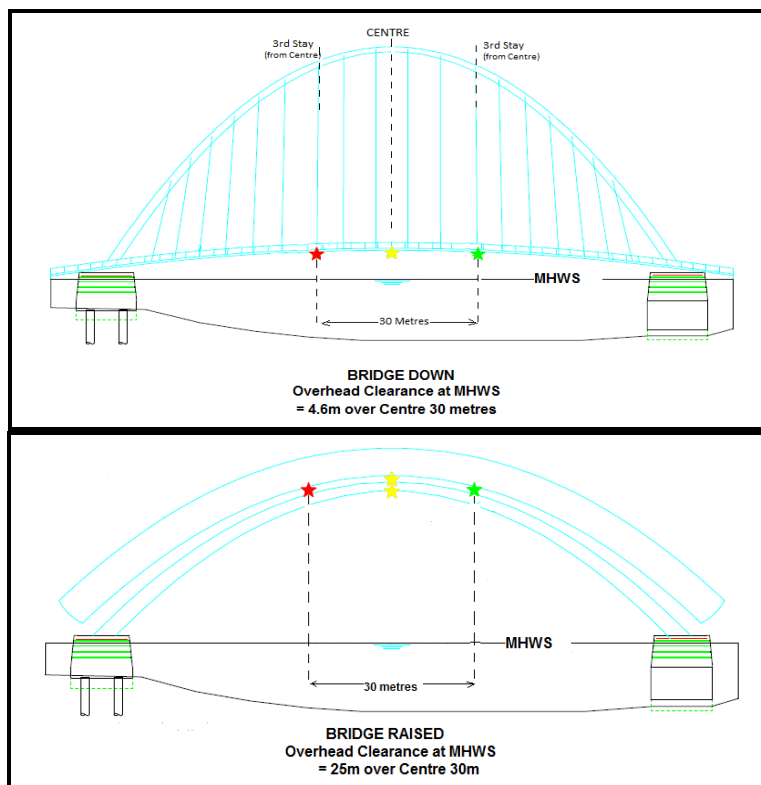
### Navigation Information

#### Bridge Clearances

The nominal clearance of the Gateshead Millennium Bridge across the entire 30m wide channel (the middle 1/3<sup>rd</sup> of the bridge span); between and directly under the red and green side lights is:

- 4.6 m above Mean High Water Springs when in the closed (down) position.
- 25.0 m above Mean High Water Springs when in the open (fully up) position.

This 30m channel is marked by the red and green lights. During daytime (when lights are not visible) the lamp housings are visible below the walkway. Note these are also co-incident with wire stays as below.



Note: the bridge can generally only remain in the raised position for 15 minutes.

#### Depths

The channel depth in this area is a nominal 4.5m (at lowest astronomical tide). While this is subject to change presently depths in excess of this exist over at least the central 50 metres of the bridge opening (up to the 5<sup>th</sup> wire stay from centre).

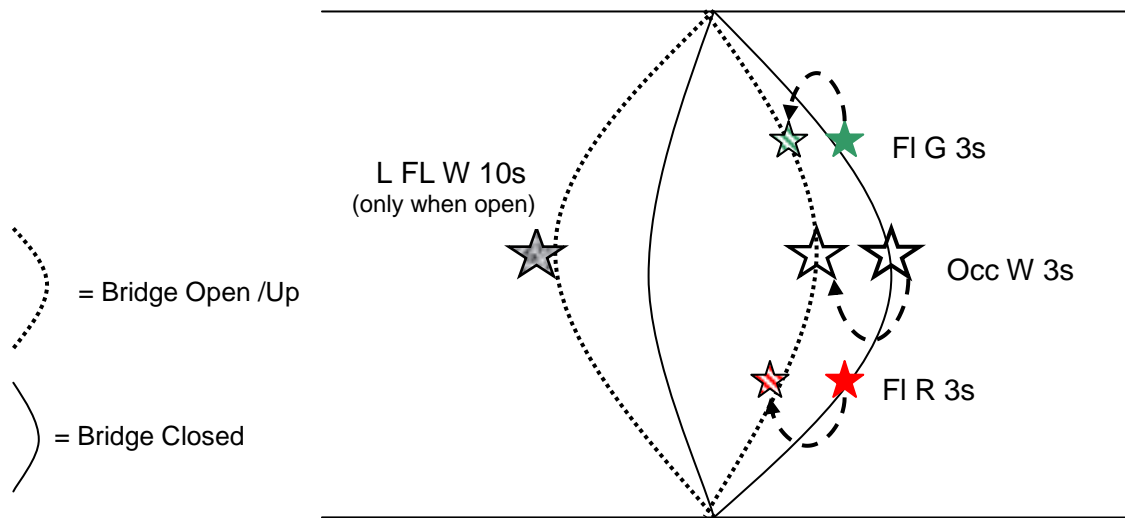
The following Port of Tyne Authority Notices remain in force: NtM No1 and No 2 of 2018.

All other Notices are hereby cancelled. Copies of Notices are available from the Harbour Master, and are displayed on the Port of Tyne Authority website [www.portoftyne.co.uk](http://www.portoftyne.co.uk)

Owners, Agents and Charterers should ensure that the contents of this Notice are made known to Masters and persons in charge of their vessels.

**Navigation Lighting**

The following lights now mark the centre and either edge of the 30m wide channel through the bridge:



- 1) Northern (Newcastle) Side a light Flashing Green every 3 secs exhibited during darkness.
- 2) Southern (Gateshead) Side a light Flashing Red every 3 secs exhibited during darkness.
- 3) Centre of Walkway (East span) an Occulting White light 3 secs, exhibited during darkness.
- 4) Centre of Support (West span) a White Light, long flash every 10 secs<sup>1</sup>.

<sup>1</sup> Only exhibited in darkness, and when bridge is raised.

**Indicator Lights**

Two sets of indicator lights are fitted to indicate the status of the bridge.

- 1) On the Northern (Newcastle) side they are located in way of the main pivot below the glass canopy. These lights shine downriver (Eastwards).

*Indicator Lights on Newcastle Side shining downriver*



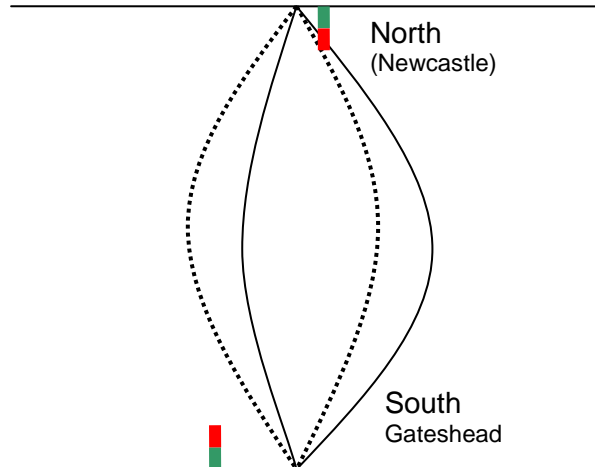
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2) On the Southern (Gateshead) side they are located on the upstream buttress just inside the glass canopy. These lights shine upriver (Westwards).

*Indicator Lights on Gateshead Side shining upriver and diagram showing location of both sets*



Both sets of indicator lights should show either a fixed green light or a fixed red light. The default setting is red light always on. The green lights are only shown when the bridge is fully open.

The lights are established solely to indicate the status of the bridge; and are in no way intended to act as navigation lights, a traffic signal, or as an indication to proceed.

If you require the bridge to open to make a passage you should not proceed until: the bridge has swung, is completely open, and the light changed from red to green; if the light changes to red on your approach you should assume the bridge is closing and take steps to clear the area as soon and as safely as practical.

The bridge can be contacted (when a tilt is expected) on VHF Ch12 or 0191 478 5438.

### **Navigation Guidance**

The procedure to be followed for vessels passing under the Millennium Bridge is as follows:-

1. If you can, maintain a listening watch on Marine VHF Channel 12
2. If you do not need the bridge to tilt to have the necessary overhead clearance then you may pass at any time.
3. If you require the bridge open to have the required overhead clearance you should;
  - a. When waiting for the bridge to open, remain a safe distance from the bridge on the correct (starboard side) of the channel.
  - b. Do not proceed until the bridge has swung, is completely open, and the indicator light has changed from red to green
  - c. When the bridge is open you should proceed promptly, but carefully, through the bridge opening, maintaining the starboard side<sup>2</sup> of the channel
  - d. Vessels proceeding in the same direction should do so in single file.

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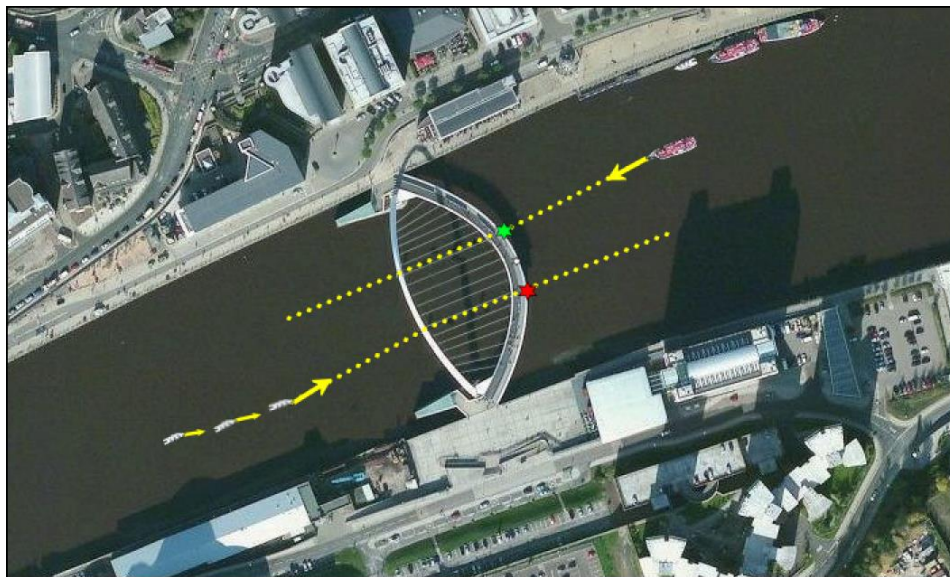
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**International Regulations for Preventing Collisions at Sea- Rule 9 - Narrow channels**  
(Port byelaw 13 also refers)

<sup>2</sup>A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

As overhead clearance and water depth is available across the entire 30m width (up to and under the red and green side lights), all but the largest vessels should aim to pass under the bridge at these points, in this way vessels passing in opposite directions should be well clear of each other



**Relevant Regulations**

**Byelaw 15 - Vessels entering or crossing the fairway**

*The master of a vessel shall cause the vessel to enter, cross or turn or manoeuvre in the fairway only when the fairway in the vicinity of the vessel is clear, and in such a manner as shall not or shall not be likely to impede or endanger any other vessel.*

As passenger excursion craft (River Escapes / Nexus Ferries) pass upstream, and on occasion then turn, and pass downstream through the bridge on the same tilt. Attention is drawn to the prescribed sound signal:-

**Byelaw 44 - Vessels turning about Sound Signals**

*The master of a vessel intending to turn about in the river shall cause to be sounded on the vessel's whistle or siren four short blasts..... and if turning to starboard, one further short blast; or if turning to port, two further short blasts.*

Steven Clapperton

**Harbour Master**

28th March 2018

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