

**NOTES OF THE 4TH HUMBER LIAISON COMMITTEE MEETING HELD AT THE REEDS HOTEL, BARTON UPON HUMBER, ON THURSDAY, 1 DECEMBER 2005****Present:**

| <b>Name</b>      | <b>Organisation</b>                  | <b>Inits</b> |
|------------------|--------------------------------------|--------------|
| Mr M Abbey       | Associated British Ports             | MA           |
| Mr R Barker      | Trinity House Lighthouse Service     | RB           |
| Capt I Beetham   | Associated British Ports             | IB           |
| Capt J Brennan   | Assoc. Petroleum Terminals (Imm) Ltd | JB           |
| Mr P Brittain    | Apostleship of the Sea               | PB           |
| Mr S Casey       | Flixborough Wharf Ltd                | SC           |
| Mr A Costello    | Humberside Police                    | AC           |
| Capt J Doyle     | ABP Connect/Exxtor                   | JD           |
| Capt A Firman    | Associated British Ports             | AF           |
| Mr H Gates       | Humber Sea Terminal                  | HG           |
| Capt M Gough     | Associated British Ports             | MG           |
| Mr C Henery      | Associated British Ports             | CH           |
| Capt C Howard    | Associated British Ports             | CH           |
| Capt T Jeffrey   | FT Everard & Sons Ltd                | TJ           |
| Mr R Kersey      | DFDS Tor Line                        | RK           |
| Mr G Matthews    | Adsteam (Humber) Limited             | GM           |
| Mr D Mouncy      | Humber Yawl Club                     | DM           |
| Mr B A Nickson   | Associated British Ports             | BN           |
| Mr G O'Malley    | Flixborough Wharf Ltd                | GO           |
| Capt M Paine     | Maritime and Coastguard Agency       | MP           |
| Capt P Pannett   | Associated British Ports             | PP           |
| Miss A Pepper    | Associated British Ports             | AP           |
| Mr A Skelton     | K-U-Hull City Council                | AS           |
| Mr G Sloan       | Man Fire Brigade                     | GS           |
| Mr R Smith       | Finnlines                            | RS           |
| Capt I Spikings  | Associated British Ports             | IS           |
| Capt M Whiting   | Ouse Pilots Ltd                      | MW           |
| Mr G Winter      | J Wharton (Shipping) Ltd             | GW           |
| Capt N Woodhouse | P&O Ferries                          | NW           |

**1. APOLOGIES FOR ABSENCE**

- Apologies were received from:
  - Mr G Bartlett, NE Sea Fisheries Committee
  - Mr P Brown, TENYAS
  - Mr N Dibbert, Conoco Ltd
  - Ms I Harris, Humberside Sea & Land Services Ltd
  - Mr K Hartley, Associated British Ports
  - Mr E Hopkinson, Humber Cruising association
  - Mr E Peterson, Associated British Ports
  - PC D Robinson, Humberside Police
  - Mr N Tomlinson, Lincoln & Hull Marine Contractors
  - Mr P Wilkinson, Associated British Ports

## **2. WELCOME AND INTRODUCTION**

- PP welcomed delegates to the meeting and gave an update on Harbour Master, Capt Phil Cowing whom, he explained, was recovering well from his recent operation.
- AF was introduced having taken on the newly appointed role of Deputy Pilotage Operations Manager.

## **3. MINUTES OF PREVIOUS MEETING HELD ON 2 DECEMBER 2004**

- The minutes were agreed to give a true record of the proceedings.
- Matters Arising:
  - A procedure was now in place to alleviate the problems caused by vessels leaving the HST unannounced.
  - BN gave an update on the Humber Maintenance Dredging Protocol. The Baseline document was completed and had been used as the basis for the renewal of the two Humber licences, through DEFRA. The licences had not yet been approved but there was no reason, at this stage, to believe they would not be granted prior to the £1 December 2005 expiry date.
  - The system for on-line billing is in place and working well.
  - The Trinity House Lighthouse Service inspection took place in October.
  - PB advised of improvements at the Hull Mission, particularly in the communications field. Internet facilities were now available and the number of telephone lines increased providing 300 minutes call time for only \$10.

## **4. MEETING OF THE HLC SUB-COMMITTEE HELD ON 28 JULY 2005**

- Updates were given on several areas where further progress had been made since the July meeting:-
  - Further Adsteam tugs to be moved outside of the dock at Immingham to a new barge berth in the Outer Harbour, which will be ready, by late Spring.
  - It is proposed that the fire-fighting tug will be moved to a buoy on the inside of IOT No.3.
  - AS referred to the proposal to build a new housing complex on the East bank of the River Hull. The scheme provides for the building of a footbridge across the river. The survey undertaken by ABP in connection with the proposed siting of the bridge had proved useful.
  - A review of the Port Marine Safety Code has been undertaken and audited.
  - All ships are now subject to electronic passage planning. Ships are monitored during passage and are required to adhere to allotted time frames. The system covers the whole river.
  - The new Alexandra Dock lock gates were delivered on 30 November.
  - A proposed scheme to widen the Grimsby lock had been shelved due to excessive costs.

## **5. WORKS IN PROGRESS ON RIVER**

- The new bridge over the Dutch River, Goole, will be completed, shortly. Removal of the old bridge is expected to take place in Jan/Feb 2006 following which trading will commence to the upstream berth.
- The structure carrying the Apex light, damaged on 1 March 2005 following a collision by the m.v. Orade, has been replaced. The light is now a directional LED all-round light. The temporary buoy used to mark the Apex will remain in place for approximately 2 weeks.
- Problems with water in the upper river and River Trent were being experienced. A survey of the bar at Top Gunness was awaited but the restrictions on maximum draught had been removed. PP reported that all unintentional groundings of over 2 minutes duration had to be reported to the MAIB. The Whittons were also shoaling but the channel would remain as it is for the time being.
- The Hessle Dock Company was still accepting ships despite heavy siltation in the haven.
- The Quay 2005 scheme still awaited government approval. The berths will become the new home for the container terminal, having a 9.5 metres dredged depth.
- Humber Sea Terminal, Stage 3 – Berths 5 & 6 – still awaiting the Harbour Revision Order.
- The lengthening of berths 1 & 2 at HST has been completed.
- HIntT2 is complete and partially operational.
- Trials are currently taking place to ascertain the viability of reducing the number of tugs required for operations at HIntT and Immingham Bulk Terminal from four to three.
- Risk Assessments are being carried out on West Jetty, Berth 4. Berthing will be carried out on the flood tide, only.
- Another pontoon in the corner of IOH is being provided by ABP/Adsteam to accommodate a further six tugs
- ABP is looking to replace the present 292° leading lights at Killingholme, which can be obscured by large vessels berthed on HIntT2. The type of light and position are yet to be determined. IB pointed out that the present lights are useful to pilots swinging off the IOT.
- MG advised that the Grimsby & Immingham Dock Oil Spill Plans were approved.
- An audit of the Port Marine Safety Code for Grimsby & Immingham had been undertaken. A report on the Immingham PMSC was awaited.
- Plans are in place to replace the 'Mono Girl' at the Tetney Mono Buoy.
- The South Shoal Buoy has been moved to the north, providing a wide channel in this area
- Work has taken place at the TMB to increase the life expectancy of the pipe by 10 years.

## **6. HUMBER PASSAGE PLAN – 2005 VERSION**

- Revised passage plans were now available as a pocket-sized booklet and on the HES website.

## 7. PORT MARINE SAFETY CODE (PMSC) COMPLIANCE

- The King George Dock radar is currently out of action due to gearbox problems. It is hoped the system will be back in action within 2 – 3 weeks. Limited coverage continues from Stone Creek. Lack of full radar cover has been helped through the recently installed AIS (Automatic Identification System) receiver at Spurn. All vessels over 300 GT are required to carry a VHF radio-based transmitter that provides identification details of vessel name, call sign, position, course, speed etc.. The information is displayed on the VTS radar screens. Further receivers are to be installed at King George dock and Blacktoft to give increased coverage.
- New microwave links are being provided for the present radar system. Also, new operator units are to be provided at Spurn with repeaters at King George Dock and Immingham.
- Recorded incidents in the last 12 months are broken down as follows:-
  - TSS Contraventions 27 (26)
  - Groundings
    - Same tide 25 (38)
    - >12 hours 14 (17)
  - Mechanical failure 72 (102)
  - Close quarter situations 33 (35)
  - Collisions with vessels 16 (13) mostly minor
- PC referred again to the Tor Dania/Amenity collision (see minute under Pilotage Matters – General of the Humber Liaison Sub-Committee Meeting of 28 July 2005). As a result of this incident, all new PECs will be assessed on board. No charge will be made for this service. Prospective PEC holders will be given a tripping number in order to confirm attendance on the bridge during qualifying trips inward and outward. There is no intention, at this stage, to re-assess present PEC holders.

## 8. WEBSITE UPDATE ([www.humber.com](http://www.humber.com))

- BAN advised that the web site had recently been updated. One of the new features was the introduction of a 'PEC Pack' under the 'Pilot & PEC' banner. This would allow agents to view and print the relevant documents to pass on to prospective PEC holders, prior to attendance for examination.
- The Humber Passage Plan was now available online.

## 9. PILOTAGE AND PILOT LAUNCH RENEWAL

### • Pilotage

- The present pilotage strength is 120. 2 pilots were lost during the year through illness. 2 pilots moved within ABP and 8 have left the service or will be doing so shortly. All these posts have been filled and there is a healthy list of prospective pilots.
- The present complement is made up of the following classes:
  - VLS 14
  - 1st Class 30

- 2nd Class 20
  - 3rd Class (inc trainees) 56
- **PECs**
  - Class A 117
  - Class B 92
  - Class C 20
- **Pilot Launch Renewal**
  - The first of three new pilot launches will be delivered in early 2006 with the naming ceremony taking place in Grimsby on Friday 20 January. The remaining craft will be delivered at interval during the year; naming ceremonies to take place at Hull and Goole respectively. All three craft are more fuel-efficient than those in the present fleet and will be equipped with oil spill response equipment.
  - ABP HES will maintain a fleet of 5 to 6 pilot launches, three will be available for disposal.
  - The Humber Callisto will remain in service in the medium term.

## 10. ANY OTHER BUSINESS

- GS referred to the Sea of Change project which aims to formalize an integrated fire and rescue service in association with the MCA dealing with marine incidents. From February 2006, the Fire Brigade will have 50 officers on standby 24/7 capable of dealing with ship-board fires. From 1 April, the fire Brigade has a duty to respond to marine fires, liaison with RAF Leconfield, the Police and Ambulance Services as appropriate.
- MA advised that it was 'business as usual' following the major changes within the ABP Hydrographic Department during 2005.
- The annual chart will be available in January.
- New tide gauges are to be placed at The Humber Bridge and Saltend
- 2006 Tide Tables are available at £3 each.
- RB reminded ABP of its statutory responsibility under Merchant Shipping Act 1995 to provide availability statistics for aids to navigation. MA said that records were kept using an in-house system but ways of transferring this to the THLS PANAR system were being investigated.
- AC gave an update on the present status of Port Security.
- GO expressed concern that the EU would invoke new underkeel clearance limits in a bid to reduce the grounding of vessels. PP said that the MAIB did not have too many problems with the incidence of groundings in the Trent and gave an assurance that ABP pilots would continue to

attempt to take vessels to their required destination where circumstances allowed.

- DM explained that he and a number of colleagues would be taking samples on Read's Island which would be used to test for the presence of the Avian 'Flu virus. He will be in VHF radio contact but pilots should be aware of their presence on the island.
- NW referred to the poor output emanating from VHF channel 12. IS was not aware of this but felt that a change of transmitter on the Humber Bridge may facilitate some improvement of the signal.

The next meeting to take place at the Reeds Hotel in November or December 2006 on a date and time to be arranged.