

**NOTES OF THE 4TH HUMBER LIAISON SUB-COMMITTEE MEETING
HELD AT PORT HOUSE, HULL ON WEDNESDAY, 26 JULY 2006**

Present:

Name	Organisation	Inits
Capt P Pannett (Chairman)	Pilotage Operations Manager, Humber, ABP	PP
Mr M Abbey	ABP Hydrographer	MA
Capt J Brennan	Associated Petroleum Terminals Ltd	JBr
Mr J Butler	Humber Pilot, ABP	JBu
Mr H Gates	Humber Sea Terminals Ltd	HG
Capt M Gough	Dock Master, ABP	MG
Mr C Heron	Humber Pilot, ABP	CH
Mr R Kersey	DFDS Tor Line	RK
Mr B Nickson	Conservancy & Environment Mgr, ABP	BN
Capt A Skelton	Harbour Master, River Hull	AS
Capt D Rogers	Dock Master, ABP	DR
Mr H Williams	JH Whittaker Tanker Ltd	HW
Capt N Woodhouse	P&ONSF	NW

NF was welcomed to his first Humber Liaison Sub-Committee Meeting and introduced to the members present.

APOLOGIES FOR ABSENCE

Received from:

Gill Locke, FT Everard & Sons Ltd
 Capt P Cowling, Harbour Master, ABP
 Capt I Spikings, VTS Manager, ABP

**MATTERS ARISING FROM HUMBER LIAISON SUB-COMMITTEE
MEETING HELD ON 28 JULY 2005**

- ◆ None raised. The minutes were accepted as a true record of the proceeding of the meeting.

**MATTERS ARISING FROM HUMBER LIAISON COMMITTEE MEETING
HELD ON 1 DECEMBER 2005**

- ◆ The new Dutch River Bridge was now operational. The first vessel used the Yorkshire Feeds upriver terminal last week. This vessel, LOA 60m+, successfully berthed and discharged. It is now proposed to bring in larger vessels.
- ◆ Apex Light has been reinstated. The pile carries high intensity directional lights, green for Trent, red for Ouse, plus an all round white light 3F 5s and a fog signal

- ◆ Lack of water in the river Trent remains a problem with restrictions imposed for Top Gunness and Keadby due to shoaling. Dredging in these areas was not an option.
- ◆ The Hull Riverside Container Terminal, formerly Quay 2005, has received government approval. A scheme to keep traffic flowing freely into and out of Alexandra Dock during construction is being prepared. This will entail the re-dredging of the entrance back to the old leading line and the placement of a series of piles to the east of the entrance onto which ships can land.
- ◆ Humber Sea Terminal still awaits government approval for Berths 5 & 6.
- ◆ HIntT2 now fully operational. Vessels berth starboard side to, as a rule.
- ◆ Agreement has been reached to reduce tug numbers for certain classes of vessel using the HIntT and IBT from 4 to 3 but maintaining the total bollard pull, as per the Passage Plan.
- ◆ West Jetty, Berth 4 fully operational
- ◆ The pontoon to serve 6 Adsteam tugs is fully operational in Immingham Outer Harbour. A further duty tug serves Immingham Dock and a fire tug is available outside of the dock.
- ◆ Little progress has been made on the replacement of the leading lights at Killingholme but action is still being sought.
- ◆ MG reported that the Immingham PMSC Audit had been passed; also, the port had undergone an environmental compliance audit.
- ◆ Tenders have been invited for the replacement of the Mono Girl, the Tetney Monobuoy work vessel.
- ◆ All of the three new pilot launches were now operational. Some minor problems, notably with over-firm seating, were being rectified. Of the replaced launches, one was sold to Fowey Harbour, one was transferred to ABP, South Wales and one converted for hydrographic work on the Ouse.
- ◆ New Tide gauges are in place at the Humber Bridge and Saltend. The Saltend gauge still requires calibration.
- ◆ An IT solution to the process of transferring buoy data to the Trinity House Lighthouse Service, PANAR (Ports Aids to Navigation Availability Reports) system is underway.
- ◆ The Humber Bridge VHF transmitter has been replaced.

PILOTAGE MATTERS

Incidents

- ◆ PC gave a list of incidents for the whole of 2005. The figures in parenthesis give comparative figures for 2004:

○ 16	(12)	collisions ship/ship
○ 31	(35)	near misses
○ 81	(115)	collisions with structures
○ 14	(8)	groundings (not coming off on first tide)
○ 30	(35)	high-speed incidents
○ 16	(12)	engine mechanical problems (e.g. loss of power)
○ 257	(386)	TOTALS

- ◆ It was noted that some of the above incidents occurred within the docks.
- ◆ PP explained the circumstances leading up to two incidents in the river, involving PEC holders, where a lack of bridge management skills was highlighted as a major contributor. Following lengthy discussion, it was agreed that new entrants for PECs must attend a Bridge Resource Management course prior to attending for examination, commencing 1 January 2007. All 'A' & 'B' Class PEC holders attending interviews for the July 2007 renewal must also have attended a similar course. There will be no time bar on the validity of an existing certificate. It was further agreed that tripping numbers be issued by VTS at the time of the requisite familiarisation visit, as from 1 January 2007. This would ensure that prospective PEC holders were in possession of the required information prior to undertaking validation trips.
- ◆ PP detailed the events leading to the collision between the "Skagern" and "Samskip Courier". This was a further case of poor bridge resource management and the incident had shown the need to look further at safe speeds in reduced visibility. A letter has already been sent to vessel operators / agents of the need to sound fog signals when visibility is reduced. PP said he was currently looking into the use of the simulator assess new pilots on passages in fog. This may also be introduced for PEC candidates in the future.

General

- ◆ The MAIB has raised the question that, in light of the rule that states a ship going against the tidal flow is the 'give way' vessel, what is the position at slack water? It was agreed that standard collision regulations would apply.
- ◆ MG referred to two recent cases where ships' masters were arrested after failing alcohol tests. Pilots and VTS reported erratic behaviour of the vessels following which the police were alerted. A procedure needs to be in place for someone to take over from the pilot when the vessel reaches the quay. The police are very proactive and a hard line will be taken in all cases. The key to gaining successful prosecutions is timely information.
- ◆ PP reported on the introduction to the Humber of a new tug company in August, namely, Humber Tugs, which will compete directly with both Adsteam and SMS.

CONSERVANCY MATTERS

Harbour Works

- ◆ The EA was hoping to commence the breach in the sea defences in early August for the managed realignment scheme at Alkborough but this cannot go ahead until legal savings are in place between ABP as the Harbour Authority and the EA as previously reported. It was hoped that this matter would soon be resolved.
- ◆ Consultants, Atkins, have made an initial approach to ABP with proposals to renew flood defences downriver of Gainsborough. A meeting with barge operators concluded with requests to Atkins to

- ◆ rethink the proposed designs with a view to minimising any adverse effect on the river regime.
- ◆ Consultation by the EA has begun on the improvement of flood defences at Swinefleet.

Buoyage

- ◆ HES has purchased 4 new GRP buoys.
- ◆ The Bull Sand Float has been move to the north to mark a shoal.

Survey

- ◆ The Pilot launch, Alert, has been converted to carry out hydrographic survey work in the River Ouse. Side scan sonar equipment has been installed on the vessel.
- ◆ New survey kit is currently being trialled at the IOH to produce charts showing the differing densities of silt.
- ◆ The SDC tide gauge to be replaced. All gauges are being recalibrated and will subsequently give more accurate readings
- ◆ The SDC is currently at 9.3 metres, coming down from 9.5 metres after a prolonged dry spell of weather. Fresh water flow on Trent and Ouse is only 60% of normal.

PORt MARINE SAFETY CODE UP-DATe

- ◆ Following the audit of the PMSC at the end of last year, the CEO wrote to the government advising that all ABP ports comply to the Code.
- ◆ Authority has been given to recruit 6 Vessel Traffic Service Operators (VTSOs) increasing the number of staff in the control tower at any one time, to three. The Channel 12 operator will be devoted to traffic in the lower river, not the Trent and Ouse. Responsibility for the Trent and Ouse will pass to the senior man who will be able to spend more time planning, particularly for Immingham traffic. The increase in staffing will also release one man for duties at Port House.

Passage Planning

- ◆ Passage plan monitoring is in an advanced state. A revision of the Humber Passage Plan has been completed but efforts are being made to remove duplication of the contents of the document.

HARBOUR MASTER'S REPORT

- ◆ The Harbour Master's Report for 2005 is available on the HES web site at [see www.humber.com under the heading 'Navigation']

HUMBER.COM WEBSITE

- ◆ PC advised that the new Humber Pilot Handbook was not available on the website but would be made available to PEC holders at half price; £25.00.
- ◆ No further issues raised

DOCKS AND INSTALLATIONS

Trent

- ◆ Low water flows have become an issue in the Trent
- ◆ Following the breakout of 3 vessels, Trent operators are been advised to use stronger ropes for shore mooring purposes and replace old rotten ones.

Hull

- ◆ Tender documents for the Hull Riverside Container Terminal have been issued. Work is expected to start in the Autumn and be completed by the first quarter Of 2008
- ◆ A feasibility study was underway into the prospects of establishing a cruise terminal at the port, the most likely location being Riverside Quay.
- ◆ Saltend has seen a reduction in the number of ships due to the ending of production of certain chemicals at the Saltend site.

Goole

- ◆ A consultation had taken place to establish what length of the Goole Middle Jetty was required for the safe handling prior to lock entry; this length would then be refurbished.

Grimsby

- ◆ Nothing to report

Immingham Dock

- ◆ West Jetty Berth 4 is fully operational
- ◆ A current direction and flow survey is being carried out in the IOH and dock entrance, the findings of which will assist with navigation

Humber International Terminal Berth 2

- ◆ The first stacker reclaimer is operational and the second will be ready soon. The system is capable of loading 20 rail wagons with a total of 1,100 tonnes of coal in 15 minutes.

Outer Harbour

- ◆ Fully operational

Humber Sea Terminal

- ◆ Awaiting government approval for Berths 5 & 6
- ◆ New vessels due
 - Stena Line – Monday 31 July
 - Cobelfret – 1 November
 - Norfolk Line – September on daily service

Old Harbour

- ◆ AS reported that the joint Harbour Master for the Old Harbour, Cyril Middleton, had retired and his post taken over by Paul Hughes.

ANY OTHER BUSINESS

- ◆ NW raised concerns over large outbound vessels, with high freeboard, passing inbound ships at Immingham when there is a strong ebb tide and a northerly wind. These conditions make passing, particularly around the area of the No. 13 Clay Huts Light Float, very difficult as the outbound vessel cannot slow down as this would push it onto the IOT. Following a lively debate it was agreed that the AHMs at Spurn be advised that in the conditions described, inward bound vessels be held until the outbound ship is clear of the IOT. This would be dealt with on a case-by-case basis.

NEXT MEETING

- ◆ The next meeting, which is the full Liaison Committee Meeting, will take place on 6 or 7 December 2006 at a venue to be announced.