

ABP ASSOCIATED BRITISH PORTS

NOTES OF THE 8TH HUMBER LIAISON COMMITTEE MEETING HELD AT THE REEDS HOTEL, BARTON-ON-HUMBER, ON FRIDAY, 27 NOVEMBER 2009

Present:

Name	Organisation	Initials
1. Mr M Abbey	Associated British Ports	MA
2. Capt P J Cowing	Associated British Ports	PC
3. Mr I Sherratt	Rix Shipping Limited	IS
4. Ms G Lancaster	Maritime and Coastguard Agency	GL
5. Mr R Harbourne	Maritime and Coastguard Agency	RH
6. Capt A Firman	Associated British Ports	AF
7. Capt M Gough	Associated British Ports	MG
8. M A Haxby	Finnlines UK Ltd	AH
9. Capt W Alexander	Associated British Ports	WA
10. Mr J Hunt	Humber Fire & Rescue	JH
11. Mr M Waddingham	Graypen Ltd	MW
12. Capt R Law	APT Ltd	RL
13. Mr P Lyon	SMS Towing	PL
14. Mr J Gilmour	Svitzer Humber Limited	JG
15. Capt P J Pannett	Associated British Ports	PP
16. Capt D Prutton	Associated British Ports	DP
17. Capt R Shuttleworth	Conoco Phillips Ltd	RS
18. Mr R Scott	Associated British Ports	RS
19. Capt I Spikings	Associated British Ports	IWS
20. Mr K Hartley	Associated British Ports	KH
21. Ms W Fountain	Associated British Ports	WF
22. Mr S Lane	North East Fisheries Committee	SL
23. Capt A Skelton	Hull City Council	AS
24. Mr G Cross	Chamber of Commerce Shipping Committee	GC
25. Mr S Casey	RMS Trent Ports	SC
26. Mr R Smith	Grimsby Fish Docks	RS
27. Ms D Thomas	Sailors' Families' Society	DT
28. Mr R Kersey	DFDS	RK
29. Mr H Gates	Humber Sea Terminal	HG
30. Mr S Brown	Humber Sea Terminal	SB
31. Mr S McKenzie	British Waterways	SM
32. Mr M Labistour	RYA	ML
33. Mr G Winter	Wharton Grove Wharf Ltd	GW
34. Mr P Wilkinson	Associated British Ports	PW
35. Ms E Collins	Associated British Ports (Minutes)	EC

1. WELCOME AND INTRODUCTION

- ◇ PJC welcomed delegates to the meeting and introduced himself, IWS, PJP, AF and EC to all present.
- ◇ The purpose of the meeting is, as Harbour Authority, to outline the last 12

months, and discuss what the plans are for the future, with an opportunity to ask questions and receive answers.

- ◇ The housekeeping arrangements for the hotel were explained, and the order of the meeting
- ◇ PJC welcomed DT from the Sailors' Families' Society and explained she would be presenting a short feature under Item 10 of the Agenda; "Any Other Business".

2. APOLOGIES FOR ABSENCE

- ◇ Apologies had been received from:

Mr G Acaster	Acaster's Tugs G & L Water Transport	GA
Mr K Acaster	Acaster's Tugs G & L Water Transport	CA
Mr G Courtney	Associated British Ports	GC
Mr K Ellis	Leafe and Hawkes	KE

3. MINUTES OF PREVIOUS MEETING HELD ON 28 NOVEMBER 2008

- a. The minutes were perused and it was agreed they were a true and faithful record of what was discussed.
- b. One amendment required: Pg 10, Bridges Marine should read Briggs Marine.
- c. GL seconded the minutes as being a true and faithful record.
- d. Matters Arising:
 - ◇ Pg 2. The New Sand Hole Traffic Separation Scheme has been completed and is operational
 - ◇ Pg 4. The planned new purpose built MESU building was completed on target.
 - ◇ Pg 10. The Environment Agency, ABP and the RNLI commissioned a tripartied scientific study of the stability of Spurn Point and the Spurn Spit. Core samples have been taken down to 20 metres. The report of findings has just been circulated in draft. It is certain that Spurn will wash and over top far more regularly in the future. A review of the service from Spurn will have to be factored into the plan in the next 10 years, however, there are no immediate plans for anything to change in the near future. The Environment Agency will decide how sustainable the Spurn Spit is in the future.
 - ◇ Pg 10. The Marine Bill was presented in Parliament last December and was enacted earlier this year. The Marine Management Office which will be established in Newcastle, is recruiting for staff now. This office will cover the whole of the UK coast and will take a lot of the work off the Marine and Fisheries Agency in London. It is expected to be operational in Spring 2010. Included in the proposed development of the UK coast is a coastal pathway right around the UK. It is anticipated that the path will come up the Humber and link the North and South banks by the Humber Bridge, with the path continuing down the Lincolnshire coast. The finer details of how to skirt around Grimsby and Immingham are yet to be finalised, but it is thought the path may need to come inland in areas of heavy industrialisation.

4. WORKS IN PROGRESS /PLANNED PROJECTS:-

a. HES (PJC)

- ◇ PJC said that it had been a very difficult trading year since we last met in 2008. Shipping numbers on the Humber slowed down in August 2008, and continued to decrease until November last year. There has been a 23% drop off on normal shipping numbers. This year there has been a slight recover in quarters three and four, however, figures are still 11% down on the norm. He said he expects a slow recovery over the next 2-3 years.
- ◇ On a positive note, the Clipper Race 2009/10 started from Hull on 13th September 2009. Hull City Council were excellent hosts, together with Yorkshire Forward, Hull Forward, North East Lincs etc. All went to plan. Sir Robin Knox Johnson later wrote to PJC saying how excellent the whole event had been. The clippers are due back to Hull on 17th July 2010 and the first meeting to plan their return is to be held next Tuesday.
- ◇ The introduction of the Traffic Separation Scheme extension caused a couple of problems in the first few weeks with mariners misunderstanding what was expected of them. However, teething problems have been ironed out and it has improved the safety of navigation in the Humber approaches.
- ◇ The deepening of the Sunk Dredged Channel; Oil refineries are looking to the future and planning to bring in vessels with 14 metres draft carrying Urals high sulphur crude. Lindsay Oil Refinery has prepared its site for this. The Sunk Dredged Channel has an approximate depth of 9.5 metres which will be deepened to 11 metres. An application has been made and currently rests with the Government, and at present there have been no objections to the proposed deepening of this channel. Consent is expected in the near future. RL said that once consent is agreed works will start in 2011 to deepen the Sunk Dredged Channel.
- ◇ Riverside Quay, Albert Dock; Hull City Council has a vision of making Riverside Quay into a cruise terminal. PJP has been involved in simulation trials at South Shields College of vessels up to 350 metres to see if it will be feasible. He plans to visit Southampton cruise terminal with Hull Forward. The scheme is awaiting funding.
- ◇ Humber Gateway Offshore Wind Farm near Humber Light Float; Consent has been applied for to erect c.a. 70 wind turbines with no major objections being received. PJC and IWS are going to London on 7th December 2009 to look at the project plans. Construction of this wind farm will start in 2011, which is good news for the local work force. The metmast which has been erected at the Humber Light Float will remain there permanently now to monitor and evidence the wind force.
- ◇ An environmental statement has been issued for the development of the Westernmost Rough Wind Farm. This development is outside our harbour area

but could potentially affect shipping to the Humber.

- ◇ Further green projects; Pulse Tidal have had a tidal monitor installed at Stallingborough for the past 12 months, and it will remain there for up to three years. If benefits are proven then it will lead to full size technology. A second type of tidal power generator may be installed near to the Deep by Neptune Proteus/Hull University who have applied for a Transport and Works Order. If successful it could be in place in place April 2010. If it proves itself in three years the Humber could become a test ground for these green projects.
- ◇ Acquisition of new pilot launch; The specification is in place. ABP are formally going out to tender in the next few months and the new pilot launch boat will be delivered by the end of 2010.

b) GRIMSBY & IMMINGHAM, HULL AND GOOLE (MG)

Ports Marine Management has been restructured into a Humber Ports Team:-

- ◇ M.A. Gough as Dock Master, Humber, responsible for the Marine SMS of all four ports and a strategic role for Marine developments.
- ◇ G. Hodge as Deputy Dock Master, Humber will be the principle contact for Grimsby and Immingham Marine operations.
- ◇ A. Smith as Assistant Dock Master, Humber will be the principle contact for Hull and Goole Marine operations.
- ◇ P. Christy as Assistant Dock Master will be the principle contact for HInT and IOH Marine operations.

Grimsby

- ◇ HRO for two berth car RoRo facility outside the locks has been submitted. It is hoped approval will be granted in quarter two, 2010, before the general election.
- ◇ Main entrance to the port has been altered to improve security and general appearance as part of the redevelopment within the port. Demolition of redundant buildings will continue as part of the project.

Immingham

- ◇ West Outer Knuckle has been fitted with a new fendering system. It is anticipated the same system will be fitted on the east side during 2010.
- ◇ A new leading light has been installed at the rear of No.5 Quay aligned with the east side of the lock to assist larger vessels entering the lock from the dock.
- ◇ Site surveys are being carried out for the power station planned for outside the west entrance.

- ◇ A 25 year Master Plan for Immingham is under preparation in accordance with Government Strategic Ports Planning request. It is expected to be published in Summer 2010.
- ◇ Immingham lockgate automation has been completed. Lockgates and sluices are controlled from Marine Control Centre. Control of the impounding system is expected to be transferred by the end of January 2010.
- ◇ DFDS Ferries which have been lengthened to 230M, are now in service to Immingham Outer Harbour.

Hull

HRBT – various schemes are under consideration for the site.

c) HST (PJC)

Berths 1 to 4 are in full operation.

Berths 5 and 6 have not had any commercial traffic to them due to a lack of a commercial user agreement although they are ready for use.

d) TRENT AND HAVENS (PJC)

GW reported that the depths in the Trent have held up well with no implications on maximum drafts, with the depths holding at no less than 1 metre below chart datum.

There are no major issues with New Holland and Barrow Haven.

John Dean Tugs continue to carry out heavy lift work on the Trent.

PJC spoke about the Trent to Gainsborough. The Gainsborough Development Authority are planning to erect a new iconic footbridge down stream of the stone bridge. PJC and John Dean attended a planning and design meeting about this at Gainsborough and informed the architect that the new bridge needs to be higher than the stone bridge by 0.5 metre or more.

e) HCC RIVER HULL (AS)

The River Hull is under the jurisdiction of Hull City Council. It is managed by Captains Arthur Skelton and Michael Monday and a further captain providing holiday relief.

There has been no coastal traffic up the River Hull since 2005, only barges carrying mineral oil, etc., and pleasure craft. Few navigational issues are experienced.

The construction of the new foot bridge across the River Hull at High Street has

commenced and should be completed next year.

Capt Mike Monday is re-drafting the Port Marine Safety Code, which will be finalized in 2010.

The Environment Agency have carried out some work on the tidal barrier, and have some further work to do next year. It would have been better to carry out the work during the winter months, but timescales have not been finalized. The painting and maintenance tasks have been finished, but there is still some mechanical work to be done.

In answer to a question by PJC, AS talked about the possibility of a tidal barrage being installed across the River Hull, however, he did not think there is any funding available for this at present.

f) TUGS (PJP)

The Humber still operates the largest fleet of tugs, with the main tug companies being Svitzer Tugs and SMS Tugs. Svitzer Tugs have just had an operational restructure amongst staff. They operate 11 tugs based mainly in Immingham with a couple in Hull. SMS Tugs operate 9 tugs (including one new one which arrived last week, the 'Guardman'). 'Guardman' will be operational in the next two weeks.

John Dean Tugs have tugs in Albert Dock and Alexandra Dock and assist with grounded vessels in land, as do SMS Tugs.

There are also a number of smaller tug operators in Grimsby such as Harveys Tugs and Andy Hogg who has four tugs outside of Grimsby and four tugs at Grimsby.

g) PLANNED PROJECTS (PJC)

- ◇ Agents Online; RS gave a presentation of Agents Online at last year's meeting. It provides the way forward for web based ordering of port entry and various other services, including pilotage, to the Humber. The concept was developed in ABP five years ago, and was trialed in South Wales with 100% take-up. Graypen Ltd successfully trialed the system in the Humber, then IWS and RS rolled out the system to other agents in the spring of 2009. 12 months later 75% of shipping visiting the Humber ports is now using Agents Online. The aim is to get the other 25% online. In Immingham, the Deputy Port Manager has approached ABP HES to get all stakeholders to make a formal transition to using Agents Online, with the official date for this being 2010. ABP will give help and support to all stakeholders, who will be written to in the spring of 2010. DFDS are not using the system as they have different ISPS and waste management procedures. RK said he was currently in the middle of staff changes, and has just taken on 50% new staff, he would therefore like to set up a meeting separately with DFDS and IWS to look at changing over to using the Agents Online system.

5. PORT MARINE SAFETY CODE (PMSC) COMPLIANCE

◇ As Port Authority we continue to comply with the PMSC. PJC said that in early 2009 our three-yearly update to the Secretary of State at the Department of Transport was due. The Internal Audit Team have visited and looked at safety, etc., and have reported back to the Chief Executive who wrote to the Department of Transport on behalf of all 21 ABP ports confirming compliance. Also, the Port Marine Safety Code was refreshed and revised in October 2009. Our operations are believed to comply with the more detailed revision. How we comply is broken down into four parts:-

a) Passage Plan Monitoring (IWS)

The electronic system can flash out warnings if the ships will not be able to manage the tides, fit into the locks, or onto their planned berths, etc. If warnings are flashed up then the operator will contact that vessel's PEC holder, Master, or the pilot on board to advise of a potential problem.

Last year the wrong figure of 35,600 movements was quoted, this figure should have been 30,600 movements. A reduction of 18% in movements has been experienced this year.

b) Ship Visits (IWS)

Management tend to target the smaller ships which do not need a pilot for a visit. This may be the only contact such a vessel has with anyone from ABP. 30+ visits have been carried out this year. The Pilot Operations Managers also go onboard to carry out PEC assessments or safety inspections and other similar informal visits which are not included in the aforementioned figure.

c) Incident Statistics (IWS)

There has been a larger drop in incident statistics than the percentage decrease in shipping numbers, which is positive. The statistics for 2008 and 2009 (both for the rolling year end October) are as follows:-

	2008	2009
Anchor problems - Cable Lost or Fouled	14	10
Bridge Jumper	10	7
Close Quarter (Near Miss) Inc.	20	9
Contact with Vessel	9	5
Collision between Vessels	0	1
Contact with Floating Mark	6	6
Contact with Structures	79	75
Debris etc. in River	10	12
Defect (Ship)	143	116
Failure to report to VTS	34	8
Fires	4	4

Groundings (Fail to complete passage. This tide)	9	7
Groundings (Off in same tide)	53	16
High speed	4	2
Launch problems	54	33
Mooring Problems	16	16
Pleasure Craft Incident	15	27
Pollution	14	8
Sinking	0	0
TSS Contravention	15	20
	509	382

As you will see, the defect (ships) figure has reduced from 143 in 2008 to 116 in 2009. Defects include faulty compasses, lack of correct (up-to-date) charts, etc. ABP are working together with the MCA to drive down the figures, with repeat offenders getting more visits from the MCA.

Groundings (off in the same tide) has reduced from 53 in 2008 to 16 in 2009, and also upriver there have been significantly less groundings. This may be influenced by pilots no longer being allowed to steer the vessel at critical times, which allows them to carry out their role of piloting more effectively.

Failure to report to VTS is again down significantly, from 34 to 8.

d) MCA/MAIB REPORTING (PJP)

ABP inform the MCA of all incidents and defects regarding vessels on the river. If pilots report a defective pilot ladder then ships are not allowed to sail until it has been replaced with an operational ladder – this is backed up by the MCA.

Incidents have been reported to the MAIB a number of times this year, resulting in no full investigations and three preliminary investigations.

Of these three, one was beyond our control; the MV. Saline caught fire in the precautionary area near Spurn Light Float. VTS managed the situation and kept shipping away from the stricken vessel, after the event the MAIB wrote to the Harbour Master praising the good work of the VTS staff during this incident.

The MV. King Everest had a serious incident at the North New Sand Hole Buoy. The vessel was getting underway from the Deep Water Anchorage and rounding the buoy to enter the Traffic Separation Scheme to the New Sand Hole, but ended up striking the buoy the buoy chain was consequently wrapped around her propeller. The initial plan was to drag the vessel clear using tugs, however, the weather and sea was too rough for this to be carried out safely. The buoy, attached to the underneath of the vessel by the chain, began to rise and fall with the waves and was repeatedly battering the ship until the buoy eventually sunk. Divers were eventually able to approach and cut the chain off and recover the buoy, MAIB carried out a preliminary enquiry and asked that VTS give clear

instructions to all ships entering the traffic separation channel, and on a rising tide tell the captain that the tide will set the vessel onto the buoy.

In March 2009 the tug 'Svitzer Constance' was involved in an incident with MV. Finnhawk. Due to thruster problems, whilst transiting the lock the Svitzer Constance was employed to assist the vessel with docking. He unfortunately tried to assist by pushing the ship on the flat stern at an angle, the tug slipped off the vessel in the vicinity of the middle gates resulting in the tug impacting the gate recess. Her wire parting and damage occurring to the Svitzer Constance; MAIB Southampton have banned the practice of pushing Ro Ro's in the future.

In addition, all groundings are reported to the MCA, backed up with a pilot report.

6. VTS REPORT (IWS)

- ◇ IWS showed a map locating the Deep Water Extension and the relocated deep water anchorage, and the North New Sand Hole buoy. IWS explained a diagram showing the Traffic Separation Scheme and Deep Water anchorage extension. He highlighted how the traffic flow had been diverted to avoid cutting through the anchorage area. It also provides for more clear designated anchoring positions for shallower draft vessels.

Training has been held in fog runs and VLS abort at South Tyneside College. PJC said he was heartened by the total reduction in incidents overall, which reflects well on both the Harbour Authority and the pilots. The pilots report all incidents and, in turn, managers report these to the MCA. Ships are becoming aware that if they visit the Humber they will need to be in order.

7. PILOTAGE REPORT (PJP)

- ◇ PJP gave a report on pilotage figures. Acts of pilotage from 1st November 2008 to 31 October 2009 numbered 16,868. This represents a downturn of 16% on the previous year.
VLS acts (this involves two pilots being onboard) numbered 1102 in the same period; a reduction of 9% on the previous year.
Vessels using PEC holders (i.e. they do not need to use pilots) numbered 7814 movements. There had been 9284 PEC movements in the same period the previous year, giving a 16% reduction in PEC movements.

Currently on the Humber there are 185 valid PEC holders broken down by class as follows:-

Class A = 115 PECs
Class B = 32 PECs
Class C = 38 PECs (mainly bunker barges)

Because of the reduction in the number of ships using the river it followed HES did not require as many pilots. HES initially looked at redundancies, but came up with a scheme whereby pilots agreed to work a day less per roster and for

this they received a 10% reduction in pay, therefore no pilots were made redundant, however, some pilots have since resigned. This new working roster commenced at the beginning of June, 2009, and ran for a full crew cycle period of 198 days. The pilots will be able to return to their original roster, and full pay, from 15th December 2009.

PJP also reported the sad death of one pilot.

HES currently have 108 authorised pilots (down from 120 this time last year). Promotions and recruitment will take place in the new year to match the operations' needs.

VLS abort training has taken place on the simulator at South Tyneside College, with several more training dates booked for 2010, plus a new course for training Class 2 and 3 pilots for using tugs is being developed. An assessor training course will also be held over several dates in December 2009, commencing on the 10th, hosted by HOTA at Albert Dock.

8. CONSERVANCY AND ENVIRONMENTAL MATTERS

- ◇ Last year the buoy tender, "Humber Sentinel" was sold as it was not up to the task of attending to buoys outside of the Humber. The UKD Seahorse has been contracted in to do this work, and the buoyage programme is now completely up-to-date. Trinity House Lighthouse Service came in October 2009 to do their annual inspection of navigation aids aboard one of our survey craft. As usual they then presented us with their findings, which proved to be the shortest snagging list we have had in five years.
- ◇ Surveys: MA and his team of five have carried out 725 hydrographic surveys in 2009 to date. The Port Marine Safety Code and Hydrographic Standards have indicated a need for MA to trial a multi-beam for carrying out surveys for two months. This piece of equipment is owned by ABP Barrow. MA is to concentrate on an area up river above the bridge to see if there is any advantage in using this equipment.
- ◇ The Skitter Channel depth is holding at 1.5 – 2 metres, and a new buoy has been aligned to the north in the Skitter Channel, as there had previously been problems with groundings, caused by the original location of the buoy and how Hull Roads Channel links in to Skitter Channel.
- ◇ The biggest dredging commitment is normally in the Sunk Dredged Channel, which is now maintaining itself at 9.5 metres and doesn't currently require dredging.
- ◇ The Dredge Licences were renewed in 2008. HES led the way with a base line document, and the MFA awarded us with those licences, which run for three years, at the end of 2008. The base line documents are now used across the ports for dredge disposal licence applications.

- ◇ HUMEX 2009 was held on 12 November 2009. SOSREP, Hugh Shaw, attended this extended inter-agency exercise. The timeline for the exercise was 72 hours, to look at an oil spill incident followed by the necessary clean-up operation. This was a new style of exercise for us. The feedback from Hugh Shaw, and other participants, was very constructive and positive.
- ◇ The Environment Agency continue to improve flood defences around the whole of the Humber to defend the land from rising sea levels. Halton, Skitter, Swinefleet and Gainsborough flood defence works are ongoing throughout the foreseeable future.

9. REVISION OF HUMBER PILOTAGE DIRECTIONS AND SUPPLEMENTARY PROVISIONS (AF)

AF gave a power point presentation on the Pilotage Directions 2010 – Compulsory Pilotage to and from the Bull Anchorage.

- ◇ Pilotage directions are reviewed every five years. On 1st January 2010 pilotage will become compulsory to and from Bull Anchorage/Sea. This has implications for ships' agents and masters. Consultation took place, with a Public Notice being placed in several local papers, and a letter sent to Hull and Humber Chamber of Commerce, Industry and Shipping with a draft copy of the proposed revision, asking for feedback.
- ◇ AF looked at why this additional pilotage is needed. A Risk Assessment was carried out under the Port Marine Safety Code
 - ◇ How does it affect the harbour and its users ?
 - ◇ How can vessels remain or become exempt ?
 - ◇ Using a risk based approach (PMSC)
 - ◇ Main changes to reflect current practise
 - ◇ Consultation period now complete
 - ◇ Main change is to Compulsory Pilotage requirements for Bull Anchorage

THE PORT MARINE SAFETY CODE:-

- ◇ Requires Ports to base policies on formal risk assessments,
- ◇ To continuously assess & review,
- ◇ Take action to reduce risks to ALARP – “REASONABLY PRACTICABLE”,
- ◇ Continuously assess the need for pilotage in the interests of safety.

HES CARRIED OUT A FORMAL RISK ASSESSMENT:-

- ◇ The Bull Anchorage is located within the Humber Compulsory Pilotage Area.
- ◇ A high frequency of vessels, unaware of safe procedures to enter anchorage, have lead to near miss situations.
- ◇ No certain knowledge of vessel / masters ability to navigate safely in the area available to Harbour Master.
- ◇ Formal Risk Assessment has identified unfamiliar vessels as a “Significant Risk”.

IN ORDER TO REDUCE RISK TO “ALARP” INTRODUCE COMPULSORY PILOTAGE APPLICABLE TO :

- ◇ All vessels of 60m or more in length
- ◇ All vessels carrying dangerous cargo in bulk
- ◇ Above vessels to be in the charge of an authorised ABP Pilot or holder of a relevant PEC.

BEFORE A MASTER CAN BE EXEMPT FROM THE SERVICES OF AN AUTHORISED ABP PILOT TO ENTER OR LEAVE THE BULL HE MUST OBTAIN A (CLASS D) PEC BY:

- ◇ Providing evidence of at least 3 voyages to/from Bull anchorage.
- ◇ Visiting the VTS Tower at Spurn.
- ◇ Undergoing Onboard assessment (inwards)
- ◇ Passing an Examination to verify his skills & local knowledge.

APPLICATION PROCESS:

- ◇ Written application to Wendy Fountain as per checklist provided.
- ◇ Arrange Tower visit & “Pre-PEC chat”
- ◇ Arrange assessment trip inwards.
- ◇ Arrange examination interview & provide evidence that all requirements are met.

LIMITATIONS, BILLING AND CHARGING:

- ◇ The PEC is only valid for the purpose of entering or leaving the anchorage.
- ◇ For non-exempt vessels only the extra Boarding & Landing Fees will apply to the Pilotage.
- ◇ An initial fee of £150 applies to the issue of a Class D PEC plus a £25 annual renewal fee.

TIMETABLE AND ACTIONS REQUIRED:

- ◇ Proposed Legal implementation of Directions – 1st January 2010.
- ◇ Pilotage compulsory to/from Bull Anchorage as of 1st April 2010.
- ◇ Communicate requirements to regular masters and facilitate process.

ENQUIRIES AND APPLICATIONS

- ◇ Pilotage Operations 01482 617200
- ◇ PEC administration (Wendy Fountain) 01482 617211
- ◇ VTS Data Centre 01482 212191
- ◇ If unsure Contact us !

10. ANY OTHER BUSINESS

- ◇ Health and Safety will be listed as a separate agenda item at next year’s Humber Liaison Meeting.

- ◇ Peter Wilkinson (PW) reported that the safety team structure on the Humber has been changed following overall staff re-structuring. PW is Head of Safety &

Environment, Humber, his Deputy is Stuart Hardy, based in Immingham, and Lee Wilson is Safety Manager, Hull & Goole (based at Goole).

- ◇ PW said a particular concern for health and safety is access arrangements, particularly to smaller ships and ships on river berths. They must keep access onto their ships safe and easy to use at all times.
- ◇ PW reported on an incident on the river where ABP have had to prosecute a ship's master for being drunk and incapable of carrying out his duties.
- ◇ PJC reported that a letter went out recently to all stakeholders regarding charges detailing the good news that there is to be a freeze on rates and charges during 2010.
- ◇ ML informed the meeting of a major problem with Winteringham Haven silting up, to the extent that this haven may become unusable to both the Humber Yawl Club who are based there, and other vessels which use this haven. It is silting up because there is an insufficient flow of ground drainage water flowing through. The Humber Yawl Club members have been working to clear the silt in order to keep the haven navigable, but this is becoming increasingly difficult for them. The Environment Agency are aware of this problem. ML asked PJC if he could think of any way to resolve this situation. PJC asked ML to ask the Humber Yawl Club's Commodore to write in to him, as Harbour Master, outlining the problem, and he, in turn, will write to Mr Philip Winn at the Environment Agency.
- ◇ AS asked if Riverside Quay will need dredging in order to be able to accept cruise ships alongside. PJP responded that it wouldn't require much dredging, if any, especially if a pontoon is in place, as Riverside Quay holds a stable depth of 8.5 metres. He said the vessels will have more difficulty getting over Halton Middle to reach Riverside Quay. Simulation studies have shown it is not feasible to have 350 metre vessels at berth off Corporation Quay or Town Quay as they would block off the Marina. These cruise vessels are 140 metres longer than P & O's 'Pride of Hull'. MG added that there are six cruise calls booked to be made to Hull between April and June, 2010.
- ◇ PJC introduced Deanne Thomas (DT) from The Sailors' Families' Society to the meeting.
- ◇ DT spoke of the work of The Sailors' Families' Society which was formed in 1821, and was based at Newland Homes on Cottingham Road, Hull. Since commencement 3,000 children have passed through their system.

However, they currently look after 450 sailors' children nationally, by supporting them in their own homes, only 40 of which come from Merchant Seaman families. DT then gave an example of the work they do with the families in order to help children reach their full potential; A Merchant Navy Welfare Board employee was diagnosed with a terminal condition. The Sailor's Families' Society became involved with the family, assisting them through the ensuing bereavement by giving

both financial and emotional support to the family. DT said her reason for attending this meeting today was to raise the profile of The Sailors' Families' Society with ships' agents who in turn will spread the word to British Merchant Navy employees, including ships' crews, by displaying the posters and leaflets she provided, etc. DT said they already have a website, facebook and twitter profiles. She was advised to campaign nautical colleges, Numast, Nautilus and RMT.

11. DATE OF NEXT MEETING

- ◇ The 9th Humber Liaison Committee will be hosted on the north bank on 26th November 2010
- ◇ Actual times and venue will be advised in due course.