

**NOTES OF THE 3RD HUMBER LIAISON SUB-COMMITTEE MEETING
HELD AT PORT HOUSE, HULL ON THURSDAY, 28 JULY 2005**

Present:

Name	Organisation	Inits
Capt P Cowing (Chairman)	Harbour Master, Humber, ABP	PC
Mr M Abbey	ABP Hydrographer	MA
Capt N Fenwick	FT Everard & Sons	NF
Mr A Firman	Deputy Pilotage Operations Manager	AF
Capt M Gough	Dock Master, ABP	MG
Mr P Harraway	AHM, ABP	PH
Mr R Kersey	DFDS Tor Line	RK
Capt P Pannett	Pilotage Operations Manager	PP
Mr B Nickson	Conservancy & Environment Mgr, ABP	BN
Mr A Skelton	Harbour Master, River Hull	AS
Capt I Spikings	VTs Manager, ABP	IS
Capt G Thorburn	Asst. Dock Master, ABP	GT
Mr J Whitelaw	Humber Pilot, ABP	JW
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:

- Capt D Rogers, Dock Master, ABP
- Capt Cyril Middleton, Harbour Master, River Hull
- Capt Richard Coates, Humber Sea Terminals Ltd
- Capt Pat Clark, Humber Pilot, ABP

**MATTERS ARISING FROM HUMBER LIAISON SUB-COMMITTEE
MEETING HELD ON 17 JUNE 2004**

- ◆ AS advised that that one or two pilots still fail to contact the Hull City Council (HCC) Harbour Master, when entering the Old Harbour but the situation was much improved.
- ◆ Auto billing for pilotage charges was introduced in August of last year and has proved to be successful.
- ◆ Comprehensive passage plan monitoring has been instigated and is working well.
- ◆ PEC's for skippers/mates of Class 3 bunker barges were introduced in the early autumn and have been instrumental in enhancing safety for this class of vessel.
- ◆ Visits to ships under 60 metres in length have worked well, providing a

good means of liaison.

- ◆ The HES web site continues to provide a good means of communication with the wider community.
- ◆ GT reported that the blue lights marking the downstream dredging limits outside of King George Dock entrance have proved useful to pilots, as they were more conspicuous against the multitude of white lights ashore in this area.

MATTERS ARISING FROM HUMBER LIAISON COMMITTEE MEETING HELD ON 2 DECEMBER 2004

- ◆ The incidence of vessels encroaching on the channel in the vicinity of Humber Sea Terminal whilst bunkering in White Booth Roads was again discussed. The situation is being monitored and alternative anchorage sites are actively being assessed.
- ◆ Problems are still encountered with interference of radio traffic in the Old Harbour from vessels that may not be using VHF sets on low power. PP said it was difficult to know whether a ship was using reduced power. The situation would continue to be monitored.
- ◆ On-line ordering of vessels was progressing. Following the successful introduction of the system in South Wales, MG advised that PAVIS/POD had been merged in Hull and Goole and a similar procedure would shortly be carried out in Grimsby and Immingham.

PILOTAGE MATTERS

Incidents

- ◆ PC gave a detailed list of incidents for the first half of 2005. The figures in parenthesis give comparative figures for 2004:
 - 3 (no info) distress
 - 42 (64) collisions with structures
 - 15 (12) collisions near misses
 - 7 (8) groundings (not coming off on first tide)
 - 4 (3) high-speed incidents
 - 35 (56) engine mechanical problems (e.g. loss of power)
 - 14 (9) pollution (including pollution in Dock)
 - 5 (2) fires aboard ships
 - 7 (13) bridge jumpers
 - 10 (8) collisions between vessels (only one major incident)
 - 10 (21) debris in river (some very minor)
 - 87 (no info) launch problems (new launches will alleviate many of these problems)
 - 1 (0) failure to report to VTS
 - 6 (12) anchorage problems
 - 9 (4) collisions with floating marks
 - 15 (17) groundings (coming off in the same tide)
 - 176 (159) traffic separation exemption requests
 - 12 (11) traffic separation contraventions

- 13 (11) pleasure craft incidents (these incidents are backed up with visits to the craft for pro-active talks)
- 10 (21) mooring problems
- 3 (1) man overboard
- 3 (2) fouled anchor

General

- ◆ PC drew attention to the demolition of the Apex light, River Trent, in March 2005 by a piloted vessel. The Marine Accident Investigation Branch (MAIB) had carried out an investigation from which it transpired that the pilot might not have been given all the relevant information on the vessel's steering system. The need for pilots to exercise greater communication with the Master has been stressed. The incident also prompted the MAIB to raise the question of possible fatigue of the ship's Master as a possible contributory factor as to why an appropriate handover to the pilot was not given in this case. The MAIB Chief Inspector had expressed a personal view that he felt a six on a six off work pattern was not a safe system of work.
- ◆ Following the Tor Dania/Amenity collision in January 2005, it is now the practice to have each PEC candidate formally assessed by a senior pilot on his final qualifying trip, prior to attending for examination, or for the examination to be conducted on passage. Approximately 90% of candidates for PECs were now assessed onboard. A decision by FT Everard to have two officers on the Bridge of its vessels whilst in pilotage waters was welcomed.
- ◆ Approval had been given to raise the number of pilots to 120. Recruitment and interviews were currently taking place. The present pilot numbers were as follows:
 - 109 - (two on long term sick)
 - 11 - training
 - 2 - vacancies (to replace pilots currently working their notice)
- ◆ There are presently just under 250 current PECs.
- ◆ PC reported the introduction of larger tugs to the Adsteam fleet with the acquisition of the Adsteam Keelby and the Adsteam Ferriby, both ASD tugs, having a 70 tonne bollard pull.
- ◆ Adsteam have requested a buoy be placed behind IOT No. 3 for use by a fire tug. This is presently being considered by ABP. There are also plans to utilise a barge as a berthing pontoon in the Outer Harbour to accommodate 6 tugs bringing the total number of river-based tugs to 10.
- ◆ SMS have increased the number of tugs in its fleet to 6, including one of 80 tonnes bollard pull. The company has now satisfied the ISM auditors and is considered compliant to work tankers. Crews will be sent for simulator training at South Shields.
- ◆ The criteria for basing decisions on whether to report incidents to the MAIB was discussed. PP to discuss this with the Dockmasters for Hull & Goole and Grimsby & Immingham at the next Pilots Liaison Meeting to which AS will also be invited.

CONSERVANCY MATTERS

Harbour Works

- ◆ The managed realignment scheme at Alkborough was formally launched by the EA last week. The scheme aimed to prevent flooding upstream of Alkborough on the top of exceptionally high tides. The 20-metre breach was scheduled to take place in September 2006. Work was planned to start imminently but can only do so when ABP as the Harbour Authority receive written, legal savings in the event of any detrimental effect on tidal heights or shift of navigation channels in the surrounding area.
- ◆ The Humber Management Scheme was launched on 1 July by Minister of State for Climate Change and Environment, Elliott Morley, MP. The next stage of the Scheme is for the Relevant Authorities to draw up action plans to further the environmental sustainability of the Humber as required by the Habitats Regulations.
- ◆ The Humber Maintenance Dredging Baseline Document, drawn up in conjunction with the maintenance dredging protocol, was complete and has been forwarded to DEFRA in support of ABP's application to renew its 3-year licences.
- ◆ HIntT 2 was substantially complete. The buoy marking the berth has been removed.
- ◆ A decision on Quay 2005 was still awaited.
- ◆ The Harbour Revision Order for Humber Sea Terminals' Berths 5 & 6 was not yet approved.

Buoyage

- ◆ The Trent lights-in-line had been re-sited and were now leading lights on a course of 153°. Whilst the new light was working well, barge operators had complained that it was not an all-round light. This was to be rectified shortly.
- ◆ The South Shoal Buoy has been moved 1½ cables to the NNE leaving a channel 4 cables wide.
- ◆ ABP was looking into the prospect of replacing the Killingholme High and Low lights, possibly with a sector light, due to blocking of the lights in line by large vessels using the HIntT 2 berth. MG suggested that the conveyors on the terminal may also cause a problem but may, possibly, be used to site a new light.
- ◆ The top structure of the Apex light is to be sited atop a newly driven monopile.
- ◆ Blacktoft Jetty now has a new rear leading light (Occulting Green 6 sec).
- ◆ Solar panels have now been fitted to all lights on the Ouse.

Survey

- ◆ The Annual Survey was approximately 50% complete.

- ◆ There was a general shoaling throughout the river except in the Sunk Dredged Channel where the reported depth is 9.1m.
- ◆ A new survey system was now in operation.
- ◆ The Environment Agency had levelled all the tide gauges.
- ◆ A new tide gauge is to be installed at the Humber Bridge.
- ◆ The Saltmarsh tide gauge had been taken out of service due to it sinking into the riverbed.
- ◆ Pilots are being supplied with a hard copy of all charts as a consequence of a recommendation by MAIB
- ◆ Survey methods at Goole were under review with a view to upgrading the antiquated system.
- ◆ A survey of the River Hull had been conducted on behalf of the Hull City Council in connection with a proposal to build one or two further footbridges across the river.
- ◆ A dry winter, spring and summer had given rise to shoaling in the Trent and the Whittons. Surveys were now undertaken more frequently in these areas. A restriction of 10 cm has been placed on maximum drafts until channel depths improve.

PORT MARINE SAFETY CODE UP-DATE

- ◆ The first 5-yearly review of the PMSC is due at the end of the year.
- ◆ A system of self auditing is in place. ABP's CEO will be advised of any changes to the Code who will advise the MCA accordingly.

Passage Planning

- ◆ Electronic passage has been running for the last 6 month. There were 17,284 passages at an average of 94/day. 248 passages were aborted due to weather, mechanical failure, fog, tide cuts etc. The system was very accurate in the lower Humber but has some restrictions upriver.
- ◆ 25 ship visits were undertaken in the last year and it was hoped to improve on this number in the future. The visits, which are generally well received by Masters, are providing a good opportunity for the AHMs to vet passage plans .

HARBOUR MASTER'S REPORT

- ◆ The Harbour Master's Report for 2004 is available on the HES web site at [see www.humber.com Navigation Section]

HUMBER.COM WEBSITE

- ◆ Specialists, Neoeon, are in discussion with ABP with a view to providing a broadband link that will provide a possible means of access to vessels of the ABP websites.

DOCKS AND INSTALLATIONS

Hull

Saltend

- ◆ The mooring buoys are now redundant after a risk assessment. New mooring plans are in force and feedback shows favourable responses. The charter of a larger ship, the Nadja Wonsild, has contributed to lessening of traffic but plant reorganisation and redundancy of old plant have reduced tonnages. The hard arm will be removed for repair, possibly before end of year.
- ◆ The redundant buoys have been offered to any other port looking for some. Currently two spare are at Albert dock and 3 are waiting to be lifted.

King George Dock

- ◆ Inner gate tops are still off; a new design has been proposed to avoid the near continuous damage to the gate tops. An ethanol tanker, inbound, punctured a hole in her stern after contact with a lifting lug on the gate. As the vessel was not allowed to sail, being out of class, her sailing was delayed. This should generate a MAIB report so, like Immingham, clarification is required as to the reporting procedure.
- ◆ PAVIS is now fully in use by finance and lockheads; some procedures and teething problems are still to be ironed out but no major problems seem to be occurring.
- ◆ Discussions are being held with HES to expand departure windows for large ballast ships at low waters to ease congestion due to the high number of coal vessels being handled.

Alexandra Dock

- ◆ The inner gates have been removed to Holland for complete refurbishment. Until December vessels over 85m LOA will have to transit on levels only. The need to level vessels but keep dock levels up will lead to penning restrictions for non working or small craft. At Albert dock in response to customer requests extra fencing, new cameras and curtailing public access points during night have been introduced . It will be hoped that this improves not only ship security but ABP personnel working nights as well.
- ◆ As yet no final decision on Quay 2005 has come through.

Goole

- ◆ PAVIS is on line. Extra facilities for RMS, including large areas of paving, are nearing completion. Traffic levels remain high with the addition of biomass in bulk to South Dock terminals and increasing vegetable oil vessels to the facility at Carr's corner.
- ◆ The Ouse Patrol survey launch will shortly receive a major upgrade in hydrographic equipment. Talks on the future manning and running of the launch are ongoing. New and better solar panels are being fitted to lights along the Ouse as they become available.

Grimsby

- ◆ PMSC Operational Manual update has been completed.
- ◆ Oil Spill response plans are under review in preparation for resubmission to statutory authorities and MCA.
- ◆ Ports ISPS Security Plan under annual review prior to resubmission to TRANSEC.

- ◆ Coaling jetty is to be declared an unsafe structure and vessels will not be permitted to berth on it. Signs will be erected shortly.
- ◆ The land on North side of Alexandra Dock between A 180 Road Bridge and Corporation Bridge has been sold, as it has no marine access.

Immingham Dock

- ◆ Henderson's Quay - New Gantry crane is now operational.
- ◆ Modifications to walkways over all lockgates have been completed.
- ◆ Repairs to damaged lock wall have been completed.
- ◆ New Marine Control Tower still under consideration.
- ◆ Repairs to fendering in East Jetty Main Berth and Extension Berth commence next week.
- ◆ Tidal windows and tug recommendations reviewed and agreed

Humber International Terminal Berth 2

- ◆ 220m Jetty Extension now complete to be taken over from contractors 06/08/05.
- ◆ Walkway to mooring dolphin to be installed mid September. .
- ◆ 1st crane was commissioned in June
- ◆ 2nd crane to be commissioned w/c 01/08/05.
- ◆ Hoppers to be delivered to berth by coaster 06/08/05. Expected to be commissioned by 19/10/05.
- ◆ Berth operational for discharge via hoppers to vehicles 19/10/05.
- ◆ 1st conveyor and stacker reclaimer system due to be operational Feb 2006.
- ◆ 2nd conveyor and stacker reclaimer due to be operational by September 2006. Date of final dredging of berth pocket to be confirmed.

Outer Harbour

- ◆ Silt layers removed to CD -6m.
- ◆ Bucket dredger commenced 05/07/05 to final depth of CD -10m.
- ◆ Piling of Pier due to commence October 05. ETC December 05.
- ◆ Pontoon expected to be delivered Jan 2006.
- ◆ Berths operational by End Feb 2006.
- ◆ Culverting of South Killingholme drain has commenced.
- ◆ Demolition of West Jetty progressing.
- ◆ New berth 1 operation from 25/07/05.
- ◆ New berth 4 - Piling completed - Concrete decking to be poured – ETC December 2005
- ◆ Tug berth for 6 tugs to be installed ETC December 2005.

Humber Sea Terminal

- ◆ A 37 metres extension to Berths 1 & 2 commences on 22/8/05
- ◆ New business secured with Hoegh Car Carriers bringing in Kia cars direct from Korea instead of through Rotterdam. The first will arrive in August.

- ◆ Reservations held by ABP about the safety of berthing and sailing vessels at the proposed Berths 5&6 have been resolved and ABP's objection on navigational grounds has, therefore, been removed.

Old Harbour

- ◆ An on-going dredging programme has been initiated with approx 3-4 dredging campaigns p.a.
- ◆ There are proposals to site 1 or 2 new footbridges over the River Hull.
- ◆ Repairs to North Bridge are on track.
- ◆ Traffic in the old harbour fluctuates wildly. HCC endeavours to keep disruption to road traffic to a minimum through planning of vessel movements and by keeping in contact with Radio Humberside.

ANY OTHER BUSINESS

- ◆ Humber Workboats Ltd was in the process of obtaining a Harbour Empowerment Order for a new jetty to accommodate a number of its craft in the vicinity of North Killingholme Haven. The siting of the jetty had been revised so as to place it outside the area of the dredged box at the Humber Sea Terminal.
- ◆ MG reported that the possibility of widening the Grimsby Dock lock or constructing a new lock to the east of the existing entrance, in order to accept larger vessels in the dock, was under review but costs were likely to be prohibitive.
- ◆ Three new pilot boats were on order from Halmatic at an approx cost of £2m. The first will arrive at the end of 2005; the two others being delivered in April and June 2006.
- ◆ The pilot boat, Humber Tartan, had been re-engined with Scania Diesels.
- ◆ The Humber Callisto was in the course of repair following the damage sustained in its collision with the vessel Moscow University. Contingency provisions have been made with an outside contractor for emergency cover should it ever be needed during the repair period.
- ◆ Following the breach of the Spurn roadway in February, ABP HES has worked closely with the Yorkshire Wildlife Trust, English Nature, the East Riding of Yorkshire Council and the RNLi to facilitate repair works and to plan for action in the event of future damage to the road. There have been no problems over the past few months.
- ◆ IS referred to proposals to streamline firefighting at sea. At present, there is little coordination between the services. It is expected that a cohesive system involving the Fire Brigade/RAF/RN will be in place by March 2006, lead by the MCA, which will provide funding, and training.

NEXT MEETING

- ◆ The next meeting, which is the full Liaison Committee Meeting, will take place on 1 December 2005 at a south bank venue to be announced.