

ABP ASSOCIATED BRITISH PORTS

NOTES OF THE 7TH HUMBER LIAISON COMMITTEE MEETING HELD AT HOTEL ELIZABETH HULL, NORTH FERRIBY, ON FRIDAY, 28 NOVEMBER 2008

Present:

Name	Organisation	Initials
1. Mr M Abbey	Associated British Ports	MA
2. Mr G Acaster	Acaster's Tugs G & L Water Transport	GA
3. Mr K Acaster	Acaster's Tugs G & L Water Transport	CA
4. Capt N Alabaster	Centrica Renewables Marine Coordinator	NA
5. Mr D Ashford	Humber Barges	DA
6. Mr M Bill	HM Coastguard	MB
7. Mr K Christensen	Wind Power Support Ltd	KC
8. Capt P J Cowing	Associated British Ports	PC
9. Mr J Doyle	Rix Shipping Limited	JD
10. Capt M Dunn	P & O Ferries	MD
11. Ms G Evans	Maritime and Coastguard Agency	GEV
12. Capt A Firman	Associated British Ports	AF
13. Capt M Gough	Associated British Ports	MG
14. Mr K Harrop	Humber Workboats Ltd	KH
15. M A Haxby	Finnlines UK Ltd	AH
16. Mr P Holland	ABP Steel Terminal	PH
17. Capt J Isaac	Associated British Ports	JI
18. Mr A James	Humberside Fire & Rescue	AJ
19. Mr S Kelly	Graypen Ltd	SK
20. Capt R Law	APT Ltd	RL
21. Mr P Lyon	SMS Towing	PL
22. Mr L Marvin	Yorkshire Ambulance Service	LM
23. Mr G Matthews	Svitzer Humber Limited	GM
24. Mr D T Mouncy	Humber Yawl Club	DM
25. Mr J Tindall	UK Dredging	JT
26. Capt J Mooney	Whitakers Tankers Ltd	JM
27. Mr R Oliver	Humber Barges	RO
28. Capt P J Pannett	Associated British Ports	PP
29. Mr T Plaziuk	New Holland Dock (Wharfingers) Ltd	TP
30. PC S Ravenscroft	Humberside Police Marine Search Unit	SR
31. Mrs T Raleigh	ABP Steel Terminal	TR
32. Ms L Robertson	Windcat Workboats Ltd	LR
33. Capt D Rogers	Associated British Ports	DR
34. Capt R Shuttleworth	Conoco Phillips Ltd	RS
35. Mr R Scott	Associated British Ports	RS
36. Capt I Spikings	Associated British Ports	IS
37. Mr J Tindall	UK Dredging	JT
38. Capt J Vine	Associated British Ports	JV
39. Capt P Wilkinson	Associated British Ports	PW

- **WELCOME AND INTRODUCTION**

- ◇ PJC welcomed delegates to the meeting and introduced IWS and PJP.
- ◇ The purpose of the meeting is to ensure the Port Marine Safety Code is adhered to in order to keep the Port Authority area in a safe condition and fit for purpose, and to consult regularly with stake holders in order to achieve this.

- **APOLOGIES FOR ABSENCE**

- ◇ Apologies were received from:

Mr G Winter	Wharton Grove Wharf Ltd
Mr N Cutsforth	Graypen Ltd
Mr M Boyers	Grimsby Fish Docks
Mr B Hughes	Hughes Marine
Mr I Hall	Associated British Ports
Mr G Courtney	Associated British Ports
Mr I M Davies	North Eastern Sea Fisheries Committee
Mr A Slater	British Waterways
Mr K Hartley	Associated British Ports
Mr G Pipe	Svitzer Humber Ltd
Rev D Coombe	Humber Port Chaplain
Mr N Tomlinson	Lincoln & Hull Marine Contractors Ltd
Mr K Sargeantson	New Holland Shipping and Forwarding Ltd
Mr E Peterson	Associated British Ports
Mr R Kersey	DFDS Tor Line Ltd
Capt H Williams	J H Whitaker Group

- **MINUTES OF PREVIOUS MEETING HELD ON 29 NOVEMBER 2007**

- ◇ The minutes were perused and it was agreed they give a true record of what was discussed.
- ◇ There were no matters arising.

- **MEETING OF THE HLC SUB-COMMITTEE**

- ◇ Due to an oversight the previous year there had not been a Humberside Liaison Sub-committee meeting in the summer. Following discussion it was decided that the sub-committee meeting was no longer necessary as many other liaison meetings take place throughout the year, e.g. meetings with tug companies, VTS, and regarding Safety of Navigation.

- **WORKS IN PROGRESS /PLANNED PROJECTS:-**

- ◇ **HES (PJC)**

PJC advised that HES had been working on a project to extend the New Sand Hole Traffic Separation Scheme by 1.8 miles to the NNE. It has been approved by the MCA and ratified by the IMO and will be implemented at the end of June 2009, following acquisition of new buoys etc for the area. The existing traffic separation scheme is working well and the extension could also be beneficial to

E-on working on their Humber Gateway offshore wind turbine project.

The Skitter Channel was opened this year as a secondary alternative to Hull Roads and offers a route around Hessle Sands, however there is instability in the river above the Humber Bridge which is necessitating frequent buoy moves.

The Humber Calisto was sold early this year. ABP has agreed a budget of just under £1M for a replacement pilot launch and will go out to tender early in 2009, which will bring the fleet back to five dedicated launches.

◇ **GRIMSBY & IMMINGHAM (MG)**

Grimsby: With regard to the two berth car facility planned for Grimsby the draft Environmental Impact Assessment (E.I.A.) statement is being read internally within ABP and is expected to be submitted early in the New Year to Defra and the other statutory consultees for their comments.

Demolition of a number of disused cold stores and buildings has been started as part of a project to alter the roads and main entrance to Grimsby Dock, and improve security. The work is expected to be completed in June 2009.

Immingham: A scheme to deepen the Sunk Dredged Channel, chequer shoal and tidy up the deep water route to the Immingham Oil Terminal is under consideration. The expansion of the oil refinery to deal with Urals crude is underway. The cargoes from this source only come in 100,000 tonne parcels and the work is required to open the window in which 15 mtr draft vessels will be able to reach the Immingham Oil Terminal. The responses from the statutory consultees to the draft E.I.A are being considered and the formal submission of the E.I.A. along with the HRO is expected to be done in the New Year.

Within Immingham Dock a number of warehouses are being refurbished and the foot print of some premises on the port estate are being examined to ensure all land is used to the best advantage.

Drax have entered into an agreement that will see two power stations being built close to the ports of Immingham and Hull. The facility at Immingham is to be built on the land next to the West Entrance gate.

The new Marine Control Centre went operational on 9th July, 2008.

◇ **HST/NORTH KILLINGHOLME (PJP)**

ABP hold a liaison meeting regarding HST twice yearly. At North Killingholme there are six berths in the river, however, only four of these are functional. Berths 5 and 6 are not yet commissioned due to a delay in dredging works.

North Killingholme Haven has closed down as an operational port.

Cobelfret is closing its bookings and agency department at HST, and transferring business to Purfleet as of today's date. They have fitted lead lights at the new

berths 5 & 6 to comply with our instructions.

◇ **HULL & GOOLE (DR)**

DR reported the loss of Alexandra middle gates in February 2008, however, this has not stopped any operations. Fender repairs are taking place at the east and west bull nose King George, Alexandra then Albert docks.

Discussions are still taking place around creating a cruise terminal at Riverside Quay/Albert Dock and a container terminal at Alexandra Dock – the HRO consent for HRCT expires in 2015.

There are also proposals to build a dry bulk berth in the river at Queen Elizabeth Dock/Saltend. DR has been involved in simulator trials of VLS's in South Shields with regards to this proposed berth. An environmental assessment will be carried out and then a Harbour Revision Order will be applied for in 2009.

The Marine Engineering Support Unit (MESU) is currently at Albert Dock, however, the site has been obtained by Hull developers on which to build a hotel etc. A new MESU facility is being built at Alexandra Dock in the new year, and must be ready for occupation by 31st March, 2009.

◇ **TRENT & HAVENS (PJC)**

Water levels have been maintained, and maximum draft criteria remains the same. Greg Winter, of Wharton Grove Wharves Ltd., had advised that the steel imports service into Flixborough had slowed down.

Burton Stather has re-opened, providing a potential lay-by berth, complete with boatmen, provided we give sufficient notice of requirements.

John Dean Tugs are providing towage for the Cottam power station heavy lift project, which involves a total of some 13 lifts being transported by barge from Hull to Cottam. Some ABP pilots, including JV, have also been involved in this.

◇ **HCC RIVER HULL (PJC)**

There is not much happening on the River Hull, mainly barge and pleasure traffic. Pilots have not been used on River Hull for a long time. GE advised that the three Harbour Masters on the River Hull can all act as pilots. The River Hull comes under Hull City Council jurisdiction, not HES. PJC spoke about an iconic bridge which is to be built near to High Street, across the river. JD of Rix Shipping confirmed that he had been involved in recent meetings around this, and that the development on the riverside is also to include a shopping centre, hotel and café.

◇ **TUGS (PJC)**

From the Harbour Authority point of view things are going well. The tug companies liaise regularly with the Pilotage Operations Manager to ensure continued success. Fleet-wise SMS is down to seven, with an additional tug being acquired in the new year, and Svitzer's fleet remains the same at 12.

- **PORT MARINE SAFETY CODE (PMSC) COMPLIANCE (PJC)**

As Port Authority we continue to comply with the PMSC. From January 20 – 22 HES were subject to independent audit by MCA. MAIB were keen for this to take place. HES invited the MCA in and they sent three specially trained people to conduct the audit. They confirmed we are fully compliant, and made recommendations on six minor points of detail.

- ◇ **PASSAGE PLAN MONITORING (IWS)**

There are a number of tools we can use to monitor the vessels:

Pavis and Passage Planning (an independent programme) has monitored 35,600 separate movements this year. The programme monitors drafts, and advises if there will be sufficient water at various stages of the passage. Agents on Line is also bolted on to the Pavis package.

- ◇ **SHIP VISITS**

These are made particularly following an incident and also to conduct PEC examinations. PJP regularly visits PEC ships.

- ◇ **INCIDENT STATISTICS (IWS)**

The most significant change is in the number of vessels with defects, including bridge equipment, etc. There was an increase in groundings of vessels for a short period of time, particularly in Hessel Sand area and Skitter Channel after it was initially opened.

The introduction of AIS has made it easier to identify vessels which fail to report to VTS.

The New Sand Hole TSS extension will come into force in 2009.

The Humber Gateway Wind Farm will bring an increase of work-boats to the Humber, many of which travel at 20+ knots.

There has also been a £1M upgrade at VTS Spurn, and an extra VTS operator employed in each watch.

Exercise HUMEX 2008 took place last Wednesday, with a wide variety of agencies participating including Defra, Environment Agency, English Nature, and, for the first time, Braemar Howells as a Tier 2 responder. APT were also involved in the exercise, which was based around a simulated collision off the IOT. The exercise was very successful.

- ◇ **MCA/MAIB REPORTING (PJP)**

VTS report to the Coast Guard at Bridlington, and MCA at Beverley. The MCA respond and go on-board. ABP will stop ships going up river if their radar is not adequate. All incidents, including minor groundings, are reported to the MAIB which is based in Southampton. It is accepted that there is little cause for

concern regarding the number of brief groundings due to the shifting sands in the Humber.

In 2007 there were three full investigations, in 2008 there was one full investigation. These are preceded by a preliminary investigation, where the incident is discussed at Southampton, which leads to the incident being closed with no further action, a flier or a full-scale investigation.

PJP explained the full investigations which were completed during 2008:

No. 2 2008. 14 April 2007 – mv Audacity/mv Leonis. VTS were following safe systems of work. The Audacity is a state of the art ship, but the pilot and master were not using the equipment available.

No 10 2008. 13 November 2007 – mv Ursine. The Ursine is a large Cobelfret PEC holder ferry which was coming into the river. The Chief Officer was Russian, and the ferry was experiencing difficulties getting into the dock, partly caused by a language barrier. The PEC holder worked on P & O Ferries. There was already a ship on the intended berth. The outcome was that ABP have had to change the way PEC holders are put on ships.

No. 16 2008. 18 February 2008. mv. Sea Mithrill – inward bound up the Trent in thick fog had steering issues. The Russian Captain and crew had not been trained in handling this vessel. When they arrived at Flixborough Wharf the crew were all speaking in Russian. The vessel hit the bank and grounded, got off and then reversed into the bank. Water entered the engine room. The vessel subsequently berthed without further incident. On completion of discharge of cargo the vessel required a tug escort as only one of the two propulsion units was working. It later transpired that £100,000 of damage had been caused. PJP had previously visited the company who owned Sea Mithrill and they had agreed at that time, with PJP, that masters should not steer their own vessels but make use of a competent helmsman onboard, but this had not been adhered to. There was no pollution or injuries.

Notable preliminary investigations during 2008 were;

Mv Fast Filip – 7 June 2008. Inward bound for Immingham had a collision with a moored tanker on IOT No 1 whilst swinging off the IOT on an ebb tide prior to entering Immingham Dock. The pilot was on the wheel, which he should not have been.

Mv Wind Solution – 5 June 2008. The Wind Solution is a large converted British twin screw ferry carrying engineers to wind turbines. It is a British ship with no British crew. It collided with the jetty in Grimsby which holed the ship and damaged a bollard on the quay. The master had the controls but had little, if any, manoeuvring experience of this type of ship.

Mv Monsoon – 23 August 2008. The Monsoon, a gas tanker, left the Immingham Gas Terminal in an unapproved manner for the tide resulting in the vessel making heavy contact with the upstream Dolphin causing damage to both herself and the Dolphin. The MAIB wrote to the pilot direct and made recommendations to the vessel's owners. The Berthing Master had not been fully briefed by the pilot.

Pilots, who are not comfortable with the manoeuvre, or who are being over-ruled by the Master, should inform VTS and they can stop the vessel. The Harbour Authority (HA) has power of direction, but no enforcement powers. It is the MCA who have the enforcement powers. However, the HA can make recommendations. The Sea Mithrill has become a noted case around all the ports. It is a case for checking crewing levels etc. There is a concern that pilots in other ports think that it is not their role to report sub-standard ships to the authorities. It is essential to use pilots as part of the Harbour Marine Teams, who must feed back to the management team. The HA can put conditions on a ship's voyage, e.g. go to anchor or back to sea.

- **VTS REPORT (IWS)**

As before.

- **PILOTAGE REPORT (PJP)**

- ◇ Current established strength of pilots is 121 pilots employed [4 are part-time] making 119 full time equivalent pilots in total.
- ◇ Currently two pilots are due to complete promotion training by the end of the year. Also the number of trainees at the end of the year will stand at three.

As of the end of November 2008

- 18½ VLS pilots
 - 34½ 1st class pilots
 - 29 2nd class pilots
 - 34 3rd class pilots
 - 2 trainees
 - (1 trainee due to start 8 December 2008)
- ◇ Future pilotage numbers will be based on a review to be carried out in the early new year. Numbers are based around pilots carrying out one act of pilotage for every day worked. It fluctuated from month to month.

During the year on average there are 100 VLS acts per month.

Up until 31 October 2008 19888 acts of pilotage had been carried out, which is down 445 from 20333 in 2007.

- ◇ The new roster took effect from February, 2008 and it has seen a significant

improvement in both morale and the retention rate. During 2008 four pilots left the service. The pilot numbers will be reviewed in January 2009.

- ◇ Plans for the new training scheme have been put on hold during the current climate, however, PJP is confident that this can be revived later.
- ◇ Simulator Training:
PJP has been arranging VLS Abort Training at South Shields, however, this is difficult because of insufficient availability on the simulator. The two VLS Abort courses which have already been run went very well. The VLS abort training is aimed at Class 1 pilots all of whom act as second man on VLS ships from time to time, and also as a refresher for current VLS pilots. The simulator is also used for pilots who have had incidents, to enable them to be assessed, and retrained, if necessary. The simulator has also been used to deliver several Bridge Resource Management training courses, and will be used for Assessor training. It has also been used by Maersk Line for trials at the HST in advance of Berths 5 & 6 coming on line.

Hull River Bulk Terminal trials have successfully been carried out on both Panamax and Cape size vessels with drafts of 12 metres.

Simulator trials will take place for the proposed Hull Cruise Terminal, which may be located in the Riverside Quay area, and will host large passenger ships.

- ◇ Tugs:
PJP said that following the tragic incident in 2007 when the Svitzer tug, the Flying Phantom, capsized on the Clyde in thick fog, two working group meetings had recently been held with Svitzer and SMS Towage and an action plan had been devised based on minimum two cables visibility triggering a fog action plan.
- ◇ Passage Plans:
New Passage Plan booklets have recently been distributed, complete with amendments.
- ◇ PEC Issues:
PEC numbers on the river have remained about the same. The vessels are categorised either A, B or C.
Ships over 100 mtrs in length = Class A (110 PEC holders)
Ships under 100 mtrs in length = Class B (39 PEC holders)
Barges/bunker vessels = Class C (38 PEC holders)
187 PEC holders in total.

There were 9,284 PEC movements on the river from 1 October 07 to 1 October 08, (a reduction of 342 for the same period the previous year).

The procedure for issuing PECs has been reviewed with the result that the number of vessels held on individual PEC holder certificates has been dramatically reduced. All potential PEC holders are assessed prior to the

issuing of a certificate. From 2009 two assessments will be carried out (to cover both an inward and an outward passage – berthing and unberthing) prior to a PEC certificate being issued. This service is free of charge, and is now a requirement for pilots as well. A number of PECs have been re-assessed during the year following incidents that have given cause for concern, for example, a lack of bridge team work.

Following an incident recently where a master was handling everything himself it is proposed that an officer be delegated to help with the tugs. He will be tested during the PECs onboard assessment for basic tug knowledge and terminology. For those vessels that cannot produce such an officer then they will be required to take the services of a pilot when using a tug.

It is also proposed that all vessels over 100 mtrs in length should send the designated ships officer for two tug acquaintance trips (the same as the PEC). The tug companies are agreeable to this. (The Pride of Veera and the Pride of Braila will be exempt from this.) It is proposed that this should be carried out during the course of next year.

Following the Sea Mithrill incident, pilots are being involved with ships trading above the Humber bridge. A survey was carried out in April & May, 2008, regarding staffing capabilities and safe manning requirements on these vessels, and the results were passed on to the MAIB. The rest of the port group have been asked to carry out a similar survey. The Humber is regarded as a “beacon of excellence” by the MAIB. PJC said that external Harbour Authorities are also recognising the excellent courses being run at South Shields, including the assessor course, and want to join in.

- ◇ Hull City Council are aspirational about Hull having a cruise terminal (similar to that on the Mersey), however, they have a limited budget. PJC and PJP will visit the cruise terminals at Southampton and Dover to ascertain an overview of what will be required both physically and operationally to make this a success.

- **CONSERVANCY AND ENVIRONMENTAL MATTERS**

- ◇ The Maintenance Dredging Protocol has been adopted by the Government. The Humber disposal licences run for three years, and are up for renewal on 31st December, 2008. PJC has applied for a renewal of this licence in July, 2008, assisted by Tom Jeynes, Development and Environmental Co-ordinator, ABP Grimsby, the application being backed up by a fully updated Humber Baseline Document.
- ◇ PJC confirmed the Melton Jetty was removed during Summer 2008.
- ◇ The Environment Agency have not commenced flood defence works at Swinefleet yet. PJC will meet with them on Monday 1st December, and expects the works will take place in 2009.
- ◇ The Environment Agency are carrying out ongoing flood improvement work on more than a one mile stretch of the river below the stone bridge at Gainsborough, on the River Trent.

- ◇ Pulse Generation have been installing a prototype, one-fifth scale, tidal power generator behind the No. 10 Upper Burcom Buoy. This is nearly complete and Pulse Generation are going to have a formal opening ceremony.
- ◇ A second tidal power project is currently being developed by Prof. Jack Hardisty of University of Hull, based on the Venturi tube effect.
- ◇ The Whitton Channel, above the Humber Bridge, has been moved straight down the middle of the river, and is now deep but narrow. That channel will be surveyed regularly, and floats will be moved accordingly, to gain small advantages.
- ◇ Depths in the Humber are holding up satisfactorily. The Sunk Dredged Channel is still in erosion cycle, and is holding at 9.5 mtrs.
- ◇ The Skitter Channel has been opened up and is paying dividends by giving options to up-river traffic.
- ◇ The Ouse has remained good, with depths of 1 metre plus. The Trent maximum draft criteria has been maintained.
- ◇ Mike Abbey, Elizabeth Collins and Garry Hookem have been working on compiling information regarding shore and floating marks, etc., and have updated the information into the required Panar format and sent this to Trinity House. Trinity House carried out their annual inspection of all the aids to navigation over one week during October this year. Their resulting snagging list was considerably shorter this year than in previous years.
- ◇ The Environment Agency, ABP and the RNLI are the co-funders providing a scientific study of the stability of Spurn Point and the Spurn Spit. The last recorded major breach of Spurn Point was in 1850, when Spurn Point became an island for 10 years, surrounded by water of 4 mtrs depth at high tide. PJC questioned how a reoccurrence of this breach might effect the Sunk Dredged Channel and the Grimsby main channel (i.e. these channels may no longer be usable). The Environment Agency are carrying out the study now with the help of ABPmer.
- ◇ PJC spoke about the enjoyable time he had as guest of honour, together with the Lord Mayor of Hull, Elaine Garland, at the Humber Yawl Club 125th Anniversary on 7th June 2008.
- ◇ PJC informed the meeting that ABP had sold the bed leveller/buoy tender, 'Humber Sentinel' to Bridges Marine as it was now considered inadequate for the work on the Humber particularly for the 30 buoys seaward of Spurn. UKD are supplying a buoy change service, and the job is more up-to-date. UKD can also operate their vessel, the UKD Seahorse, as an oil dispersant craft, should the need arise.
- ◇ PJC had attended a meeting yesterday on the proposed Triton Knoll wind farm, which will be well outside of the Humber area. E-on are to consult with owners of companies who bring ships into the Humber, and will also put information on their website. This windfarm is expected to be constructed in 2013 if consents are granted.
- ◇ The Marine Bill will be presented at the next Parliament session (3 December) and if enacted will create the Marine Management office (MMO) which will deal with all matters of marine spatial planning and consenting.

- **PRESENTATION OF AGENTS ON LINE (AoL)**

- ◇ Rob Scott gave a Powerpoint presentation of Agents on Line, what it is, what it does, and how it fits in, showing benefits and the next steps to be taken. On average, ABP manages 100 shipping movements every day. AoL provides continuous dialogue between ABP and ships' agents. It is bolted on to the Pavis system which facilitates planning and allocation of pilots to vessels, passages from locks to berth, loading and planning, generating invoices and reporting on historic movements. A constant interchange of information flows between ABP/Pavis and the Agent/AoL/Website, commencing with a voyage notification submitted by the Agent to the Data Centre. The Data Centre accepts the notification into Pavis. AoL generates a new voyage in Pavis and sends an e-mail back to the Agent to let them know their notification data has been accepted. The e-mail is also sent out to various marine departments and port operations department.

RS showed a series of dump-screens and explained what they represented.

The benefits are that this ensures a structured approach, is logical, prompts the agent for information and gives improved communication.

The shared data between ABP and the Agents leads to a reduced number of errors, and provides an electronic audit trail and reports.

The electronic system will also give a large saving in paper, c.a. 300 pages/day (100,000 pa).

Where we are now: For six weeks AoL has been working with Graypen, Immingham. They have been putting their information on line, and have been able to deal with any teething problems.

The next steps: Agents are to start talking to ABP, to enable the phasing of agents onto the system. RS will give a demonstration, provide user training and a trial run, and the system will go live in the New Year.

- **ANY OTHER BUSINESS**

- ◇ PW spoke about pilot ladder issues. ABP will take action if ships have defective ladders by not allowing the ship to sail until a new ladder has been fitted.
- ◇ PW discussed the safe use of heaving lines and passed various examples of dangerous weighted ends around the room. If used incorrectly they can cause serious injury, therefore ABP personnel should confiscate them by cutting them off.
- ◇ Pilot Jon Vine explained the danger of tripping lines on the bottom of pilot ladders, and reminded all present that they are against regulations.
- ◇ PW reported improved statistics of Masters and Mates regarding alcohol. On one vessel the Duty Engineer was found to be under the influence of alcohol. He

stressed why all crew members have a part to play and must be sober whilst on duty.

- ◇ MG gave an update on the MarNIS Risk Assessments project. Following the Port Marine Safety Code, ABPmer have developed a tool kit, MarNIS, which enables a full risk assessment to be carried out and recorded for all different vessel operations. This is part of an EU wide initiative. This system has now gone live in all ABP ports, and will, therefore, provide a consistent approach to risk assessment and management across all 22 ABP ports.
- ◇ DM asked whose responsibility is it to 'police' pleasure boat crew. He referred to the "Daddy's Girl" incident, where the police breathalysed the captain who was believed to be under the influence of alcohol. However, the captain was below the legal limit. ABP are guided by byelaws, and can ask for police intervention. GE advised that under the Transport Act boat masters are governed by the same limits as car drivers. The police currently act under civil law which covers vessels travelling in excess of 7 knots, or which are over 7 mtrs in length. (Jet skis are exempt from this). This is being reviewed at present. The Harbour Authority will act under the byelaws for yachts. DM also asked if yachts are expected to call in to VTS. IWS advised that this was not mandatory for non-commercial vessels, but would encourage this practice, as they have a duty to conduct themselves in a responsible manner. A group call, if many yachts are sailing together, would be preferred in order to prevent system overload. They would be expected to contact VTS if sailing in the traffic separation scheme.

- **DATE OF NEXT MEETING**

- ◇ The 8th Humber Liaison Committee will be hosted at a south bank venue in late November / early December, 2009.
- ◇ Actual times, dates and venue will be advised in due course.