



**NOTES ON THE 12TH HUMBER LIAISON MEETING
HELD AT THE HALLMARK HOTEL, HULL
ON FRIDAY 24 JANUARY 2014**

Present:

Name	Organisation	Initials
1. Andrew Dobson	Denholm/Barwil Hull	AD
2. Capt. Andy Swift	Associated British Ports	AS
3. Chris Ward	Associated British Ports	CW
4. Dave Deakin	Humber Yawl Club	DDe
5. Darren Dodsworth	UK Dredging	DDo
6. Don Mussett	Cory Brothers	DM
7. David Smith	Arthur Smith	DS
8. Gordon Cruickshank	Cory Brothers	GC
9. Capt. Graham Hodge	Associated British Ports	GH
10. Gwen Lancaster	Maritime and Coastguard Agency	GL
11. Geoff Stark	BIFA/ICS	GS
12. Ian Spikings	Associated British Ports	IWS
13. Janet Brown	Associated British Ports	JB
14. John Green	Associated Petroleum Terminals	JG
15. Jamie Hunter	Inchcape Shipping Services	JH
16. Kim Harrop	Humber Workboats	KH
17. Kevin Sargeantson	New Holland Bulk Services	KS
18. Katharine York	Centrica	KY
19. Capt Matt Booth	P&O Ferries	MB
20. Capt Martin Gough	Associated British Ports	MG
21. Martin Honey	Phillips66	MHo
22. Mike Harrison	RMS (Europe) Goole	MHa
23. Maurice Labistour		ML
24. Matthew Winney	SMS Towage	MW
25. Capt. Phil Cowing	Associated British Ports	PJC
26. Capt. Peter Wilkinson	Associated British Ports	PW
27. Peter Yates	Waverley Shipping	PY
28. Rick Goffin	Svitzer	RG
29. Roy Kersey	DFDS	RK
30. Capt. Bob Shuttleworth	Philips 66 Ltd	RSh
31. Rob Scott	Associated British Ports	RSc
32. Roger Smith	Grimsby Fish Dock Enterprises	RSm
33. Rob Wilford	Graypen Immingham	RW
34. Shain Ellerton	Denholm/Barwil Hull	SE
35. Scott Lang	Collett Marine	SL
36. Stuart Mckenzie	Canals and Rivers Trust	SM
37. Shane Winterton	Associated British Ports	SW

1. WELCOME AND INTRODUCTION

- **PJC** welcomed delegates to the meeting and introduced himself, and explained that 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. A regular consultation with stakeholders is encouraged by the Port Marine Safety Code.

- **PJC** explained that, whilst being held in January 2014, this was actually the 2013 meeting which had been held over from 6 December 2013 because of the tidal inundation on the evening of 5th December.
- The housekeeping arrangements for the hotel were explained, and the agenda of the meeting and the minutes of the last meeting were made available.

2. APOLOGIES FOR ABSENCE

- Apologies were received from:

Capt Andrew Firman	Associated British Ports
Capt. Arthur Skelton	Old Harbour Master Hull City Council
Chris Limb	Limb Shipping & Chartering
Gordon Bain	E.ON
Hugh Patience	SMS Towage
Ian Sheard	John Good & Sons Immingham
John McCartney	Associated Petroleum Terminals
Kevin Hartley	Associated British Ports
Mike Bill	Maritime and Coastguard Agency
Capt. Mike Monday	Old Harbour Master Hull City Council
Nick Dodson	Trinity House
Tom Jeynes	ABP
Tony Tuton	Maritime and Coastguard Agency
Wendy Fountain	Associated British Ports

3. MINUTES OF PREVIOUS MEETING HELD ON 02 December 2012

It was agreed that the minutes were a true and faithful record of what was discussed. **IS**, seconded the minutes as being a true and faithful record.

4. WORKS IN PROGRESS /PLANNED PROJECTS

a) HES (PJC)

HES is involved in a number of projects throughout the Humber:

- Able Marine Energy Park – The Secretary of State has consented the application in a letter on 18 December and a draft order will be laid before parliament.
- Green Port Hull – The Harbour revision Orders are now in place and awaiting tender prices and commercial agreements to be signed.
- We reported last year that a £1 million investment would be made in a new pilot launch in 2013. The Humber Jupiter arrived on the Humber on Tuesday 21 January. A ceremony of naming and dedication will

take place on Thursday 13 March.

- Two gas pipeline stabilisation projects off Thorngumbald were carried out in 2013, namely No.6 gas pipeline (Centrica) in February and No.9 gas pipeline (Transco) in the October.
- No.9 gas pipeline replacement (Transco) – Transco are now conducting various surveys and will be carrying out borehole sampling as part of their proposal for the long-term replacement of the existing No.9 natural gas pipeline. This new pipeline will be tunnelled at a depth of 6m plus, under the Humber.
- Hull County Council are keen to attract the “soon to be decommissioned aircraft carrier” HMS Illustrious to the Humber, they are in competition with a number of locations around the country.
- Sunk Dredged Channel Deepening – as reported last year, an extension has been granted to the MMO consent for two years. Once a firm underpinning business plan has been established the project could get underway.
- Spurn Point –
10 October 2013 – A northerly gale and resultant heavy seas caused substantial damage to Spurn roadway over a 400m length. We were in consultation with YWT and RNLI, and took the decision not to re-instate the road through the winter months given the high likelihood of further breaches.
5 December 2013 – A north-westerly storm followed by tidal inundation elongated the Spurn breach from 400m to 900m and undermined sections of the road to the south of the breach. This means that access is only safely passable for very limited use by Landrover. Therefore the Pilot Service is being conducted through Grimsby until further notice. Mains electric supply to Spurn was disconnected by Northern Power Grid (NPG) because three poles carrying the overhead power lines are down and the fresh water pipeline bore out and was subsequently damaged. Electricity is now being supplied by the standby generators at Spurn. NPG intend to reconnect the mains supply in March via a “trenched solution” beneath the boulder clay and a new fresh water pipeline will be laid in the same trench. A review of our operations at Spurn is underway given the scale of recent disruption.

b) HUMBER PORTS (MG)

- The ABP Marine Apprenticeship Scheme continues and the current intake are now on year 2. The new intake start in September from Southampton, East Anglian ports and North west ports to reflect the group's anticipated needs.

GRIMSBY

- Grimsby River Terminal completed and operational since September 2013
- Modifications to the Fish Dock lock have been completed to enable them to act as ebb gates to facilitate the handling of large windcats.
- Dong Energy have signed an agreement to operate an Operation and Maintenance (O&M) Base for Westermost Rough Wind Farm out of Royal Dock. The construction team is operating out of the Fish dock.
- - includes new lock gates due mid June which requires modifications of the pintle and sills. This work will require a cofferdam to be fitted which will restrict the draft and beam allowances during June and July. Work is expected to be completed Mid august. pontoons are to be installed at the North End of Royal Dock.
- Phil Christy has been appointed to the position of Marine and Operations Manager and should be considered as first point of contact for any Grimsby issues.
- Significant incidents reported to MCA & MAIB is -
22/02/13 City of Barcelona – Impact with West Outer Knuckle - split to shell plating on the starboard shoulder.
- There have been no pollution incidents in the Dock.

IMMINGHAM

- Mike Dunn, previously Master of the Pride of Hull was appointed to the Ports Management team in March based at Immingham to replace Phil Christy
- Significant incidents reported to MCA & MAIB are -
16/01/13 Craigside – impact on West Jetty end whilst entering Immingham Outer Harbour – Damage to fendering, vessels bulbous bow shell plating.
07/03/13 Longstone – Impact on East Outer gate recess

07/03/13 Ordu – Spontaneous heating of coal cargo found on opening the hatches. Fire brigade attended and used controlled cooling.

11/03/13 Ordu – Crew member fell off gangway into river. – Recovered unhurt and returned to vessel after hospital check-up.

02/06/13 Melusine – Impact with West Outer gate recess. – Damage to rubbing band.

21/11/13 Wilson Sky – Impact with East lead-in jetty – Fender panel dislodged, vessel's forepeak shell plating damaged.

- There were 3 Tier 1 pollution incidents during the year

HULL

- Andy Smith will be retiring at the end of April and Mike Dunn will be moving from Immingham to take over day to day running of Marine Operations in Hull.
- Further news on Green Port Hull is now expected in July.
- King George Dock West Inner gate anchorage bar sheared. Repairs were completed by 4th December. Modifications to the inner gate anchorages are currently under way to allow middle gates to be transferred to inner position to provide more resilience.
- Significant incidents reported to MCA & MAIB include -

11/04/13 Nadjade – 10° list while loading baled waste.

01/08/13 Mar Rocio – Impact west flood defence system – holed for'd port ballast tank.

06/11/13 Samskip Courier – Seaman fell from containers – Broke arm.

20/12/13 Key Bora – Stemmed West Lead-in to Alexandra Dock holing bulbous bow – Pitch control problem.

22/12/13 Finnhawk – Stern lines parted when singling up in 45 knt winds.

GOOLE

- Humber port annual Tier 2 Oil Spill Response exercise was held in Goole in March.
- Various minor incidents in Goole during this period including groundings off on the same tide.

- Significant incidents reported to MCA & MAIB include -

15/07/13 Thurkus – Grounding off Blacktoft and was refloated on the next tide with tug assistance. – No pollution issues.

20/08/13 Jay Speed – Pleasure craft had an engine room fire shortly after leaving Goole. – Two persons on board.

- **05 December Flooding Incident Summary**

Grimsby

Barge Formby broke adrift in 60knt winds sinking the launch “Wilberforce” and badly damaging the launch “Scapa Pilot”. “Wilberforce” was recovered and scrapped.

Flood Gates over-topped and Westside sea defences were washed away but a reservoir had been created in the Fish Dock and Royal Dock to prevent flooding in the town.

Immingham

Port submerged by PM tide, water reached level of lead-in jetty decks which is the equivalent of 17.2m on Immingham Outer sill. Inner dock copings are equivalent of 16.1m. The Environment Agency advised that the tide reached 5.805 Above Ordnance Datum (AOD). Predicted tide was 15.4m = 4.20m AOD. There was extensive damage to power supplies, some substations have been written off and are being rebuilt.

Hull

Albert Dock level reached 5.8 AOD, ie top of flood gates however river frontage of Albert Dock is only 5.04m AOD.

Reservoir in Albert Dock can only be 212,000m³, EA estimate of the volume that came over the river wall was nearly 8 million m³.

Goole

Water level reached 0.6m below the flood defence.

c) HST (PJC)

- The Humber Sea terminal continues to operate as normal and Berths 1 to 5 are in regular use but berth 6 is not so widely used.
- C.Gen are applying for a consent order to bring feedstock into North Killingholme Haven to supply their proposed power station

d) TRENT AND HAVENS (PJC)

- New Holland slipway are planning to break up HMS Onyx, an Oberon class submarine in 2014.

e) HCC RIVER HULL

- There was no one in attendance from HCC and nothing significant to report however there has been talk of using the drydocks in the River Hull to service Offshore Wind Farm craft.

f) TUGS

- MW of SMS Towage advised that the tug “Yorkshireman” is due to arrive on the Humber, this being similar in size and type to the “Statesman”. This will increase their fleet to 10 tugs.
- RG of Svitzer advised that they were operating 8 tugs on the Humber and the “Susan” will be replaced.

5. PORT MARINE SAFETY CODE (PMSC) COMPLIANCE (IWS)

- An internal audit of our PMSC compliance, took place at the beginning of this November by William Heaps, the “Designated Person” for Humber Estuary Services. (Phil Cowing is DP for all other ABP ports.)
The audit was to confirm to ABP that HES continue to comply with the PMSC. We received no indication of non-compliance from the auditor so we have a clean bill of health.
- As part of our SMS we report every 4 months to the ABP board confirming that the Key Performance Indicators set by the Board are met.
- As part of our PMSC remit we are actively working with DECC to facilitate the removal of the “Neptune Proteus” Tidal Power Generator sited off “The Deep”. This process was started immediately following notification that the company that owned it went into liquidation. It is hoped that this structure will be removed in the near future.

Agents Online

- Agents Online continues to evolve and we have a new look front end that will hopefully be in use before Christmas. The functionality is still the same but we have dispensed with the use of “popup windows” that were causing quite a few problems with some agencies IT policies, also drop down boxes are more user friendly and hopefully intuitive.
- We recently received a letter from the MCA, who have been audited by EMSA and been informed that multi document cargo manifests are NOT acceptable for upload to the CERS system

- These manifests are provided by agents via “Agents On Line”, and ABP merely acts as “postman” automatically forwarding them on to the CERS system via the MCA in Aberdeen.
- I understand that the vast majority of manifests are provided in the form of a single document, but the recent PAVIS upgrade allowed more than one document to be uploaded.
- However, please be aware that multiple documents are not acceptable to MCA / EMSA.
- In the very near future, it is intended to remove the functionality which currently allows for more than one document to be loaded.
- The following is an extract from Annex B of MSN1831 Vessel Traffic Notification and Reporting Requirements for Ships and Ports

Information to be notified in accordance with Regulation 10 (Notification by ships, regardless of size, carrying dangerous or polluting goods)...

B. Cargo information:

- (a) *the correct technical names of the dangerous or polluting goods, the United Nations (UN) numbers where they exist, the IMO hazard classes the quantities of the goods and their location on board if they are being carried in containers, the identification number thereof;*
- (b) *confirmation that a list or manifest or appropriate loading plan giving details of the dangerous or polluting goods carried and of their location on the ship is on board;*
- (c) *address from which detailed information on the cargo may be obtained.*

Please note that the cargo information (Section B) should be provided in a consolidated document(s), inclusive of the address (c) and a declaration that the manifest is onboard (b).

You should upload all the required information, and not and not just product data sheets. While we are not responsible for checking the content of the uploaded document, you may prefer to check your quality control, rather than feel the full force of the MCA’s “enforcement”!

HUMBER.COM

- Humber.com continues to be a popular site and receive on average 1600 visits a day, 200 of which are first time visitors.
- Following feedback from PEC’s during their annual PEC renewal interviews, I am pleased to say the live weather feed has been working now since Mid May updating every 30 secs. The site gives near real time readings of wind speed and direction, air temperature and humidity from our radar sites at Spurn, Stone Creek (Immingham), Hull and Goole

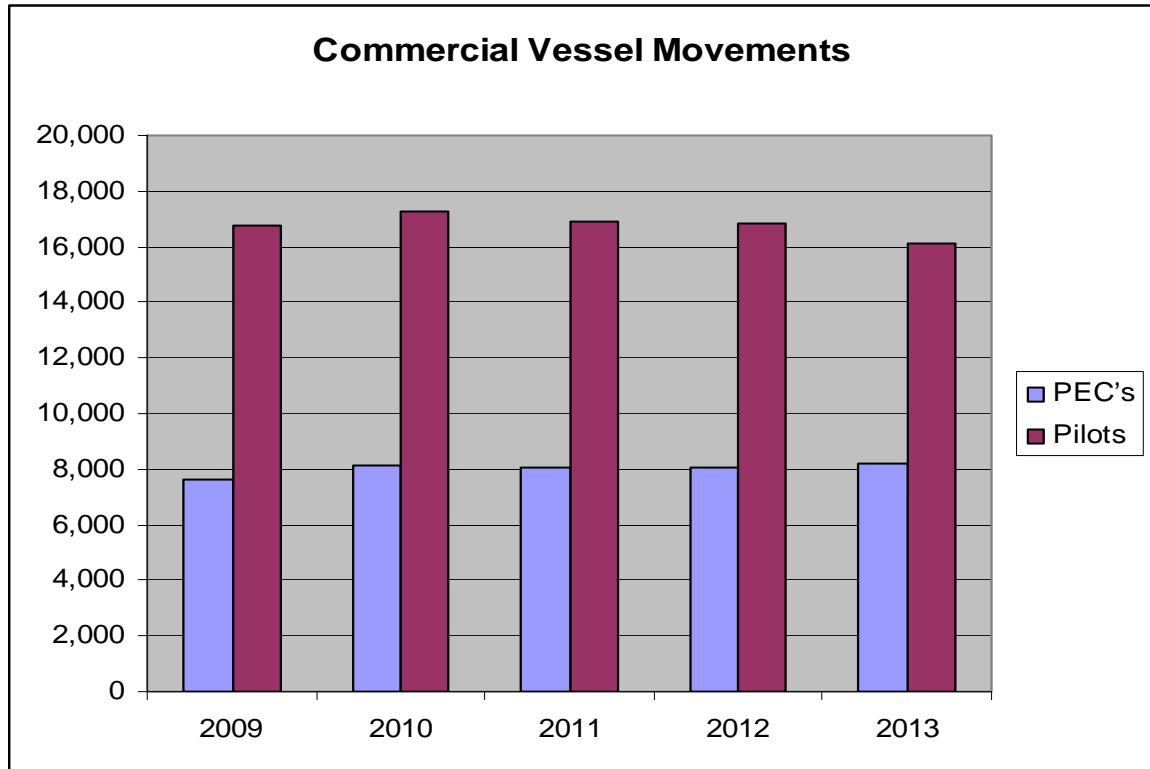
6. VTS REPORT (CW)

- ABP continues to operate a Vessel Traffic Service from its VTS area seaward of Spurn Point to the Skelton Railway Bridge on the River Ouse and Gainsborough on the River Trent.
- A total of 17 VTS staff are based in our Control Room at Spurn, with 3 on duty at any one time. All of our VTS staff are trained to internationally recognized V103 standards.
- In addition to our staff at Spurn, we have now created the post of Deputy VTS Manager, which will strengthen the management team both within VTS and HES.
- In line with national regulations and international guidelines, our VTS staff proactively monitor and direct vessel movements in the areas to the East of the Humber Bridge, where a Traffic Organisation Service is provided.
- To the West of the Humber Bridge, an Information Service is provided, with information and advice given to vessels in the area.
- To enable our Operators at Spurn to concentrate on the safety and efficiency of navigation, they continue to be supported by 11 staff at our Data Centre in Hull, who provide administration back up and organize the allocation and transport of our pilots.

Vessel Monitoring

- The monitoring and direction of vessels in our VTS area is achieved using VHF, radar and AIS equipment.
- In addition to the 3 radar scanners we have currently, our coverage will shortly be increased by the addition of an offshore scanner on the most South Easterly turbine on the Humber Gateway Wind Farm. There will also be a VHF transceiver on this turbine, increasing the range at which we can speak to vessels approaching or departing the Humber. This is expected to be operational by the late summer of 2014.

- For the year to the end of November 2013, there were 24,338 commercial shipping movements on the Humber. This figure does not include vessels exempt from pilotage, bunker barges, pleasure craft or tugs.



- Also, they do not include the increasing number of Wind Farm Support vessels operating, mainly from Grimsby. For the year to the end of November 2013, there have been 5920 movements of these vessels, supporting offshore operations.
- As discussed last year, we have now issued recommended routes for wind farm transfer vessels, a copy of which is available today. In addition to this, Shane has been attending regular meetings with vessel operators and stakeholders to ensure that any issues are identified and resolved expeditiously. Following this, an updated version of the recommended routes guidelines are being planned, including information on the main fishing areas where traffic can be expected.
- Shane is also looking into the possibility of providing some training to new skippers operating on the Humber to improve safety and ensure local rules are fully understood.
- We are also in the process of producing a new set of guidelines for pleasure craft users and this will be published in due course.

Incident Statistics

- Another role of VTS is the recording of incidents and occurrences on the river.

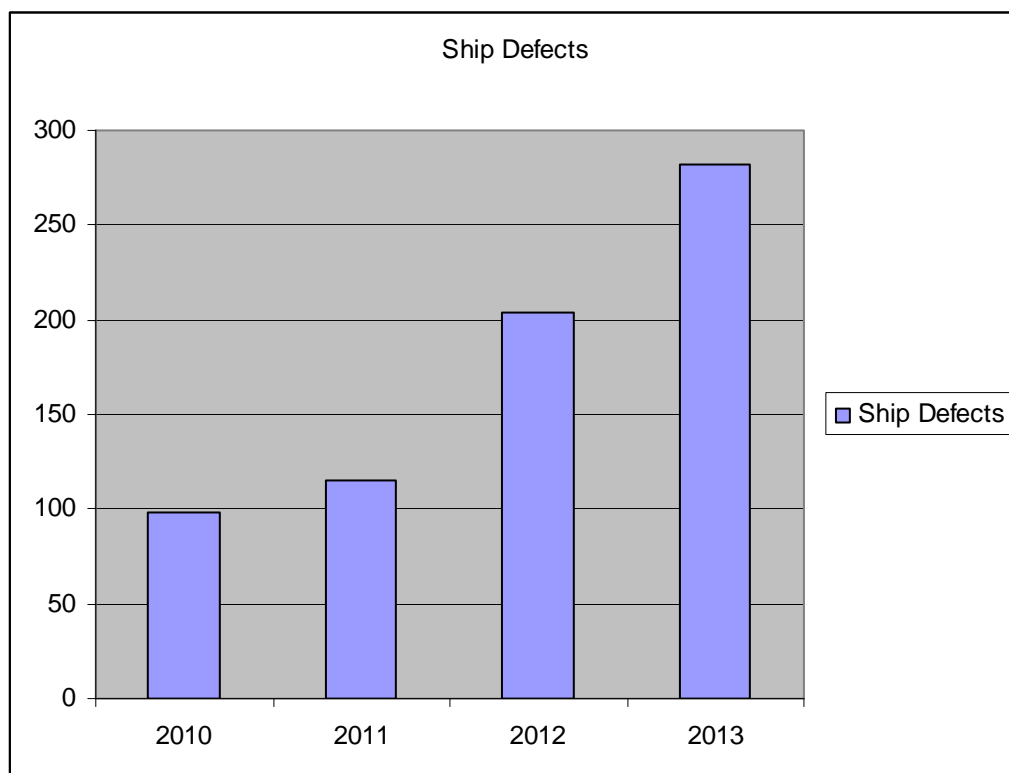
The following slide shows some of the figures for last year, to the end of November, with comparisons over the previous 3 years.

	2010	2011	2012	2013
Bridge Jumper	10	11	8	14
Close Quarter (Near Miss)	7	3	12	6
Contact with Floating Mark	4	5	7	2
Contact with Structures	74	58	74	72
Failure to report to VTS	1	2	1	7
Groundings (Fail to complete passage this tide)	5	11	9	10
Groundings (Off in the same tide)	15	32	47	25
Pollution	8	6	14	10
TSS Contravention	4	2	2	3
Ship Defect	98	115	204	282

Close Quarter (Near Miss)

- We actively encourage all of our pilots, VTS staff and PEC holders to report near miss incidents, where there is the potential to learn from the experience and increase our effectiveness. The detail of any Close Quarters situation is then fully investigated and measures taken to prevent recurrence.
- There is also a requirement to report 'Marine Incidents' to the MAIB, which includes near misses, stemming from the failure of procedures in shipboard operations, material defects, fatigue and human failures. However, it should be stressed that the reporting of a near miss relies on an objective assessment on whether the particular procedure, practice or condition could have or would be likely to cause a marine casualty.

Ship Defects



- The amount of Ship Defects recorded in our Database continues to rise and reached 282 in 2013 to the end of November.
- Of the 282 reported defects, 119 were related to pilot ladders. Following an incident earlier this year where one of our pilots was injured whilst disembarking a vessel, a number of measures have been introduced to ensure that pilot ladder safety is given a high priority.
- Each vessel which will be embarking or disembarking a pilot is asked to confirm whether their pilot ladder is properly constructed, recently inspected, is in good condition and will be rigged as per IMO requirements. This is done in good time to focus the minds of the crew in case there is a potential issue.
- VTS maintains a database of vessels where ABP have had concerns in the past over the quality of their ladders. These vessels are then paid extra attention when visiting the Humber. There are presently 44 vessels on the list.
- To support these measures, our pilots will not board vessels where they consider the pilot ladder construction or rigging to be unsafe. In one case last year, the result of this was the vessel being directed to anchorage until a replacement ladder was sourced.
- We have worked closely with the MCA and industry over recent months, to heighten the awareness of pilot ladder defects.

Emergency Response

- VTS provide the first response for an incident or emergency on the estuary, which may include the activation of our Marine Response Centre in Immingham. This response centre also provides back up for our operation at Spurn, which was tested for real this year when we had a power failure in our main control room. A number of VTS staff relocated to Immingham, from where the VTS service continued until the defect was rectified at Spurn.
- Within Humber Estuary Services, there are two plans which can be initiated, if needed.

The first plan, HESMEP, assesses the risk of an incident occurring and the actions to be taken to manage an emergency. The types of incidents included within this plan are ship collisions, fires and serious groundings.

Our second plan, HUMBER CLEAN, also deals with the management of an emergency incident, but this concentrates specifically on Oil Pollution.

- Our annual Oil Pollution exercise, HUMEX, was held in October, and was based on an exercise used by BP Chemicals during the previous week. The scenario for this was a toxic release from the BP plant, which resulted in personnel casualties and an oil spill from a bunker barge. Attendees from ABP attended the BP exercise and vice versa so that each could learn how the other responded to an incident.
- Following HUMEX, the Humber Emergency Planning Service continued the exercise from the perspective of a shoreline clean up response.

7. PILOTAGE REPORT (AS)

- AS gave a report on pilotage figures for the year to end of November: 2013 and comparisons to same period last year:

Vessel Movements.

	2012	2013	Change
Non-VLS Acts	15723	14691	-6.6%
VLS Acts (Two Pilots)	1251	1361	+8.8%
Total ABP Pilot Acts	16974	16052	-5.4%
PEC Acts	8022	8242	+2.7%
Total Acts	24996	24294	-2.8%

Currently on the Humber there are 175 valid PEC holders broken down by class as follows:-

Class A = 100 PECs
Class B = 38 PECs
Class C = 26 PECs (mainly bunker barges)
Class D = 11 PECs (Bull Anchorage only)

- We have 108 full time pilots employed at the end of 2013 compared to 104 at the end of 2012.
During 2013, two pilots have left the service and one part-time pilot has retired. Three trainee pilots failed to complete their training in 2013.

There are 5 trainee pilots included in the figure of 108, the first two of which are to be examined in early February.

- The revised Humber Passage Plan is currently at the printer and will be published and distributed shortly.

MCA/MAIB Reports

- We and the Dockmasters department continue to work closely with both the MCA and MAIB. All notifiable incidents are reported in real time with full co-operation given.

31.05.13 "Wilson Leith" – A pilot ladder failure resulted in the injury of one of our pilots. This will be covered by PW in his Health and Safety presentation.

- **18.12.13 "Sea Melody"** – A Barbados registered general cargo vessel, during berthing operations at Grove Wharf on the River Trent had a fatality with a crewman going overboard. MAIB investigations are in progress.

As a control measure, any ship normally subject to compulsory pilotage whilst navigating on the Humber (LOA 60m or over), will require an authorised pilot/valid PEC Holder for any moves on a tidal river which involves the shifting of mooring ropes between bollards ashore to effect the move.

This was publicised in **Humber Notice to Mariners No. H05/2014**. Amendments to the Humber Pilotage Directions 2010 will be drafted and consulted upon in due course.

- **21.12.13 "Key Bora"** – A Gibraltar registered chemical tanker made contact with the quay at Alexandra Dock, Hull, during berthing operations. MAIB investigations are still in progress.

8. CONSERVANCY AND ENVIRONMENTAL MATTERS (PJC)

- The fluctuating depths on the Trent were studied by ABPmer and the variations were attributed to an 18 year lunar cycle, however things appear to have returned to normal now.

- The Sunk Dredged Channel depths have been maintained at 9.5m in balance with the 10.6m at Spurn. In 2014 depths reduced to 9.4m and limited dredging is taking place but this does not affect the max draft due to the limiting depth still being the 10.6m at Chequer Shoal (east of Spurn).
- Hessle Sand is the most dynamic area of the river at this present moment. We cannot dredge in that location however we continue to survey the area and move buoys to mark the deepest water.
- The Trinity House Annual Inspection of Local Aids to Navigation was carried out in November, as a consequence, the inspector issued a “snagging list” itemising a number of the aids requiring attention. Remedial work is ongoing and should be completed early in 2014.
- Bed leveling and water injection dredging will become a licensable activity from April 2014, this will particularly effect Grimsby Fish Dock, River Hull, Trent Wharves and Victoria Dock.

9. SHANE WINTERTON – Presentation

I’ve been asked at short notice just to say a few words about E.ON’s Humber Gateway Windfarm (HGWF) Development.

I send apologies on behalf of Gordon Bain from E.ON who is ill today.

As you are probably aware the HGWF is located 8km east of Spurn Head and to the north of the New Sand Hole Traffic Separation Scheme. All visible from the coastline at Easington, and all within the SHA’s Vessel Traffic Service limits.

The farm is currently in the construction phase, and 24 out of 73 wind turbine foundations have been installed to date.

The offshore part of the export cable has been laid and progress is steady. Preparations for running the export cable from Easington to Salt End and in to the National Grid, can be seen all around the area. Weather conditions have presented some problems but construction is still in full swing. Completion of the project is scheduled for 2015 when the farm will supply 219 MW of electricity which is enough for 170,000 homes. Which is 1½ times the number of homes in Hull.

We have been working closely with E.ON to ensure the movements of their wind farm support vessels remain as efficient and safe as possible for all estuary users.

I currently attend a monthly meeting with all offshore wind farm developers, based at Grimsby, including DONG energy, CENTRICA, E.ON and R.E.S. This ensures good communication between them and HES with regard to their operations within the Humber and our recommendations for the continued safe construction of the Humber Gateway wind farm.

In partnership with E.ON we have investigated any incidents involving wind farm support craft and action has been taken in each case to prevent reoccurrence.

As discussed at the last Humber Liaison Committee we have produced a guide for Wind Farm Transfer Vessels. Copies of which we have here today to help safeguard the use of the estuary for everyone whilst these operations are taking place.

The guide details safe routing options, VHF channels and reporting points along the way. Basic navigation information, speed limits and information on other activities in the area such as fishing.

Again working with the all wind farm developers on the Humber we will be producing a new version of the guide, containing more information as requested by companies such as E.ON. To include fishing areas and VTS clearance from Hull and Imm Docks in the hope that marine operations upon the Humber continue to be managed safely and efficiently with all estuary users in mind.

10. PRESENTATION - SAFETY UPDATE

Peter Wilkinson – Head of Safety and Environment, delivered a Health and Safety presentation on the on going safety concerns such as heaving lines accidents that have occurred this last year.



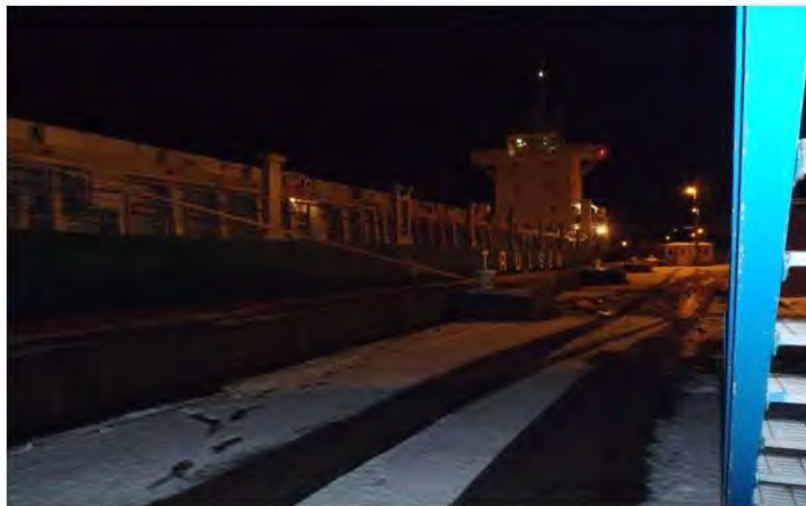
- Accident performance
- Pilot Ladders
- Heaving Lines
- Access

There have been two reportable accidents to Humber Pilots this year:

1. A Pilot jumped from the main deck of a ship just berthed at Aldam terminal in Goole
2. A Pilot ladder failed as a pilot disembarked from a ship at Spurn

Both reported to MAIB/MCA

Accident January 2013



Vessel alongside Aldam Terminal
Pilot disembarked by jumping from deck to quay
About 1,5 metres.

Accident January 2013



The crew were rigging the in the process of rigging the gangway.

As his Taxi was waiting the pilot decided to jump?

He fractured his heel and was off work for 46 days.



Accident May 2013



31st May 2230 hours MV Wilson Leith outbound from Immingham in ballast for Rotterdam.

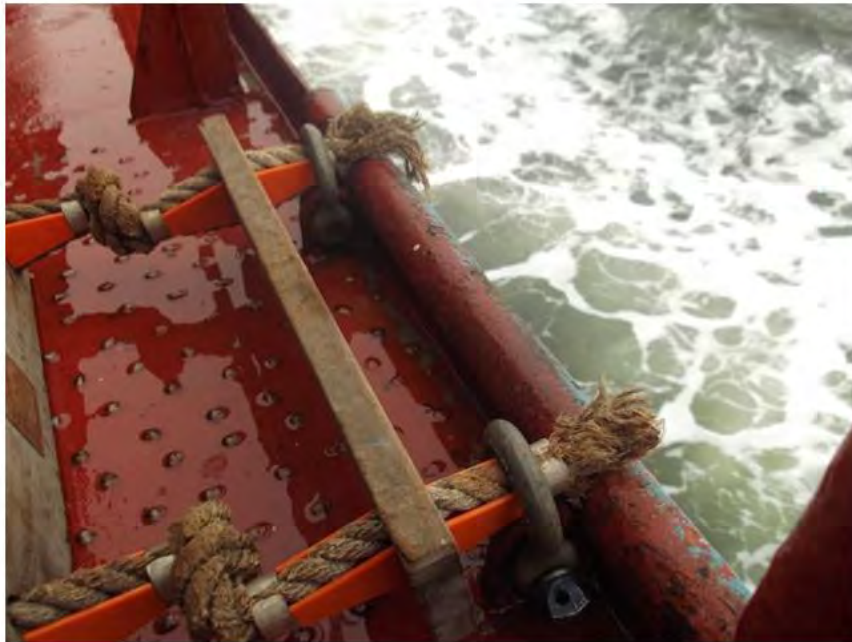
Pilot left the bridge to disembark, when on deck did a visual examination of the pilot ladder.

It looked ok!

Started to climb down the ladder when both side ropes parted.

Hel fell to the deck of the launch injuring his ankle.





The follow up from this incident continues:

All ABP operated Pilotage operations now keep a log of pilot ladder defects, which is immediately passed to MCA to action.

VTS require verbal confirmation from the vessels Master that he ladder is safe, recently inspected and properly rigged.

Will we not board if the ladders appears unsafe!

One vessel on the Humber was not boarded and spent 18 hours at anchor until a new ladder was provided.

We are in discussions with the rest of the UK Ports industry regarding the introduction of a ladder function test.

This would require the ship crew to demonstrate the ladder by putting crewman on it, secured to the ships by a safety harness before the Pilot uses the ladder.

There is a lot of differing views on this test.

However what is fact is that the ABP Pilot launch Deck hand tests the ladders by putting his weight on it as the launch comes alongside and he lifts it onto the launch deck if required.

Pilot Ladders



Typical storage of Pilot ladder on a handy size bulk carrier.

It doesn't seem looked after?

Heaving Lines



There continues to be issues with dangerous heaving lines.

Last year Milford Haven prosecuted a ships Master for using a dangerous heaving line!

We may have to do likewise soon!

Heaving Lines



This type of weighting
Is dangerous

Heaving Lines



Some ships will use anything that adds weight



Heaving Lines



Something like this would be safer



Access: still a problem!

- On river berths
 - Pilots often arrive at the ship to be faced with no way of boarding & no one to meet them.
- They are expected to use Unsafe means of boarding.
Unsafe escape ladders.



Access and emergency equipment should be in good condition and accessible when required?



Would you like to rely on these?

Access



Pedestrian and vehicle routes need to be safe lighting should be available during hours of darkness

Means of access to the ship must also be safe.

Do not expect pilots to climb over fenders, handrails and other obstructions or just jump across!

They have been told not to!



Access



Imaginative?

No, Just unsafe!

Don't use it

There is still significant improvement required at some berths/terminals and on some vessels.

Your assistance in this would be appreciated

11. ANY OTHER BUSINESS

- **JS** asked “Would we abandon Spurn”?

PJC responded that it is prudent to undertake a full review of the future accessibility and sustainability of Spurn Peninsular and that review is underway.

12. DATE OF NEXT MEETING

The 13th Humber Liaison meeting will be hosted on the north bank on:

Friday 28th of November 2014

at the Hallmark Hotel, North Ferriby