



# **HARBOUR MASTER'S REPORT**

**2014**

**for the**

**HUMBER HARBOUR AREA**

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## Introduction

This report is intended to give the reader an overview of how ABP manages the navigational safety and conservancy of the Humber Harbour Area, and in relation to its obligations as a Statutory Harbour Authority and Competent Authority for the promotion of safety. The Humber continues to be the busiest estuary in the United Kingdom, in terms of tonnage handled, with some 13,205 inward shipping movements in 2014, giving rise to 29,219 vessel movements in total. In addition, there were 2875 recorded Oil Barge movements moving over 900 thousand tonnes of product between Immingham, Hull and upriver destinations. Latest available statistical figures indicate that in excess of 83.06 million tonnes of cargo and over 1.038 million passengers were handled.

In general shipping numbers remained in line with 2013 with a small growth recorded on the number of inbound vessels.

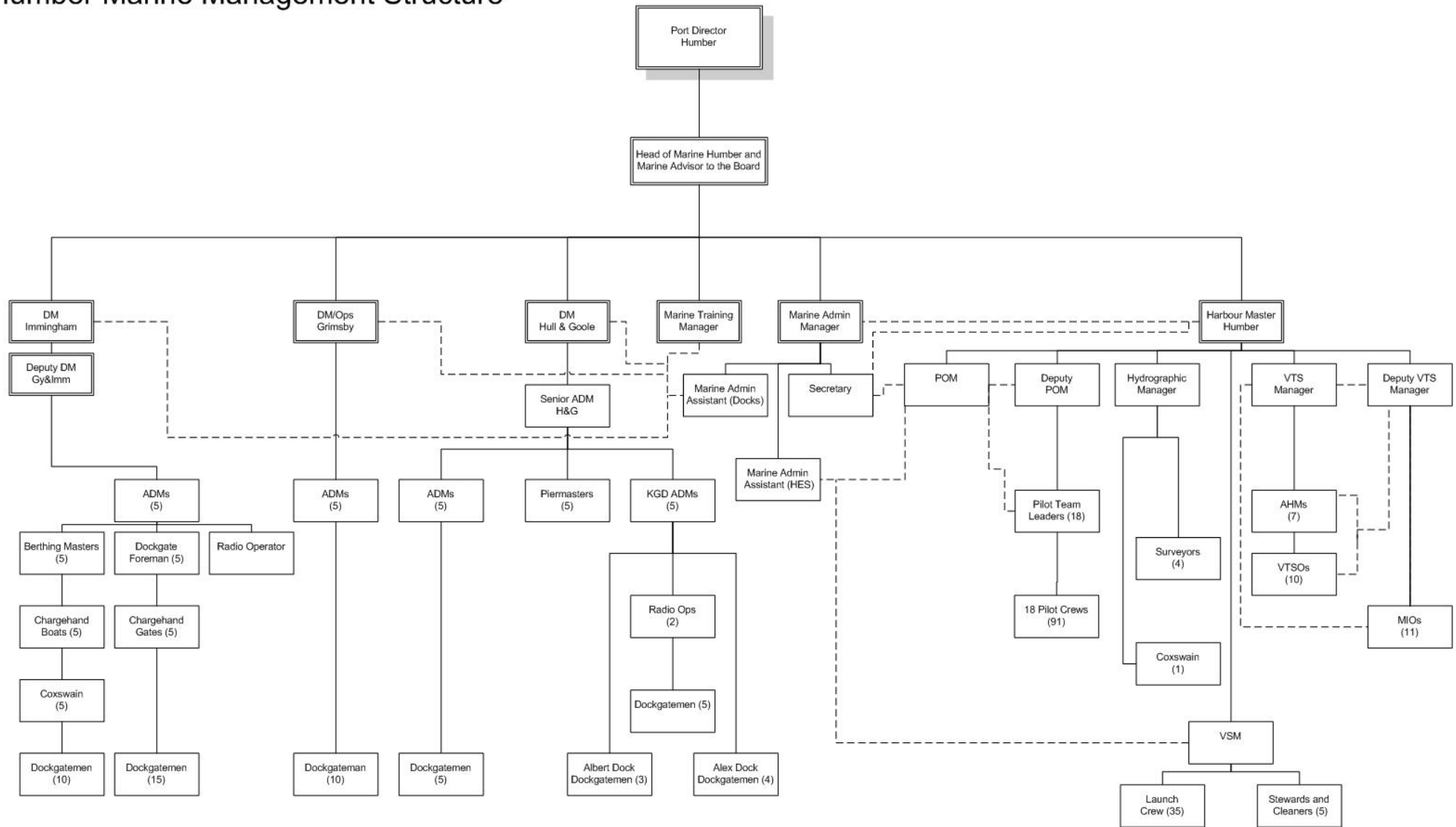
A number of proposed major projects moved closer to realisation at Greenport, Hull and ABLE Marine Energy Park at Killingholme. Towards the end of 2014 preparatory works also began on the replacement of the P66 subsea pipeline at Tetney.

The area of the Whittons experienced significant shoaling with channel migration and dredging frequency increased in the Sunk Dredged Channel on the approaches to Immingham.

On the 1st January 2015 Capt. A Firman will replace Capt. P Cowing as Harbour Master Humber and assume the role of head of department of Humber Estuary Services, which will continue to retain an independent statutory function within a wider ABP Humber Marine Department headed by Capt. Cowing. In line with the changes within the Humber Marine Department, early in 2015 the management and administrative functions of HES will relocate to Grimsby Port Office. Stakeholders will continue to be kept informed of any changes which affect them moving forward. To assist with this, an organisational chart of the new Humber Marine Department is shown overleaf.

**Capt. A Firman**  
**Harbour Master Humber**

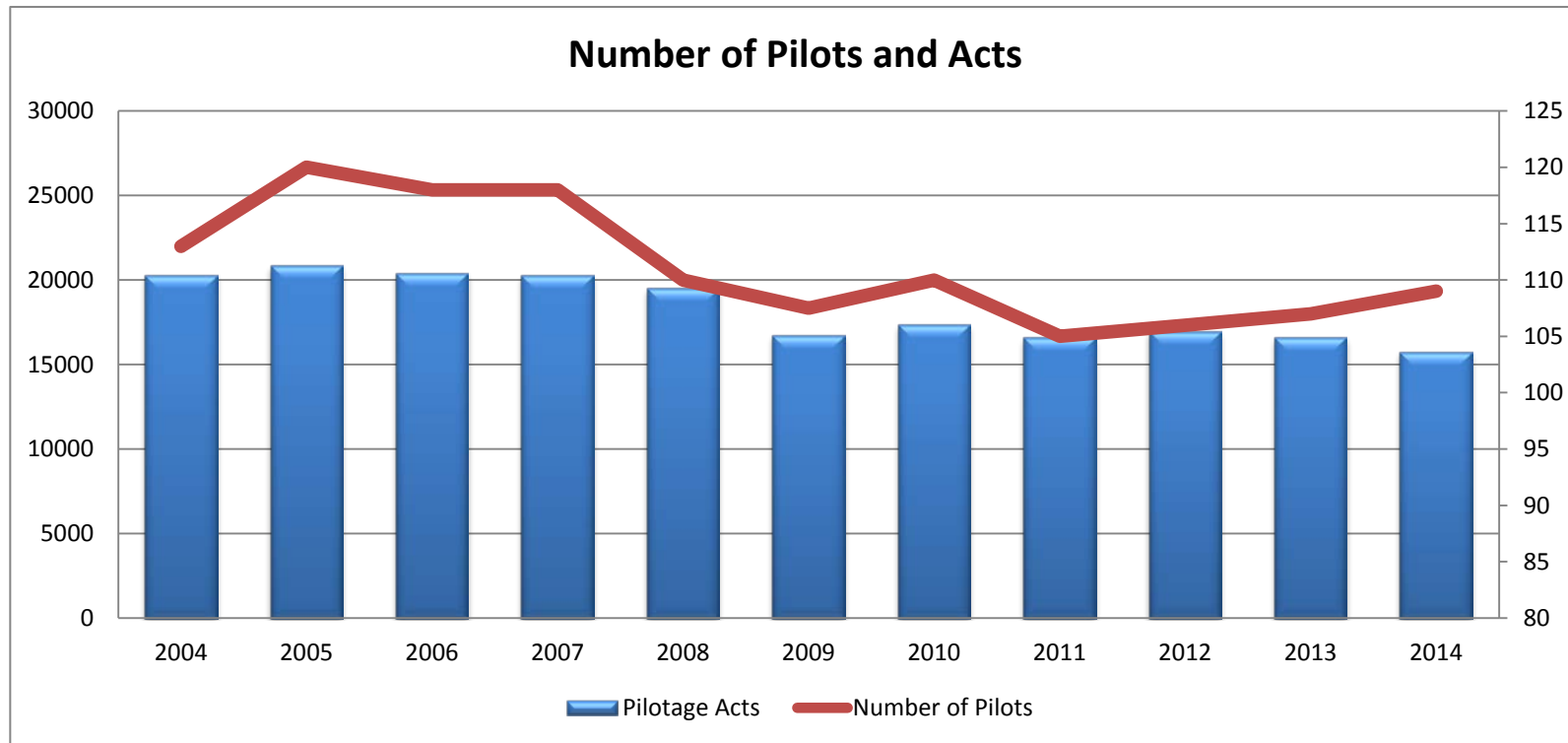
# Humber Marine Management Structure



## ABP Pilots

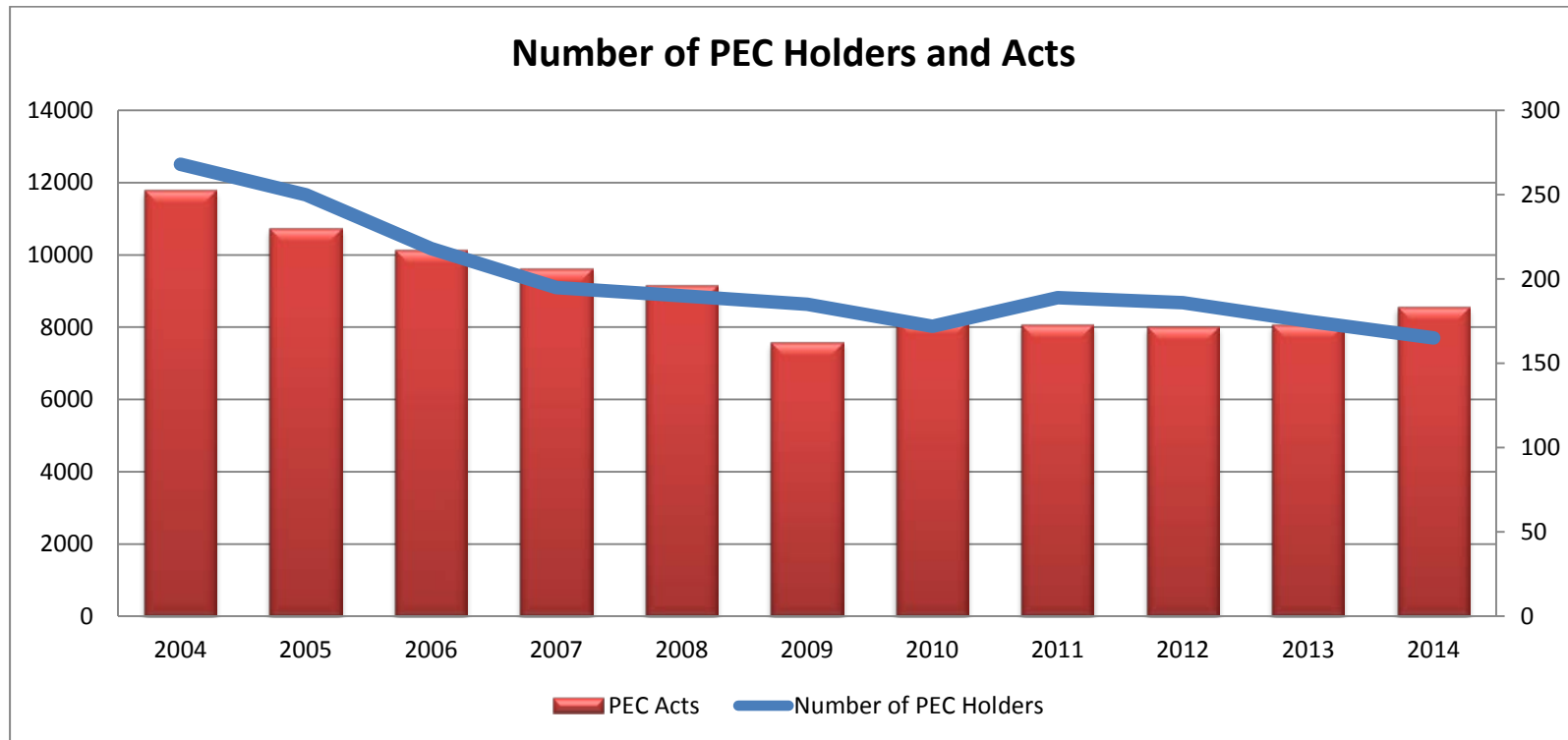
The pilot complement as at end of 2014 is as follows:

|              |            |
|--------------|------------|
| VLS          | 21½        |
| First Class  | 34½        |
| Second Class | 28½        |
| Third Class  | 21½        |
| Training     | 3          |
| <b>Total</b> | <b>109</b> |



## Pilotage Exemptions Certificate Holders

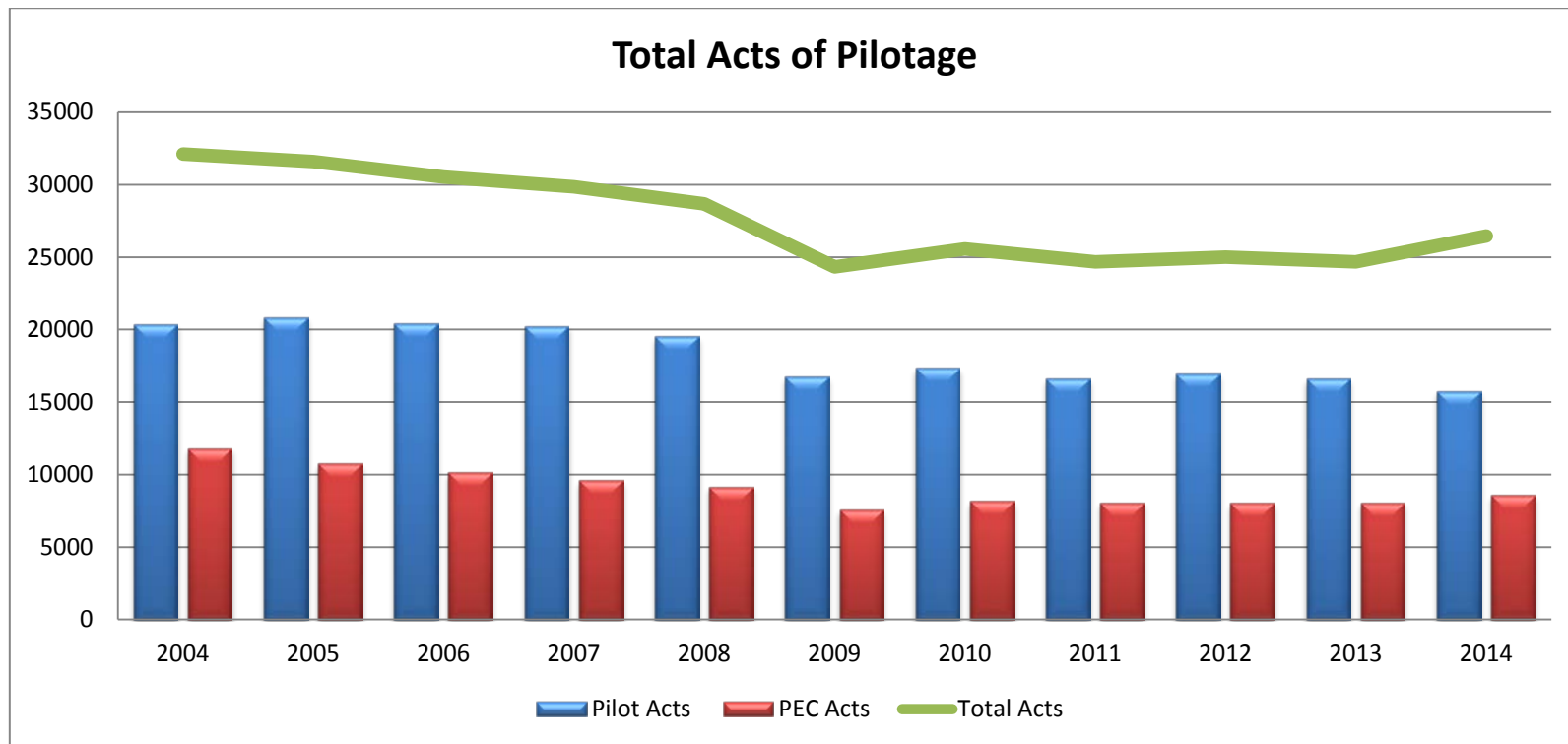
As of December 2014, 165 Pilotage Exemptions Certificates are valid.  
 This figure includes 31 Class C PECs issued to barge skippers.



## Acts of Pilotage

The total number of pilotage acts carried out in the year was 15,750. The equivalent number for the year 2014 was 16,604.

The total number of PEC passages, other than barge PEC holders, carried out in the year, was 8,565. The equivalent number in 2013 was 8,070.



## Shipping Movements

The total number of inward shipping movements during 2014 was 13,205

This can be broken down as follows:

### 2014

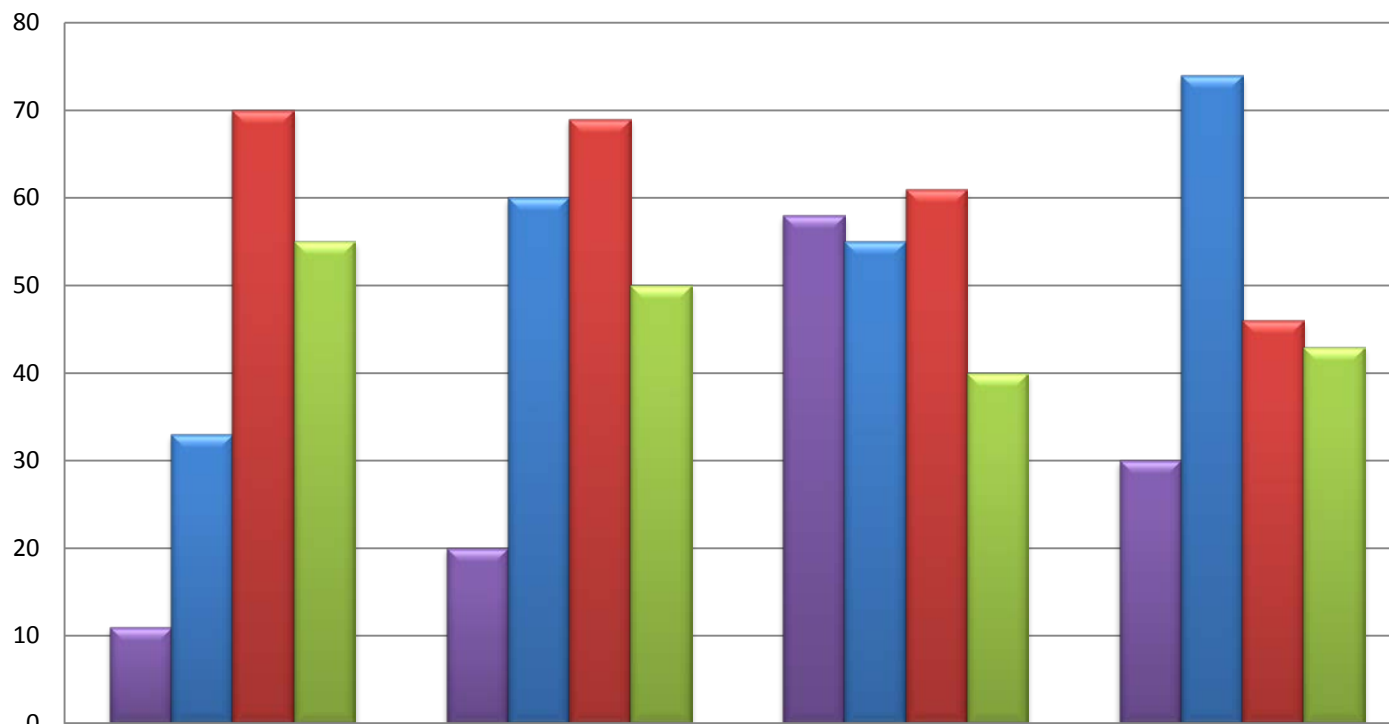
|                        |              |
|------------------------|--------------|
| <b>Tetney Monobuoy</b> | <b>142</b>   |
| <b>Grimsby</b>         | <b>1257</b>  |
| <b>Immingham</b>       | <b>5380</b>  |
| <b>Hull</b>            | <b>3008</b>  |
| <b>Goole</b>           | <b>662</b>   |
| <b>Humber Wharves</b>  | <b>1850</b>  |
| <b>Ouse Wharves</b>    | <b>99</b>    |
| <b>River Trent</b>     | <b>807</b>   |
| <b>Total</b>           | <b>13205</b> |

## Navigational Incidents

| <b>Incident</b>              | <b>2013</b> | <b>2014</b> |
|------------------------------|-------------|-------------|
| Contact with vessel          | 4           | 5           |
| Near Misses                  | 9           | 9           |
| Contact with structures      | 79          | 70          |
| Contact with floating marks  | 1           | 5           |
| Groundings, off in same tide | 27          | 49          |
| Groundings, remain over tide | 11          | 8           |
| Sub total                    | 131         | 146         |
| Defect (Ship)                | 246         | 188         |
| <b>Total</b>                 | <b>377</b>  | <b>334</b>  |



### Defect (Ship) including Mechanical Problems (reporting level raised at MCA request in 3rd quarter 2011)



|      | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
|------|---------|---------|---------|---------|
| 2011 | 11      | 20      | 58      | 30      |
| 2012 | 33      | 60      | 55      | 74      |
| 2013 | 70      | 69      | 61      | 46      |
| 2014 | 55      | 50      | 40      | 43      |

| <b>Defect (Ship) Reported</b>  |                    |                        |                         |
|--|--------------------|------------------------|-------------------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ships</b>           | <b>General Location</b> |
| 01-Jan   | VTS 15             | <b>TIGRIS</b>          | Chequer                 |
| Vessels bow thruster is inoperative.<br>Destination: Immingham oil terminal berthing 0530 1st January.   |                    |                        |                         |
| 02-Jan   | VTS 15             | <b>DANIO</b>           | Brough                  |
| Pilot reports that starboard engine has a water leak in the Lube Oil cooling system. Vessel is proceeding on one engine whilst repairs are carried out.<br>Next port Duisburg.   |                    |                        |                         |
| 04-Jan   | AHM                | <b>VOS WARRIOR</b>     | Spurn L/F               |
| Captain declares that only one engine is working, but they have use of an Aquamaster forward, so manoeuvrability is not affected. The second engine is to be repaired in Alexandra dock, Hull on this visit. ADM advised.<br>Berthing 4/1/14 17:00 4/1/14 1745 off Alex Dk, advised by vessel that bow thruster is also inoperative.   |                    |                        |                         |
| 04-Jan   | VTS 14             | <b>IYSHA</b>           | Sea Reach               |
| Fishing vessel outbound in the sea reach developed engine problems, returning to fish dock for repairs. Grimsby fish dock advised.<br>Vessel to anchor in the Bull awaiting first lock on AM tide 05/01/14   |                    |                        |                         |
| 06-Jan   | PILOT              | <b>3 OAK</b>           | Imm Dk                  |
| Sailing from Immingham, pilot reports vessel has major engine problem in lock and is "dead ship". Tugs ordered to assist return to layby berth in Immingham Dock.  |                    |                        |                         |
| 07-Jan   | PILOT              | <b>RMS SAIMAA</b>      | Chequer                 |
| Pilot reports bow thruster defective. Vessel berthing Immingham dock 1800/7th.   |                    |                        |                         |
| 11-Jan   | VTS 14             | <b>WILSON MERSIN</b>   | Spurn Point             |
| Bow Thruster inoperative. ETA King George Dock 0400 11/1/14. No outward orders.  |                    |                        |                         |
| 20-Jan   | VTS 15             | <b>SCOT CARRIER</b>    | Chequer                 |
| Pilot reports that the bow thruster is inoperative. Vessel bound for Grove wharf.  |                    |                        |                         |
| 22-Jan   | MASTER / CAPTAIN   | <b>FRISIUM</b>         | Spurn L/F               |
| AIS inoperative vessel bound New Holland Pier. Engineers will attend on arrival ETA 2000/22. 1745 Pilot reports only one operational radar. Pilot continuing to NHP. Radar will be repaired along with AIS.  |                    |                        |                         |
| 24-Jan   | PILOT              | <b>ELSA ESSBERGER</b>  | Imm Dk                  |
| Bow thruster inoperative   |                    |                        |                         |
| 27-Jan   | PILOT              | <b>SORMOVSKIY 3051</b> | NH Dock                 |
| AIS not operational due to GPS input error. Engineer organised at next port (Rotterdam)  |                    |                        |                         |
| 28-Jan   | PILOT              | <b>CAPE MARIA</b>      | IOT                     |
| 1429 Pilot reports outbound vessel suffering engine problems whilst abeam of IOT 1. IOT and Immingham Dock informed. Svitzer Laura already standing by and Svitzer Trimley recalled by the ship. Fire Tug Svitzer Susan dispatched immediately. Vessel stemming with tugs fast in the deep water approx. 1nm due west of Sunk Spit. 1500 engines stopped (repairs ongoing)<br>1537 temporary fix completed, vessel proceeding out to 5' N to affect permanent repair, engine will be disabled. HMCG advised. Duty Manager advised.<br>2244 v/l advises that all fixed and now proceeding on passage. |                    |                        |                         |
| 29-Jan   | VTS 14             | <b>AMBER TRADER</b>    | IBT                     |
| Vessel departing IBT lost power to engine, Svitzer Madeleine standing by.<br>0445 Power regained but unreliable. Tug made fast. Pilot request tug escort past IOT. Svitzer Susan also standing by.<br>0320 Svitzer Madeleine released. Susan remaining with the vessel.<br>0440 Susan stood down. Vessel bound for Jelsa (Norway).<br>0600 V/L departs VTS area.   |                    |                        |                         |
| 29-Jan   | MASTER / CAPTAIN   | <b>THAMES FISHER</b>   | Humber                  |
| On passing North Binks buoy, experienced engine problems and aborted passage to Humber Deep Water anchorage. IOT advised.<br>1815 vessel underway proceeding to the Bull anchorage.<br>2015 V/L anchored in Bull anchorage (EX2) awaiting shore side engineers to attend.  |                    |                        |                         |
| 30-Jan   | PILOT              | <b>KARINA G</b>        | Spurn Point             |
| Bow thruster not working. KGD advised  |                    |                        |                         |
| 03-Feb   | ADM IMM            | <b>SWIFT</b>           | Imm Dk                  |
| Vessel entered lock ready for departure and was denied clearance due traffic off Immingham. The ADM telephoned VTS to advise that the vessel was returning to her berth as she had engine problems. Vessel had repairs carried out before departure.   |                    |                        |                         |
| 03-Feb   | MASTER / CAPTAIN   | <b>NAJADE</b>          | DWA                     |
| Captain reports engine problems, vessel anchors in position in DWA position J.<br>1700 Declares engine problem rectified proceeding to pilot boarding station.<br>1720 Vessel suffers further mechanical problems and anchors 8 cables SSE of South Sand buoy.<br>1745 Berthing cancelled for this tide.<br>1758 Captain informs problem with fuel pump, repair will take approximately 2 hours.<br>2225 Captain informs repairs complete. Vessel berthing 0915 New Holland Dock.  |                    |                        |                         |
| 05-Feb   | PILOT              | <b>CASABLANCA</b>      | Spurn Point             |
| Due to the following bridge equipment defects, the pilot has declared that it is unsafe to proceed to Goole on this night tide and recommends a daylight passage only. Defects: Poor radar picture - unable to pick out buoys at adequate range; GPS error out by several degrees; sizable difference between magnetic and gyro compasses. Vessel aborted to the Bull anchorage until 6th AM tide. Destination Goole   |                    |                        |                         |
| 07-Feb   | PILOT              | <b>CREOLA</b>          | IOT1                    |
| Engine failure passing A1 dolphin bound for Immingham dock. Tug assistance called for. IOT advised. Immingham  |                    |                        |                         |

| <b>Defect (Ship) Reported</b>  |                    |                      |                         |
|--|--------------------|----------------------|-------------------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ships</b>         | <b>General Location</b> |
| dock aware. River broadcast made.<br>0722 let go anchor 0725 Svitzer Josephine in attendance.<br>0728 Anchored, awaiting 2nd tug in order to proceed to Immingham dock.<br>0736 Svitzer Bristol proceeding. Anchor aweigh.<br>0738 Second tug in attendance and v/l continuing to the lock.<br>0810 V/L secure in Imm lock.  |                    |                      |                         |
| 07-Feb   | PILOT              | <b>DANIO</b>         | Chequer                 |
| 0720 Vessel inbound for Goole. Port engine stopped due to unknown defect. Vessel proceeding on one engine. Pilot confirms vessel still manoeuvrable and proceeding.<br>1330 vessel arrived at Goole. Master reports defect will be rectified before sailing.<br>25/02/15 All OK  |                    |                      |                         |
| 08-Feb   | PILOT              | <b>OSTEREMS</b>      | Spurn Point             |
| Pilot reports automatic pilot not working. Vessels destination Delfzl.   |                    |                      |                         |
| 09-Feb   | PILOT              | <b>DANIO</b>         | Brough                  |
| At the Middle Whitton port engine failed. Cargo steel products. KGD offered as a lay-by, but declined.<br>0345 problem found to be a cooling pipe which has now been repaired. Vessel back on 2 engines.<br>Next port Rotterdam  |                    |                      |                         |
| 10-Feb   | VTS 15             | <b>MARCHICORA</b>    | KGD                     |
| Vessel departing KGD Hull for Antwerp. Pilot reports stbd anchor windlass defective. Vessel will rectify in Antwerp.   |                    |                      |                         |
| 10-Feb   | VTS 15             | <b>HARM JOHANNES</b> | New Sand Hole           |
| Fishing vessel transiting through the VTS area. AIS defective. (MMSI 235003424) She embarrassed another vessel constrained by draught in a TSS by passing close ahead of her and had to be directed out of the Humber Gateway Wind Farm on two occasions.  |                    |                      |                         |
| 10-Feb   | VTS 14             | <b>FREJ</b>          | Sea Reach               |
| Master reports a problem with fuel injection pump approximately 3 miles SE of OSR and intends to drift while engineers investigate.<br>2333 Master reports that the problem has now been resolved and is proceeding on passage. Next port Velsen.  |                    |                      |                         |
| 13-Feb   | VTS 15             | <b>RMS RUHRORT</b>   | Upper Humber            |
| AIS not transmitting but pilot reports that the unit is receiving correctly. Vessel outbound, next port Rotterdam.   |                    |                      |                         |
| 14-Feb   | MASTER / CAPTAIN   | <b>BIRCH 5</b>       | Humber                  |
| Vessel reports only one operational radar. Master states technicians arranged for arrival King George Dock. Berthing KGD at 0500. 25/02/14 Radars repaired in KGD  |                    |                      |                         |
| 16-Feb   | VTS 14             | <b>THAMES FISHER</b> | Humber                  |
| AIS non-operational. Vessel anchoring and awaiting berth availability at Immingham Oil Terminal.<br>Vessel reports AIS is to be repaired when alongside.   |                    |                      |                         |
| 17-Feb   | PILOT              | <b>ARESSA</b>        | Imm Dk Bellmouth        |
| One radar inoperative, second radar poor performance -difficulty displaying navigation marks. Bow thruster inoperative. Ship had been given 1 months' notice to resolve defects after PSC visit. Next port Antwerp   |                    |                      |                         |
| 17-Feb   | PILOT              | <b>FRI PORSGRUNN</b> | Spurn L/F               |
| Bow thruster inoperative   |                    |                      |                         |
| 17-Feb   | VTS 14             | <b>KITTY C</b>       | Humber                  |
| One radar inoperative. E.T.A. Immingham 2359 17/02/014. No outward orders at this time.  |                    |                      |                         |
| 18-Feb   | PILOT              | <b>AVALON</b>        | Spurn Point             |
| Windlass problem can drop anchor but not retrieve. This defect was first reported on the 12/01/13. The Master states that the windlass will be repaired this time in Goole. This is the vessels first visit since 12/01/13.  |                    |                      |                         |
| 19-Feb   | SMS TUGS           | <b>TRADESMAN</b>     | WBR                     |
| Tug Tradesman reports loss of all power. Tug Norman proceeding from KGD and tug Englishman from E/J to assist.<br>1026 Tug Norman in attendance in the vicinity of FH6<br>1030 Under tow by tug Norman, proceeding to KGD.<br>1224 Berthed KGD Hull.   |                    |                      |                         |
| 20-Feb   | PILOT              | <b>ELYTIS</b>        | Imm Dk                  |
| Pilot reports inoperative bow thruster.<br>0406 Pilot advises the bow thruster is now operational while passing the Upper Burcom.  |                    |                      |                         |
| 23-Feb   | VTS 15             | <b>SHANNON STAR</b>  | Spurn L/F               |
| Vessel outward bound passing Chequer buoy, the auto lube oil alarm for the main engine keeps sounding. Vessel can't operate full ahead, proceeding to deep water anchorage to investigate.<br>0755 Vessel at anchor, master confirms engines will not be immobilised expects repairs to take two hours.<br>1100 Repairs complete, en-route to destination. Destination: Le Harve |                    |                      |                         |
| 24-Feb   | PILOT              | <b>REMORA</b>        | Chequer                 |
| Pilot reports that the main radar is inoperative and that the river radar is fully operational.<br>Destination: Flixborough berthing 0145 25th   |                    |                      |                         |
| 26-Feb   | PILOT              | <b>MARE BALTIC</b>   | Spurn L/F               |
| Pilot reports X band scanner not working. Vessel berthing IOT 2 at 1545. Captain declares defect will not be fixed while alongside.  |                    |                      |                         |
| 01-Mar   | VTS 15             | <b>MARGARETHA</b>    | Goole                   |
| Vessel outbound from Goole. Pilot reports complete loss of engine power off Ocean Lock Goole. Bridge control failure.<br>1735 Vessel anchored. Tug 'Little Shuva' being mobilised to assist.<br>1750 Engine power restored recovering anchor.<br>1820 'Little Shuva' assisting.<br>1833 Anchor aweigh. Vessel returning to Goole via Ocean lock.                                 |                    |                      |                         |

| <b>Defect (Ship) Reported</b>  |                    |                         |                         |
|--|--------------------|-------------------------|-------------------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ships</b>            | <b>General Location</b> |
| 1853 All fast in Ocean Lock, Goole   |                    |                         |                         |
| 01-Mar   | PILOT              | <b>FAST SUS</b>         | Foul Holme              |
| 1955 - Vessel reports engine problems and is reducing to slow ahead. Due to proximity to IOT the Fire Tug was put on standby.<br>2000 Vessel reports the defect as high exhaust gas temperatures.<br>2010 - Vessel clears IOT, Fire tug stood down. 2020 Pilot reports that the problem was with the monitoring system. Exhaust temperatures normal.   |                    |                         |                         |
| 01-Mar   | PILOT              | <b>WILSON LUBECK</b>    | Bull                    |
| Pilot reports one radar defective Technician to attend on arrival Howdendyke.<br>ETA H'Dyke 2000/01  |                    |                         |                         |
| 05-Mar   | PILOT              | <b>REYKJAFOSS</b>       | Imm Dk                  |
| Immingham dock advised the pilot that water is coming from the bulbous bow approximately 3 feet above the water line. Duty manager advised & duty MCA inspector. Agent is aware and is investigating.<br>Vessel due to sail from Immingham DK 7 Quay 05/03/14 at 2200.<br>1930 MCA have cleared the vessel to sail.  |                    |                         |                         |
| 05-Mar   | MASTER / CAPTAIN   | <b>CHEMBULK SHANGHI</b> | Humber                  |
| Vessel inbound for deep water anchorage Position Bravo, developed engine problems. Vessel anchored 2nm north of Outer Sand buoy. Master reports exhaust valve problem. Repair underway.<br>Vessel berthing 06/03/14 0715 Immingham East Jetty.<br>Immingham ADM advised. 2345 Engine problem rectified.  |                    |                         |                         |
| 07-Mar   | PILOT              | <b>FLINTERHAVEN</b>     | Spurn Bight             |
| Pilot reports bow thruster defective. Vessel taking tug for berthing.  |                    |                         |                         |
| 09-Mar   | MASTER / CAPTAIN   | <b>CROWN MARY</b>       | Rosse Reach             |
| Vessel in bound for New Holland dock approaching the TSS developed pitch propeller problems. Master cancelled pilot. Vessel remaining clear of VTS area while the problem is rectified.<br>Agent advised and vessel re-ordered for 10/03/14 1015 pilot on-board.<br>Berthing time 1315.<br>0730 Master declares defects rectified.   |                    |                         |                         |
| 11-Mar   | VTS 15             | <b>STOLT RAZORBILL</b>  | Spurn L/F               |
| Master reports that the Gyro compass is inoperative. The problem is due to be rectified on arrival at Saltend Jetty.   |                    |                         |                         |
| 14-Mar   | PILOT              | <b>TRENLAND</b>         | Ridge                   |
| 0325/14 ME problems (blocked fuel line)<br>0345 Anchored between buoys 7A & 9 to effect repairs<br>0445 Repairs complete<br>0455 Underway and resuming outward passage to Shoreham.  |                    |                         |                         |
| 17-Mar   | PILOT              | <b>POMORYE</b>          | Spurn L/F               |
| Pilot reports gyro is inoperative. Destination: King George dock 10 quay berthing 1745 17th.<br>Master advises will be repaired alongside.   |                    |                         |                         |
| 18-Mar   | VTS 15             | <b>COPERNICUS</b>       | Humber                  |
| Master reports that one of the vessel's steering gear pumps is inoperative.<br>A tug has been arranged to escort the vessel from the IOT to KGD, as a precaution. KGD ADM advised.   |                    |                         |                         |
| 18-Mar   | PILOT              | <b>HENG SHAN</b>        | HIT                     |
| Pilot reports that whilst attempting to berth on HIT2, one of the vessel's spring lines parted, the pilot also stated that five other mooring lines have recently been spliced and are in a poor condition.<br>2050 Duty manager informed<br>2100 Three tugs to remain in attendance until at least low water, pilots to remain on-board. Agent is trying to arrange replacement mooring lines. Vessel has only three lines ashore and is unable to discharge cargo until the tugs are dismissed.  |                    |                         |                         |
| 19-Mar   | PILOT              | <b>SNOWLARK</b>         | Goole                   |
| On departing Goole the pilot advises that the ship has engine problems and is proceeding to Blacktoft to investigate.<br>0830 All fast Blacktoft. The problem appears to be damage to the cylinder valves, will take at least three hours to repair. ETD Blacktoft 1800 19/03/14 to Great Yarmouth, subject to repairs.<br>1400 Master cancels sailing order awaiting MCA inspection.<br>1700 Master contacts VTS and states a pilot has been ordered for 1900 20th and two tugs to tow the vessel dead ship to Goole.   |                    |                         |                         |
| 21-Mar   | PILOT              | <b>PETR VELIKIY</b>     | Spurn L/F               |
| 2 radars on the bridge, but neither is picking up targets with any clarity. In particular the buoys are hard to detect.<br>Berthing KGD 21st 2000. No ETD  |                    |                         |                         |
| 24-Mar   | VTS 15             | <b>STEENBANK</b>        | GY Royal                |
| Pilot reports that the Bow thruster is inoperative. V/L bound for Rotterdam.   |                    |                         |                         |
| 25-Mar   | VTS 14             | <b>B GAS ETTRICK</b>    | Spurn Point             |
| Pilot reports serious engine failure outbound in the vicinity of the Hobo buoy. Automatic stop activated by cylinder failure on main engine. Vessel expected to be dead ship for several hours.<br>0851 Vessel drifting into Bull anchorage to anchor. All ships securite broadcast made Ch 12 and 14.<br>0850 Agent contacted to arrange standby tug.<br>0909 Vessel anchored position Kilo.<br>1000 Agent advises no tugs available until 1400 hrs, VTS request agent tries Richard Harvey tugs.<br>1144 Tug Nap departs Grimsby to stand by vessel.<br>1230 Nap on station<br>1340 Pilot disembarked.<br>1638 From Master: Repairs completed and engines tested. All OK. Standby tug dismissed. |                    |                         |                         |

| <b>Defect (Ship) Reported</b>   |                    |                         |                         |
|---|--------------------|-------------------------|-------------------------|
| <b>Date</b>   | <b>Reported By</b> | <b>Ships</b>            | <b>General Location</b> |
| 1941 Anchor aweigh proceeding to sea for orders.  |                    |                         |                         |
| 25-Mar  | PILOT              | <b>NOR FEEDER</b>       | Imm Dk                  |
| Gyro compass not feeding into autopilot. Destination: Felixstowe  |                    |                         |                         |
| 27-Mar  | VTS 15             | <b>SPLITTNES</b>        | Spurn L/F               |
| Vessel inbound for KGD, Hull. Pilot reports that one of two radars is inoperative.  |                    |                         |                         |
| 01-Apr  | PILOT              | <b>HELAS</b>            | Spurn L/F               |
| Bow thruster inoperative. Vessel bound Neap House.  |                    |                         |                         |
| 02-Apr  | VTS 15             | <b>TERA</b>             | Hawke                   |
| Shortly after weighing anchor pilot reports that the vessel has lost all engine and electrical power.<br>1912 Power restored.<br>1930 re-anchored, Pilot aborts passage to New Holland due to dense fog, poor radar video display, inaccurate gyro and magnetic compasses.  |                    |                         |                         |
| 03-Apr  | PILOT              | <b>MOSELDIJK</b>        | Imm Dk                  |
| Pilot reports gyro faulty intention to repair in Immingham this visit.<br>04/04/14 ADM Imm advises that the vessel will now have its gyro repaired in Rotterdam. ETD Imm PM 05/04/14  |                    |                         |                         |
| 04-Apr  | VTS 15             | <b>STOLT SHEARWATER</b> | Sea Reach               |
| Master reports that the vessel has engine problems in the inward lane of the Sea Reach TSS and is not under command. All ships broadcast made.<br>1227 Pilot on board.<br>1230 Repairs complete, generator problem. Master/pilot happy to proceed to Salt end jetty. Pier master advised Berthing: 1500 SEJ 1. No sailing orders at present   |                    |                         |                         |
| 04-Apr  | VTS 15             | <b>ORIENT SUN</b>       | Sunk Spit               |
| Pilot reports that the gyro compass has been showing an increasing error during the passage from the Humber light float. Error now 25 degrees from true. Crew attempting to rectify.<br>2022 Pilot reports that crew have switched to secondary gyro and that gyro headings are now satisfactory.   |                    |                         |                         |
| 06-Apr  | VTS 15             | <b>RYSTRAUM</b>         | Humber                  |
| Master reports losing his port anchor in Deep water anchorage position 'C'. Vessel bound to Salt End Jetty.   |                    |                         |                         |
| 12-Apr  | MASTER / CAPTAIN   | <b>SEA MELODY</b>       | Humber                  |
| Captain reports defective gyro, vessel due to berth Grove 1809/13th.  |                    |                         |                         |
| 12-Apr  | VTS 12             | <b>BF FORTALEZA</b>     | Imm Dk                  |
| 21:28 Pilot informs VTS that vessel has lost all power in Immingham Dock.<br>Vessel let go anchor and is taking a second tug to berth. No damage reported. 2340 All fast  |                    |                         |                         |
| 13-Apr  | VTS15              | <b>SEA MELODY</b>       | Chequer                 |
| Pilot reports that the gyro compass is inoperative. Inbound for Grove   |                    |                         |                         |
| 13-Apr  | VTS 15             | <b>PEAK BERGEN</b>      | Chequer                 |
| Pilot reports that the bow thruster is inoperative.   |                    |                         |                         |
| 16-Apr  | PILOT              | <b>EBROBORG</b>         | Spurn L/F               |
| Bow thruster inoperative - one tug ordered. Next port Immingham   |                    |                         |                         |
| 17-Apr  | VTS 15             | <b>UTA</b>              | Spurn L/F               |
| Pilot reports bow thruster inoperative. V/L bound for KGD. ETA PM/17th.   |                    |                         |                         |
| 19-Apr  | PILOT              | <b>CRISTINA</b>         | Upper Humber            |
| Vessel outbound to Figueira da Foz. Pilot reports main engine cooling problems.<br>1135 vessel has isolated problem and continuing on passage.  |                    |                         |                         |
| 19-Apr  | MASTER / CAPTAIN   | <b>ELBETOR</b>          | Humber                  |
| Vessel in bound for Grove LE1 Master reports steering pump problems. Vessel to anchor in deep water anchorage to investigate before proceeding up river.<br>1445 Master declares problem rectified. Vessel to berth Grove LE1 19/04/14 2200.  |                    |                         |                         |
| 22-Apr  | PILOT              | <b>WARNOV STAR</b>      | IOT                     |
| On departure from the berth the pilot reports that the Gyro compass has a large error.<br>2359 Pilot reports that the gyro error has now been rectified.  |                    |                         |                         |
| 29-Apr  | VTS 15             | <b>CELTIC VENTURE</b>   | Spurn L/F               |
| Vessels bow thruster is inoperative. Destination: Goole South Dock  |                    |                         |                         |
| 30-Apr  | VTS 15             | <b>OPALINE</b>          | IOT                     |
| Vessel in position between 9A buoy and IOT no.3: Master (PEC No.1129): reports that he was having engine problems but that they were now resolved. He was however making his two tugs fast for passing IOT. From Master: This is a recurrence of a problem with the crankshaft that was thought to have been resolved before leaving the last port. Master has been advised that he will be required to have a two tug escort when passing IOT until the problem has been fully resolved. |                    |                         |                         |
| 30-Apr  | VTS 14             | <b>SARAH D</b>          | Spurn Point             |
| 2230 Tug inward for RSQ reports engine overheating when entering channel from the North at 3A Binks.<br>2309 Vessel observed to be tracking to the north and into shallow water.<br>2316 Vessel alters back to the south and advises she is attempting to cool the engine and will shortly proceed to RSQ when complete. KGD advised. 0115 Vessel proceeding up to RSQ on the flood tide. Berthing AM tide 1st May.   |                    |                         |                         |
| 01-May  | VTS 15             | <b>LADY MARTINE</b>     | IGT                     |
| After departing the berth, the pilot reported that the vessel has suffered ME failure three cables to the west of the Holme hook buoy. All ships broadcast made, tug Svitzer Valiant who had finished assisting the vessel to depart makes fast fwd.<br>0436 Engine power restored, tug remaining fast until clear of the IOT.<br>0502 Tug dismissed. Pilot advises that the reason the ME failed was that the engine was "too cold".<br>Destination: Brofjorden                          |                    |                         |                         |

| <b>Defect (Ship) Reported</b>  |                    |                          |                         |
|--|--------------------|--------------------------|-------------------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ships</b>             | <b>General Location</b> |
| 02-May   | VTS 14             | <b>CLIPPER POINT</b>     | Sea Reach               |
| Master reports defect with port windlass hydraulic system. Full mooring capability available but at reduced speed, Starboard hydraulics available for anchoring purposes.<br>Berthing Immingham Dock 0230. Imm ADM advised. Vessel to effect repair on arrival at Immingham  |                    |                          |                         |
| 02-May   | PILOT              | <b>ERNEST SHACKLETON</b> | Grimsby                 |
| Rudder angle indicator is showing six degrees to port when the wheel is amidships.<br>Vessel docking Immingham 2nd 20:30. ETD 6/5/14   |                    |                          |                         |
| 03-May   | PILOT              | <b>ARESSA</b>            | Paull                   |
| Compass repeaters are not following the main gyro compass. Additionally, bow thruster is not working.<br>Vessel sailed from Hull 03/05/2014 1300 destination Klaipeda.   |                    |                          |                         |
| 09-May   | PILOT              | <b>ALREK</b>             | Spurn Point             |
| Pilot reports defective gyro. Vessel on passage to King George dock, Hull. No ETD.   |                    |                          |                         |
| 09-May   | VTS 15             | <b>UKD MARLIN</b>        | Holme Hook              |
| 1515 Master reports that one of his engines is stuck on full ahead, vessel will remain in the 11A deposit ground to investigate.<br>1547 Master advises the problem appears to be an electrical fault on the port engine. Vessel will anchor in the Holme Hook anchorage to effect repairs. Ship will not be immobilised as the starboard engine is fully operational.<br>2230 Repairs complete.   |                    |                          |                         |
| 16-May   | VTS 15             | <b>KOPERSAND</b>         | Spurn L/F               |
| Pilot reports that the bow thruster is inoperative   |                    |                          |                         |
| 17-May   | PILOT              | <b>BRO NYBORG</b>        | Spurn L/F               |
| Vessel suffered a Main Engine failure as she approached the South East Chequer buoy, inward for IOT 3.<br>2004 Main Engine power restored and passage resumed. Investigation shows issue with Oil Mist detector. Tug is ordered for berthing as a precaution.<br>Vessel berthing 17/05 - 2115. No sailing orders at present.   |                    |                          |                         |
| 17-May   | VTS 15             | <b>CEMSEA III</b>        | Ouse                    |
| Vessel in vicinity of Lower Saltmarsh Lt. Pilot reports that the vessel has suffered a complete loss of power. No engines or steering.<br>0855 All power now restored and vessel resuming outward passage.<br>Next port: Brunsbuttel.  |                    |                          |                         |
| 21-May   | PILOT              | <b>NAVIOS ANTARES</b>    | IBT                     |
| Port side accommodation ladder damaged by cargo operations.<br>Vessel bound for Canada unknown port. Gangway to be repaired at next destination.   |                    |                          |                         |
| 22-May   | MASTER / CAPTAIN   | <b>STEFAN K</b>          | Humber                  |
| Vessel inbound for the deep water anchorage declares old edition charts. Lat & Long given to enable safe anchoring.<br>Vessel berthing Immingham dock 22/05/14 2359 on 1 quay.<br>Agent will be taking 5 new charts on-board before vessel sails.  |                    |                          |                         |
| 22-May   | PILOT              | <b>CHANTACO</b>          | Chequer                 |
| Bow thruster inoperative   |                    |                          |                         |
| 26-May   | VTS 15             | <b>YASMINE</b>           | Sea Reach               |
| Master reports that one radar, S-Band, is inoperative.   |                    |                          |                         |
| 26-May   | VTS 15             | <b>EEMS SPIRIT</b>       | Trent                   |
| Pilot reports that vessel lost all power, due to high exhaust temps, whilst approaching its berth (Gunness Main). The power was restored and the vessel berthed safely port side too. The pilot also reports that the vessels superintendent is now at the vessel with the spare parts to rectify the problem.   |                    |                          |                         |
| 31-May   | MASTER / CAPTAIN   | <b>SKS TANA</b>          | Humber                  |
| Master declares port anchor fluke missing. Vessel anchored at the Humber light float.<br>Berthing Immingham Bulk Terminal date unknown.  |                    |                          |                         |
| 03-Jun   | MASTER / CAPTAIN   | <b>OPALINE</b>           | Humber                  |
| Captain declares engine problem, vessel will remain outside approaches whilst investigating.<br>0549 Problem identified with injectors captain request anchorage South of the Sea Reach to rectify defect.<br>0730 V/L resumes passage to HST. Defect rectified.   |                    |                          |                         |
| 04-Jun   | MASTER / CAPTAIN   | <b>YASMINE</b>           | Holme Hook              |
| At Clay Huts reports a fault with one of her engines, Master confirms he still has the second engine and bow thrusters but has ordered two tugs for assistance.<br>Berthing HST 4 09:00. ETD 20:00<br>08:15 Svitzer Susan departs Immingham E/J<br>08:25 Svitzer Josephine departs Immingham dock<br>0843 tugs in attendance.<br>09:30 Yasmine all secure.   |                    |                          |                         |
| 08-Jun   | VTS 15             | <b>STENA TRANSPORTER</b> | HST                     |
| AIS inoperative. Next port Hook of Holland.  |                    |                          |                         |
| 10-Jun   | VTS 15             | <b>THARSIS</b>           | Skitter Haven           |
| Master informs VTS the vessel has suffered engine control problems and is anchoring in the Skitter Channel to investigate. All ships broadcast made.<br>1810 Vessel at anchor 3 cables west of the 20A buoy.<br>1830 Master advises vessel has use of the bow thruster, however main engine is inoperative. Duty manager informed.<br>Master to arrange for a John Deans' tug to stand by.<br>1955 Master advises one engine is now operational, he intends to proceed to RSQ for an engineer to complete repairs. ADM KGD advised and duty manager updated. |                    |                          |                         |

| <b>Defect (Ship) Reported</b>  |                    |                          |                         |
|--|--------------------|--------------------------|-------------------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ships</b>             | <b>General Location</b> |
| 2000 Shovette departs Alex dock Hull to assist vessel.<br>2036 Tug in attendance<br>2159 Anchor aweigh proceeding to RSQ.<br>2310 All fast RSQ, tug to remain in attendance until repairs complete as vessel will be immobilised.<br>Destination: Duisburg when repairs complete.  |                    |                          |                         |
| 10-Jun   | VTS 15             | <b>CELTIC EXPLORER</b>   | Spurn Point             |
| Vessel's bow thruster is inoperative. Destination: Grove LM1 berthing 0445 10th June.  |                    |                          |                         |
| 13-Jun   | PILOT              | <b>ATLANTIS DWELLER</b>  | Spurn L/F               |
| 1 Azi thruster not operational. Tug ordered for escort passing IOT. Vessel berthing Immingham dock 13th 0530.<br>Repairs are expected to be completed prior to departure<br>1400/13th Repairs completed.   |                    |                          |                         |
| 14-Jun   | PILOT              | <b>ECE NUR K</b>         | Spurn Point             |
| Pilot reports engine problem and requests anchorage in Bull.<br>0853 Vessel anchors in Bull anchorage. Problem identified as faulty coolant pipe, expected repair time of one hour.<br>1027 Captain declares repairs complete.<br>1215 Vessel departed Bull anchorage, next port Rotterdam.  |                    |                          |                         |
| 17-Jun   | VTS 15             | <b>ARISTOTE</b>          | New H Pier              |
| Vessels AIS is inoperative. Destination: Rouen   |                    |                          |                         |
| 20-Jun   | VTS 15             | <b>BOMAR MOON</b>        | Spurn L/F               |
| Pilot reports that the vessel is unable to recover both anchors in the event of emergency, due to a windlass problem.<br>Duty manager informed.<br>2205 After consultation with duty manager, vessel aborts inward passage until suitable arrangements to carry out the repairs can be made. Agent advised.<br>21/06/14 From agent, he expects it to take 1-2 weeks to get the spare parts to fix the windlass problem.<br>0630 After consultation, vessel to proceed to Flixborough with tug escort.<br>0930 Tug Beamer leaves KGD proceeding to the IOT to await arrival of vessel.<br>1116 Tug in attendance at Upper Burcom.<br>1200 Hrs Tug Shovette, relieved Beamer at Salt end continuing escort duties to the berth.<br>Berthing Flixborough 22/6/14 vessel sailing with windlass problem and tug sby |                    |                          |                         |
| 20-Jun   | PILOT              | <b>SCOT CARRIER</b>      | Spurn L/F               |
| Bow thruster defective. Vessel on passage to Grove.  |                    |                          |                         |
| 22-Jun   | CAPTAIN            | <b>SEA EMS</b>           | Humber                  |
| Vessel in Humber DW anchorage, unable to start main engine, so cancelled pilot for berthing AM 22nd. Vessel is therefore disabled at the anchorage Wind E'ly 10Kts 1224 Captain declares engine problem is resolved.<br>Berthing: 1615 23rd June at Howdendyke   |                    |                          |                         |
| 23-Jun   | CAPTAIN            | <b>ARK GERMANIA</b>      | IOH                     |
| One bow thruster not operational   |                    |                          |                         |
| 25-Jun   | VTS 15             | <b>GERDA</b>             | New H Pier              |
| Vessel between 20a and 21b buoys in the Skitter channel, Pilot reports ME failure (Gearbox)<br>0356 vessel anchored in position 110 x 0.25 from 21b lt. by.<br>0650 Tugs Shovette and Lashette in attendance.<br>0701 Vessel proceeding, under tow, to Riverside Quay.<br>0820 All fast RSQ.   |                    |                          |                         |
| 26-Jun   | PILOT              | <b>VERA SU</b>           | Chequer                 |
| Inward vessel for Flixborough, unable to retrieve anchor due to windlass defect. Agent uncontactable. Duty manager advised. Vessel to proceed to sea and drift until next tide - when escort tug can be arranged to meet before IOT.<br>Vessel berthing 0815 29th June at Flixborough  |                    |                          |                         |
| 27-Jun   | VTS 15             | <b>WILSON LIVORNO</b>    | Imm Dk                  |
| Vessel in lock preparing to sail from Immingham. Pilot reports that the vessel has no working VHF radio sets. Duty manager advised. Permission to proceed declined. Vessel returns to berth to effect repairs to radios.<br>2300 One radio repaired and permission from MCA for vessel to proceed, received by email.<br>Vessel departing 0200 from Immingham dock, destination Mosjoen.   |                    |                          |                         |
| 28-Jun   | VTS 15             | <b>STENA TRANSPORTER</b> | Spurn L/F               |
| One of the vessels two bow thrusters are inoperative. Berthing HST 1 0700  |                    |                          |                         |
| 30-Jun   | PILOT              | <b>MARLIN</b>            | H Bridge                |
| 0943 Vessel moving from Goole to Immingham dock No3 Coal Hoist. Pilot reports starboard engine stopped due to faulty fuel line. Vessel rectifying problem.<br>1115 defect rectified.   |                    |                          |                         |
| 01-Jul   | PILOT              | <b>ARVELOR FIGHTER</b>   | Apex                    |
| Vessel outbound from Gunness to sea suffered main engine failure at the Apex, vessel anchored at the Apex.<br>Pilot reports blown gasket, attempting repairs. 7 POB, 4.9 mt Diesel, 164 lts Lube oil. In ballast.<br>0033 Engine repairs completed.<br>0045 Anchor aweigh, resumed outward passage.  |                    |                          |                         |
| 01-Jul   | VTS 15             | <b>DOLFIJN</b>           | New H Pier              |
| Pilot reports that he is aborting passage to Grove as the vessel is max draft for tide and he is unhappy with the vessel's stability. Excessive heeling on helm movements. Returning to Bull anchorage.  |                    |                          |                         |
| 02-Jul   | MASTER / CAPTAIN   | <b>CLEMENTINE</b>        | Humber                  |
| Vessel inbound from Cuxhaven to Immingham 11 quay Nordic. Master reports auxiliary engine off line therefore no bow thrusters. Vessel has ordered 1 tug escort for berthing. No information about when defect will be rectified.   |                    |                          |                         |
| 02-Jul   | VTS 15             | <b>WILSON AVONMOUTH</b>  | ImMm Dk                 |

| <b>Defect (Ship) Reported</b>  |                    |                         |                         |
|--|--------------------|-------------------------|-------------------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ships</b>            | <b>General Location</b> |
| Pilot reports that the bow thruster is inoperative   |                    |                         |                         |
| 04-Jul   | VTS 14             | <b>HANSEATIC SPIRIT</b> | Spurn L/F               |
| Bow thruster inoperative. Berthing King George dock 10 quay 1130 hrs   |                    |                         |                         |
| 05-Jul   | VTS 14             | <b>PRIDE OF YORK</b>    | Spurn L/F               |
| Vessel running on 3 out 4 engines for the next 2 or 3 weeks due to a technical issue with a crankshaft.<br>Berthing: KGD 5 quay west.  |                    |                         |                         |
| 06-Jul   | VTS 15             | <b>REMORA</b>           | Chequer                 |
| Vessel is operating on one engine due to a gear box problem with the port engine.<br>Destination: Flixborough berthing 1300 06th July.   |                    |                         |                         |
| 15-Jul   | PILOT              | <b>RIG</b>              | Skitter Ness            |
| 2125 - While passing the Hull Middle buoy, vessel reports engine overheating problems & reduces to a slow speed. RSQ requested. Agent advised and is arranging tug and boatmen.<br>2218 - Tug Shovette in attendance, made fast as vessel passes the entrance to King George Dock. [Another pilot on the river at the time brought to VTS's attention the recent incident between the m/v Riga and a fishing vessel in the Baltic Sea]<br>2315 V/L secured alongside RSQ Hull.                                       |                    |                         |                         |
| 21-Jul   | PILOT              | <b>AMANDA</b>           | Trent                   |
| Main engine will not operate astern.   |                    |                         |                         |
| 21-Jul   | VTS 15             | <b>SORMOVSKIY 3064</b>  | Cleeness                |
| Vessels auto pilot is inoperative, using hand steering only.<br>Destination Nakskov, Denmark   |                    |                         |                         |
| 22-Jul   | VTS 15             | <b>HORST B</b>          | Imm Dk                  |
| Pilot reports whilst in the lock that the bow thruster can only operate up to a maximum of 75% power.<br>Berthing: Immingham Dock 7 Quay.  |                    |                         |                         |
| 22-Jul   | PILOT              | <b>SAMSKIP AKRAFELL</b> | Burcom Deposit          |
| 0945 - When passing the No.8 Middle Burcom, the pilot of the vessel reports a complete power failure and may need to anchor. The IOT standby tug, Svitzer Bristol, is put on alert.<br>0948 - Pilot reports that power has been restored, but that the situation has not yet been fully resolved. The vessel continues to proceed outwards.<br>1016 - Pilot reports that the situation is under control and that the ship is proceeding as normal. The Standby tug is informed and stands down. Next port Rotterdam. |                    |                         |                         |
| 23-Jul   | PILOT              | <b>CELINE</b>           | Apex                    |
| Vessel has lost full power on 3 occasions whilst on passage.<br>Berthing Flixborough wharf 23/7/14 1740. ETD 24/7/14 1643  |                    |                         |                         |
| 26-Jul   | MASTER / CAPTAIN   | <b>SOLENT FISHER</b>    | IOT8                    |
| Master reports AIS is inoperative. Vessel proceeding to Greys, UK  |                    |                         |                         |
| 29-Jul   | MASTER / CAPTAIN   | <b>THAMES FISHER</b>    | Humber                  |
| Inward for IOT has lube oil pump problem and anchored in position 53° 34.5'N, 000° 28.6'E. Coastguard advised.<br>Vessel in ballast.<br>Coastguard 30/7 0800:Advised spare parts to be delivered later.<br>0830 02/08 Master confirms that his repairs are complete and is now awaiting berthing orders.   |                    |                         |                         |
| 06-Aug   | PILOT              | <b>ORANESS</b>          | Spurn L/F               |
| Main engine has only 75% power available due to cylinder problem. KGD advised.   |                    |                         |                         |
| 09-Aug   | VTS 15             | <b>BEN MAYE</b>         | Bull                    |
| Vessel outward bound passing 9A, pilot reports that vessel requires the Bull anchorage to investigate an engine problem and the vessel will not be immobilised whilst at anchor.<br>1915 Vessel anchored position "A" in Bull anchorage.<br>2045 Agent advises that the vessel has one defective fuel pump out of six and would like to proceed to Grimsby for repairs. Duty manager advised and agreed one tug will be required to escort the vessel into Grimsby.<br>POB 0315 10th, berthing Grimsby Royal 6 quay. |                    |                         |                         |
| 12-Aug   | PILOT              | <b>SUPERIORITY</b>      | Spurn Point             |
| Vessel reports forward winch inoperative. Only one anchor available for use. Last port Great Yarmouth.<br>Berthing IOT 6 1530.   |                    |                         |                         |
| 14-Aug   | PILOT              | <b>ROSEBURG</b>         | Chequer                 |
| Vessel inbound for Keadby AWS ETA 14/08/14 2200. Pilot reports no auto pilot and the gyro is 40 degrees out.   |                    |                         |                         |
| 16-Aug   | VTS 15             | <b>ROSEBURG</b>         | Foul Holme              |
| Pilot reports that the auto pilot is inoperative, using hand steering only. Vessel outward bound to the Bull anchorage, awaiting tide to berth at Barrow haven 1100 hrs 16th   |                    |                         |                         |
| 17-Aug   | VTS 15             | <b>FEHN SIRIUS</b>      | Chequer                 |
| Vessel bow thruster is inoperative. Berthing Immingham dock 4 quay at 1030. Immingham dock advised.  |                    |                         |                         |
| 19-Aug   | MASTER / CAPTAIN   | <b>CHRISTINA</b>        | Spurn Point             |
| 1404 V/L Outbound between 'D' & 'C' Buoys declared a main engine problem, namely Lube oil pump malfunction.<br>1412 Problem rectified and proceeding on passage to Tjedbergodden, Norway. ETA unknown.   |                    |                         |                         |
| 20-Aug   | CAPTAIN            | <b>ANJA</b>             | Humber                  |
| On approaching the Hotspur buoy, the vessel declared a leaking engine room pipe which would require approx. 30 minutes to repair. ADM Immingham advised.<br>1128 problem rectified, pilot embarking and vessel proceeding to Immingham dock  |                    |                         |                         |
| 20-Aug   | PILOT              | <b>STOLT FULMAR</b>     | SEJ1                    |
| Upon pilot boarding the vessel, the gangway slipped approximately 18 inches due to it being unsecured, even though lashings were there to secure it. The railings on the ships walkway stopped it from falling completely. This occurred   |                    |                         |                         |

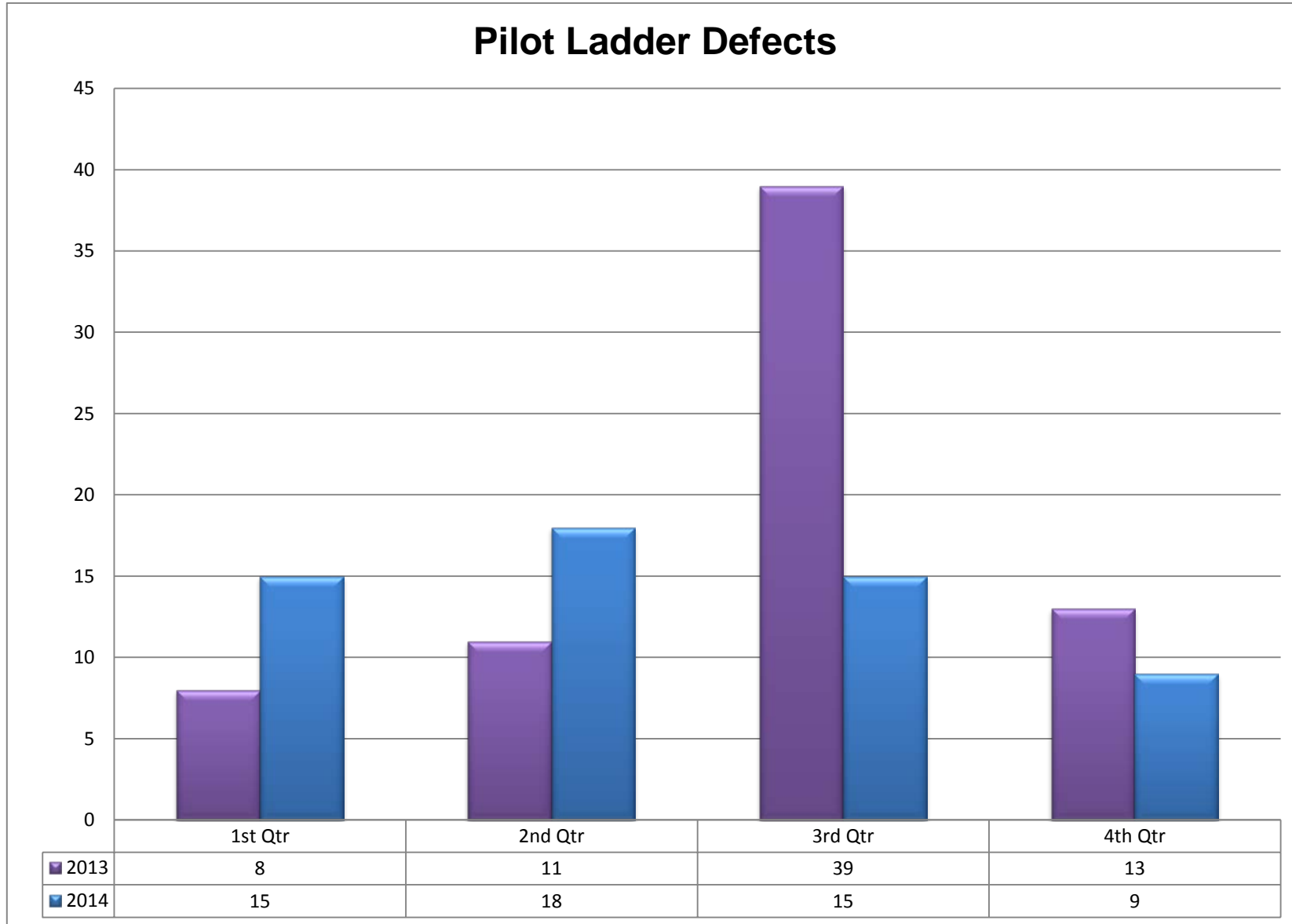


| <b>Defect (Ship) Reported</b>   |                    |                          |                         |
|---|--------------------|--------------------------|-------------------------|
| <b>Date</b>   | <b>Reported By</b> | <b>Ships</b>             | <b>General Location</b> |
| when the pilot boarded the vessel for the outward journey, vessel bound for Antwerp. Vessel is scheduled to return to the Humber on 25/08/14.   |                    |                          |                         |
| 21-Aug  | PILOT              | <b>B GAS LAURA</b>       | IGT                     |
| X band radar inoperative. Unable to get technician to attend before departure. Technician ordered for next port - Gothenburg.   |                    |                          |                         |
| 25-Aug  | MASTER / CAPTAIN   | <b>PALATINE</b>          | Foul Holme              |
| Vessel has total blackout. Broadcast made. Fire tug Svitzer Susan, advised to prepare for standby. No assistance required at this time. IOT advised. ADM Immingham advised.<br>0629 Master requests fire tug to assist.<br>0650 Under tow and proceeding to WBR. POB 23, Bunkers HFO 651tonnes DO 34tonnes, 4833 tonnes general RoRo. HMCG advised. HST informed via answer phone.<br>0713 Svitzer Kathleen attending.<br>0715 Master advises that main engine power restored but no thrusters. Intends berthing at HST3 with 2 tugs.<br>0840 All secure at HST3. |                    |                          |                         |
| 30-Aug  | MASTER / CAPTAIN   | <b>PRIDE OF YORK</b>     | Chequer                 |
| Vessel outbound in the inner TSS. Master declares starboard shaft stopped unknown defect, but investigating. Vessel outbound for Zeebrugge eta AM 31/08/14.   |                    |                          |                         |
| 03-Sep  | VTS 15             | <b>PRIDE OF YORK</b>     | Spurn L/F               |
| Vessels AIS is defective, Heading marker approximately 180 degrees out. Master states he intends to have a technician look at the unit whilst alongside.<br>Berthing: King George dock 1100 Hrs. ETD 1800 3rd   |                    |                          |                         |
| 04-Sep  | VTS 15             | <b>COASTALWATER</b>      | Chequer                 |
| Vessel's bow thruster is inoperative. Vessel berthing Immingham west jetty berth 4, 0815 Hrs. Immingham dock advised.   |                    |                          |                         |
| 06-Sep  | PILOT              | <b>REMORA</b>            | Trent                   |
| Pilot reports starboard engine blackout. Suspected fuel line. Vessel continued on one engine to Flixborough SE. ETA 06/09/14 1700.  |                    |                          |                         |
| 11-Sep  | VTS 15             | <b>LEVANA</b>            | Spurn L/F               |
| Starboard anchor has one pin missing on a joining shackle. Anchor is secure but crew unable to lower the anchor in an emergency. Port anchor and windlass are fully operational. IOT advised.<br>Berthing: Immingham oil terminal berth 3 1445 11th September.  |                    |                          |                         |
| 14-Sep  | VTS 14             | <b>PORTH DAFARCH</b>     | Spurn L/F               |
| One engine inoperative. Inbound from Lincs Wind farm to Grimsby Fish Dock.  |                    |                          |                         |
| 16-Sep  | MASTER / CAPTAIN   | <b>FUGRO SALTIRE</b>     | Humber                  |
| Captain declares stbd engine has only 50% pitch available due to defective electrical drive. Vessel berthing Immingham dock 2359/16th, defect to be rectified while in port.  |                    |                          |                         |
| 19-Sep  | PILOT              | <b>THUN GOTHENBURG</b>   | IOT                     |
| Vessel departing IOT 3 suffered a pitch problem. Standby tug sent to assist.<br>1540 defect rectified vessel continued on passage to the deep water anchorage. Returning to IOT Immingham date time unknown.  |                    |                          |                         |
| 19-Sep  | PILOT              | <b>SAN DIEGO</b>         | Spurn Point             |
| Pilot reports AIS system unreliable. Intermittent target acquirement. Next port Jelsa Norway  |                    |                          |                         |
| 20-Sep  | PILOT              | <b>MARLIN</b>            | Ouse                    |
| Port engine will not run at dead slow ahead. Other engine movements are OK.<br>Vessel berthed at Goole. ETD 21/9/14 1630, next port Duisburg  |                    |                          |                         |
| 22-Sep  | VTS 14             | <b>ICEBEAM</b>           | Rosse Reach             |
| Vessel declared that the rudder is defective and non-operational. Vessel is fully DP equipped and can maintain steerage using azimuth engine capabilities. Course accuracy monitored and found satisfactory and vessel given permission to proceed to the Hawke Anchorage. At this time there is no local agent allocated, but later today they will employ one and make provision for a berth in the Humber where a technician can attend to rectify the problem.<br>1000 Engine problems rectified and the vessel departing the anchorage for sea.              |                    |                          |                         |
| 24-Sep  | PILOT              | <b>KAILI</b>             | KGD                     |
| Pilot reports bridge M/E telegraph none operational. Vessel proceeding on passage using back up button control  |                    |                          |                         |
| 27-Sep  | PILOT              | <b>GOLDEN DIAMOND</b>    | Bull                    |
| VLS outward to Ust-Luga (Russia) in ballast developed engine problem passing Cleeness. Making slow speed to emergency anchorage for 1 hour repairs. Duty manager advised.<br>22 Crew + 2 Pilots. Fuel Oil 947 tonnes. MCA advised.<br>0900: Vessel is able to continue to east via Sea Reach and will disable and drift when clear of VTS Humber area.<br>1030: Vessel cleared Humber VTS area. MCA advised.  |                    |                          |                         |
| 29-Sep  | VTS 15             | <b>ST CHARLOTTE</b>      | Spurn L/F               |
| Pilot reports that the main CPP control is inoperative. Proceeding, using, back-up, push button controls.   |                    |                          |                         |
| 05-Oct  | PILOT              | <b>BOMAR MOON</b>        | Spurn Point             |
| Vessel is unable to start second generator rendering the bow-thruster inoperable. Tug requested by captain and ordered by agent. Vessel due to berth at Immingham dock, (9B Mineral Quay), at 2000.   |                    |                          |                         |
| 05-Oct  | PILOT              | <b>KING FISHER</b>       | IOT3                    |
| Pilot reports starboard gyro repeater defective. Vessel departing IOT, next port Amsterdam.   |                    |                          |                         |
| 09-Oct  | VTS 14             | <b>LARGAFOSS</b>         | Spurn L/F               |
| Bow Thruster inoperative. ETA Immingham 1545 09/10/14 no outward orders at this time.   |                    |                          |                         |
| 12-Oct  | MASTER / CAPTAIN   | <b>BRITANNIA SEAWAYS</b> | Spurn L/F               |
| Master reports that 1 engine is non-operational and that ongoing repairs are expected to be complete by 1700.   |                    |                          |                         |

| <b>Defect (Ship) Reported</b>   |                    |                          |                         |
|---|--------------------|--------------------------|-------------------------|
| <b>Date</b>   | <b>Reported By</b> | <b>Ships</b>             | <b>General Location</b> |
| 1 tug has been ordered to meet the vessel east of the IOT.<br>Vessel bound for Immingham Outer Harbour, berthing at 1515. ADM Immingham advised.  |                    |                          |                         |
| 15-Oct  | VTS 15             | <b>JONGLEUR</b>          | Grove                   |
| Pilot reports main engine is currently being operated in engine room control mode.  |                    |                          |                         |
| 15-Oct  | PILOT              | <b>BRUGGE MAX</b>        | IBT                     |
| Engine air start valve not working, possible 15 minute delay sailing. Inward PPV advised.<br>2208 pilot reports a further 30 minutes are required to resolve the problem<br>2242 problem resolved, engine tested ahead and astern on 3 occasions without further problem.<br>Next port Alabama, USA   |                    |                          |                         |
| 16-Oct  | PILOT              | <b>EEMS SPRING</b>       | Trent                   |
| Departing the River Trent. 1 of the rudder indicators is not working. Captain advises that it will get fixed at the next port, which is yet to be determined.   |                    |                          |                         |
| 16-Oct  | VTS 15             | <b>WIEBKE B</b>          | Imm Dk                  |
| Vessel's bow thruster is inoperative, vessel berthed Immingham dock 9A quay.  |                    |                          |                         |
| 16-Oct  | VTS 15             | <b>SEA EMS</b>           | Cleeness                |
| Pilot reports that the gyro compass is 10 degrees out. Vessel berthing Howdendyke at 0100 hrs 17th.   |                    |                          |                         |
| 17-Oct  | PILOT              | <b>MERIT</b>             | Bull                    |
| Pilot boarded vessel at anchor in the Bull Anchorage, position 'Hotel' at 1950.<br>2020 the pilot reported that the windlass motor had burnt out. The crew require at least 4 hours to replace the motor with the unit in the after winch. As a result, berthing had to be cancelled and has been re scheduled for King George Dock QE 10 Quay East at 0830 on 18th October.  |                    |                          |                         |
| 18-Oct  | CAPTAIN            | <b>BRITANNIA SEAWAYS</b> | Spurn L/F               |
| AIS not operational. Berthing Immingham outer harbour 18/10/14 14:30. Intended to be fixed on return visit to Esbjerg   |                    |                          |                         |
| 21-Oct  | PILOT              | <b>VERA SU</b>           | Bull                    |
| Pilot reports one radar inoperative, radar no. 2 poor picture and gyro input inoperative. Master states ' he will have a look at it' in port. ETA Grove 1800/21.  |                    |                          |                         |
| 21-Oct  | VTS 15             | <b>PRIDE OF YORK</b>     | Sea Reach               |
| See original occurrence 05/07/14, Vessel reports: Still running on 3 out of 4 main engines. No time frame known for repairs.  |                    |                          |                         |
| 21-Oct  | MASTER / CAPTAIN   | <b>LADY AMALIA</b>       | Rosse Reach             |
| Reports engine overheating on reduced speed vessel inbound for Grove.<br>1323 Master cancels berthing returning to sea to effect repairs  |                    |                          |                         |
| 22-Oct  | VTS 15             | <b>RMS SAIMAA</b>        | KGD                     |
| Vessels bow thruster is inoperative. Vessel departing the Humber for Rotterdam  |                    |                          |                         |
| 23-Oct  | VTS 15             | <b>BEAUMARIS BAY</b>     | Humber                  |
| Vessels port engine is inoperative due to a gear box fault. Starboard engine is fully operational, craft en-route to Grimsby fish dock to carry out repairs. Grimsby fish dock ADM advised.   |                    |                          |                         |
| 24-Oct  | VTS 15             | <b>MIKHAIL LOMONOSOV</b> | Chequer                 |
| Vessel's gyro is unreliable, due to a variable error. Destination: Albert dock Hull SE corner, berthing 1830 hrs 24/10/14. No sailing orders at present. Master has arranged for gyro to be repaired alongside.   |                    |                          |                         |
| 26-Oct  | VTS 14             | <b>ARCO BECK.</b>        | Spurn L/F               |
| Vessel's starboard engine is inoperative due to lube oil pump failure. Port engine fully operational, KGD aware.<br>Destination Alexander dock Hull MMS berth for repairs ETA 0615 hrs.   |                    |                          |                         |
| 28-Oct  | VTS 15             | <b>ASIA RUBY 1</b>       | HIT                     |
| Vessel preparing to sail from HIT 1. Pilot informs VTS that the engine controls are inoperative and that they will have to rely on a backup system for manoeuvring and that if allowed to sail, then two additional tugs will be required. Duty manager informed and tug company contacted to source extra tugs.<br>0740 Duty manager informs VTS that the problem has been resolved and that the vessel now has permission to sail with one additional tug.<br>0755 Vessel sails for Ventspils.  |                    |                          |                         |
| 29-Oct  | VTS 15             | <b>EEMS COAST</b>        | Goole                   |
| Pilot reports that, after swinging, and backing towards Goole Middle pier. Helm would only go to 10 degrees either side. Master states that problem will be investigated.   |                    |                          |                         |
| 31-Oct  | VTS 15             | <b>ATLANTIC CARRIER</b>  | Spurn L/F               |
| Vessel has one inoperative bow thruster and stern thruster. Immingham dock informed, berthing 1 quay at 1615 hrs.   |                    |                          |                         |
| 01-Nov  | VTS 14             | <b>MARGARETA B</b>       | Spurn L/F               |
| Pilot reports that the bow thruster only operates up to 75%. Immingham dock advised.  |                    |                          |                         |
| 04-Nov  | PILOT              | <b>PEAK BERGEN</b>       | Spurn L/F               |
| One radar inoperative. Master intends to repair soonest. Vessel bound Grove ETA 1730/04   |                    |                          |                         |
| 10-Nov  | VTS 14             | <b>WINDCAT 18</b>        | Chequer                 |
| Vessel has only one engine in operation.  |                    |                          |                         |
| 15-Nov  | MASTER / CAPTAIN   | <b>SOLENT FISHER</b>     | Middle Gby              |
| While passing the Tioxide Outfalls, the master reports that the vessel is suffering main engine problems and would like to anchor in the Hawke Anchorage.<br>2035 Vessel anchored in position F in Hawke anchorage. Problem reported as a cooling system leak and is under investigation.<br>16/11/14 0600 vessel still undergoing repairs. Vessel bound Aberdeen.<br>16/11/14 Permission to immobilise engines to effect repair on turbo charger master informed that duty fire tug at Immingham would be tasked to standby if any problems occur, vessel has a PTI system fitted. Cargo 3000 t G.O 1130<br>Inspection of turbo reveals a hole in the casing, vessel has ordered spares being delivered Monday. V/I remaining at |                    |                          |                         |

| <b>Defect (Ship) Reported</b>   |                    |                          |                         |
|---|--------------------|--------------------------|-------------------------|
| <b>Date</b>   | <b>Reported By</b> | <b>Ships</b>             | <b>General Location</b> |
| anchor.   |                    |                          |                         |
| 17/11/14 1545 Master informs VTS that spares will arrive Tuesday 18th.  |                    |                          |                         |
| 19/11/14 0200 Engine repaired and the v/l departs the Humber for Aberdeen.  |                    |                          |                         |
| 16-Nov  | MASTER / CAPTAIN   | <b>CENTRICA PRIDE</b>    | Humber                  |
| Vessel inbound for Immingham eta 16/11 2200 for starboard engine pitch repairs. Vessel declares full manoeuvrability will be achievable when entering Immingham. Repairs to be carried out AM 17/11/14.   |                    |                          |                         |
| 16-Nov  | MASTER / CAPTAIN   | <b>SEA EMS</b>           | Humber                  |
| Master reports starboard anchor brake faulty, only one anchor available. Vessel bound Howdendyke eta 0200 17/11/14.   |                    |                          |                         |
| 19-Nov  | VTS 15             | <b>FLUVIUS PLYM</b>      | Chequer                 |
| Pilot reports that the bridge telegraph is inoperative. Operating on emergency telegraph system.  |                    |                          |                         |
| 20-Nov  | VTS15              | <b>BRITANNIA SEAWAYS</b> | IOH                     |
| Pilot reports that starboard prop has become fouled. Starboard engine disengaged. Duty manager informed. 2045 Vessel proceeding outbound with tug escort for passing IOT.   |                    |                          |                         |
| 24-Nov  | VTS 14             | <b>GLOVIS CHALLENGE</b>  | Spurn L/F               |
| Bow Thruster inoperative. E.T.A Immingham Outer Harbour 1920 24/11/14   |                    |                          |                         |
| 26-Nov  | VTS 15             | <b>WINDCAT 4</b>         | Hawke                   |
| Vessel lost anchor and 10m of cable and 10m of rope in position 53 23.871 N 000 04.820 E to the west of the Hawke light float. Destination: Grimsby river terminal. Grimsby ADM advised. Recovered anchor 27/11/14 1425   |                    |                          |                         |
| 27-Nov  | VTS 15             | <b>LIV KNUTSEN</b>       | Sea Reach               |
| Master advises vessel has lost hydraulic pressure to the main engine and is not under command in the vicinity of the Outer sea reach buoy. All ships broadcast made and berth advised. 0750 vessel declares problem fixed, but now too late to make the deadline at SKJ and so proceeding to the DW anchorage   |                    |                          |                         |
| 29-Nov  | AGENT              | <b>LIV KNUTSEN</b>       | Hif                     |
| Agent advises that vessel at Humber DWA (Posn 'L') is now unable to use engines due to gearbox fault that cannot be repaired. Agent arranging for layby berth to effect repairs. Duty manager advised. MCA advised. 22 POB (20 crew + 2 supernumerary). Bunkers HFO 147.4t, DO 41.8t. Ballast condition, inert but NOT gas free. WX SE f6, forecast N f5. Requested arrangements to be made for tug to be available for immediate deployment. 30/11/14 2120 Tug Englishman leaves Immingham to tow Liv Knutsen to Rotterdam. 0300/1st V/L under tow and leaving the VTS area on route to Rotterdam. CG informed. Incident now closed. |                    |                          |                         |
| 13-Dec  | PILOT              | <b>CELTIC VENTURE</b>    | Paull                   |
| Pilot reports a 20 degree gyro error. Error is remaining steady and not causing any navigational difficulties. Vessel bound for Antwerp.  |                    |                          |                         |
| 14-Dec  | VTS 15             | <b>KEY BAY</b>           | Spurn Point             |
| Pilot reports forward navigation light is inoperative. Vessel bound for Immingham West Jetty. Master confirms that the defect will be rectified before sailing.   |                    |                          |                         |
| 15-Dec  | PILOT              | <b>ALFA GERMANIA</b>     | Humber                  |
| Pilot reports the ground stabilizing facility on the radar is not operational. Vessel on passage to Tetney Mono Buoy.   |                    |                          |                         |
| 16-Dec  | PILOT              | <b>CHEMBULK YOKOHAMA</b> | Sea Reach               |
| Pilot reports Gyro compass inoperative vessel using magnetic. Vessel bound Immingham West Jetty eta 16/12 2359.   |                    |                          |                         |
| 17-Dec  | PILOT              | <b>BIENVILLE</b>         | Bull                    |
| Pilot reports no bridge engine control, operating on engine room control. Vessel inbound for Goole (South West corner). ETA 18th Dec 0400.  |                    |                          |                         |
| 19-Dec  | VTS 15             | <b>GEOPOTES 15</b>       | Bull                    |
| Only one of the vessels two bow thrusters are working. Vessel operating in the river in accordance with H126  |                    |                          |                         |
| 22-Dec  | VTS 15             | <b>DOGGERSBANK</b>       | Cleanness               |
| Vessels bow thrusters is inoperative. ADM Immingham advised Berthing: Immingham dock 6 quay ETA 0530  |                    |                          |                         |
| 27-Dec  | VTS 15             | <b>WINDCAT 18</b>        | Humber                  |
| Windcat 18 inbound from Humber Gateway windfarm reports on one engine and taking water through the stern glands, vessel pumps controlling ingress. Humber Coastguard, ADM GY & Fish dock advised. ETA Fish dock 1030.   |                    |                          |                         |
| 29-Dec  | PILOT              | <b>THAMES FISHER</b>     | Spurn Point             |
| Gyro not working. Master intends to have repaired whilst alongside IOT 8 ETA 0700   |                    |                          |                         |
| 31-Dec  | MASTER / CAPTAIN   | <b>JUTLANDIA SEAWAYS</b> | Spurn L/F               |
| Vessel operating on one engine due to a fuel pump defect. Two tugs Svitzer Valiant & Svitzer Laura to assist berthing. Captain has informed VTS the problem will be rectified in port. Immingham ADM notified at 09:45 Vessels berthing time 11:00 31-12-14 ETD 3-1-15  |                    |                          |                         |

**Total Entries: 188**



| <b>Defect (Pilot Ladder) Reported</b>   |                    |                    |                         |
|---|--------------------|--------------------|-------------------------|
| <b>Date</b>   | <b>Reported By</b> | <b>Ship</b>        | <b>General Location</b> |
| 04-Jan  | PILOT LAUNCH       | KREMPERTOR         | Haile Sand              |
| Launch deckhand reports that the spreader on the pilot ladder has a large split running all the way through it. Master has been advised to replace.<br>Destination Kings Lynn.  |                    |                    |                         |
| 14-Jan  | PILOT LAUNCH       | ANKE EHLER         | Spurn L/F               |
| Pilot launch reports no spreaders on pilot ladder when boarding.  |                    |                    |                         |
| 15-Jan  | PILOT LAUNCH       | VASILYIY SHUKSHIN  | Chequer                 |
| Launch coxswain reports that one of the side ropes above the 3rd rung from the bottom of the ladder was parted. Vessel on passage to Flushing, ETA unknown.   |                    |                    |                         |
| 15-Jan  | PILOT              | SARPEN             | Humber L/F              |
| Pilot ladder combination rig did not have securing's for ladder by way of platform, as required by IMO. Vessel outbound from the TMB to Tees.   |                    |                    |                         |
| 31-Jan  | COXSWAIN           | FEDERAL ST LAURENT | Spurn L/F               |
| Launch reports accommodation ladder appears to be in poor condition and possibly warped. Decision made not to use accommodation ladder to disembark pilot (pilot ladder only, freeboard 7.5m).<br>Next port Gothenburg.   |                    |                    |                         |
| 04-Feb  | VTS 15             | LEIRIA             | Spurn Point             |
| Launch coxswain reports pilot ladder is in a poor condition, some of the steps are cracked, the rope work and whipping are frayed. This was the second pilot ladder to be used as the pilot expressed concern of the first one. Master advised to replace before next visit.<br>Destination: Rotterdam. |                    |                    |                         |
| 17-Feb  | LAUNCH             | STEN AURORA        | Spurn L/F               |
| Launch deckhand reports that the pilot ladder appears frayed. Master advised and stated a new ladder will be used on the next visit.<br>Next port Murmansk.   |                    |                    |                         |
| 23-Feb  | VTS 15             | ARGYROULA          | Spurn L/F               |
| Launch crew advise the that winnets on the spreader are missing, causing the step to become very loose. Master advised.<br>Destination: King George dock 12 shed.   |                    |                    |                         |
| 24-Feb  | PILOT LAUNCH       | CEPHEUS J          | Spurn L/F               |
| Launch crew advise the that winnets on the spreader are missing, causing the step to become very loose. Master advised.<br>Destination: Immingham dock 8 quay berthing 1845. Departing 0115 25th to Rotterdam.  |                    |                    |                         |
| 20-Mar  | VTS 15             | SUNNANHAV          | Spurn L/F               |
| Pilot advises that the ropes on the pilot ladder are worn and need replacing. Master intends to replace the ladder before departure.<br>Destination: Immingham dock 3 quay ETA 1900, no sailing orders at present.  |                    |                    |                         |
| 21-Mar  | PILOT              | UTA                | Spurn L/F               |
| A couple of spreaders are missing and a DIY repair appears to have been made.<br>Next port Iceland  |                    |                    |                         |
| 25-Mar  | VTS 15             | ANTARI             | Spurn Point             |
| Pilot reports that the securing eyes on the ladder are in an unsatisfactory condition. Vessel advised of same and requested to take remedial action.<br>Next port Sauda, Norway.  |                    |                    |                         |
| 29-Mar  | PILOT              | ORANESS            | Spurn Point             |
| Gate at disembarkation point is very wide (>80cm IMO regs) with no stanchions available so limited handrail options for the pilot. Master is aware.<br>Destination: Rostock   |                    |                    |                         |
| 30-Mar  | PILOT              | PAPER MOON         | Chequer                 |
| Pilot reports that the pilot ladder was secured to the ships handrails and therefore not rigged to IMO requirements. Ladder was not required to board on this occasion. Master has been advised to rig correctly in the future.<br>Vessel berthing New Holland East Outer 1900.                         |                    |                    |                         |
| 31-Mar  | LAUNCH COXSWAIN    | SCANLARK           | Spurn L/F               |
| Pilot launch reports pilot ladder in poor condition. Winnets loose and lashings in poor condition. Master advised.<br>Next port Amrun Is. Germany.  |                    |                    |                         |
| 01-Apr  | VTS 15             | PHANTOM            | Spurn L/F               |
| Pilot reports that the pilot ladder has missing grommets and that the ladder is in generally poor condition. Master advised to rectify before next visit.<br>Next port Rouen  |                    |                    |                         |
| 01-Apr  | PILOT              | H & S FAIRNESS     | Spurn Point             |

| <b>Defect (Pilot Ladder) Reported</b>  |                    |                        |                         |
|--|--------------------|------------------------|-------------------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ship</b>            | <b>General Location</b> |
| Pilot reports no securing eyes on deck to secure pilot ladder. Ladder secured to vessels rail.<br>Bound Albert Dock Hull ETA 1930  |                    |                        |                         |
| 03-Apr   | PILOT              | <b>WILSON MAAS</b>     | Spurn Point             |
| Pilot reports ladder in poor condition. Lashings for winnets loose and ladder not securely made fast to the deck.<br>Vessel Master advised.<br>Next port Ostend  |                    |                        |                         |
| 08-Apr   | VTS 14             | <b>ENERGY CHAMPION</b> | Humber                  |
| Pilot ladder not compliant with IMO regulations. Steps too far apart, ladder not secured to ships side. Dimensions need checking. Master advised to rectify before sailing.<br>Vessel berthing IOT 1 at 0215/9   |                    |                        |                         |
| 09-Apr   | PILOT              | <b>TWISTER</b>         | Spurn L/F               |
| Pilot reports ladder incorrectly rigged. Ladder over ships rail to pad eyes. Pilot had to step into the gate access which was partly obstructed by a spreader step of the pilot ladder. Master advised.<br>Vessel anchoring Bull for IGT.  |                    |                        |                         |
| 18-Apr   | PILOT LAUNCH       | <b>WARNOW STAR</b>     | Spurn L/F               |
| Pilot boat reports the spreader is step number 8 and the ladder appears to be in poor condition.<br>Vessel inbound for Humber International Terminal ETA 18/04/14 2130.  |                    |                        |                         |
| 27-Apr   | VTS 15             | <b>SKAGEN</b>          | SLF                     |
| Pilot reports that the pilot ladder was secured to the handrails and that no deck lugs were available for securing. Ship advised accordingly and agreed to rectify the issue.<br>Next port Kristinehamn.   |                    |                        |                         |
| 02-May   | PILOT              | <b>THRESHER</b>        | Spurn L/F               |
| Pilot ladder is secured to the railings and not the deck. Captain reports that they always do it that way. Following the Question from VTS "Can you confirm that your pilot ladder is properly constructed and recently inspected, is in good condition and will be rigged as per IMO requirements" the reply from the ship was affirmative. The pilot still embarked.   |                    |                        |                         |
| 03-May   | PILOT              | <b>NEPTUNE</b>         | Spurn Point             |
| Pilot boarded at SLF and reported the pilot ladder has rags and canvas lashed to the ropes to prevent chaffing. Pilot will inspect with Master and advise him accordingly. VTS advised pilot it must be rectified before departure. Vessel inbound for Goole Nth West Corner eta 2300 03/05/14. 1830 Pilot reports new ladder on board un-used with certification. Master has been advised to destroy the old ladder.  |                    |                        |                         |
| 07-May   | VTS 15             | <b>LADY ALEXANDRA</b>  | Haile Sand              |
| Launch coxswain advises that the pilot ladder was secured to the ships handrails. Master advised that the ladder should be secured to the deck in the future.<br>Destination: Ijmuiden.  |                    |                        |                         |
| 09-May   | PILOT              | <b>STOLT CORMARANT</b> | Spurn L/F               |
| Pilot ladder was rigged to the handrail, but the Master declares that lugs will be fitted to the deck when the ship next dry docks. VTS indicated that the deck lugs should be fitted at the earliest opportunity  |                    |                        |                         |
| 09-May   | PILOT              | <b>STOLT CORMARANT</b> | Haile Sand              |
| Pilot advises that the pilot ladder was rigged to the handrails and had to climb around the gate to get to the ladder.<br>Destination: Saltend, berthing PM 9th after tank cleaning  |                    |                        |                         |
| 10-May   | VTS 15             | <b>CETUS J</b>         | Spurn L/F               |
| The rungs on the pilot ladder are uneven, master advised to rectify before departure.<br>Berthing: Immingham dock 8 quay 1230. Departing 1900 10th to Rotterdam  |                    |                        |                         |
| 12-May   | PILOT              | <b>NORDIC</b>          | KGD                     |
| Approx. 1710 KGDk telephoned and reported that the pilot was on deck checking the pilot ladder and the ship has proceeded out of the locks without permission. 1719 Pilot contacted VTS for clearance to depart and reported pilot ladder not rigged correctly (rigged to railings not deck). Pilot has discussed matter with ship's master and advised that it is not possible to rectify this. 1723 Clearance given with caveat that vessel may have to return to the dock if the situation cannot be resolved. Asked vessel to await further instructions after liaising with Harbour Master. 1730 KGDk telephoned - vessel has returned to lock against the red light. 1745 KGDk telephoned with information from dock CCTV camera 5. Ladder on CCTV shows the ladder now rigged to the ship's deck. Clearance given once more for vessel to proceed to sea. |                    |                        |                         |
| 15-May   | LAUNCH COXSWAIN    | <b>CAPELLA</b>         | Chequer                 |
| Ladder defective. Vessel requested to change ladder before pilot boards. 0408 Ladder changed but secured to handrails vessel advised to secure to deck rungs. 0411 Pilot boarded and reports ladder now in order.  |                    |                        |                         |
| 05-Jun   | VTS 15             | <b>OSTEREMS</b>        | Chequer                 |
| Pilot reports that the v/l's pilot ladder does not comply with regulations, namely 10 steps, no spreader, and rigged to the handrails. V/L advised that no alternative ladder was available. Pilot returning to GY. Ship diverted to the Bull anchorage. V/L destination Grimsby.<br>New berthing time 5/6/14 2230.  |                    |                        |                         |
| 29-Jun   | VTS 15             | <b>FILIA FAITH</b>     | Spurn L/F               |

| <b>Defect (Pilot Ladder) Reported</b>   |                    |                         |                         |
|---|--------------------|-------------------------|-------------------------|
| <b>Date</b>   | <b>Reported By</b> | <b>Ship</b>             | <b>General Location</b> |
| Pilot reports that on boarding some steps, on the pilot ladder, were uneven due to missing winnets. Master informed and said that there was a new ladder available and that it would be used in future. To be checked on outward passage.<br>Berthed Immingham Dock.  |                    |                         |                         |
| 30-Jun  | VTS 15             | <b>JEROME H</b>         | Chequer                 |
| Pilot reports that the pilot ladder is secured to the ships railings and the master informs him that no pad eyes are secured to the deck. When the pilot launch came alongside the ship, the coxswain noticed pad eyes secured to the deck amid ships. After departing Immingham, the pilot informed VTS that the ladder he was to use had no spreader and was in a poor condition all round. He added that the master was reluctant to use a new ladder.<br>Destination: Flushing. |                    |                         |                         |
| 08-Jul  | VTS 15             | <b>NOVA CURA</b>        | Spurn L/F               |
| Pilot reports that several steps were loose on the pilot ladder. Ladder securing arrangements were not satisfactory, namely, made fast to the railings. Master had been informed.<br>V/L bound for Immingham Dock.  |                    |                         |                         |
| 09-Jul  | VTS 15             | <b>KATI</b>             | Spurn Point             |
| Launch 'Neptune' reports that the vessels pilot ladder has no spreaders. Master informed.<br>Next port Rotterdam.   |                    |                         |                         |
| 19-Jul  | VTS 15             | <b>AFRICAN HIGHWAY</b>  | Spurn L/F               |
| Pilot launch reports that the ladder was not fitted with ' winnets'. Master informed.<br>V/L bound for Grimsby River Terminal.  |                    |                         |                         |
| 22-Jul  | VTS 15             | <b>SCAN FJORD</b>       | Haile Sand              |
| Pilot reports that the pilot ladder was secured to the ship's rails and not to the deck as required.<br>Destination: Eemshaven.   |                    |                         |                         |
| 27-Jul  | LAUNCH             | <b>CETUS J</b>          | Spurn L/F               |
| Pilot ladder did not have any wooden wedge spacers. Captain stated that it was impossible as the ladder is new.<br>Next port Rotterdam.   |                    |                         |                         |
| 27-Jul  | LAUNCH             | <b>LADY NOVA</b>        | Spurn L/F               |
| Pilot ladder was secured to the railings, despite been asked: "Question: Can you confirm that your pilot ladders is properly constructed and recently inspected, is in good condition and will be rigged as IMO requirements?" prior to the launch attending.<br>Berthing Flixborough PM 27th. ETD 28/7/14 1921.  |                    |                         |                         |
| 29-Jul  | VTS 15             | <b>FLINTERBOTHNIA</b>   | Haile Sand              |
| Pilot launch reports that the pilot ladder was secured to the ships rails and not to the pad eyes on the deck. Also only one spreader was used out of 15 steps. Master advised to rectify before return.<br>Destination Amsterdam.  |                    |                         |                         |
| 10-Aug  | PILOT              | <b>ANDRE W</b>          | Spurn Point             |
| Pilot boarded at Spurn head due to the weather conditions, when the pilot started to climb one of the side ropes parted. Pilot declares no injuries, a new ladder was rigged and the pilot boarded. Duty manager advised.<br>Vessel inbound for Goole Aldam East quay eta 10/08 at 1900.  |                    |                         |                         |
| 12-Aug  | PILOT              | <b>GRONA BIESSUM</b>    | Spurn Point             |
| Pilot reports that after boarding he noticed, that the Pilot ladder was secured to a bar that seemed in poor condition and possibly not load tested.<br>Vessel inbound for Immingham Dock 1 Quay ETA 2100 12/08/14.   |                    |                         |                         |
| 14-Aug  | PILOT              | <b>NEKTON</b>           | Chequer                 |
| Pilot reports the pilot ladder access inadequate, ladder rigged between two bollards.<br>Vessel inbound for Goole South Dock ETA 14/08 2200.  |                    |                         |                         |
| 23-Aug  | PILOT LAUNCH       | <b>ULTRAMAR</b>         | Spurn Point             |
| Pilot launch reports no spreader on the ladder.<br>Vessel outbound destination unknown.   |                    |                         |                         |
| 01-Sep  | PILOT LAUNCH       | <b>NORDFJORD</b>        | Spurn L/F               |
| While the pilot launch was boarding the pilot, the ladder was crushed damaging a wooden step. Master advised and will check the ladder and carry out repairs as necessary.<br>Vessel ETA Immingham dock 9B Min quay 1/09/14 2300.   |                    |                         |                         |
| 13-Sep  | LAUNCH             | <b>ANNELISE THERESA</b> | Spurn L/F               |
| The bottom spreader on the pilot ladder is loose. Master advised.<br>Next port Sluiskil   |                    |                         |                         |
| 14-Sep  | PILOT              | <b>SUDERAU</b>          | Haile Sand              |
| All the rungs on the pilot ladder are loose and generally the ladder is in a poor condition. Master advised to replace on next visit.<br>Next port: Ghent.  |                    |                         |                         |
| 23-Sep  | VTS 12             | <b>FPMC 17</b>          | HLF                     |

| <b>Defect (Pilot Ladder) Reported</b>   |                    |                         |                         |
|---|--------------------|-------------------------|-------------------------|
| <b>Date</b>   | <b>Reported By</b> | <b>Ship</b>             | <b>General Location</b> |
| On disembarking the vessel at the Humber Light Float the pilots report that the ladder is in a poor state of repair with loose and uneven steps. VTS advise Master to renew ladder as soon as possible. Vessel bound to sea for orders.   |                    |                         |                         |
| 20-Oct  | VTS 15             | <b>SALLIE KNUTSEN</b>   | Humber                  |
| Pilot reports that the combination ladder was not correctly rigged. Namely, the rope ladder was secured over the handrails. Also the accommodation ladder was not secured against the ships side. The vessel has now departed the Humber and destination unknown.   |                    |                         |                         |
| 30-Oct  | VTS 15             | <b>BODIL KNUTSEN</b>    | Humber                  |
| Vessel boarded at 1920 29/10. Combination ladder rigged. Pilot reports that the ladder was not attached to the ships side, 1.5m above, accommodation ladder, platform, as required. Note inserted on PAVIS: to be checked prior to departure.   |                    |                         |                         |
| 08-Nov  | VTS 15             | <b>JEROME H</b>         | Chequer                 |
| Further to occurrence reported on 30/06/14 pilot reports that the ladder is still incorrectly rigged (over the railings). On discussion with the master, the master stated that the French authorities had approved the arrangements but would, nevertheless, have securing eyes fitted to the deck at the earliest opportunity.  |                    |                         |                         |
| 26-Nov  | LAUNCH             | <b>SELFOSS</b>          | Spurn Point             |
| The securing shackle failed, but was swiftly replaced. Next port Rotterdam.   |                    |                         |                         |
| 01-Dec  | VTS 15             | <b>MORNING CHAMPION</b> | Sea Reach               |
| Pilot reports that there are only three steps below the lowest spreader. Pilot will inform master.  |                    |                         |                         |
| 03-Dec  | VTS 15             | <b>AHMET CIHAN</b>      | Spurn Point             |
| Pilot reports that the bottom rubber rung on the pilot ladder has a spilt in it. Master advised this will be replaced before departure. Vessel berthed Immingham west jetty, no sailing orders at present.  |                    |                         |                         |
| 05-Dec  | VTS 15             | <b>PAPER MOON</b>       | Spurn Point             |
| Pilot ladder was secured against the ships rails and not in accordance with IMO regulations. Destination: Aberdeen.   |                    |                         |                         |
| 16-Dec  | PILOT LAUNCH       | <b>EVERBRIGHT</b>       | Humber                  |
| Pilot launch reports starboard ladder in poor condition. Vessel asked to rig port ladder and confirms in good condition. Pilot reports starboard ladder homemade, step spacing incorrect, lose lashings and incorrectly secured and unable to rig against ships side. Port ladder good condition but still not quite against ships side. Port radar also reported inoperative. Vessel inbound for IOT 1 ETA 0130 17/12. |                    |                         |                         |
| 21-Dec  | COXSWAIN           | <b>FLUVIUS TAW</b>      | Chequer                 |
| Pilot ladder was lashed to the handrails and not in accordance to IMO regulations. Destination Immingham dock 9B quay. ETA 1615. No sailing orders at present.  |                    |                         |                         |

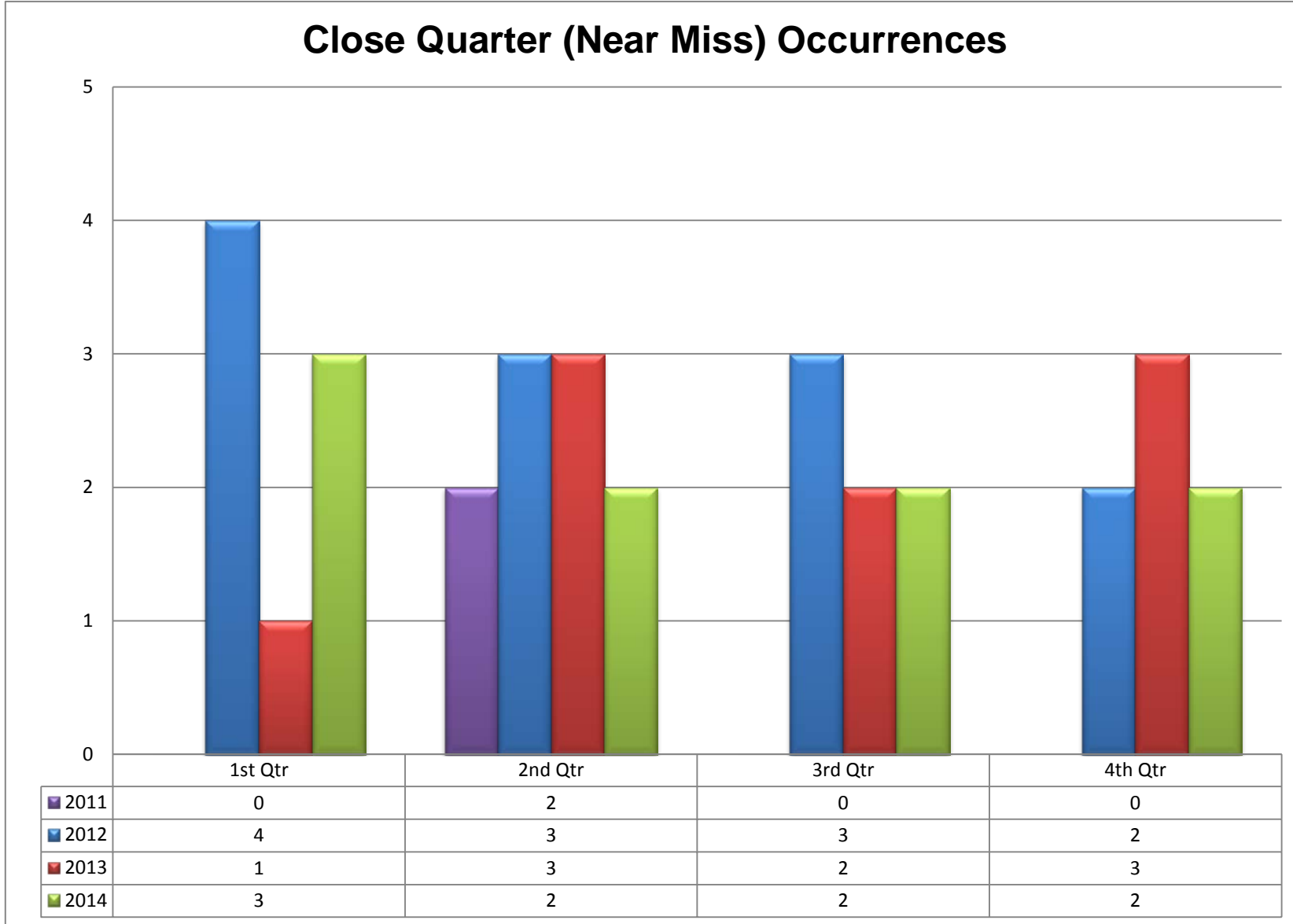
**Total Entries: 57**



| <b>Anchorage Problems</b> |                          |   |
|---------------------------|--------------------------|---|
| <b><i>Date</i></b>        | <b><i>Ships Name</i></b> | <b><i>Remarks</i></b>   |
| 16-Apr                    | SPIRIT OF HOTON          | Wind Farm vessel Spirit of Hoton departed Grimsby and requested training near to the 4B Buoy. Soon after he reported losing his anchor.<br>Position 53.34.9 N 000.00.6 E<br>Agent, North Sea Services. Working for EON.                             |
| 14-Aug                    | NOVATRANS                | Vessel at the deep water anchorage, Master declares unable to heave anchor due to windlass problems.<br>1825 Master reports windless operational and is proceeding to pilot station.<br>Vessel bound for Immingham Dock 9B Mineral Quay 14/08 2000. |

***Total Entries: 2***

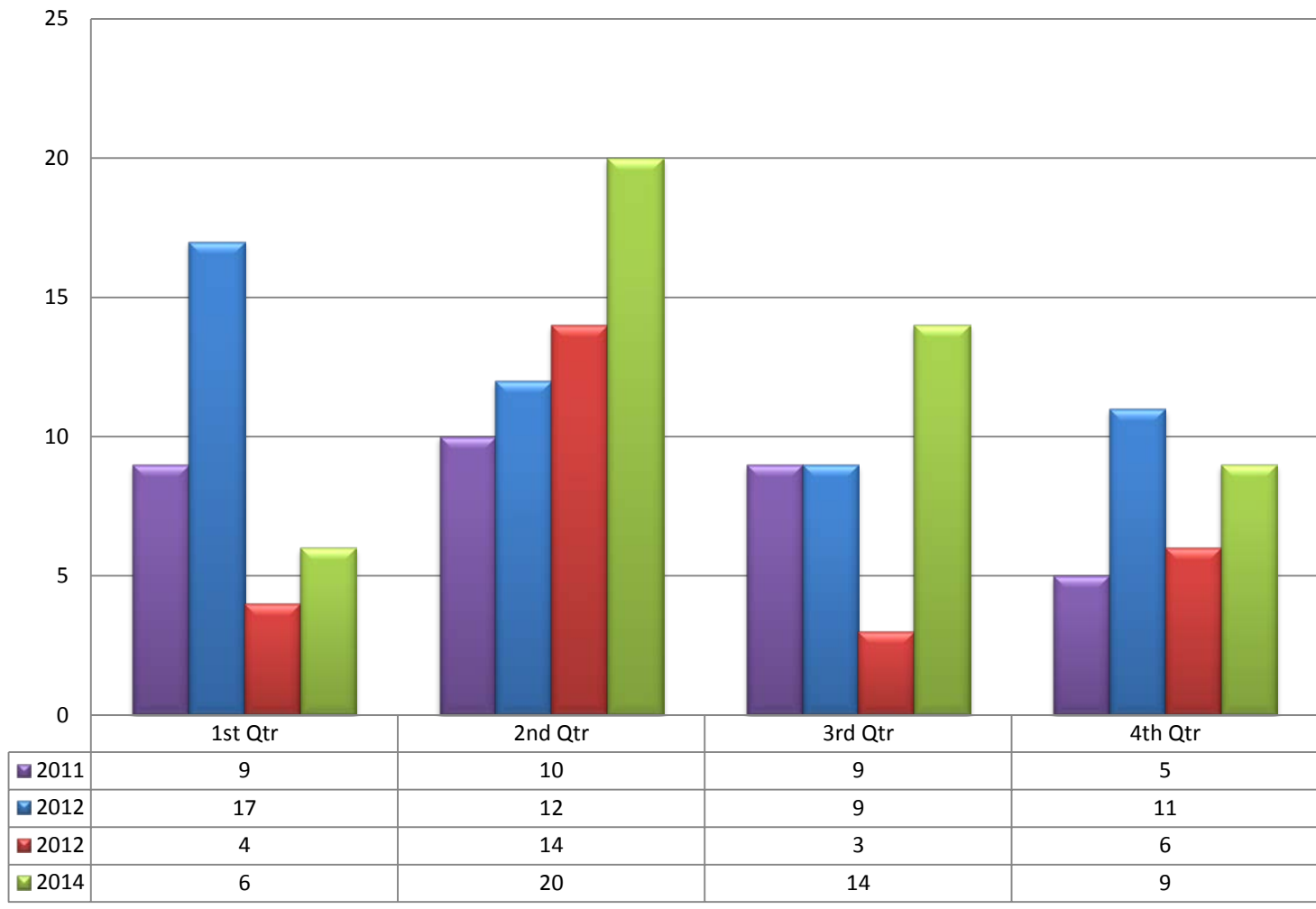
### Close Quarter (Near Miss) Occurrences



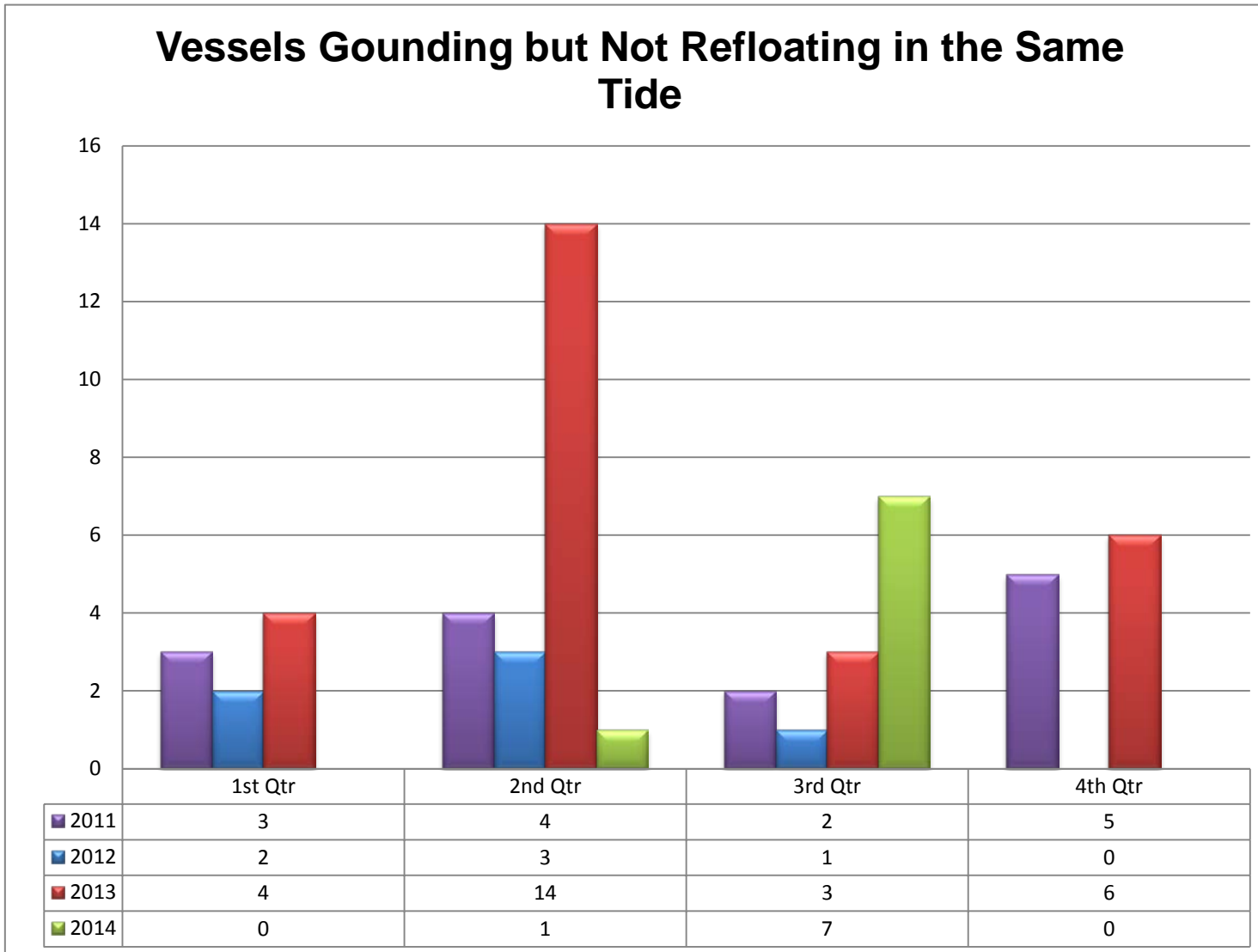
| <b>Close Quarters Reports</b>   |                    |                                 |                    |
|---|--------------------|---------------------------------|--------------------|
| <b>Date</b>   | <b>Reported By</b> | <b>Ships</b>                    | <b>Location</b>    |
| 10-Feb  | VTS 15             | NAVION SCANDIA<br>HARM JOHANNES | New Sand Hole      |
| PPV Navion Scandia inward for Tetney Monobuoy in NSH TSS. Fishing Vessel "Harm Johannes" (2YZH) transiting the district south to north crosses ahead of the PPV in vicinity of North Binks Buoy. FV did no report to VTS, AIS was defective and was not listening to CH14. VTS contacts FV on CH16 and asked her intentions. VLS had to go astern on her engines as the FV passed close ahead and then proceeded to attempt to pass through the Gateway Windfarm. FV warned by VTS about the close quarters situation/AIS defect and requested to stay east of the wind farm. Further Navigation Assistance was then required for the FV to safely clear the SE'ly most turbine foundation. 0128 Passed very close to North New Sand Buoy.  |                    |                                 |                    |
| 13-Feb  | VTS 12             | AB LIVERPOOL                    | Albert Dock        |
| Pilot Nedylakov.  |                    |                                 |                    |
| 17-Feb  | PILOT              | BOMAR PLUTO<br>SCOTSMAN         | Sunk Spit          |
| The tug Scotsman, in very poor visibility, made a dangerous manoeuvre in respect of the 2 inward vessels: Bomar Pluto and Stavfjord in the area between Sunk Spit and the Ridge   |                    |                                 |                    |
| 01-Apr  | OWNER              | CATCH 22<br>AnneThierry M199    | Grimsby Approaches |
| Owner of small pleasure fishing vessel off Cleethorpes beach reports outbound fishing vessel Anne Thierry passed close causing vessel to roll heavily south of the 4 B. The Catch 22 reported he was anchored with anchor lights and has a radar reflector fitted.  |                    |                                 |                    |
| 30-Apr  | VTS 14             | PLEASURE CRAFT<br>PRIDE OF HULL | Spurn Point        |
| Catamaran "Trotton" inward for Grimsby Marina contacted VTS 2100 to advise her intention to enter the river at 3A Binks. 2110 Trotton seemed unsure of her location and was requested to keep to the starboard side of the channel. Launch Neptune advised that Trotton was South of Spurn Head and was crossing the channel to Bull Lt Float. Outward Pride of Hull at Cleeness was advised of the vessels location and requested to speak bridge to bridge with Trotton if in doubt. 2120 Pride of Hull made contact and tried to establish Trottons intentions but was forced to go astern when Trotton seemed unable to maintain a steady heading. 2124 Pride of Hull asked if Trotton had a magnetic compass and advised Trotton to proceed West. Trotton eventually entered the Bull anchorage towards the No 4 and proceeded to buoy-hop to Grimsby. VTS Humber were unable to track the Trotton due to not having a working Spurn Head radar, and were reliant on giving warnings and traffic information based on the information from vessels in the vicinity. Information received from Grimsby Fish Dock. |                    |                                 |                    |
| 03-Sep  | MASTER / CAPTAIN   | LERRIX<br>HORST B               | New Sand Hole      |
| Master on the Lerrix expresses his concern with regards to overtaking manoeuvre of the Horst B. Upon completing the overtaking manoeuvre the Horst B passed less than a cable off the Lerrix starboard bow. 0845 Pilot reports after boarding the Horst B that the vessel suffered a blackout whilst overtaking the Lerrix and this caused the ship to sheer to starboard. The vessel did not inform VTS.   |                    |                                 |                    |
| 21-Sep  | PILOT              | GERD<br>ORION                   | IOT                |
| Pilot voices concern to PEC holder over closeness of their ships when passing IOT1  |                    |                                 |                    |
| 09-Nov  | LAUNCH COXSWAIN    | HUMBER MERCURY<br>WINDCAT 11    | Cleeness           |
| Pilot launch Mercury outward from GY reports close quarters situation with the inward bound CTV Windcat 11 vicinity Cleeness. The Windcat 11 altered course at the No 5A and crossed close ahead of the Humber Mercury.   |                    |                                 |                    |
| 06-Dec  | VTS 15             | PEL COMBLADY 2<br>WINDCAT 17    | Bull               |
| Pel Comblady 2 ( 3 POB) small angling vessel from Humber cruising association reports that the Windcat 17 passed very close to his craft whilst fishing in the vicinity of the number 4 buoy. No damage to either vessel or injury to persons on-board.   |                    |                                 |                    |

**Total Entries: 9**

### Vessels Grounding but Refloating in the Same Tide



## Vessels Gounding but Not Refloating in the Same Tide



| <b>Summary of Groundings</b> |                           |  |
|------------------------------|---------------------------|--|
| <b>Date</b>                  | <b>Ships Name</b>         | <b>Remarks / Statement</b>   |
| 12-Jan-14                    | <b>MEKHANIK SEMAKOV</b>   | Pilot reports touching bottom in the vicinity of the 22 A buoy. LAT 53 42.7 N 0 22.7 W. Albert gauge 5.51 -14cm, Humber bridge 4.78 Mtrs. Mekhanik Pustoshnyy confirms touching bottom in same position ten minutes later.   |
| 12-Jan-14                    | <b>MEKHANIK PUSTOSHNY</b> | Pilot reports that the vessel touched bottom and came to a stop momentarily. In position approx. 1.1 cables SW of the 32 light buoy. Brough gauge 5.07m  |
| 13-Jan-14                    | <b>CEMSKY</b>             | Advised touched bottom vicinity 22A inwards Humber Bridge 4.95m  |
| 19-Jan-14                    | <b>STOLT RAZORBILL</b>    | Piermaster reports that vessel grounded temporarily off berth when departing SEJ1 outward for sea. No report from Pilot.   |
| 03-Feb-14                    | <b>PILSUM</b>             | Vessel grounded opposite Adlingfleet Drain WWD 5.91. 2040 Refloated proceeding to TGF.   |
| 12-Feb-14                    | <b>BEAUMAIDEN</b>         | Pilot reports aground mid river opposite Waterton Light River Trent. 1712 refloated resume outward passage.  |
| 03-Apr-14                    | <b>ICELANDICA HAV</b>     | Vessel grounded Trent Ness inbound for Grove. 2140 Refloated proceeding to berth.  |
| 15-Apr-14                    | <b>FLINTERBOTHNIA</b>     | Vessel Touched Bottom' between the No 32C and No 34 buoys. WWD Gauge 5.55m and Brough gauge 5.93m. Vessel continued on passage to Goole.   |
| 19-Apr-14                    | <b>NOORDVLIET</b>         | Vessel inbound draft 5.3m. Touched Bottom and sheared heavy to Port between the No 32C and No 34 buoys. Approximate pos: 53.42.9N 000.38.09W. WWD Gauge 5.6m and Brough gauge 6.08m. Vessel continued on passage to Flixborough SE.  |
| 19-Apr-14                    | <b>CRISTINA</b>           | Vessel outbound draft 5.3m. Touched bottom between the No 32C and No 34 buoys. Approximate position the same as Noordvliet pos: 53.42.9N 000.38.09W. Pilot reports he was inside the line. WWD Gauge 5.97m and Brough gauge 6.52m. Vessel continued on passage to sea.   |
| 23-Apr-14                    | <b>ELBETOR</b>            | 0132 V/L suffered steering gear breakdown and ran aground off the Apex. WWD Gauge 4.68m. 0144 V/L refloated and proceeding on passage. Steering gear problem rectified. No reported damage or pollution. Next port unknown. 1200/24th DVTSM informs MAIB of incident via telephone/ internet.  |
| 28-Apr-14                    | <b>ASTRA</b>              | Vessel inbound for Grove draft 5.3m. Touched bottom between the No 32C and No 34 buoys. Approximate position the pos: 53.432N 000.37.52W. WWD gauge 5.58m and Brough gauge 6m. Vessel continued on passage.  |
| 02-May-14                    | <b>ANTWERP</b>            | Vessel "touched bottom" on the course line in the vicinity of 32C. Gauges: Brough 5.03m & Wwdyk 4.50m  |
| 03-May-14                    | <b>RICHELIEU</b>          |  |
| 21-May-14                    | <b>ANITA</b>              | Vessel touched bottom close to the Upper Whitton and stopped in the water. Vessels draft 3.7m WWD 4.48m. Brough 4.95m. Vessel continued on passage.  |
| 28-May-14                    | <b>HELSINKI</b>           | Vessel in bound for Goole draft 5.5 reported touching bottom at the 34C buoy. Apex 5.84 mtrs & Brough 6.16 mtrs. Vessel continued on passage.  |
| 03-Jun-14                    | <b>NIKAR G</b>            | V/L 'touched bottom' in the vicinity of the Upper Whitton Lt Float. Brough gauge 5.35m. V/l inbound for Goole.   |
| 03-Jun-14                    | <b>EEMS STAR</b>          | V/L' touched bottom' in the vicinity of the No 34 buoy. Brough gauge 5.3m. West walker dyke 4.88. V/l inbound for the Trent.   |
| 13-Jun-14                    | <b>CELTIC EXPLORER</b>    | Whist departing Grove LM1 berth a rope parted (no one injured) and the vessel was set across to the opposite side of the river where she grounded. (Bow to midships) 9 POB, cargo of broken glass, 21.7 m.cu F.O. 1904 C/G advised. 2005 refloated and proceeding back alongside Grove berth. 2031 secure alongside LE1. Duty manager advised. |
| 18-Jun-14                    | <b>NEULAND</b>            | Vessel approaching Goole, Ocean lock, Pilot reports that whilst swinging vessel, the stern came into contact with the river bank. No discernible damage observed.  |
| 20-Jun-14                    | <b>FAST WIL</b>           | Vessel touched the bottom briefly passing Grove Dolphin.   |
| 21-Jun-14                    | <b>PROGRESS</b>           | Pilot reports touching bottom approaching the 34 buoy. Position 53 42.6 N 0 39.4 W. West walker dyke gauge 4.84 Metres. 8 POB, Cargo: Timber 3061m <sup>3</sup> Fuel oil 16.1T MGO, Lub oil 2168 Litres. 1332 Vessel refloats WWD 5.02 Metres, Proceeding to Goole.  |
| 24-Jun-14                    | <b>ANMAR S</b>            | Vessel touched bottom close to 34 buoy.  |
| 25-Jun-14                    | <b>HESTIA</b>             | Pilot reports vessel aground in approx. position: No 34 Lt.float brg 200 x 2 cables. WWD gauge 5.19m. Vessel refloats and continues inward passage. WWD gauge 5.32m.   |

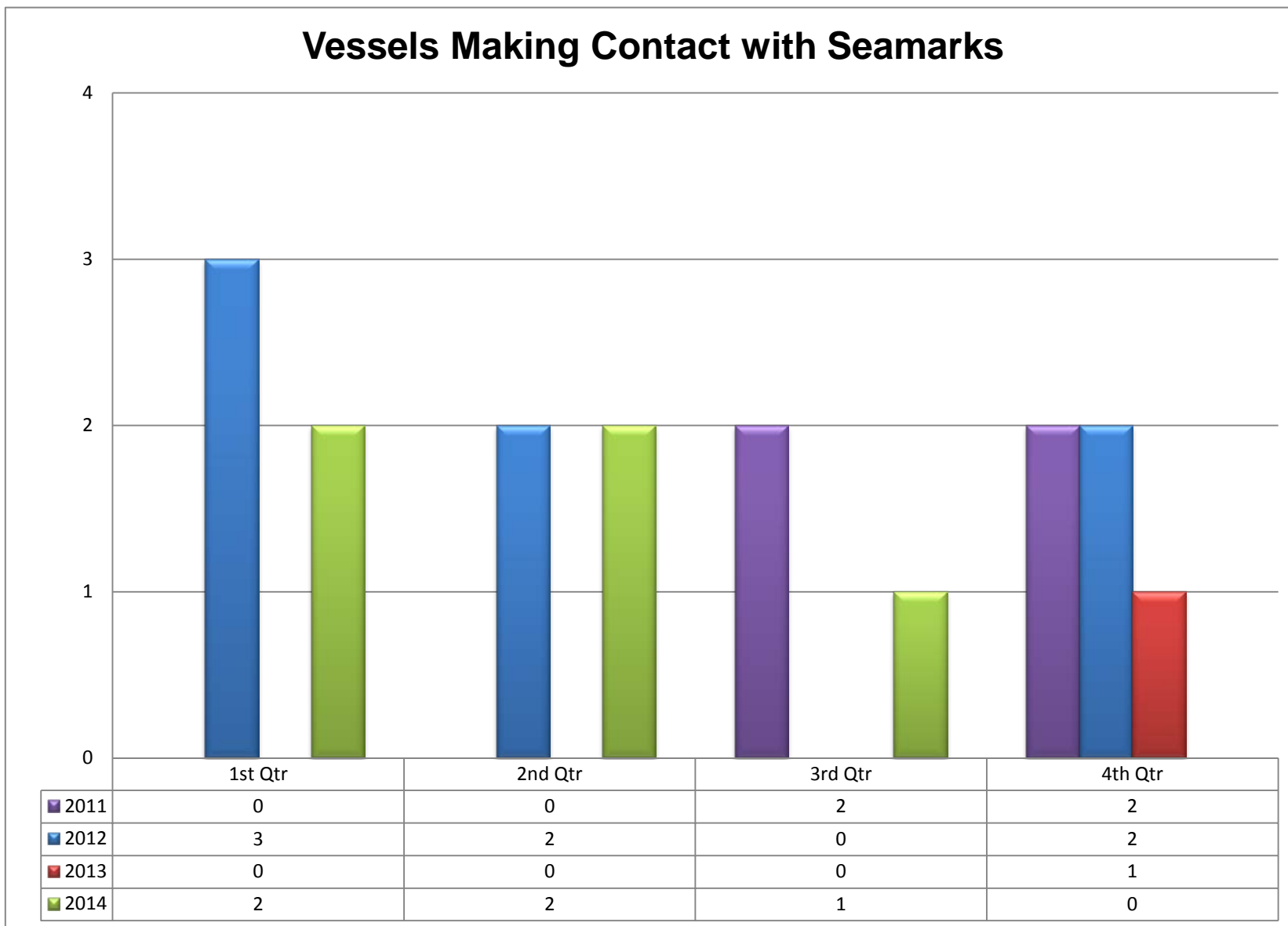
| <b>Summary of Groundings</b> |                   |   |
|------------------------------|-------------------|---|
| <b>Date</b>                  | <b>Ships Name</b> | <b>Remarks / Statement</b>  |
| 25-Jun-14                    | HOOGVLIET         | Pilot reports that vessel touched bottom as it approached No.34 light buoy. WWD gauge 4.86m.  |
| 27-Jun-14                    | LADY CLARA        | Approaching no 34 light buoy. Pilot reports vessel touching bottom. WWD gauge 5.24m.  |
| 29-Jun-14                    | LUHNAU            | Pilot reports vessel grounding in approx. position: 1.5 cables ENE of no.34 light.buoy. Vessel then refloated almost immediately and continued passage to Goole. WWD gauge 5.16m.   |
| 04-Jul-14                    | NOEST             | Pilot reports touching bottom approaching the 34 buoy. West Walker Dyke gauge 4.63m.<br>Destination: Howdendyke   |
| 12-Jul-14                    | ELISABETH GRACE   | 14m motor cruiser aground near Blacktoft. Humber Coastguard advised and in direct contact with the vessel. 17:15 Refloated and resume passage.  |
| 13-Jul-14                    | NELLI             | Vessel inbound for Guinness draft 5.3mtrs, temporarily grounded 1 cable 250deg from the Upper Whitton Float. Apex 5.6m, Brough 6.07m.   |
| 20-Jul-14                    | NINA              | V/L 'touched bottom' just east of the No 32 buoy. Bridge gauge 5.36m Brough gauge 4.48m. V/L continued on passage.  |
| 23-Jul-14                    | CELINE            | Touched bottom in a position south of Burton Stather.   |
| 24-Jul-14                    | MEKHANIK BRILIN   | Pilot reports touching bottom approaching the Middle Whitton, position 53 43.3 N 000 35.39 W. Brough reading 5.25m. 1804 Vessel touched bottom in position 53 42.7 N 0 39.27 W near 34 buoy.<br>Vessel aborted passage to Blacktoft.  |
| 30-Jul-14                    | YACHT PRIME TIME  | Yacht 'Prime Time' runs aground on the Binks. Yacht declares no assistance required and awaiting flood while anchored. 1535 Yacht re floats and declares all is in order and proceeding to the Hull Marina.   |
| 02-Aug-14                    | PROGRES           | Pilot reports that the vessel is aground at Goole bight. Goole tide gauge 4.45m and falling water.<br>CG and duty manager informed. No damage or pollution reported. Cargo 2610t of timber. Bunkers 22t of MDO. POB 8 (Including Pilot). V/L to order tug assistance for refloating at approx. 1130/2nd. Tug Shovette to assist departing Albert Dock at 0730.<br>1140 Vessel refloated, proceeding to Goole. 1236 All fast Goole SW corner.  |
| 02-Aug-14                    | ARSLAN 1          | V/L 'touched bottom' in the vicinity of the No 34 buoy. Gauges WWD 4.20M. Brough 4.67m.<br>V/L continuing on passage.   |
| 03-Aug-14                    | SEE STERN         | 0935 V/L reported aground near the No32 buoy. Gauges Bridge 4.76m. Brough 3.68m. 0944 V/L refloated and proceeding inwards. No damage or pollution. Duty manager informed.  |
| 08-Aug-14                    | AMARETTO          | Report of pleasure craft aground upstream of Victoria lock, vessel has a slight list but currently does not require assistance. 2 POB, HMCG advised.<br>1525 Vessel refloated proceeding to Hull marina.  |
| 08-Aug-14                    | SPIDER T          | Vessel aground in the vicinity of the 23 buoy. Position 53 42.64 N 000 23.95 W, Humber Bridge tide gauge 2.15m. 5 POB, No assistance required. All ships broadcast made and HMCG advised.   |
| 23-Aug-14                    | NORDICA           | Outward from Grove grounded at Mere Dyke. Max draft for tide and tide cutting 10cm at Albert Dock.<br>Refloated immediately, but returning to berth.  |
| 24-Aug-14                    | CELTIC VENTURE    | Pilot reports touching bottom inbound for Goole draft 5.35m, half a cable East of the Middle Whitton Float. WWD 5.25m & Brough 5.6m. Vessel continued on passage.   |
| 25-Aug-14                    | SMARAGD           | Grounded near to Middle Whitton Lt Flt (Brough 5.30m). Refloated immediately.   |
| 04-Sep-14                    | SPIRIT OF HOTON   | Report from Humber coastguard, at 0155 the windfarm support craft was assisting with the search for the MOB around Grimsby area and ran aground on Cleeness sands. Pos'n 53 34.32 N 000 01.43 E. 4 POB.<br>1219 Refloated and proceeding to GY fish dock with assistance of Cleethorpes lifeboat.   |
| 07-Sep-14                    | NESS              | 1740 KGD advises vessel on the mud departing Albert Dock. Tug Beamer in attendance. Albert Gauge 7.15 High Water at 1756. Depth on outer sill 8.4m 1746 KGD advises vessel now clear of the mud, now backing into the lock before departing using spring on to the bull nose. 1800 KGD advises level is now finished. Tug assisting on the bow. 1810 Vessel clear of the lock and proceeding on passage. No damage or pollution reported. Cargo baled waste. 9 Crew. 107 MT HFO. Next port Vasteras. C/G advised. |

| <b>Summary of Groundings</b> |                          |   |
|------------------------------|--------------------------|---|
| <b>Date</b>                  | <b>Ships Name</b>        | <b>Remarks / Statement</b>  |
| 07-Sep-14                    | <b>ABIS ANTWERPEN</b>    | Aground off Grove berth 2. Inward for the berth Cargo Bentonite 3,700T. POB 8, HFO 93T, DO 10T C/G advised 0705. Duty manager advised tug ordered by agent. 1745 tug on scene. 1800 vessel moving. 1815 afloat and proceeding to the berth. 1828 Shovette released and en-route back to KGD. 1836 Vessel secure alongside. C/G updated. Pilot reports shoaling of approx. 1.5m 100m off Grove 2   |
| 10-Sep-14                    | <b>SVITZER MADELEINE</b> | Aground in position 53 34.7N 000 01.6E (south of Cleanness). 5 POB, 35T DO. Spurn gauge 1.19m, Grimsby gauge 1.63m. 1208 Port House advised and C/G. Tug was inward from TMB to Immingham dock. MAIB advised by VTS Manager. 1355 Svitzer Susan departed Immingham en-route. 1442 On scene. 1522 Vessel re floated proceeding to Immingham.   |
| 14-Sep-14                    | <b>WILSON TEES</b>       | Aground between No.33 and Cappers West. 53 42.38N 000 34.14W. Brough gauge 5.55m. POB 8, Cargo: 3,489T Bunks: 12.4 T GO. 0950 underway again and proceeding to Goole  |
| 23-Sep-14                    | <b>ANTARI</b>            | 0555 V/L 'touched bottom' in the vicinity of the Middle Whitton Light float. Brough gauge 5.55m. V/L inbound for the Trent.   |
| 07-Oct-14                    | <b>FLINTERBIRKA</b>      | Vessel inward for Blacktoft grounds to the North on Fax Fleet Ness. (West Walker Dyke 6.37m) Pilot declares if he refloats he will now abort to Bull Anchorage. (POB 7, 3044t steel products, DO 48t, GO10.2t). HMCG and Duty Manager advised. 0716 Deans tug ordered via agent for 1830 tonight at Pilot and Master's request. 1807 Shovette on station. 1841 Refloated. Going to Blacktoft.   |
| 12-Oct-14                    | <b>EEMS SPRING</b>       | 2108 Vessel (inbound for Guinness Fina) aground on Trent Ness. WWD gauge 5.38m 2150 V/L refloated and proceeding to Guinness Fina. WWD gauge 5.95m. 2320 vessel alongside port side to. No reported damage or pollution. Duty manager informed.   |
| 16-Oct-14                    | <b>HUMBER CHARTER</b>    | Coxswain (P. Gillyon) reports that the craft grounded at Neap House whilst carrying out a survey. Craft is taking in water, but the on board pumps are coping with the ingress. 2 POB, 12,000Ltrs DO. Proceeding on 1 engine at approx. 11Kts. Expected ETA Alex Dk Hull 1530/1545. No pollution or injuries. DVTS manager and C/G advised 1435 Humber Ranger departs Alex Dk to assist/escort Humber Charter. 1510 H Ranger S'By 1556 Humber Charter returns to Hull Alexandra Dock. 1605 All fast in Alex dock, HMCG advised. |
| 21-Oct-14                    | <b>BRITANNIA SEAWAYS</b> | 1323 Pilot arrives on bridge and reports vessel aground approx. 2 cables SE of S 1 SDC. 1333 Svitzer contacted to deploy standby/fire tug from Immingham. Standby tug Svitzer Bristol engaged sailing the Besiktas Orient off IOT 6. ETD 1330 1356 Vessel refloated and proceeding to IOH. No pollution reported or observed by PV Venus on scene. 1405 Pilot reports all appears in order. 1427 CG informed.   |
| 23-Oct-14                    | <b>SEA MELODY</b>        | Pilot reports that the vessel grounded and subsequently refloated in approx. position No.33a Light Float. Brg 098 x 0.08' Brough gauge 5.94 m. Draught 5.5m   |
| 25-Nov-14                    | <b>BEKAU</b>             | Pilot reports that the vessel grounded and subsequently refloated between the 33A and Middle Whitton light float. Vessel's draft 5.4m and Brough tide gauge 5.93m.  |
| 07-Dec-14                    | <b>HELEN ANNA</b>        | Vessel moving from Flixborough to Guinness Main grounded for a short period on the east bank near to Man Reval Lt. 0700 refloated.  |
| 14-Dec-14                    | <b>LADY MATHILDE</b>     | Pilot reports vessel touching bottom in approximate position, on the line between Cappers West and No 33 buoy approx. 0.27 cables from Cappers West. Gauge reading 4.45m Draft 4.0m.  |
| 20-Dec-14                    | <b>WILSON BRUGGE</b>     | Pilot reports touching bottom in position 53 42.62 N 000 39.19 W, to the west of the 34 buoy. West Walker Dyke gauge 5.3m.  |

**Total Entries: 57**



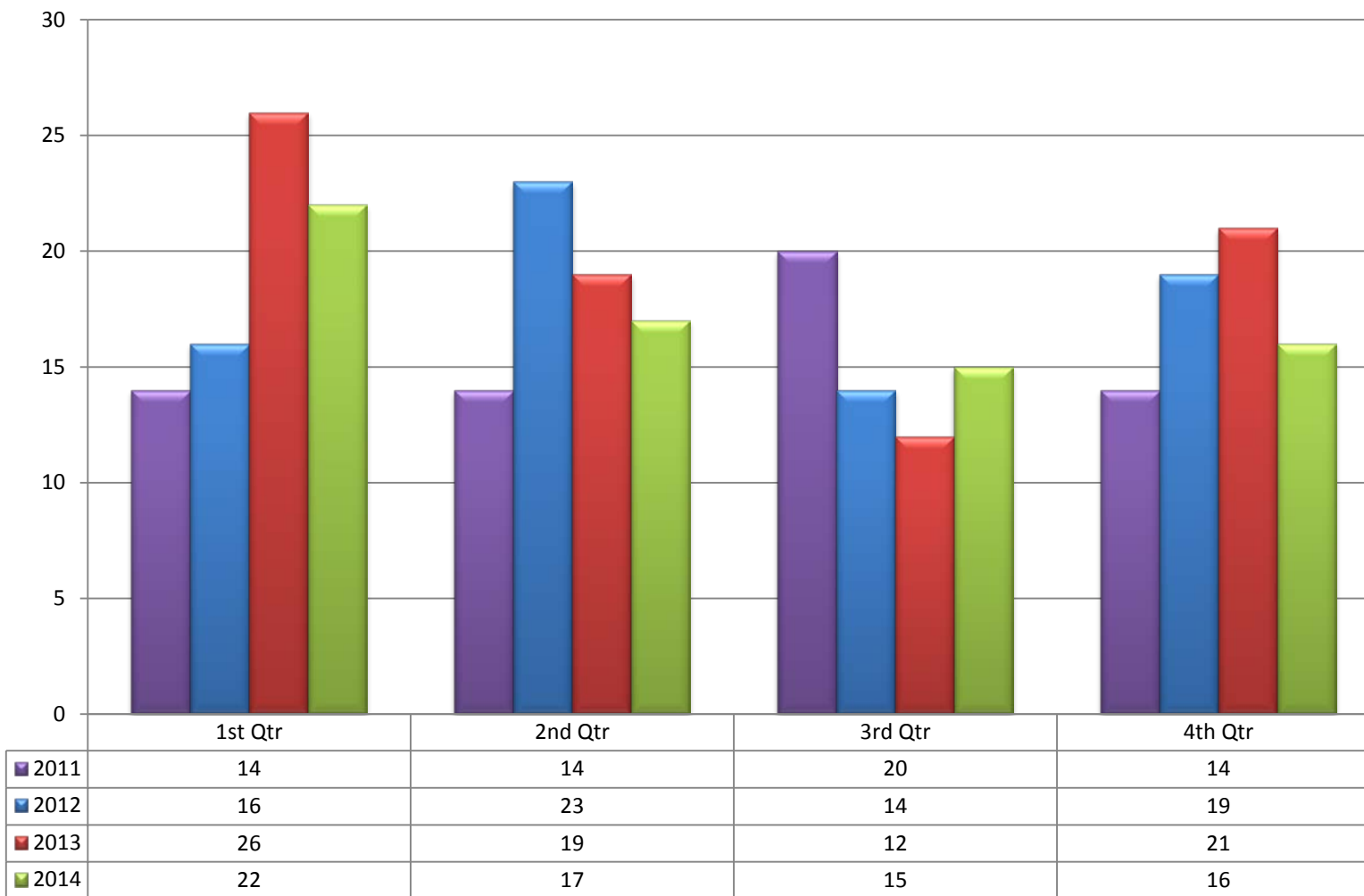
### Vessels Making Contact with Seamarks



| <b>Contact with Sea Marks</b> |                          |   |
|-------------------------------|--------------------------|---|
| <b>Date</b>                   | <b>Reported By</b>       | <b>Details</b>  |
| 06-Jan                        | <b>PILOT</b>             | No.15 top mark damaged. Light reported lit but at angle. DIMINISHED. 17/01/14 Buoy replaced by UKD Seahorse   |
| 12-Feb                        | <b>JUTLANDIA SEAWAYS</b> | No.15 Holme Hook OFF STATION. Light and top mark missing. Position 2 cables NW of charted position. Buoy replaced. (20/02/14)                                       |
| 27-Sep                        | <b>KORIANGI</b>          | FH4 Lt Buoy OFF STATION in position: approx. 400 metres ESE of FH3 Lt Buoy. (See occurrence no.14851). 1100 29/09/14 Buoy Back On Station (UKD Seahorse)            |
| 13-Oct                        | <b>ADM KGD</b>           | Pillar Nav Mark 2FG off the entrance to Albert Dock IS DAMAGED. The light is missing and the pillar is leaning at angle 20 degrees from vertical in a NW direction. |

**Total Entries: 4**

### Vessels Making Contact With Structures



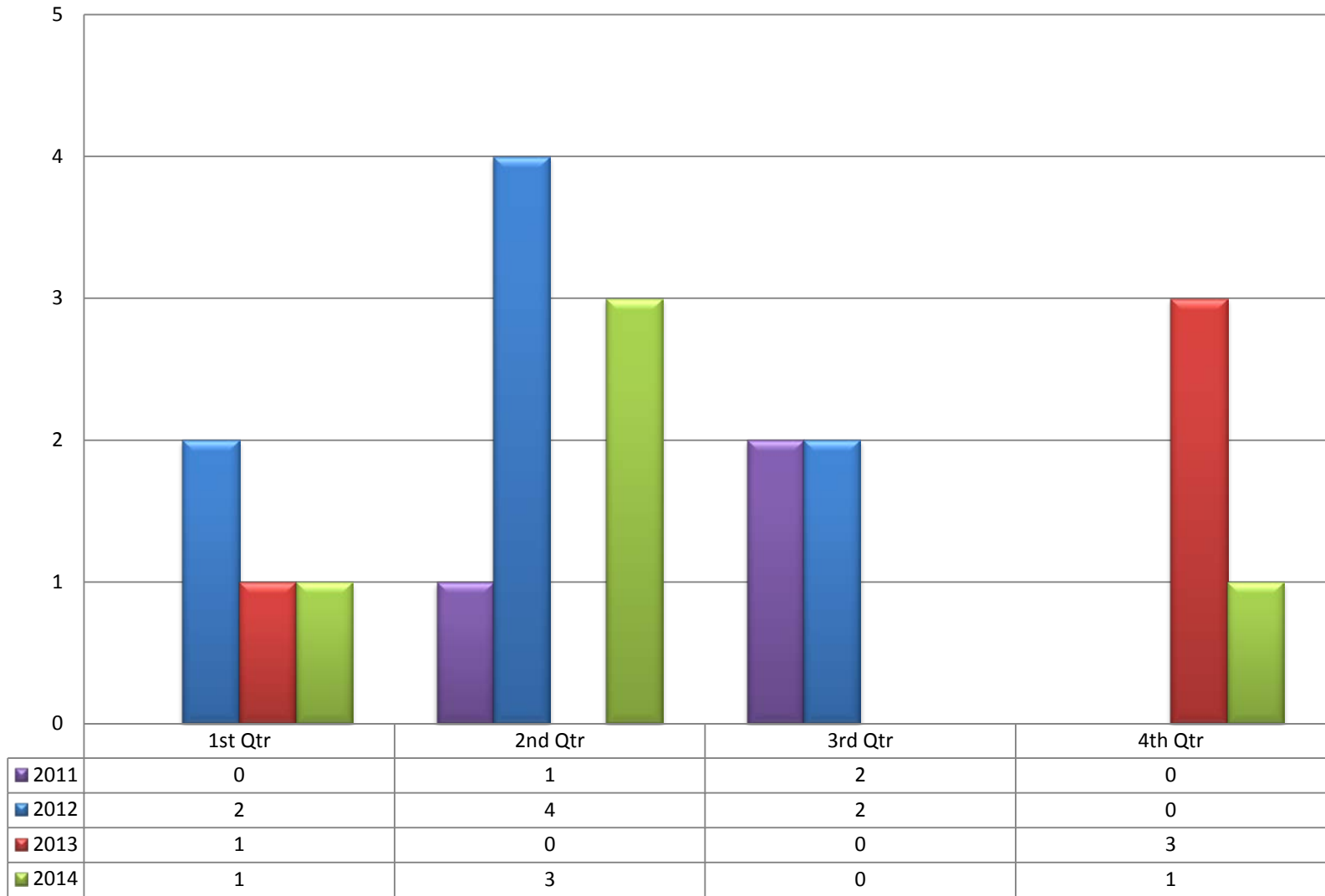
| <b>Contact with Structures</b> |                   |                 |  |
|--------------------------------|-------------------|-----------------|--|
| <b>Date</b>                    | <b>Ships Name</b> | <b>Location</b> | <b>Remarks / Statement</b>   |
| 02-Jan                         | THULE             | KGD             | Pilot reported vessel clipped east corner on entry to KGD lock with starboard bow.   |
| 03-Jan                         | WILSON LEER       | Blacktoft       | When going alongside Blacktoft jetty to change pilots, the ship's bow made heavy contact with the wood fendering on the east end of the jetty causing approx. 2 metres to be damaged. No apparent damage to the ship   |
| 04-Jan                         | CLIPPER POINT     | Imm Dk          | On manoeuvring for Immingham Lock vessel made contact with lockside causing damage to the vessel's rubbing band.   |
| 06-Jan                         | KOSSAU            | Trent           | Vessel shifting from Neap House 1 o Grove LE1 caused damage to a shore ladder. No damage to ship.  |
| 13-Jan                         | KUZMA MINIM       | KGD             | On departing the lock the vessel made contact with the west outer lock gate causing damage to two stanchions. No damage to the vessel or pollution.  |
| 24-Jan                         | CLIPPER POINT     | Imm Dk          | Vessel manoeuvring for Imm Lock, made contact with walkway on east side of the dock. Bent walkway, no damage to vessel.  |
| 24-Jan                         | CLIPPER POINT     | Imm Dk          | Pilot reports making contact with the east outer gate walkway rails whilst entering the lock.  |
| 31-Jan                         | AMUR STAR         | SKJ             | Made contact with west end of SKJ whilst departing berth. Pilot reports damage to berth and slight damage to vessel. Slight indentation above waterline not affecting seaworthiness. Vessel proceeding to Tees.  |
| 05-Feb                         | AUTORUNNER        | GY Royal        | Vessel made contact and damaged timber on the east inner fender whilst transiting the lock, outwards to sea.   |
| 09-Feb                         | ATLANTIC EXPLORER | GY Royal        | Whilst departing the berth at GY Royal the v/l made contact with the quay causing damage to the bow. Sailing cancelled.  |
| 11-Feb                         | ATLANTIC EXPLORER | GY Royal        | Vessel bound to Grimsby Royal Dock. On manoeuvring for the lock the vessel mad contact with the west outer gate and caused and indentation to the vessel's stbd shoulder. No pollution or injury.  |
| 12-Feb                         | CLARE CHRISTINE   | Imm Dk          | Pilot reports making contact with lock side whilst entering lock.  |
| 12-Feb                         | ALINA             | Imm Dk          | Made contact with lock side whilst entering lock outbound. No apparent damage  |
| 18-Feb                         | SAXUM             | Alex Dk         | Made contact with west approach jetty Alexandra Dock Hull  |
| 18-Feb                         | MEKHANIK TYULENEV | GY Royal        | Vessel bound from sea to GY Royal Dock. On entering the lock made contact to the east knuckle causing some damage to fendering.  |
| 23-Feb                         | ARGYROULA         | KGD             | Pilot reports that whilst manoeuvring to enter the lock the vessels Stbd shoulder landed heavily on the east knuckle quadrant fender, sheering some bolts and causing damage to the ships bulwark.   |
| 02-Mar                         | MELUSINE          | Imm Dk          | Made contact with lock side whilst entering outbound.  |
| 03-Mar                         | AVALON            | Goole           | Fender damage on berthing in South Dock.   |
| 10-Mar                         | CEPHEUS J         | Imm Dk          | Vessel inward for Immingham Dock. Whilst making fast in the lock one spring caught a walkway stanchion causing slight damage.  |
| 12-Mar                         | KADRI             | Blacktoft       | Whilst making fast at Blacktoft jetty one of the ship's mooring lines caused damage to a stanchion and light at the eastern end of the jetty. Goole advised and engineer to attend.  |
| 17-Mar                         | PRIDE OF YORK     | KGD             | ADM reports that whilst manoeuvring to enter the lock at KGD, Pride of York made contact with the east inner gate, resulting in damage to the ship and the gate. Due to the damage the gate cannot be operated until further notice. All vessels over 140m can only transit the lock on the level until repairs complete. (MCA and MAIB advised by Dock Master - 18/03/14) |
| 27-Mar                         | THURKUS           | GY Royal        | Pilot reports that the vessel made contact with the Birley wheels on the ships starboard side causing damage to the ships hand rails, whilst exiting the lock outwards. No other reported damage or pollution reported.  |
| 13-Apr                         | ARK FORWARDER     | Imm Dk          | Made contact with outer lock gate whilst entering.   |
| 17-Apr                         | ARK GERMANIA      | IOH             | PEC reports 'too close to fender before landing.' One chain broken fender at 25 metre mark.  |
| 18-Apr                         | JS ALULAR         | SKJ             | Vessel departs SKJ for sea causing minor fender damage at the jetty, and a small dent to the vessel's port quarter. No injury or pollution reported.   |
| 23-Apr                         | SORMOVSKIY 3052   | Imm Dk          | Vessel lowering down in the lock bound for sea has caused some minor damage to the lock wall in way of a metal plate.  |
| 30-Apr                         | SMARAGD           | Goole           | Slight damage to railings on south dock bridge whilst manoeuvring the vessel through. No damage to vessel.   |

|        |                           |                          |   |
|--------|---------------------------|--------------------------|---|
| 03-May | <b>SORMOVSKIY 3057</b>    | Alex Dk                  | On entering Alex dock the vessel made contact with the east outer gate, damaging 3 vertical handrails on the gate.  |
| 14-May | <b>AUTORUNNER</b>         | GY Royal                 | Pilot reports that whilst entering Grimsby Royal Dock basin, the vessel came into contact with the east inner Birley wheel some wood broken.  |
| 18-May | <b>CHARON J</b>           | Imm Dk                   | Vessel inward for Immingham. On entering lock, displaced a coping stone on lock side. ADM informed.   |
| 27-May | <b>KATRIN</b>             | Imm Dk Bellmouth         | Whilst entering Immingham lock the vessel made contact with the west side damaging concrete and fenders.  |
| 28-May | <b>SE CERULEAN</b>        | Imm Dk                   | Whilst entering the lock the vessel made contact with East outer Riverside fendering, causing damage to the rubber fendering. No reported damage to the vessel.   |
| 30-May | <b>CEMBAY</b>             | Goole                    | Vessel made contact with the berth whilst departing. No damage apparent to ship or jetty. No injury or pollution.   |
| 31-May | <b>CK PEARL</b>           | KGD                      | Slight contact with middle west gate of KGD lock whilst entering has caused damage to securing bolts. No damage to vessel.  |
| 08-Jun | <b>LADY MARTINE</b>       | SKJ                      | Vessel made contact with the jetty whilst berthing at South Killingholme, pilot reports minor damage to ships rails.  |
| 08-Jun | <b>OSTEREMS</b>           | GY Royal                 | Whilst departing GY Royal lock the vessel made contact with the tyre roller causing slight damage to the wooden structure. No reported damage to the vessel.  |
| 11-Jun | <b>VASILY SHUKSHIN</b>    | Imm Dk Bellmouth         | Vessel made contact with fender on the approach to Immingham Lock.  |
| 21-Jun | <b>PRIDE OF YORK</b>      | KGD                      | Master reports that whilst manoeuvring to enter the lock on arrival, the vessel damaged and cracked a steel faced coping stone approximately 15 metres from the lock gates on the western approaches. No damage to the vessel or pollution.   |
| 25-Jun | <b>NIKAR G</b>            | Goole                    | Contact made with gate whilst backing into Victoria Lock, stanchions bent.  |
| 02-Jul | <b>WILSON AVONMOUTH</b>   | Imm Dk                   | Pilot reports that on departing the berth, the port quarter came into contact with the quay. Vessel returned alongside to inspect damage. Superficial damage to port quarter. Vessel to sail on next available pen.   |
| 06-Jul | <b>CELANDINE</b>          | Imm Dk                   | Pilot reports whilst the vessel was manoeuvring to enter the lock, the vessel landed heavily on one of the fenders and broke one of its chains on the eastern approach jetty. No damage to the vessel or pollution.   |
| 09-Jul | <b>HAREN</b>              | KGD                      | Stern landed heavily on East Knuckle causing indentation on vessel.   |
| 15-Jul | <b>H &amp; S FAIRNESS</b> | Trent                    | On entering the river Trent "touched the bank". No damage to report.  |
| 03-Aug | <b>DIAMONDE</b>           | Goole                    | Whilst entering the lock at South pier the vessel made contact resulting in a small indentation on the stern of the vessel and damage to a shore side fender.   |
| 16-Aug | <b>CLEMENTINE</b>         | Imm Dk                   | Vessel departs Imm lock, causing minor damage to the East Side Inner Knuckle rubber fendering. (Wind WSW 5/6).  |
| 18-Aug | <b>EXPORTER</b>           | KGD                      | Pilot reports that whilst manoeuvring to enter the lock, the vessel damaged the inner stanchion bending it approximately 20 degrees, on the east outer lock gate. No damage to the vessel.  |
| 27-Aug | <b>AFRICAN HIGHWAY</b>    | Grimsby River Terminal 1 | Whilst berthing at the River Terminal Grimsby the v/l's stbd side made contact with the fendering on the Eastern jetty causing some damage to the fendering. No reported damage to the v/l.   |
| 28-Aug | <b>SEELAND</b>            | KGD                      | Whilst berthing at KGD 7/8 Quay the v/l made contact with the quay resulting in damage to the quay. No reported damage to the v/l.  |
| 29-Aug | <b>ABIS BILBAO</b>        | Goole                    | Contact made with South Dock Bridge north knuckle. Slight damage to quay edge.  |
| 03-Sep | <b>HORST B</b>            | Imm Dk                   | Vessel lifting up in Imm Lock, caused damage to a coping stone and fender.  |
| 09-Sep | <b>HUMBER JUPITER</b>     | Cleanness                | Whilst en-route to Spurn via Grimsby, pilot launch made contact with a large piece of timber in the vicinity of the Gate buoy. After inspection the coxswain reports that the launch has no damage and is still in service.   |
| 11-Sep | <b>PROGRES</b>            | Goole                    | Backing out of West Dock, vessel made light contact with West Dock Bridge railings causing some to bend over.   |
| 12-Sep |                           | Selby                    | At 0810 the pleasure craft "Wanderer" departed Goole with 2 POB. Destined for York. She struck the Selby toll bridge and sank. Person's safe, recovery of the wreck is "in hand". No craft to transit the Ouse to Selby or York until further notice. 15/9/14 - Boat secured and waterway open. |
| 14-Sep | <b>NORDIC INGE</b>        | KGD                      | Vessel manoeuvring out of dry dock in KGD Hull with tug assistance made light contact with hose platform as vessel passed. No apparent damage to vessel or structure.   |
| 07-Oct | <b>NESTOR</b>             | Grove                    | Whilst berthing at Grove LM1 the vessel made contact with the quay causing minor damage to a concrete section. No reported damage to the vessel.  |

|        |                         |            |  |
|--------|-------------------------|------------|--|
| 13-Oct | <b>PETER RONNA</b>      | Imm Dk     | On entering Imm Dock the vessel made contact with east outer gate. No visible damage to gate or vessel.  |
| 13-Oct | <b>ATLANTIC CARRIER</b> | Albert Dk  | Report from ADM that whilst the vessel was manoeuvring to enter the lock on the PM tide 12th the vessel made contact with the pillar navigational mark 2FG damaging the light and causing the pillar to lean at angle 20 degrees from vertical in a NW direction.  |
| 14-Oct | <b>PATRIA</b>           | New H Pier | On departing NH dock, landed alongside NH Pier. POM advised 1037 Tug Lashette en-route 1108 Underway from New Holland to sea. Pilot confirms that there is no damage to the ship, pollution or injury. Master is advising his classification society and owners. 1215 Master confirms by VHF that both owners and classification society have been informed of contact and that both parties content for the vessel to proceed outwards to sea.                        |
| 22-Oct | <b>CLIPPER POINT</b>    | Imm Dk     | Pilot reports that on entering the lock, the vessel made contact with the east side of the lock entrance causing the tarmac to lift. No damage to the vessel reported.   |
| 24-Oct | <b>ENDURANCE</b>        | GY Royal   | Vessel made heavy contact with the E/O rolling wheel causing damage to the woodwork. Paintwork on the ship scraped   |
| 02-Nov | <b>ARGYROULA</b>        | KGD        | KGD ADM advises Argyroula dislodged a coping stone when entering the lock. The coping stone is now on the East inner gate, therefore the inner gates are inoperative. 0027 Pilot S.Hollingworth confirms report, no damage to the vessel. Wind S'y 5-6. 0101 Sailing cancelled due to tidal window, vessel proceeding back to berth.   |
| 05-Nov | <b>LUNAMAR</b>          | Albert Dk  | Whilst manoeuvring in Albert Dock the vessel made light contact with the North Wall causing some paint work damage to the bulbous bow.   |
| 10-Nov | <b>HC BEA LUNA</b>      | Imm Dk     | 2300 Whilst entering the lock at Immingham with 2 tugs the v/l lost all power and steering. The v/l made contact with the West outer gate. No reported damage. Power restored at 2320.   |
| 12-Nov | <b>RIDER</b>            | Grimsby    | Whilst departing the lock at Grimsby Royal Dock the vessel's stbd side handrails were damaged when contact was made with East inner lock wheel.  |
| 12-Nov | <b>ALMA</b>             | Imm Dk     | Whilst approaching Immingham lock the v/l made contact with the western approach jetty causing possible damage to a fender chain. Vessel suffered small indentation on the bow and some paint damage.  |
| 18-Nov | <b>JURA</b>             | Albert Dk  | 1445 Whilst departing the berth at Wm Wright dock the vessel made contact with the quay causing damage to the Bulbous Bow. The scale of damage to be assessed after an inspection. Sailing of the vessel cancelled.  |
| 20-Dec | <b>WILSON BRUGGE</b>    | Goole      | Whilst manoeuvring in Goole Docks vessel made contact with West Dock wall in way of her bow. No damage reported.   |
| 21-Dec | <b>DENIZ A</b>          | IOT        | APT berthing master informs the pilot that whilst manoeuvring to berth at IOT6 the vessel has damaged one of the mooring fenders causing a split down the middle.  |
| 22-Dec | <b>CLIPPER POINT</b>    | Imm Dk     | Whilst departing No 12 quay the vessel made contact with the quayside cause a split in the shell plating in way of the stbd bow. Damage confirmed as a split in the Hull of approx. 10cm, about 1.5m above the w/l. Sailing cx and surveyor to attend. MAIB informed by Immingham ADM. ETD 2200 From Immingham dock. Master confirms repairs have been approved by the classification society and MCA. Destination: Cuxhaven. 2230 V/L departs Immingham for Cuxhaven. |
| 28-Dec | <b>RED SPIRIT</b>       | GY Royal   | Pilot Reports whilst entering GY Royal, contact was made with the west outer gate and railings. No apparent damage to vessel.  |

**Total Entries: 70**

### Vessels Making Contact With Other Vessels

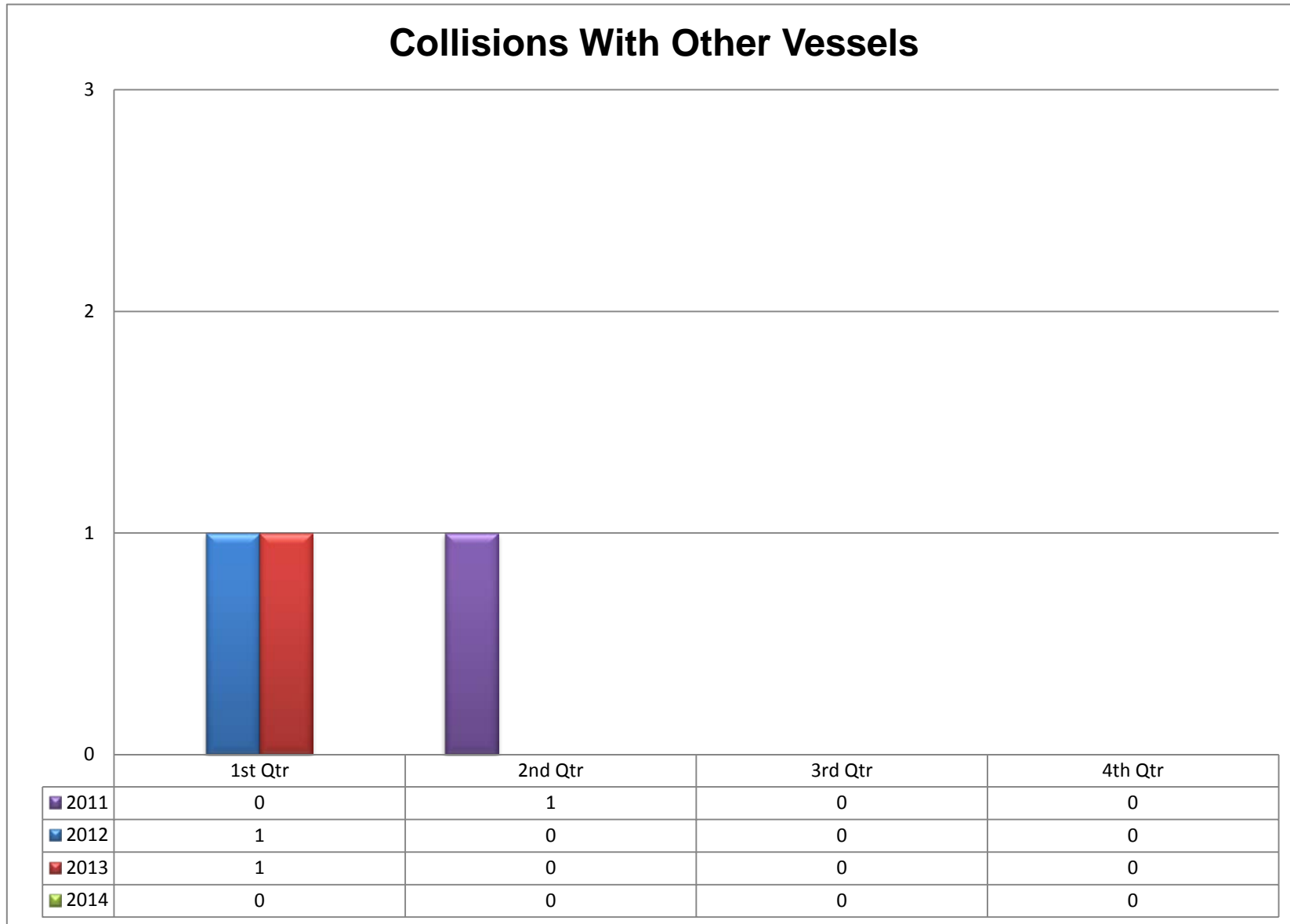


| <b>Contact with Vessels</b> |                            |                 |  |
|-----------------------------|----------------------------|-----------------|--|
| <b>Date</b>                 | <b>Ships Name</b>          | <b>Location</b> | <b>Remarks / Statement</b>   |
| 16-Jan                      | <b>STEFFI C</b>            | KGD             | Pilot reports making contact with the berthed vessel Cecilia on KGD North Gap whilst departing the berth. Pilot reports no damage. Wx S'ly 20kts.  |
| 25-Apr                      | <b>WILSON MERSIN</b>       | Imm Dk          | Vessel made contact with vessel "Chyra" whilst manoeuvring to depart Imm dock. Superficial damage to both vessels in way of paint and gangway. Dock master to inform MAIB.                               |
| 26-Apr                      | <b>CHESTNUT</b>            | KGD             | Class 1 Vessel Chestnut entering King George dock made contact with the lead tug Statesman while in the lock, some damage to the Statesman's rails.  |
| 14-Jun                      | <b>MEKHANIK MAKARIN</b>    | GY Royal        | Whilst leaving the berth in GY Royal 9 Quay the vessel made contact with a barge causing damage to the barge. No reported damage to the vessel.  |
| 09-Oct                      | <b>LISELOTTE ESSBERGER</b> | KGD             | Whilst leaving the berth at No 14 quay at KGD the vessel made contact with the berthed vessel Kimberly 'C'. No reported damage to the Kimberly 'C' and one damaged stanchion on the Liselotte Essberger. |

**Total Entries: 5**



### Collisions With Other Vessels



| <b>Collisions with Vessels</b> |                   |                 |                            |
|--------------------------------|-------------------|-----------------|----------------------------|
| <i>Date</i>                    | <i>Ships Name</i> | <i>Location</i> | <i>Remarks / Statement</i> |

*Total Entries: 0*

| <b>Summary of Bunker Operations at<br/>Whitebooth Roads, Holme Ridge and Tetney Mono Buoy</b> |                                      |                                   |                           |
|---|--------------------------------------|-----------------------------------|---------------------------|
| <i>Month</i>  | <i>Total Operations<br/>(Tonnes)</i> | <i>Max Single Op<br/>(Tonnes)</i> | <i>Total<br/>(Tonnes)</i> |
| <b>January</b>  | <b>21</b>                            | <b>100</b>                        | <b>998</b>                |
| <b>February</b>   | <b>12</b>                            | <b>100</b>                        | <b>612</b>                |
| <b>March</b>  | <b>22</b>                            | <b>150</b>                        | <b>1343</b>               |
| <b>April</b>  | <b>20</b>                            | <b>130</b>                        | <b>1176</b>               |
| <b>May</b>  | <b>17</b>                            | <b>155</b>                        | <b>886</b>                |
| <b>June</b>   | <b>20</b>                            | <b>90</b>                         | <b>970</b>                |
| <b>July</b>   | <b>20</b>                            | <b>90</b>                         | <b>926</b>                |
| <b>August</b>   | <b>17</b>                            | <b>90</b>                         | <b>875</b>                |
| <b>September</b>  | <b>13</b>                            | <b>80</b>                         | <b>715</b>                |
| <b>October</b>  | <b>19</b>                            | <b>100</b>                        | <b>1157</b>               |
| <b>November</b>   | <b>22</b>                            | <b>75</b>                         | <b>901</b>                |
| <b>December</b>   | <b>13</b>                            | <b>100</b>                        | <b>412</b>                |
| <b><i>Totals for the Year<br/>2014</i></b>  | <b>216 operations</b>                |                                   | <b>10971</b>              |

| <b>Debris etc. reported in River</b> |                         |  |
|--------------------------------------|-------------------------|--|
| <b>Date</b>                          | <b>Reported By</b>      | <b>Remarks</b>   |
| 02-Feb                               | <b>PILOT</b>            | Pilot reports sighting a piece of timber in the water in the vicinity of Alex Dock Hull, approximate size 10mtrs in length. Broadcast made to advise shipping.   |
| 04-Feb                               | <b>MASTER / CAPTAIN</b> | Master reports a large piece of timber in the outer harbour, 2 metres long and 40cm wide. Immingham dock informed.   |
| 01-Apr                               | <b>VTS 14</b>           | Launch reports baulk of timber between No 4B and Clee Ness buoy, navigation broadcast made.  |
| 01-May                               | <b>MASTER / CAPTAIN</b> | Vessel moored at the west jetty reported a large log floating in the river approx. 50m off his starboard side. 0855 reported off e/j. 0903 reported south of A1 dolphin. 0906 reported south of IOT1 heading for E/J expected to run aground.  |
| 11-May                               | <b>PILOT</b>            | Pilot reports sighting a lifebuoy in the vicinity of the Cleanness light float. Pilot launch Venus in the vicinity requested to investigate and recover if possible. 1930 Launch recovers lifebuoy, only markings port of registry Hong Kong and part of the name "Kwai Chung". HMCG advised and lifebuoy left at Grimsby Royal ADM.   |
| 17-May                               | <b>VTS15</b>            | 0745 'Precision 1' reports sighting a floating pontoon, approx. 8 feet square, in position 53 41.7 N 000 14.87 E. 'All Ships' warning broadcast made, also requesting further sightings to be reported to VTS Humber.<br>0943 Yacht 'Maybe' reports sighting pontoon approx. 1 cable south of Sand End Lt.by.<br>0950 Workboat 'Haven Supporter', operating in the vicinity, offers to investigate.<br>1042 'Haven supporter' locates pontoon and secures, to return to North Killingholme Haven.<br>1036 'Haven Supporter', with pontoon, secure in North Killingholme Haven. |
| 18-May                               | <b>VTS 15</b>           | Pilot launch reports sighting a floating pontoon approx. 10' square in position approx. 3 cables SE of S.Shoal Lt.buoy. 'All Ships' warning broadcast made, also requesting further sightings to be reported to VTS Humber.<br>1822 Aspen, reports sighting in vicinity of Humber Power Intakes.<br>1840 Haven Supporter leaves N. Killingholme Haven to investigate.<br>1900 Haven Supporter locates pontoon in Holme Hook anchorage.<br>1938 'Haven Supporter', with pontoon, secure in North Killingholme Haven.  |
| 18-May                               | <b>VTS 15</b>           | Windcat 33 reports sighting a tree in the river, approximately 8 metres in length, in position approx. 2 cables SE of 4B Lt by. Small craft warning broadcast by Ch. 12.   |
| 10-Aug                               | <b>VTS 15</b>           | Master reports sighting a large piece of timber approximately 10m in size, 5 cables south of the Cleanness lightfloat. All ships broadcast made.   |
| 09-Sep                               | <b>PILOT</b>            | Pilot reports sighting a home-made raft in the main channel around Salt end. Barge consists of two 240 litre drums lashed together with wood. No persons on-board. All ships broadcast made.   |
| 09-Sep                               | <b>MASTER / CAPTAIN</b> | Master reports sighting a large piece of timber in the water approximately 2 x 1 metre in size, between the IOT and 9A. All ships broadcast made.  |
| 10-Sep                               | <b>PILOT</b>            | Pilot reports sighting a large tree trunk to the North west of the 9A buoy. All ships broadcast made.  |
| 13-Sep                               | <b>VTS14</b>            | Large baulk of timber reported. Broadcast made.  |
| 17-Sep                               | <b>PILOT</b>            | Partially submerged white coloured vehicle on the bank side opposite Burton Stather near to a slipway. Boot noted to be open. MCA advised. Duty manager aware.<br>14:29 H Rescue investigating.<br>1545 H Rescue investigated and returning to Hessle. Police investigating.   |
| 18-Sep                               | <b>PILOT</b>            | Vessel encountered unidentified floating object when passing 34 Buoy. Other vessel nearby advised.   |
| 24-Sep                               | <b>PILOT LAUNCH</b>     | Launch coxswain reports hitting an unidentified object North of the Bull Sand Buoy. All ships broadcast made.  |
| 22-Oct                               | <b>VTS 15</b>           | Master reports sighting a large green buoy with letters on the side (unreadable). In position approx. 0.5' NW of the Inner Sea Reach buoy.<br>0911 Stena Scotia identifies the buoy as South Binks.<br>1745 Clipper Point reports that buoy is unlit.<br>23/10/14 0900 Tug Welshman departs Immingham to recover the buoy current position 8 cables East of Inner sea reach buoy. 1115 Tug recovers the buoy, proceeding to the Hawke anchorage to rendezvous with UKD Seahorse to return buoy to Alex dock.   |
| 06-Nov                               | <b>VTS 14</b>           | Launch had boarded the Eli Knutsen and returning to Grimsby. Launch struck unwater object in the vicinity of the No 3 Chequer. Conducted inspection, no apparent damage to report.<br>1608 Resumes passage.  |
| 24-Nov                               | <b>PILOT LAUNCH</b>     | Baulk of timber sighted NW Chequer Buoy, flood tide, all ships broadcast made.   |
| 26-Nov                               | <b>MASTER / CAPTAIN</b> | Baulk of timber sighted North of Delta Buoy, ebb tide, all ships broadcast made.   |

**Total Entries: 20**

## Distress and other flare Reports

| <i>Date</i> | <i>Reported By</i> | <i>Remarks</i>  |
|-------------|--------------------|---|
| 09-Oct      | VTS 15             | VTS Humber sight red parachute flare in the vicinity of Grimsby/ Cleethorpes. Confirmed by two vessels in the vicinity Cape Magnolia and Sea Kestrel. HMCG advised. |

***Total Entries: 1***

## Failure to report to VTS

| <i>Date</i> | <i>Reported By</i> | <i>Ships Name</i> | <i>Location</i> | <i>Remarks</i>  |
|-------------|--------------------|-------------------|-----------------|---|
| 11-Jul      | VTS 15             | ATLANTIC COUGAR   | Imm Dk          | Windfarm support / survey vessel departed Immingham lock for the windfarms with no contact. Vessel advised of his obligation to call VTS. |

**Total Entries: 1**

| <b>Summary of Fires Reported</b>   |                    |                   |                 |
|--|--------------------|-------------------|-----------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ships Name</b> | <b>Location</b> |
| 12-Jan   | VTS 15             |                   | Spurn Point     |
| Call from Humber lifeboat coxswain, the number 3 electrical generator has caught fire; the lifeboat crew have contained the fire and are awaiting the fire brigade to assess. Off watch VTSO has been evacuated from the Callisto accommodation as a precaution. 1125 Duty manager informed. 1300 Fire extinguished, number 3 generator is now inoperative.  |                    |                   |                 |
| 20-May   | VTS 15             |                   | Spurn Point     |
| Fire detected in lookout room in VTS tower CO2 used, fire extinguished. RNLI called to assist. Equipment isolated. Steve Horton, VTS Manger & Duty Manager advised.  |                    |                   |                 |
| 20-May   | VTS 15             | HUMBER LIFEBOAT   | Spurn Point     |
| 1000 CG Reports an electrical fire on board the Humber Lifeboat which was moored on the lifeboat buoy.<br>1030 CG advises that the fire service is to attend from Spurn jetty.<br>1115 Fire crew arrive at Spurn (by Helicopter) for transfer to the lifeboat.<br>1155 Confirmed that the fire is extinguished. Fire crew depart from Spurn. Incident closed.  |                    |                   |                 |
| 27-Jun   | VTS 15             | STENA TRANSIT     | HST             |
| At 0700 VTS received a telephone call from the berthing master at the HST. It appears that Stena Transit had a fire in a lorry unit on its upper deck. This was reported to HST at about 0630. The report was updated to HST about 20 minutes later, stating that the fire had been dealt with. The berthing master was asking if we had instructed Opaline, on his final approach, to turn and stem. We had not. By this time Stena Transit was all fast and closed down. No mention of the incident was made to VTS by the Master. |                    |                   |                 |
| 12-Aug   | MASTER / CAPTAIN   | LLANDUDNO BAY     | Humber          |
| Call received from Llandudno Bay to say possible fire on board. Vessel bound for Grimsby. Four other windcats on scene, Coastguard advised and monitoring. 1645 vessel proceeding to Grimsby under own power. 1810 Llandudno Bay in Fish Dock. 1825 Call from Humber Coastguard, Llandudno Bay on fire in Fish Dock fire brigade called. ADM Grimsby informed and investigating. Operator Dong Energy.<br>1900 Fire out.   |                    |                   |                 |
| 16-Aug   | ADM KGD            | HST               |                 |
| Report of a large fire between the Humber Sea Terminal and IGT close to the river bank. Immingham dock advised 2215 Immingham report that the fire appears to be just off Rosper Road on farm land behind the HST. Emergency services on scene. IOT report that the fire is sufficient distance from the oil refinery and will not their affect operations.  |                    |                   |                 |

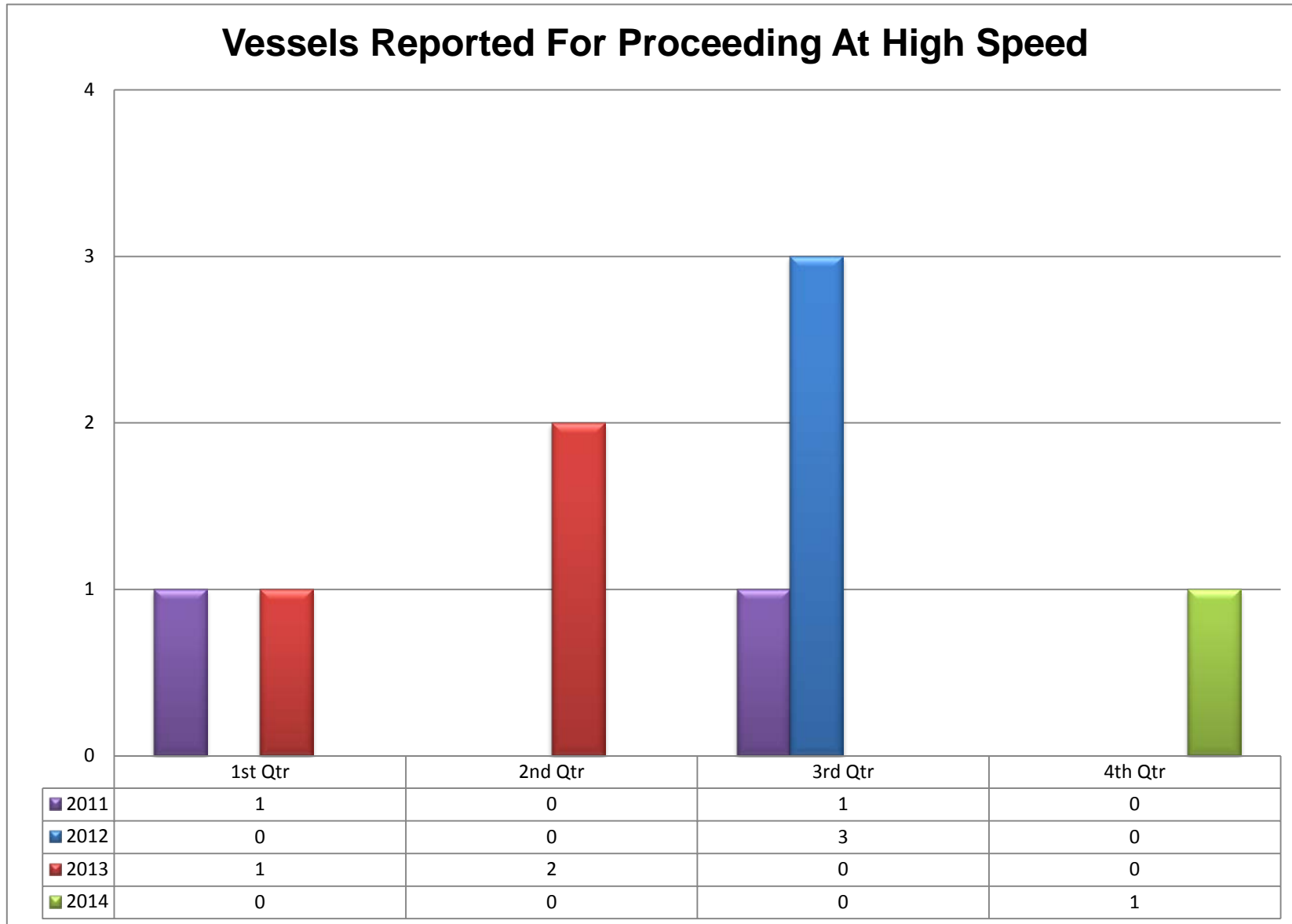
**Total Entries: 6**

| <b>Fishing V/L Incidents</b> |                    |                     |   |
|------------------------------|--------------------|---------------------|---|
| <b>Date</b>                  | <b>Reported By</b> | <b>Ships Name</b>   | <b>Remarks</b>  |
| 29-Aug                       | VTS 14             | <b>ANNE THIERRY</b> | FV Anne Thierry outward approaching the Charlie buoy failed to maintain a listening watch on VHF channel 14 or 16. The outward PPV Yue Dian 103 was unable to make contact to arrange safe passing, ships whistle was sounded but provoked no response. Vessels telephone number obtained from Grimsby Fish dock, 0913 vessel called on VHF 14 and reminded of their obligation to maintain a listening watch on VHF 14 and follow collision regulations. |

**Total Entries: 1**



### Vessels Reported For Proceeding At High Speed



## Reports of High Speed

| <i>Date</i> | <i>Reported By</i> | <i>Ships Name</i> | <i>Remarks</i>   |
|-------------|--------------------|-------------------|--|
| 28-Dec      | MASTER / CAPTAIN   | RIX OWL           | Master of Rix Owl reports whilst attempting to moor alongside the Magsenger 16 on HIT 2 two of his ropes parted, the outbound Misida was passing his station at this time. |

**Total Entries: 1**

| <b>Lost and Fouled Anchors</b> |                          |                                |  |
|--------------------------------|--------------------------|--------------------------------|--|
| <b><i>Date</i></b>             | <b><i>Ships Name</i></b> | <b><i>General Position</i></b> | <b><i>Description</i></b>  |
| 03-Feb                         | <b>ADMIRAL</b>           | HLB                            | Vessel in DWA position N fouled an old anchor chain.   |
| 11-Feb                         | <b>AMBER TRADER</b>      | HLB                            | Lost anchor (no chain) northern edge of anchor circle INDIA  |
| 06-Apr                         | <b>RYSTRAUM</b>          | HLB                            | Lost anchor (no chain) in DWA position C.  |
| 26-Nov                         | <b>WINDCAT 4</b>         | Hawke                          | Lost anchor with approximately 10m of chain and 10m of rope, buoyed off with orange fender. Anchor lost between Hawke light float and position "M" in Hawke anchorage. |

***Total Entries: 4***

## Summary of Low Water Berthing and Sailing Requests

| <i>Month</i>                    | <i>Total Requests</i> | <i>PPV LW<br/>Berthing/Sailing</i> | <i>Non PPV LW<br/>Berthing/Sailings</i> |
|---------------------------------|-----------------------|------------------------------------|---|
| <b>January</b>                  | <b>30</b>             | <b>8</b>                           | <b>0</b>                                |
| <b>February</b>                 | <b>29</b>             | <b>4</b>                           | <b>0</b>                                |
| <b>March</b>                    | <b>42</b>             | <b>7</b>                           | <b>1</b>                                |
| <b>April</b>                    | <b>37</b>             | <b>3</b>                           | <b>0</b>                                |
| <b>May</b>                      | <b>23</b>             | <b>2</b>                           | <b>0</b>                                |
| <b>June</b>                     | <b>19</b>             | <b>1</b>                           | <b>2</b>                                |
| <b>July</b>                     | <b>30</b>             | <b>4</b>                           | <b>0</b>                                |
| <b>August</b>                   | <b>26</b>             | <b>4</b>                           | <b>1</b>                                |
| <b>September</b>                | <b>27</b>             | <b>5</b>                           | <b>0</b>                                |
| <b>October</b>                  | <b>27</b>             | <b>0</b>                           | <b>1</b>                                |
| <b>November</b>                 | <b>23</b>             | <b>7</b>                           | <b>0</b>                                |
| <b>December</b>                 | <b>31</b>             | <b>6</b>                           | <b>1</b>                                |
| <b><i>For the Year 2014</i></b> | <b>344</b>            | <b>51</b>                          | <b>6</b>                                |

| <b>Navigation Marks Damaged or Unreliable</b> |   |                       |
|---|---|-----------------------|
| <b>Date</b>                                   | <b>Details</b>  | <b>Date Cancelled</b> |
| 03-Jan  | West Walker Dyke tide gauge light UNLIT. Confirmed by Celine. Repaired 8/1/14.  | 08-Jan                |
| 03-Jan  | KGD upper blue dredge limit light is UNLIT.   | 04-Jan                |
| 04-Jan  | Sunk Spit diminished - UNRELIABLE. 4/1/14 19:18 reported to be bright.  | 04-Jan                |
| 06-Jan  | No.15 top mark damaged. Light reported lit but at angle. DIMINISHED. Buoy replaced by UKD Seahorse 17/01/14.  | 17-Jan                |
| 13-Jan  | Chalderness tide board light is UNLIT (19/02 repair attempt unsuccessful). All repaired 10/3/14.  | 10-Mar                |
| 14-Jan  | Clee Ness Lt.Float. Riding light. UNLIT. Repaired 18/02/14.   | 18-Feb                |
| 16-Jan  | Hull Middle buoy is OFF STATION approx. 200m NE of its charted position. Re-positioned by UKD Seahorse. (17/01/14).   | 17-Jan                |
| 18-Jan  | River Trent, Cliff End upper lead light UNLIT. (Confirmed by Fast Julia 18/01 2030) Fixed 20/01/14.   | 20-Jan                |
| 28-Jan  | EAST JETTY TUG BARGE: Red light reported UNLIT. Fixed 30/1/14.  | 30-Jan                |
| 28-Jan  | IMMINGHAM DOCK: Lower red docking light: UNLIT. Reported fixed 13/02/14.  | 13-Feb                |
| 29-Jan  | All jetty lights on the Imm east jetty are extinguished. UNLIT. Fixed 30/1/14.  | 30-Jan                |
| 03-Feb  | SEJ 1 - Lower dredge limit light UNLIT.   | 15-Feb                |
| 04-Feb  | Grimsby middle lt. float. Riding light. UNLIT. Repaired 18/02/14.   | 18-Feb                |
| 04-Feb  | South Trent light reported as DIMINISHED. 11/2/14 Reported operational.   | 06-Feb                |
| 12-Feb  | No.15 Holme Hook OFF STATION . Light and topmark missing. Position 2 cables NW of charted position. Buoy replaced 20/02/14.   | 20-Feb                |
| 14-Feb  | South Fort buoy UNLIT. (Confirmed by Seacat Reliance) 17.03.14 Eng plans to attend Tues 25th March. Too rough 22.03.14. Repaired 24/03/14.  | 24-Mar                |
| 14-Feb  | Foul Home No 5 buoy UNLIT. (Confirmed by Najade)  | 02-Mar                |
| 09-Mar  | Imm Dk Tower A Traffic Signals UNLIT. Repaired 10/03/15.  | 10-Mar                |
| 13-Mar  | Immingham Dock, docking signals UNLIT Repaired 16/03/14.  | 16-Mar                |
| 02-Apr  | No 22 Hook buoy OFF STATION approx. 290 (WNW) x 2.3 cables from charted position. Damage to cage, light is operating. Back on station AM 0804/14.   | 08-Apr                |
| 04-Apr  | Apex fog signal INOPERATIVE. (Reported operational 08/04/14)  | 08-Apr                |
| 05-Apr  | Pilot reports that Amcotts Hook light is UNLIT. 08/04/14 Confirmed unlit by Nathalie. Repaired PM 08/04/14.   | 09-Apr                |
| 22-Apr  | Riding light on the SE Chequer buoy is extinguished. Confirmed 23/4/14. (New battery required) 12/05/14 Light replaced.   | 12-May                |
| 24-Apr  | Outer Binks buoy is approx. 0.7 cables on a bearing of 305 degrees from its charted position. No obvious damage to the Buoy. Checked by H. Charter. (To be repositioned by 'Seahorse' at earliest opportunity.) 13/05/14 Position checked by Surveyors and found within limits. | 13-May                |

| <b>Navigation Marks Damaged or Unreliable</b> |  |                              |
|---|--|------------------------------|
| <b><i>Date</i></b>                            | <b><i>Details</i></b>  | <b><i>Date Cancelled</i></b> |
| 26-Apr  | North Trent light reported UNLIT.<br>01/05/14 Reported to be working by Celtic Venture   | 01-May                       |
| 01-May  | Riding light on the 33A is UNLIT.<br>Confirmed RMS DUISBURG. 18/05/14.<br>Light float replaced 06/06/14  | 19-Jul                       |
| 01-May  | West Goole light reported as UNLIT. Goole aware.<br>03/05/14 2235 confirmed unlit by Neptun.   | 11-May                       |
| 02-May  | Thorngumbald high leading light UNLIT<br>Confirmed SHIPPER 06/05/14.<br>09/05/14 Samskip Courier advises light is working.   | 09-May                       |
| 08-May  | South Trent Light reported diminished intensity. UNRELIABLE.<br>Confirmed by Antwerp 0124 8/05/14.<br>Repaired 09/06/14  | 09-Jun                       |
| 10-May  | Yokefleet rear white leading light is UNLIT.<br>Pilot reported this to Goole ADM<br>Repaired 09.06.14  | 09-Jun                       |
| 11-May  | TMB fog signal not working   | 20-May                       |
| 12-May  | North Trent beacon is lit but diminished intensity - UNRELIABLE<br>(when approaching from the East). It appears OK when passing it.<br>Confirmed by Dolfijn 17/05/14.<br>Repaired 09/06/14 | 09-Jun                       |
| 16-May  | Pilot reports the 'Bravo' buoy is diminished intensity, UNRELIABLE.<br>0020 25/05/14 Vessel Tharsis reports light OK   | 25-May                       |
| 16-May  | Cliff End Rear Leading light obscured by foliage. Site visit by IWS<br>found High Light visible from Low Light.  | 21-May                       |
| 24-May  | Pilot reports 'Sunk Spit' buoy diminished intensity. UNRELIABLE.<br>0021 25/05/14 Samskip Innovator reports light OK   | 25-May                       |
| 24-May  | IBT Sector light UNRELIABLE. Fixed sectors only showing. No AI.<br>WG or AI WR.<br>21/08/14 Spares to be fitted on 27/08/14.<br>Repaired.  | 27-Aug                       |
| 27-May  | Riding light on the Spurn Light Float reported extinguished.<br>21/06/14 Riding light repaired by the engineers.   | 21-Jun                       |
| 02-Jun  | Swinefleet Pier is totally UNLIT. VTS advised Goole ADM.   | 03-Jun                       |
| 09-Jun  | No 9 Cotness Drain Lt. reported UNLIT. TBC.<br>Reported OK 'Lady Nova' 17/06/14  | 17-Jun                       |
| 13-Jun  | IOT finger pier west end light UNLIT   |                              |
| 14-Jun  | No 1 shore marker at Bishopsoil drain appears damaged. 19/06/14<br>Structure to be replaced, Mark and light still reliable.  | 19-Jun                       |
| 23-Jun  | Middle red light on the tower at Immingham signal tower UNLIT.<br>Reported fixed 0300/4th from ADM   | 04-Jul                       |
| 09-Jul  | Waddington light reported unlit by vessel Remora. TBC.   | 11-Jul                       |
| 18-Jul  | Upper & Lower dredge lights on the west end of SEJ UNLIT<br>Upper light repaired 01/08/14.<br>Lower Light reported repaired 14/08/14.  | 14-Aug                       |
| 19-Jul  | Waddington Lt, River Trent UNLIT. Confirmed by Tove 22/07/14<br>Replaced 23/07/14.   | 27-Jul                       |
| 23-Jul  | Lower Whitton is not showing either its green light or white riding<br>light 24/07/14.<br>Reported working by Christine Y.   | 24-Jul                       |
| 23-Jul  | No.29 and 30 are UNLIT.<br>23/07/14 Working correctly reported by Christine Y.   | 24-Jul                       |

| <b>Navigation Marks Damaged or Unreliable</b> |  |                       |
|---|--|-----------------------|
| <b>Date</b>                                   | <b>Details</b>   | <b>Date Cancelled</b> |
| 24-Jul  | Two green lights at the end of Reservation Quay (Alex dock) are UNLIT. No longer in use.   | 25-Jul                |
| 02-Aug  | Waddington light UNLIT. Confirmed by RMS Wedau - 06.08.14. Fixed 11/08/14.   | 11-Aug                |
| 12-Aug  | No 33A Riding light UNLIT. Confirmed by Wiebke D. Rectified 1330/18th Aug by UKD Seahorse.   | 18-Aug                |
| 15-Aug  | Waterton Lt - River Trent UNRELIABLE.<br>19/08/14 Confirmed extinguished.<br>20/08/14 Fixed.   | 20-Aug                |
| 17-Aug  | Yellow special mark buoy, marking NE end of import cable is MISSING from station. (EON is stencilled on side). If recovered contact EON duty manager on 07772585044.<br>19.08.14 - Believed to have cleared Humber Area. | 19-Aug                |
| 24-Aug  | No 25 West Side pile marker in the Swinefleet Reach DAMAGED (by road traffic incident. Pile rotated 90 degrees now difficult to see).<br>Repaired.   | 26-Aug                |
| 29-Aug  | Unable to activate the Apex fog signal. Engineers Goole advised and investigating.<br>Repaired by engineers 03/09/14   | 03-Sep                |
| 03-Sep  | Flix Nypro lights are UNLIT.<br>Fixed 4/9/14   | 04-Sep                |
| 10-Sep  | Chequer number 3 buoy reported as diminished intensity (UNRELIABLE)<br>Confirmed by Thames Fisher (10/09/14 0045 Hrs).<br>10/09/14 Nordic Nora reports light ok.   | 10-Sep                |
| 10-Sep  | The lower of the two lights on the Pile 8 light is DIMINISHED. Goole advised.<br>Repaired 22/9/14  | 22-Sep                |
| 10-Sep  | Immingham docking signal Middle white light is UNLIT.<br>Fixed 14/9/14   | 14-Sep                |
| 17-Sep  | Fog horn on the A1 Dolphin INOPERATIVE. IOT investigating.<br>29/09/14 IOT report that the whole unit may have to be replaced.<br>17/12/14 Confirmed Fixed.  | 17-Dec                |
| 20-Sep  | Riding light on Middle Whitton is UNLIT.<br>Confirmed unlit by Antari 0600/23rd Sept.<br>14/10/14 M/V Remora LIT but diminished.   | 14-Oct                |
| 20-Sep  | Navigation lights on the IGT will be inoperative until about 1600<br>20/09/14  | 21-Sep                |
| 20-Sep  | Pyewipe light is UNLIT.<br>22/9/14 20:12 Fionia Seaways reports that the light is working  | 22-Sep                |
| 26-Sep  | IGT lower upstream jetty light UNLIT. IOT aware.<br>Reported working by IOT berthing master 07/12/14.  | 07-Dec                |
| 27-Sep  | FH4 It buoy OFF STATION in position: approx. 400 metres ESE of FH3 It buoy. (See occurrence no.14851).<br>1100 29/09/14 Buoy Back on station UKD Seahorse.   | 29-Sep                |
| 01-Oct  | No.16 Sand End Buoy riding light reported UNLIT.<br>Report confirmed by Frej.<br>03/10/2014 Reported lit by Alrek.   | 03-Oct                |
| 06-Oct  | HLF temporarily removed from station.<br>Replaced by temporary mark 19/11/14   |                       |
| 13-Oct  | Pillar Nav Mark 2FG off the entrance to Albert Dock is DAMAGED. The light is missing and the pillar is leaning at angle 20 degrees from vertical in a NW direction.  |                       |
| 14-Oct  | Riding light on the No.33 UNLIT.<br>Confirmed by m/v See Stern.<br>Repaired by UKD Seahorse am 14/11/14  | 14-Nov                |

| <b>Navigation Marks Damaged or Unreliable</b> |  |                              |
|---|--|------------------------------|
| <b><i>Date</i></b>                            | <b><i>Details</i></b>  | <b><i>Date Cancelled</i></b> |
| 15-Oct  | Hall Staith's light UNLIT.   | 21-Oct                       |
| 15-Oct  | Cliff End Light, River Trent. Reported UNLIT.<br>Remora 19/10/14 0330 reports light is showing   | 19-Oct                       |
| 19-Oct  | Grove light is UNLIT<br>Repaired 23/10/14  | 23-Oct                       |
| 22-Oct  | South Binks light buoy temporarily removed from station.<br>Replaced 19/11/14  | 19-Nov                       |
| 25-Oct  | Riding light on Middle Whitton UNLIT<br>Repaired by UKD Seahorse AM 14/11/14   | 14-Nov                       |
| 02-Nov  | Riding light on the Sand end light float UNRELIABLE.<br>Confirmed by Christine Y.<br>Repaired 10/11/14 Mercury.                                | 10-Nov                       |
| 05-Nov  | No. 5A reported showing quick flash (Promulgated characteristic FL G 2s) UNRELIABLE<br>Checked PM 5th confirmed quick flash<br>Repaired AM 6TH | 06-Nov                       |
| 09-Nov  | Humber Power Intake UNLIT<br>1948 Lights reported LIT.   | 09-Nov                       |
| 09-Nov  | No.5 Gate buoy UNLIT<br>1710 Reported working  | 09-Nov                       |
| 12-Nov  | Goole Victoria lock. Top traffic signal UNLIT.<br>Fixed.   | 19-Nov                       |
| 12-Nov  | West side/East side lights at Victoria steps Hull UNLIT.<br>Fixed.   | 19-Nov                       |
| 12-Nov  | Front yellow dredge marker at Alex UNLIT.<br>Fixed.  | 19-Nov                       |
| 12-Nov  | KGD East Bullnose Lt UNLIT.<br>Fixed.  | 19-Nov                       |
| 12-Nov  | Burton Stather Ferry Inn both lights UNLIT.<br>Repaired 13/12/14   | 19-Dec                       |
| 12-Nov  | Keadby S. Mooring dolphin lower light UNLIT.<br>Fixed.   | 19-Dec                       |
| 12-Nov  | Keadby S. end wharf light MISSING.<br>Fixed.   | 19-Dec                       |
| 13-Nov  | River Trent, Hill side top light UNLIT.<br>Engineers advised.  | 25-Nov                       |
| 19-Nov  | Whitgift light reported UNLIT.<br>1700/19th All the lights at Whitgift are reported to be working MV Frifford.                                 | 19-Nov                       |
| 27-Nov  | Immingham lower red signal light UNLIT<br>Reported working by ADM 05/12/14   | 05-Dec                       |
| 15-Dec  | 5 gate buoy light reported as DIMINISHED.<br>Confirmed by Hornisse.<br>15/12/14 Confirmed ok by Amandine.                                      | 15-Dec                       |
| 19-Dec  | Upper Dredge Limit Light SEJ 1 UNRELIABLE UNLIT.   |                              |
| 19-Dec  | SDC Papa 2 UNRELIABLE diminished intensity.<br>20/12/14 Reported ok by Minerva Lydia   | 20-Dec                       |

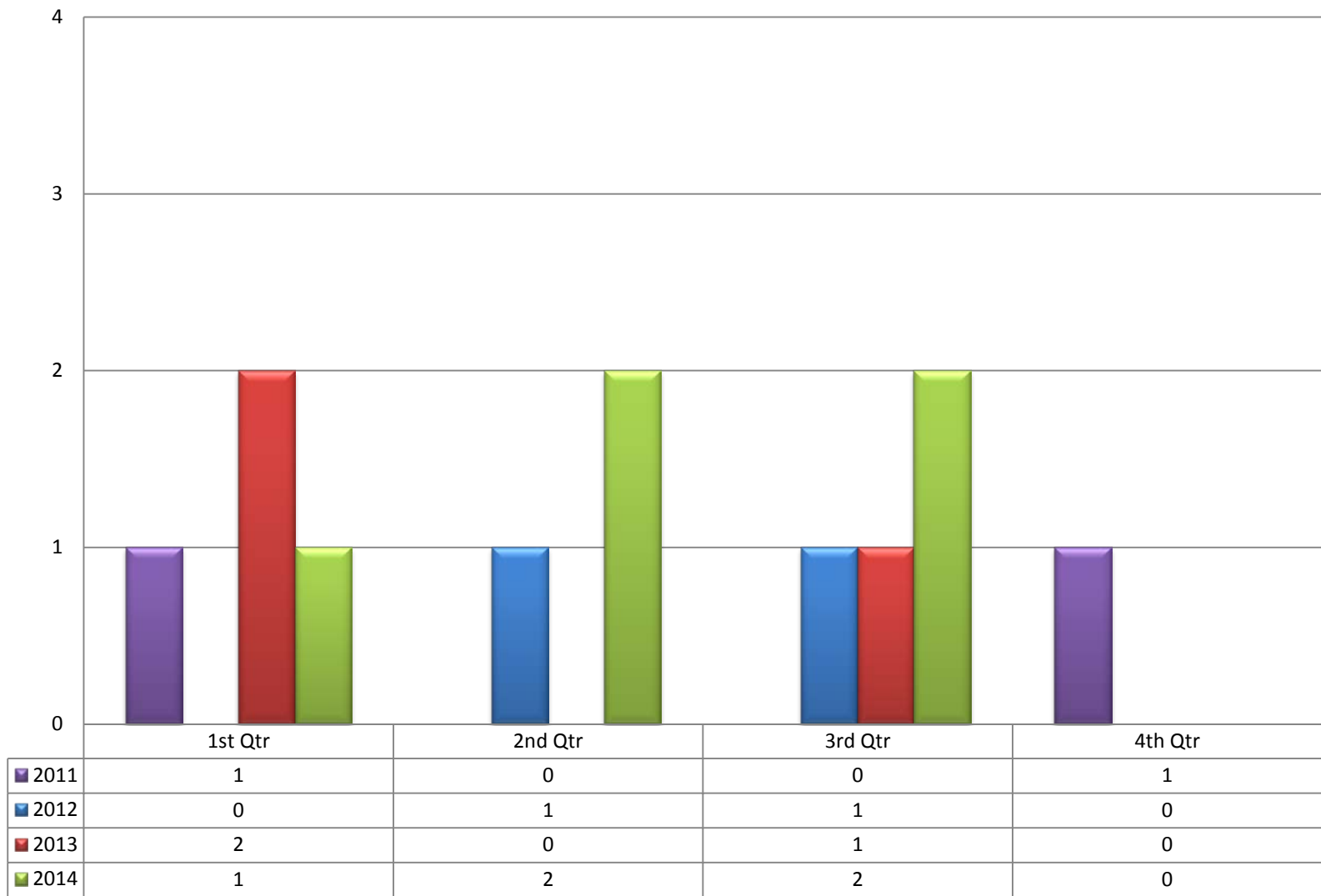
**Total Entries: 90**



| <b>Pollution Reports</b>   |                    |                    |                  |
|--|--------------------|--------------------|------------------|
| <b>Date</b>  | <b>Reported By</b> | <b>Ships Name:</b> | <b>Location:</b> |
| 20-Feb   | ADM KGD            | TRADESMAN          | KGD              |
| ADM reports tug Tradesman at 12 Quay has spilled about 100 litres of fuel oil. POLREP from KGD received.   |                    |                    |                  |
| 26-Apr   | MASTER / CAPTAIN   | HAFNIA SEAWAYS     | IOT              |
| 26/4/14 1740 Outbound vessel 'Hafnia Seaways' reported a mirror like sheen on the water approx. 20m x 20m off IOT2. Both IOT and Immingham dock were informed. IOT confirmed the origin was not the berth or vessels alongside. Immingham Dock advised that HIT is discharging iron ore and that the dust can give the same appearance. Outbound vessel 'Taranto' was requested to pass through the area, and confirmed the 'patch' was not oil. No further action taken. POLREP Completed, Duty Manager ADV.  |                    |                    |                  |
| 16-May   | COASTGUARD         | MPI RESOLUTION     | Humber           |
| During pile driving operations at Humber Gateway Offshore Wind Farm WTG location D09 (53° 37.473' N 000° 17.276' E) approximately fifty (50) litres of Avia RSL 46 hydraulic oil was accidentally released due to an oil seal failure. The majority of this amount was sprayed onto the deck of the vessel due to the direction and pressure of the release. The tidal direction at this time was approximately 176° and rate of 2 knots. The hammer was immediately recovered back to deck and much of the oil was then contained on-board. The fifty litre value is generated from the main tank capacity loss.  |                    |                    |                  |
| 07-Jul   | MASTER / CAPTAIN   | FIONIA SEAWAYS     | IOH              |
| Master of Fionia Seaways reports that when the Ark Germania was departing the Outer harbour, he noticed a rainbow sheen of oil following the vessel. Oil was also observed on the fender mooring ropes, that were in between both vessels when alongside. Master on Ark Germania informed and asked to investigate. Vessel Yasmine who was astern of the Ark Germania at the IOT could not see any oil sheen or rainbow effect emanating from the vessel. 2030 Workboat Onsite1 confirms oil in the Outer harbour between IBT and the DFDS berths. 2036 Master on Ark Germania confirms no oil has leaked from his vessel. 2145 POLREP received from ADM Immingham, area covered approx. 100m2 15litres. ABP Progress operating in the area creating wave action to disperse the oil. Source of spill unknown. |                    |                    |                  |
| 01-Aug   | VTS 15             | SALLIE KNUITSEN    | TMB              |
| Reports from the Berthing Master on the vessel of a 'light sheen' of oil seen astern of the vessel. Area affected approx. 3m wide by 100m in length. Crew investigating. CG informed. 1250 CG reports that the pollution is not from cargo operations but probably from the ships thrusters. 1500 Confirmed as stern thruster gland. Repairs to be carried out ASAP. Incident closed. POB 1900 and confirms that the repair has been carried out.  |                    |                    |                  |
| 02-Aug   | MASTER / CAPTAIN   | FIGARIA SEAWAYS    | Middle Burcom    |
| Report from vessel of light sheen of oil in the water in the vicinity of the Middle Burcom. Area affected approx. 10m x 10 m. PV Saturn in the vicinity asked to investigate. 1210 Pilot launch confirms it is a light sheen, source unknown and isn't increasing in size. Oil appears to be getting carried out to sea on the Ebb tide. Due to wind against tide effect oil appears to be breaking up. POLREP faxed to HMCG, Duty manager advised. Incident closed.   |                    |                    |                  |
| 04-Dec   | VTS 15             | Old Harbour        |                  |
| Report from Hull City Council pollution officer of light diesel oil sheen approximately 1.5-2 nm long by 3m wide. Source of spill identified as Rix Fountain road depot. 1250 Rix representative reports that the spill is approximately 10 litres of oil which has drained off a drip tray and has subsequently seeped into the ground and drained into the river. Rix Eagle on Minerva pier reports not sighting any oil in the River Humber. POLREP faxed to HMCG by Hull city council, They expect the oil to disperse naturally. 1320 Hrs C. Ward and S. Winterton, attended the mouth of the river Hull near "The Deep" and confirm the oil sheen has not entered the River Humber.  |                    |                    |                  |
| 16-Dec   | MASTER / CAPTAIN   | LIV KNUITSEN       | Humber           |
| 0734 Telephone report received from anchored vessel Liv Knutsen Humber Deep water anchorage (H) that oil in the water possibly emanating from Straitview anchored (G) Pilot launch Venus tasked to investigate and take sample. Straitview contacted & asked to investigate. 0738 Straitview reports some spots off starboard side no overboard discharge. 0749 Straitview reports oil off starboard quarter. 0804 CG informed. 0826 PL Venus on location. 0842 PL Venus reports slight sheen, no odour; water clear could be effect of tide and wind. Sample taken. Venus returning to station. 0901 CG advised.  |                    |                    |                  |

**Total Entries: 8**

### Vessels In Contravention Of The TSS



| <b>Traffic Separation Scheme Contravention</b> |                         |   |
|--|-------------------------|---|
| <b>Date</b>                                    | <b>Ships Name</b>       | <b>Remarks</b>  |
| 17-Jan   | <b>BEN VARREY</b>       | Vessel departed NSH TSS at S.Binks and passed close to Humber Gateway Wind Farm to west. Vessel contacted and warning issued regards proximity of unlit structures. Instructed to return to TSS. Master refused to acknowledge instruction and stated that ABP had no jurisdiction over his vessel.   |
| 29-Apr   | <b>FV LE PRECURSEUR</b> | Fishing vessel outward bound approaching the Charlie buoy observed to be tracking towards the inward traffic lane. No contact VHF Ch. 12, 14 or 16. 0754 vessel entered inward lane. No inward traffic. Visibility 1-2 cables. Warning issued on Channels 12 and 14. No details in small craft database. Grimsby Fish dock confirmed departure this morning but has no details. Vessel departed the TSS West of SLF and proceeded to the North and West of the Gateway. |
| 22-May   | <b>FV LE PRECURSEUR</b> | F/V Le Precurseur departed Grimsby with no contact. Vessel contravened the traffic lanes between Charlie Buoy and Spurn light float. Repeated attempts to contact the vessel where made. Contact eventually made but command of English was none existent. Vessel left the lanes at Spurn Light Float and proceeded on a course between the New Sand Hole and the Humber Gateway. Gateway vessel Atlantic Explorer advised to monitor the vessel.                       |
| 06-Aug   | <b>CLEMENTINE</b>       | Vessel contravenes the Inner TSS whilst overtaking outward vessel Stenberg.   |
| 07-Aug   | <b>PRIDE OF BRUGES</b>  | Outward vessel contravened Sea Reach TSS to achieve overtake manoeuvre. Advised of intended track in precautionary area. Continued with action.   |

**Total Entries: 5**

| <b>Barge Movements passing under the Humber Bridge</b> |                        |               |              |                            |               |              |
|--|------------------------|---------------|--------------|----------------------------|---------------|--------------|
| 2014   | <i>Hazardous Goods</i> |               |              | <i>Non Hazardous Goods</i> |               |              |
|  | <i>Ebbs</i>            | <i>Floods</i> | <i>Total</i> | <i>Ebbs</i>                | <i>Floods</i> | <i>Total</i> |
| January  | 10                     | 0             | 10           | 0                          | 8             | 8            |
| February   | 1                      | 0             | 1            | 0                          | 2             | 2            |
| March  | 5                      | 0             | 5            | 0                          | 5             | 5            |
| April  | 3                      | 0             | 3            | 0                          | 5             | 5            |
| May  | 4                      | 0             | 4            | 0                          | 3             | 3            |
| June   | 7                      | 0             | 7            | 1                          | 8             | 9            |
| July   | 6                      | 0             | 6            | 0                          | 6             | 6            |
| August   | 4                      | 0             | 4            | 0                          | 3             | 3            |
| September  | 5                      | 0             | 5            | 0                          | 5             | 5            |
| October  | 6                      | 0             | 6            | 0                          | 7             | 7            |
| November   | 5                      | 0             | 5            | 0                          | 3             | 3            |
| December   | 4                      | 0             | 4            | 0                          | 4             | 4            |
| <b>Total</b>   | <b>60</b>              | <b>0</b>      | <b>60</b>    | <b>1</b>                   | <b>59</b>     | <b>60</b>    |

| <b>Report of Bridge Jumpers</b> |                    |                         |   |
|---------------------------------|--------------------|-------------------------|---|
| <b>Date</b>                     | <b>Reported By</b> | <b>General Location</b> | <b>Remarks</b>  |
| 06-Jan                          | Coastguard         | H Bridge                | 0422 Humber Rescue launched. 0606 Humber Rescue stood down, incident closed.  |
| 23-Jan                          | Bunker Barge       | Old Harbour             | Potential bridge jumper reported on Drypool Bridge, River Hull. CG informed. 2115 No further information.   |
| 14-Jul                          | Coastguard         | Old Harbour             | Humber Rescue mobilising to report of person in the water near to North Bridge. 2355: Humber Rescue standing down and returning to Hessle.  |
| 08-Aug                          | Coastguard         | Keadby                  | Humber Coastguard report that a female has jumped off the Keadby Bridge. Humber Rescue despatched. 1810 - Humber Rescue returns to station at Hessle.   |
| 20-Aug                          | VTS 15             | H Bridge                | 1615 Potential bridge jumper reported by the Coastguard. All roads to the Humber Bridge shut. Pilot launch sent to Hull for crew change and to pick up pilots. Operating one launch service. 1850 Humber Bridge re-opened and resumed 3 boat service.   |
| 04-Oct                          | VTS 15             | Hessle                  | Telephone call from Humber Coastguard. Reporting bridge jumper. Casualty thought to be in the water off Hessle fore shore. Humber rescue being mobilised. 1946 Update from HMCG. Casualty recovered from water by SAR helicopter and on the way to HRI.   |
| 22-Oct                          | VTS 15             | H Bridge                | HMCG report one person threatening to jump off the Humber bridge. Humber rescue to launch and no commercial vessels in the area at this time. 2325 Humber rescue stood down, situation resolved.  |
| 23-Oct                          | VTS 15             | Albert Dk               | HMCG report that at 1050 hrs a person was reported in the water around St Andrews quay area. Humber rescue investigating. 1315 KGD ADM reports possible sighting between RT1 and the shore side, HMCG advised. 1330 Dock security advise that after closer inspection, the sighting is two black dustbins, CG advised. 1445 Humber rescue returns to station. |
| 03-Nov                          | Coastguard         | H Bridge                | Possible Humber bridge jumper, Humber rescue on standby.  |
| 10-Dec                          | VTS 15             | Old Harbour             | Humber coastguard reports a potential bridge jumper outside the railings on Drypool bridge. 2123 Humber rescue launches to attend. 2253 All clear given by coastguard potential jumper off bridge. Humber Rescue returning to Hessle. 2345 H.Rescue back at base.   |
| 18-Dec                          | Coastguard         | H Bridge                | HCG advise person in water Humber Bridge area, conducting search.   |

**Total Entries: 11**

## **Conservancy Activities**

### **December 2013 to December 2014**

During this twelve-month period, the Survey Section of Humber Estuary Services undertook 653 individual hydrographic surveys, including 28 contract multibeam surveys for outside parties, 108 for UK Dredging and 72 Ouse leading line surveys. The greater part of the data obtained was passed to the United Kingdom Hydrographic Office to form the basis of Admiralty charts for the Humber Area. All information gained from these surveys was processed and charted, resulting in the production and distribution of over 9,000 chart copies, mainly to be used in Pilotage and general navigation, a number of the local charts also being offered for general sale.



Humber Charter

The survey work resulted in the planning and carrying out of some 58 movements of floating navigation marks, in order to mark the fluctuations in the alignment of the navigable channel, mainly in the Upper Humber. In addition, out of a total of 128 local Notices to Mariners issued during the period, based on survey results, 78 of which contained warnings of shoal water.

The monitoring and maintenance of navigational aids dealt with 4 reports of deficiencies in floating marks and 6 in shore marks all being satisfactorily dealt with.

Multibeam survey of the Chequer shoal and Immingham roads continued. 28 outside contract multibeam surveys were conducted.

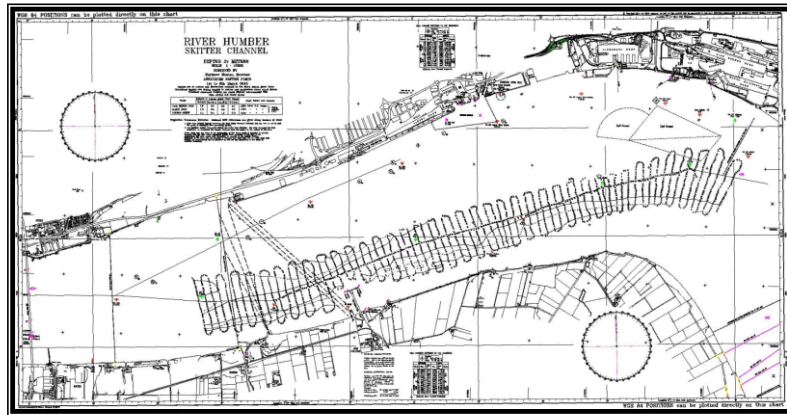
The Sunk Dredged Channel (SDC) experienced several occurrences of shoaling but these were all subsequently dredged back to 9.5 metres.

The shoaling at Halton Middle improved during the year, though a small encroachment still exists on the Western edge of the channel.

Monthly multibeam monitoring surveys of the Centrica pipeline at Stallingborough showed some spans increasing throughout the year whilst other areas continued to accrete.

The South side of the “East Middle” channel near Hull shoaled during the middle part of the year but had improved again by December.

The Hesse Sands area showed some decline in the second half of the year but The “Skitter” channel continued to be stable for traffic bound to and from the rivers Trent and Ouse.



The “Skitter” channel

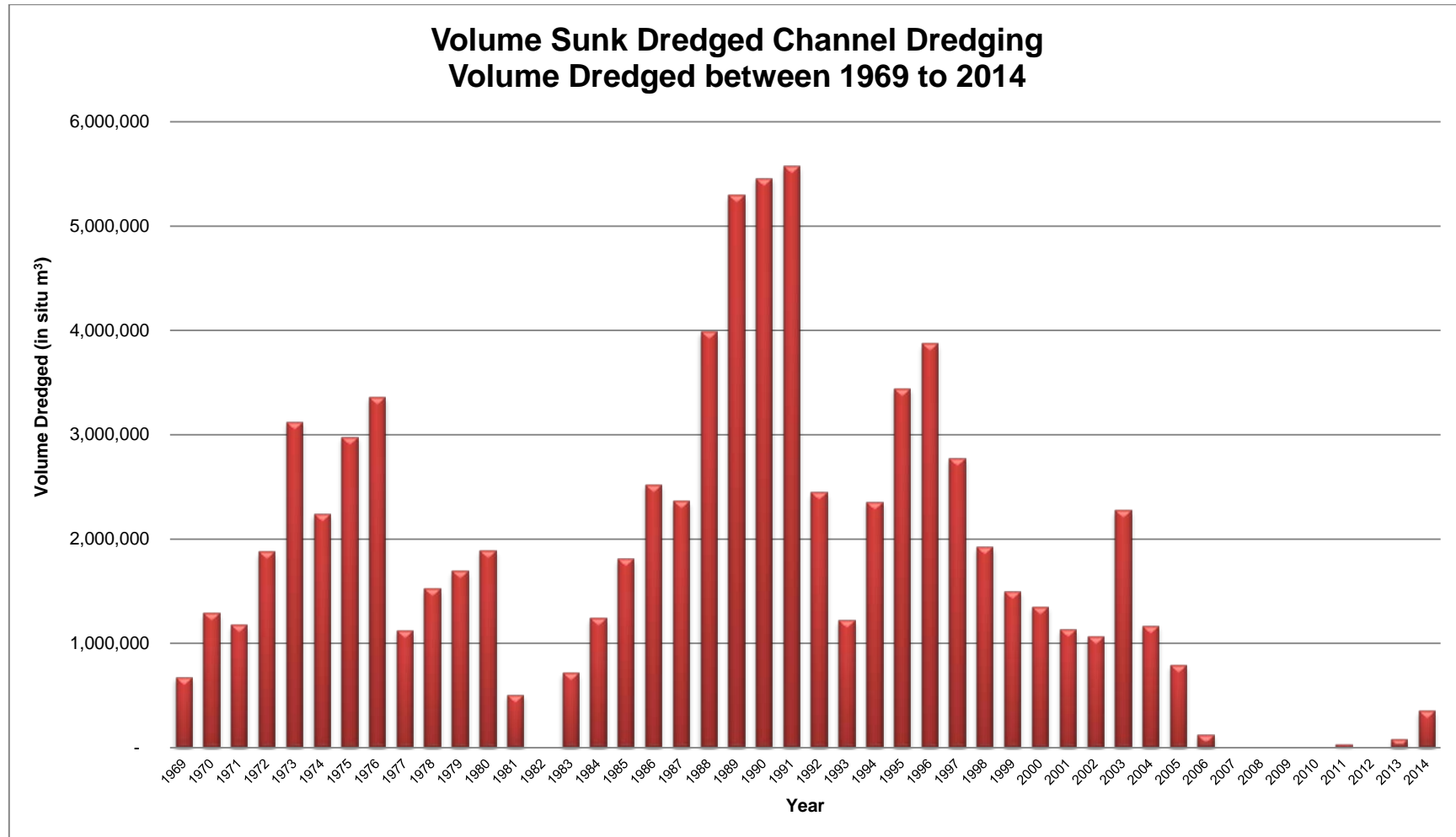
The last quarter of the year saw the Upper Humber become a restricting factor for vessels navigating the Trent and the Ouse. Most of the shoaling occurred in the area around Brough stretching to the No. 34 Buoy. The channel to the North of South Ferriby began to stabilise.

The River Ouse remained at over 1 metre for the majority of the year.

Depths in the Trent remained stable for most of the year.

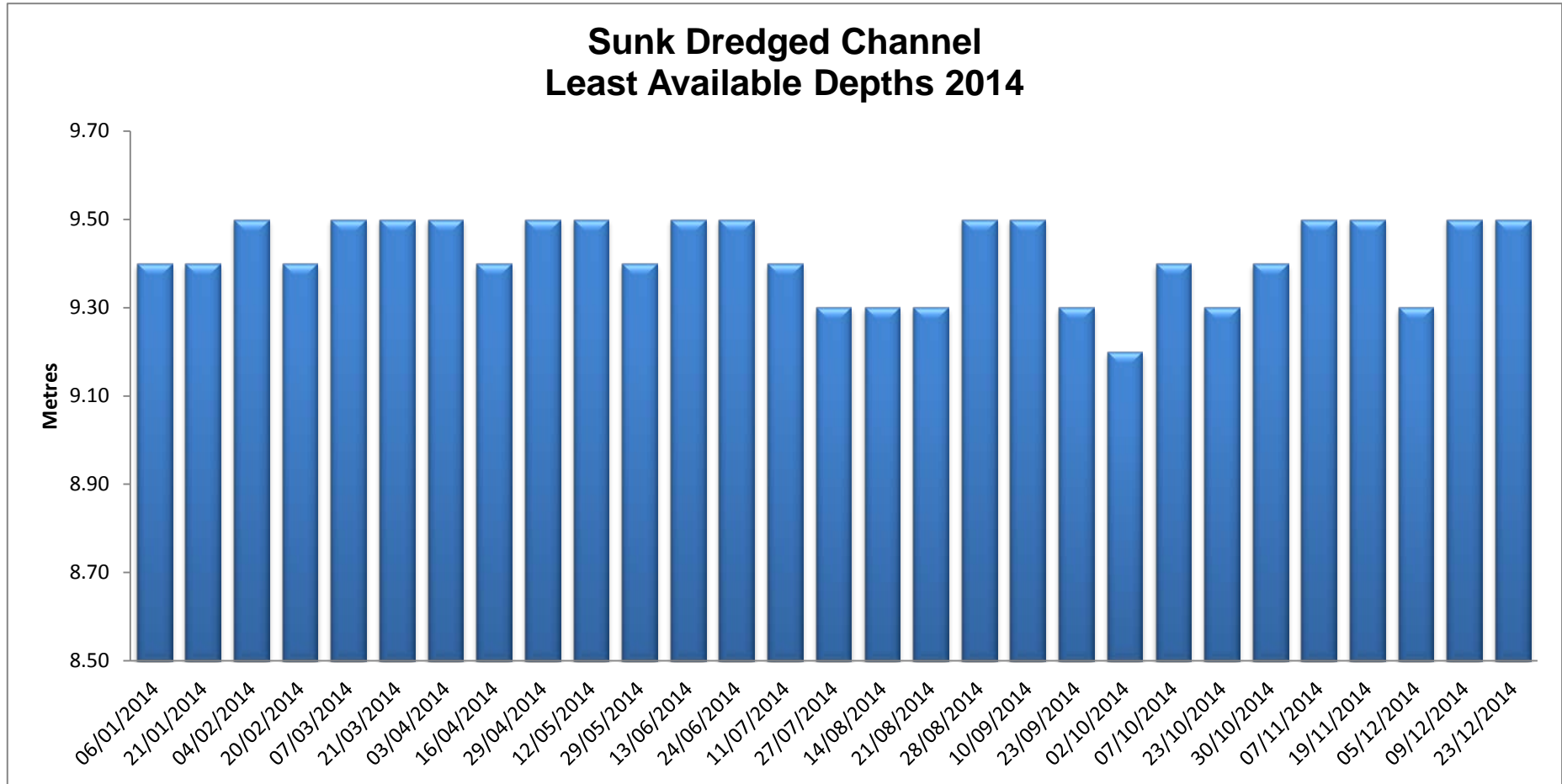
## Sunk Dredged Channel 2014

The following charts indicate the dredged volumes since 1969 to the present, the Least Available depths in the SDC during 2014 and dredged volumes in other parts of the Humber throughout 2014.





## Least Available Depths 2014



## Humber Dredging Summary 2014

| Humber Dredging Summary 2014<br>Location   | TOTAL          |                  | TOTAL            |
|--|----------------|------------------|------------------|
|  | Time (hrs)     | Volume (m3)      | Tonnes           |
| Hull - Albert Entrance                     | 54.6           | 3,435            | 4,890            |
| Hull - Albert Dock                         | 53.4           | 1,487            | 2,082            |
| Hull - Alex Entrance                       | 38.1           | 32,417           | 42,142           |
| Hull - Alex Dock                           | 113.6          | 6,725            | 9,285            |
| Hull - Ro-Ro Terminal                      | -              | -                | -                |
| Hull - Queen Elizabeth Dock                | -              | -                | -                |
| Hull - KG Dock                             | 280.8          | 124,736          | 165,948          |
| Hull - KG Entrance                         | 204.4          | 187,720          | 244,036          |
| Hull - RT1 & RT2                           | 147.3          | 88,853           | 118,376          |
| Hull - Saltend                             | 171.5          | 90,812           | 119,320          |
| Hull - Other/unspecified                   | 227.3          | 136,235          | 177,106          |
| Goole                                      | 86.6           | 3,458            | 4,841            |
| Grimsby River Terminal (maintenance*)      | 226.7          | 141,298          | 183,687          |
| Grimsby Alex                               | 55.2           | 7,145            | 12,448           |
| Grimsby Royal Dock & Basin                 | 310.1          | 92,572           | 132,615          |
| Grimsby Entrances                          | 198.9          | 88,601           | 128,197          |
| Grimsby Fish Dock                          | 1.3            | 1,678            | 2,181            |
| Grimsby Marina                             | 61.5           | 2,530            | 7,590            |
| Grimsby - Other/unspecified                | 11.1           | 8,428            | 10,956           |
| Immingham Bellmouth                        | 135.9          | 176,016          | 228,821          |
| Immingham Dock                             | 788.8          | 224,729          | 311,579          |
| Immingham Gas Terminal                     | 21.9           | 10,421           | 14,179           |
| Immingham West Jetty Ext.                  | 86.7           | 75,838           | 100,950          |
| Humber International Terminal              | 317.5          | 224,283          | 295,359          |
| Immingham Bulk Terminal                    | 395.0          | 319,763          | 421,079          |
| Immingham Outer Harbour                    | 1,588.6        | 1,720,860        | 2,241,872        |
| Sunk Dredge Channel                        | 577.1          | 351,454          | 456,890          |
| <b>Total</b>                               | <b>6,153.9</b> | <b>4,121,494</b> | <b>5,436,428</b> |
| South Killingholme Oil Jetty (11A deposit) | -              | -                | -                |
| <b>Grand Total</b>                         | <b>6,153.9</b> | <b>4,121,494</b> | <b>5,436,428</b> |

## Harbour Craft

There are five pilot boats presently in service: Humber Neptune, Humber Venus, Humber Saturn, Humber Mercury, Humber Tartan and Humber Jupiter.

There are two dedicated craft used for surveying on the Humber, based in Hull; Humber Charter and Humber Ranger.

|                                      | Humber Charter<br>(1991)<br>Humber Ranger<br>(1991) | Humber Tartan<br>(1995)  | Humber Neptune<br>(2006)<br>Humber Venus<br>(2006)<br>Humber Saturn<br>(2006) | Humber Mercury<br>(2011)<br>Humber Jupiter<br>(2014) |
|--------------------------------------|---|--------------------------|---|--|
| <b>Builders</b>                      | Halmatic,<br>Southampton                            | Halmatic,<br>Southampton | Halmatic,<br>Southampton  | Mustang Marine,<br>Milford Haven                     |
| <b>L.O.A</b>                         | 14.83 m   | 15.10 m                  | 15.25 m   | 15.25 m  |
| <b>Beam</b>                          | 4.17 m  | 4.26 m                   | 4.26 m  | 4.26 m   |
| <b>Draught</b>                       | 1.14 m  | 1.20 m                   | 1.30 m  | 1.30 m   |
| <b>Speed</b>                         | 21 kts  | 22+ kts                  | 24 kts  | 24 kts   |
| <b>Engines (twin)</b>                | Volvo Penta   | Scania<br>DSI 14         | Scania<br>DI16-43M  | Scania<br>DI16-43M                                   |
| <b>Radar</b>                         | Furuno 1830   | Furuno 1830              | Furuno 1830   | Furuno 1830  |
| <b>VHF Radio</b>                     | Sailor<br>RT 2048                                   | Sailor<br>RT 2048        | Sailor<br>RT 2048   | Sailor<br>RT 2048                                    |
| <b>Sounder</b>                       | Atlas Deso 20<br>Atlas Deso 25                      | Atlas Deso 20            | Via Furuno<br>GP7000F<br>Chart Plotter  | Via Furuno GP7000F<br>Chart Plotter                  |
| <b>Position Fixing<br/>Equipment</b> | Sercel NR 106B<br>Differential GPS<br>Receiver      |                          | Furuno GP7000F<br>Chart Plotter   | Furuno GP7000F<br>Chart Plotter                      |
| <b>Digital heave<br/>compensator</b> | TSS 325 Sensor                                      |                          |   |  |



Humber Charter



Humber Tartan



Humber Neptune

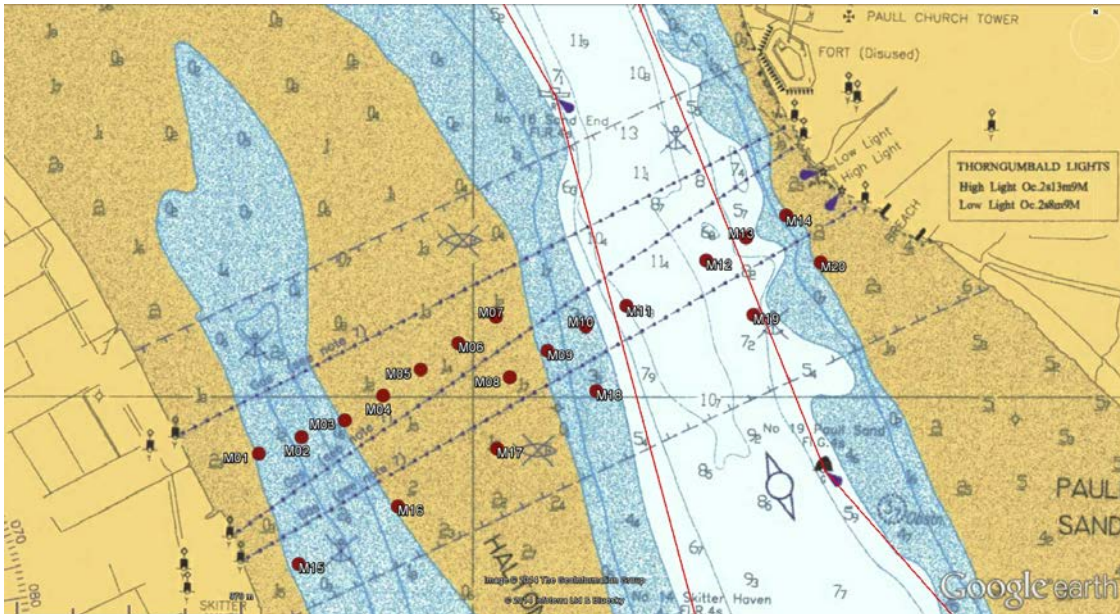


Humber Mercury

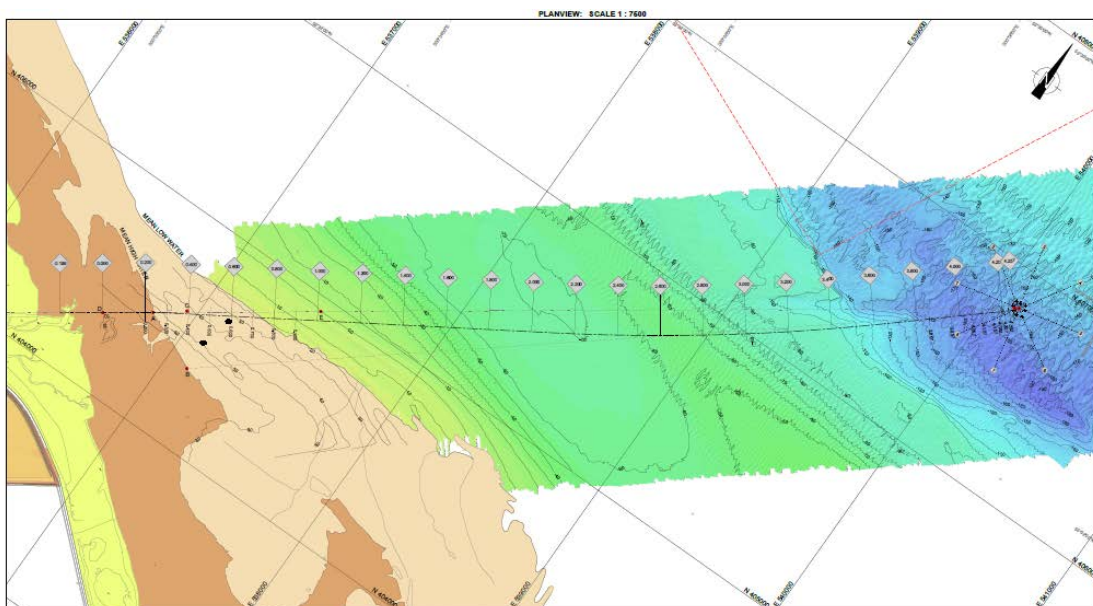
## Statutory Harbour Consents

Associated British Ports (ABP) gave its statutory consent for two projects during 2014.

Firstly, National Grid for the purposes of a geotechnical survey, 20 boreholes were drilled in the Humber Estuary between Paull and Goxhill, as part of the groundworks for the project to replace the Feeder 9 pipeline.



Secondly, for P66 for the replacement of the Tetney Monobuoy subsea pipeline. The scope of work was to replace a section of 36" pipeline, (including PLEM, isolating ball valve, PLEM frame and pilings) between a tie in point at (E536 636.28 N404 343.86) and the Tetney Monobuoy (E540 111 N406 824).



## Spurn Point

On the 05 December 2013 the Humber region experienced a significant tidal surge, the height of which was last seen in the 1950's. Although not as devastating in terms of loss of life, it marked a significant turning point for the long term sustainability of Spurn Point as a base for Pilotage and VTS.

With almost immediate effect, pilotage operations were moved to be permanently based in Grimsby, whilst VTS operations remained at Spurn Point, access by road became twice daily, over the LW period. All other access to Spurn was conducted by launch. As a result of the limits placed upon access, visits to the VTS Tower were stopped. Pre PEC chats, historically conducted at the Tower, were now done in Port House, Hull, with one of the VTS management team.



The road connecting Spurn Point to East Yorkshire looking North.

| <b>Daily Weather at 07:03</b> |                    |     |                   |                         |     |                   |
|-------------------------------|--------------------|-----|-------------------|-------------------------|-----|-------------------|
| <b>January</b>                |                    |     |                   |                         |     |                   |
| <b>Day/Date</b>               | <b>Spurn Point</b> |     |                   | <b>King George Dock</b> |     |                   |
|                               | <b>Wind</b>        |     | <b>Visibility</b> | <b>Wind</b>             |     | <b>Visibility</b> |
| Wed 01                        | S                  | 4   | GOOD              | S                       | 4   | GOOD              |
| Thu 02                        | SW X W             | 4   | GOOD              | SW X S                  | 4   | GOOD              |
| Fri 03                        | SSW                | 6-7 | GOOD              | S X W                   | 6-7 | GOOD              |
| Sat 04                        | SSE                | 4   | GOOD              | SSE                     | 4   | GOOD              |
| Sun 05                        | SW                 | 3-4 | GOOD              | SW                      | 4-5 | GOOD              |
| Mon 06                        | SSW                | 5-6 | GOOD              | SSW                     | 5-6 | GOOD              |
| Tue 07                        | SSW                | 6   | GOOD              | SSW                     | 6   | GOOD              |
| Wed 08                        | SW                 | 5   | GOOD              | SW                      | 6   | GOOD              |
| Thu 09                        | WSW                | 4   | MODERATE          | WNW                     | 3   | MODERATE          |
| Fri 10                        | WSW                | 4   | GOOD              | SW                      | 4   | GOOD              |
| Sat 11                        | WNW                | 4   | GOOD              | WNW                     | 4   | GOOD              |
| Sun 12                        | S                  | 3-4 | GOOD              | SSE                     | 4   | GOOD              |
| Mon 13                        | SW                 | 4   | GOOD              | SW X S                  | 4-5 | GOOD              |
| Tue 14                        | SW                 | 3   | GOOD              | SW                      | 3   | GOOD              |
| Wed 15                        | S                  | 4-5 | MODERATE          | SSE                     | 3   | MODERATE          |
| Thu 16                        | S                  | 3   | GOOD              | SSW                     | 3-4 | GOOD              |
| Fri 17                        | S                  | 4   | GOOD              | S                       | 5   | GOOD              |
| Sat 18                        | SE X S             | 4   | MODERATE          | SE X E                  | 3-4 | MODERATE          |
| Sun 19                        | SE                 | 4   | GOOD              | ESE                     | 3   | GOOD              |
| Mon 20                        | SSE                | 2   | GOOD              | SW                      | 2   | GOOD              |
| Tue 21                        | SE                 | 3-4 | POOR              | SE                      | 2-3 | POOR              |
| Wed 22                        | SSE                | 6   | GOOD              | SSE                     | 5   | GOOD              |
| Thu 23                        | S                  | 2-3 | GOOD              | S                       | 2-3 | GOOD              |
| Fri 24                        | SW X S             | 2   | GOOD              | SW                      | 2   | GOOD              |
| Sat 25                        | SW X S             | 3-4 | MODERATE          | SSW                     | 3   | MODERATE          |
| Sun 26                        | S                  | 4   | GOOD              | SSE                     | 4   | GOOD              |
| Mon 27                        | SW X S             | 4   | GOOD              | S X W                   | 5   | GOOD              |
| Tue 28                        | S                  | 4   | GOOD              | SSE                     | 4   | GOOD              |
| Wed 29                        | ESE                | 6-7 | GOOD              | E                       | 5   | GOOD              |
| Thu 30                        | ESE                | 5   | GOOD              | E                       | 3   | GOOD              |
| Fri 31                        | SSE                | 4   | GOOD              | SSE                     | 4   | GOOD              |

| <b>Daily Weather at 07:03</b> |                    |     |                   |                         |     |                   |
|-------------------------------|--------------------|-----|-------------------|-------------------------|-----|-------------------|
| <b>February</b>               |                    |     |                   |                         |     |                   |
| <b>Day/Date</b>               | <b>Spurn Point</b> |     |                   | <b>King George Dock</b> |     |                   |
|                               | <b>Wind</b>        |     | <b>Visibility</b> | <b>Wind</b>             |     | <b>Visibility</b> |
| Sat 01                        | W                  | 5   | GOOD              | SW                      | 4   | GOOD              |
| Sun 02                        | SW                 | 6-7 | GOOD              | SW                      | 5-6 | GOOD              |
| Mon 03                        | SSE                | 5   | GOOD              | SSE                     | 5   | GOOD              |
| Tue 04                        | SSW                | 4   | GOOD              | S X W                   | 4-5 | GOOD              |
| Wed 05                        | SE                 | 8   | GOOD              | SE                      | 7   | GOOD              |
| Thu 06                        | SW                 | 4-5 | GOOD              | SSW                     | 4-5 | GOOD              |
| Fri 07                        | NW                 | 4   | GOOD              | NW                      | 3   | GOOD              |
| Sat 08                        | S                  | 6-7 | GOOD              | S                       | 5-6 | GOOD              |
| Sun 09                        | SSW                | 6   | GOOD              | SSW                     | 6   | GOOD              |
| Mon 10                        | S                  | 3-4 | GOOD              | S                       | 2-3 | GOOD              |
| Tue 11                        | S                  | 4-5 | GOOD              | SE X S                  | 5   | GOOD              |
| Wed 12                        | SW X S             | 6   | GOOD              | S                       | 6   | GOOD              |
| Thu 13                        | SW                 | 7-8 | GOOD              | SW                      | 5-6 | GOOD              |
| Fri 14                        | SW X S             | 5   | GOOD              | SW X S                  | 5   | GOOD              |
| Sat 15                        | SW                 | 7-8 | GOOD              | SW                      | 7-8 | GOOD              |
| Sun 16                        | W                  | 5-6 | GOOD              | W X S                   | 4   | GOOD              |
| Mon 17                        | S                  | 4   | VERY POOR         | SSE                     | 3   | POOR              |
| Tue 18                        | S                  | 3   | GOOD              | SSW                     | 3   | GOOD              |
| Wed 19                        | W X S              | 4   | GOOD              | SW                      | 4   | GOOD              |
| Thu 20                        | S                  | 5   | GOOD              | S                       | 5   | GOOD              |
| Fri 21                        | SW                 | 4   | GOOD              | SW X S                  | 4   | GOOD              |
| Sat 22                        | SW                 | 4   | GOOD              | SW                      | 4-5 | GOOD              |
| Sun 23                        | S                  | 5-6 | GOOD              | S                       | 6   | GOOD              |
| Mon 24                        | S                  | 6   | GOOD              | S X E                   | 6   | GOOD              |
| Tue 25                        | S X W              | 5   | GOOD              | S                       | 5   | GOOD              |
| Wed 26                        | SW                 | 4   | GOOD              | S                       | 4   | GOOD              |
| Thu 27                        | S                  | 7   | MODERATE          | S                       | 7   | MODERATE          |
| Fri 28                        | ESE                | 2   | GOOD              | ESE                     | 2   | GOOD              |

| Daily Weather at 07:03 |             |     |            |                  |         |            |
|------------------------|-------------|-----|------------|------------------|---------|------------|
| March                  |             |     |            |                  |         |            |
| Day/Date               | Spurn Point |     |            | King George Dock |         |            |
|                        | Wind        |     | Visibility | Wind             |         | Visibility |
| Sat 01                 | SSW         | 1-2 | VERY POOR  | VAR              | Lt Airs | VERY POOR  |
| Sun 02                 | SSW         | 5   | GOOD       | SSW              | 6       | GOOD       |
| Mon 03                 | SW          | 2-3 | GOOD       | SW               | 2-3     | GOOD       |
| Tue 04                 | S           | 2-3 | GOOD       | S                | 3-4     | GOOD       |
| Wed 05                 | W           | 1-2 | GOOD       | SW               | 1       | GOOD       |
| Thu 06                 | S           | 4-5 | GOOD       | S                | 5       | GOOD       |
| Fri 07                 | SW          | 5   | GOOD       | S X W            | 6       | GOOD       |
| Sat 08                 | S           | 5   | GOOD       | S                | 5       | GOOD       |
| Sun 09                 | S           | 3   | MODERATE   | S                | 2       | MODERATE   |
| Mon 10                 | N           | 5   | GOOD       | N                | 4       | GOOD       |
| Tue 11                 | ENE         | 3   | GOOD       | N                | 2       | VERY POOR  |
| Wed 12                 | E           | 2-3 | GOOD       | ENE              | 3       | GOOD       |
| Thu 13                 | W           | 2   | POOR       | SW               | 2       | VERY POOR  |
| Fri 14                 | S           | 2   | MODERATE   | SW               | 2-3     | MODERATE   |
| Sat 15                 | WNW         | 6   | GOOD       | W X N            | 5       | GOOD       |
| Sun 16                 | W           | 6   | GOOD       | W                | 5-6     | GOOD       |
| Mon 17                 | W X N       | 4   | GOOD       | W                | 4       | GOOD       |
| Tue 18                 | WSW         | 4   | GOOD       | SW               | 4       | GOOD       |
| Wed 19                 | WSW         | 4   | GOOD       | WSW              | 6       | GOOD       |
| Thu 20                 | SW          | 4-5 | GOOD       | SW               | 4-5     | GOOD       |
| Fri 21                 | SW          | 4   | GOOD       | SSW              | 4       | GOOD       |
| Sat 22                 | SW          | 4   | GOOD       | SW               | 4-5     | GOOD       |
| Sun 23                 | WSW         | 4   | GOOD       | SW               | 4       | GOOD       |
| Mon 24                 | SW          | 2-3 | GOOD       | SSW              | 2       | MODERATE   |
| Tue 25                 | S X E       | 4   | MODERATE   | SE X S           | 4       | MODERATE   |
| Wed 26                 | N X E       | 4   | GOOD       | NNW              | 2       | GOOD       |
| Thu 27                 | E           | 4   | GOOD       | NNE              | 2       | GOOD       |
| Fri 28                 | E           | 4-5 | MODERATE   | E                | 3-4     | MODERATE   |
| Sat 29                 | E           | 3-4 | MODERATE   | E                | 3       | MODERATE   |
| Sun 30                 | E X S       | 2-3 | MODERATE   | NNE              | 2       | MODERATE   |
| Mon 31                 | ENE         | 2   | POOR       | E                | 2       | POOR       |



| Daily Weather at 07:03 |             |         |            |                  |         |            |
|------------------------|-------------|---------|------------|------------------|---------|------------|
| April                  |             |         |            |                  |         |            |
| Day/Date               | Spurn Point |         |            | King George Dock |         |            |
|                        | Wind        |         | Visibility | Wind             |         | Visibility |
| Tue 01                 | NW          | 3       | POOR       | N                | 2-3     | POOR       |
| Wed 02                 | E X N       | 4       | VERY POOR  | NE X E           | 3       | VERY POOR  |
| Thu 03                 | E           | 4       | VERY POOR  | NE X E           | 4       | VERY POOR  |
| Fri 04                 | VAR         | Lt Airs | VERY POOR  | N                | 2       | VERY POOR  |
| Sat 05                 | S           | 3       | GOOD       | S                | 3       | GOOD       |
| Sun 06                 | SW          | 3-4     | GOOD       | SW X S           | 4       | GOOD       |
| Mon 07                 | SE X S      | 2       | GOOD       | SE X E           | 2       | MODERATE   |
| Tue 08                 | W           | 7       | GOOD       | W                | 6       | GOOD       |
| Wed 09                 | SW X W      | 3       | GOOD       | SW               | 3       | GOOD       |
| Thu 10                 | W           | 3       | GOOD       | SW               | 2-3     | GOOD       |
| Fri 11                 | NW          | 3       | GOOD       | NW               | 2       | GOOD       |
| Sat 12                 | SW          | 3       | GOOD       | SW               | 3       | GOOD       |
| Sun 13                 | WSW         | 4       | GOOD       | WSW              | 3       | GOOD       |
| Mon 14                 | WSW         | 3       | GOOD       | NW X W           | 3       | GOOD       |
| Tue 15                 | NNW         | 2-3     | GOOD       | NW               | 2       | GOOD       |
| Wed 16                 | W           | 3       | GOOD       | SW               | 2       | GOOD       |
| Thu 17                 | SW          | 3-4     | GOOD       | SW               | 4       | GOOD       |
| Fri 18                 | N X W       | 5-6     | GOOD       | N X W            | 3       | GOOD       |
| Sat 19                 | NE          | 3       | GOOD       | NE               | 3       | GOOD       |
| Sun 20                 | N X E       | 4       | GOOD       | N                | 3       | GOOD       |
| Mon 21                 | E X S       | 4       | MODERATE   | N X E            | 2       | MODERATE   |
| Tue 22                 | NE          | 4       | GOOD       | NE               | 4       | GOOD       |
| Wed 23                 | S           | 3       | MODERATE   | S                | 2-3     | GOOD       |
| Thu 24                 | SW          | 2       | GOOD       | SW               | 2       | GOOD       |
| Fri 25                 | N           | 4-5     | POOR       | NNE              | 3       | POOR       |
| Sat 26                 | S           | 6-7     | GOOD       | SE               | 3       | GOOD       |
| Sun 27                 | E           | 3-4     | MODERATE   | E                | 3       | GOOD       |
| Mon 28                 | VAR         | Lt Airs | GOOD       | VAR              | Lt Airs | GOOD       |
| Tue 29                 | ESE         | 2       | VERY POOR  | ESE              | 1-2     | POOR       |
| Wed 30                 | VAR         | Lt Airs | VERY POOR  | VAR              | Lt Airs | MODERATE   |

| <b>Daily Weather at 07:03</b> |                    |         |                   |                         |         |                   |
|-------------------------------|--------------------|---------|-------------------|-------------------------|---------|-------------------|
| <b>May</b>                    |                    |         |                   |                         |         |                   |
| <b>Day/Date</b>               | <b>Spurn Point</b> |         |                   | <b>King George Dock</b> |         |                   |
|                               | <b>Wind</b>        |         | <b>Visibility</b> | <b>Wind</b>             |         | <b>Visibility</b> |
| Thu 01                        | E X S              | 3-4     | MODERATE          | NE X E                  | 3       | MODERATE          |
| Fri 02                        | NNE                | 5       | GOOD              | NNE                     | 4       | GOOD              |
| Sat 03                        | N                  | 1-2     | GOOD              | N X W                   | 1       | GOOD              |
| Sun 04                        | SSW                | 3       | GOOD              | SSW                     | 3       | GOOD              |
| Mon 05                        | S X W              | 2       | GOOD              | S X W                   | 1       | GOOD              |
| Tue 06                        | SW                 | 4       | MODERATE          | SW X S                  | 4       | MODERATE          |
| Wed 07                        | SW                 | 3-4     | GOOD              | SW X W                  | 2-3     | GOOD              |
| Thu 08                        | SW                 | 3       | GOOD              | WSW                     | 4-5     | GOOD              |
| Fri 09                        | SW                 | 5       | GOOD              | SW                      | 6       | GOOD              |
| Sat 10                        | S                  | 4       | GOOD              | S                       | 4       | GOOD              |
| Sun 11                        | W                  | 6       | GOOD              | W                       | 3       | GOOD              |
| Mon 12                        | NW                 | 4       | GOOD              | NW                      | 2       | GOOD              |
| Tue 13                        | N                  | 2       | GOOD              | N                       | 1-2     | GOOD              |
| Wed 14                        | NW X N             | 3       | GOOD              | NW                      | 2       | GOOD              |
| Thu 15                        | W                  | 2       | GOOD              | W                       | 2       | GOOD              |
| Fri 16                        | VAR                | Lt Airs | GOOD              | WSW                     | 2       | GOOD              |
| Sat 17                        | W                  | 3       | GOOD              | WSW                     | 2       | GOOD              |
| Sun 18                        | S X E              | 2       | GOOD              | VAR                     | Lt Airs | GOOD              |
| Mon 19                        | E                  | 2       | GOOD              | E                       | 2       | GOOD              |
| Tue 20                        | E                  | 4       | GOOD              | NE                      | 3       | GOOD              |
| Wed 21                        | SW                 | 3       | MODERATE          | SW                      | 3       | MODERATE          |
| Thu 22                        | N                  | 7       | GOOD              | N X W                   | 6       | GOOD              |
| Fri 23                        | NE                 | 4       | GOOD              | NE                      | 4       | GOOD              |
| Sat 24                        | NE                 | 2-3     | GOOD              | N X E                   | 2       | GOOD              |
| Sun 25                        | S X E              | 4       | GOOD              | S                       | 3       | GOOD              |
| Mon 26                        | SSW                | 2-3     | GOOD              | SSW                     | 3       | GOOD              |
| Tue 27                        | N                  | 4-5     | GOOD              | N                       | 3-4     | GOOD              |
| Wed 28                        | N X E              | 5       | MODERATE          | NE                      | 3       | GOOD              |
| Thu 29                        | ENE                | 4-5     | MODERATE          | NE                      | 3-4     | MODERATE          |
| Fri 30                        | NE                 | 2-3     | GOOD              | NE                      | 2       | GOOD              |
| Sat 31                        | SSW                | 2       | GOOD              | SW                      | 3       | GOOD              |

| Daily Weather at 07:03 |             |         |            |                  |         |            |
|------------------------|-------------|---------|------------|------------------|---------|------------|
| June                   |             |         |            |                  |         |            |
| Day/Date               | Spurn Point |         |            | King George Dock |         |            |
|                        | Wind        |         | Visibility | Wind             |         | Visibility |
| Sun 01                 | VAR         | Lt Airs | GOOD       | VAR              | Lt Airs | GOOD       |
| Mon 02                 | S           | 3-4     | GOOD       | S                | 2       | GOOD       |
| Tue 03                 | S           | 3       | GOOD       | S                | 3       | GOOD       |
| Wed 04                 | NE          | 2       | GOOD       | NNE              | 2       | GOOD       |
| Thu 05                 | W           | 4       | MODERATE   | W                | 2       | MODERATE   |
| Fri 06                 | SW          | 2-3     | GOOD       | SW               | 2-3     | GOOD       |
| Sat 07                 | E           | 5-6     | GOOD       | E                | 3-4     | GOOD       |
| Sun 08                 | SW          | 2       | GOOD       | SW               | 2       | GOOD       |
| Mon 09                 | VAR         | Lt Airs | GOOD       | VAR              | Lt Airs | GOOD       |
| Tue 10                 | SW          | 2-3     | GOOD       | SW               | 3-4     | GOOD       |
| Wed 11                 | SW          | 3       | GOOD       | SW               | 3       | GOOD       |
| Thu 12                 | WNW         | 1-2     | GOOD       | W X N            | 2       | GOOD       |
| Fri 13                 | WNW         | 2       | GOOD       | WNW              | 2       | GOOD       |
| Sat 14                 | NE          | 2       | MODERATE   | NNE              | 2       | MODERATE   |
| Sun 15                 | WNW         | 2       | GOOD       | WNW              | 1-2     | GOOD       |
| Mon 16                 | NW          | 4-5     | GOOD       | NW               | 3-4     | GOOD       |
| Tue 17                 | N X E       | 5       | GOOD       | N                | 4       | GOOD       |
| Wed 18                 | N           | 3-4     | GOOD       | N X W            | 3-4     | GOOD       |
| Thu 19                 | E X N       | 4       | GOOD       | NNE              | 3       | GOOD       |
| Fri 20                 | NNW         | 2       | GOOD       | NW X N           | 1-2     | GOOD       |
| Sat 21                 | NW          | 3       | GOOD       | NW               | 3       | GOOD       |
| Sun 22                 | VAR         | Lt Airs | GOOD       | NE               | 2       | GOOD       |
| Mon 23                 | SSE         | 2       | GOOD       | SSE              | 2       | GOOD       |
| Tue 24                 | ESE         | 3       | GOOD       | SE               | 1-2     | GOOD       |
| Wed 25                 | NNW         | 3       | GOOD       | NW X W           | 2       | GOOD       |
| Thu 26                 | NNE         | 2       | GOOD       | N                | 1-2     | GOOD       |
| Fri 27                 | E           | 3-4     | GOOD       | ENE              | 3       | GOOD       |
| Sat 28                 | NE          | 3-4     | GOOD       | VAR              | Lt Airs | GOOD       |
| Sun 29                 | NNW         | 4       | GOOD       | NW X N           | 3       | GOOD       |
| Mon 30                 | NW          | 2       | GOOD       | NW               | 2       | GOOD       |

| Daily Weather at 07:03 |             |         |            |                  |         |            |
|------------------------|-------------|---------|------------|------------------|---------|------------|
| July                   |             |         |            |                  |         |            |
| Day/Date               | Spurn Point |         |            | King George Dock |         |            |
|                        | Wind        |         | Visibility | Wind             |         | Visibility |
| Tue 01                 | VAR         | Lt Airs | GOOD       | VAR              | Lt Airs | GOOD       |
| Wed 02                 | SW X S      | 2-3     | GOOD       | SW X S           | 3       | GOOD       |
| Thu 03                 | SE          | 3       | GOOD       | W X S            | 2       | GOOD       |
| Fri 04                 | SSW         | 3-4     | GOOD       | SSW              | 2       | GOOD       |
| Sat 05                 | S           | 5       | MODERATE   | S X W            | 3-4     | MODERATE   |
| Sun 06                 | ESE         | 4       | GOOD       | NE               | 2       | GOOD       |
| Mon 07                 | SW          | 3       | GOOD       | SW               | 2-3     | GOOD       |
| Tue 08                 | W           | 2       | GOOD       | NW               | 2       | MODERATE   |
| Wed 09                 | NW          | 6-7     | GOOD       | NNW              | 4       | GOOD       |
| Thu 10                 | NNW         | 6-7     | MODERATE   | NNW              | 5-6     | MODERATE   |
| Fri 11                 | NW          | 3-4     | GOOD       | NW               | 1-2     | GOOD       |
| Sat 12                 | N           | 2-3     | VERY POOR  | N                | 1-2     | VERY POOR  |
| Sun 13                 | S           | 1-2     | GOOD       | W                | Lt Airs | GOOD       |
| Mon 14                 | WNW         | 5       | GOOD       | W                | 2-3     | GOOD       |
| Tue 15                 | W           | 5       | GOOD       | W                | 3       | GOOD       |
| Wed 16                 | S           | 4       | GOOD       | S                | 3-4     | GOOD       |
| Thu 17                 | WNW         | Lt Airs | GOOD       | W                | Lt Airs | GOOD       |
| Fri 18                 | E           | 6       | GOOD       | ENE              | 5       | GOOD       |
| Sat 19                 | SE          | 2       | MODERATE   | VAR              | Lt Airs | MODERATE   |
| Sun 20                 | N           | 2-3     | MODERATE   | N                | 2       | MODERATE   |
| Mon 21                 | NW          | 3       | GOOD       | NW               | 3       | GOOD       |
| Tue 22                 | N           | 3-4     | GOOD       | N X W            | 1-2     | GOOD       |
| Wed 23                 | N           | 4       | MODERATE   | NE               | 4       | GOOD       |
| Thu 24                 | N           | 5       | VERY POOR  | N X E            | 3-4     | GOOD       |
| Fri 25                 | N           | 4       | VERY POOR  | N                | 3       | GOOD       |
| Sat 26                 | N           | 4       | MODERATE   | N                | 2-3     | MODERATE   |
| Sun 27                 | WNW         | 4       | GOOD       | WNW              | 4       | GOOD       |
| Mon 28                 | NW          | 2-3     | GOOD       | N                | 2-3     | GOOD       |
| Tue 29                 | W           | 1-2     | GOOD       | SW               | 2       | GOOD       |
| Wed 30                 | W X N       | 4-5     | GOOD       | WSW              | 4       | GOOD       |
| Thu 31                 | SW          | 2-3     | GOOD       | SW               | 2       | GOOD       |

| <b>Daily Weather at 07:03</b> |                    |         |                   |                         |         |                   |
|-------------------------------|--------------------|---------|-------------------|-------------------------|---------|-------------------|
| <b>August</b>                 |                    |         |                   |                         |         |                   |
| <b>Day/Date</b>               | <b>Spurn Point</b> |         |                   | <b>King George Dock</b> |         |                   |
|                               | <b>Wind</b>        |         | <b>Visibility</b> | <b>Wind</b>             |         | <b>Visibility</b> |
| Fri 01                        | SSW                | 3       | GOOD              | SSW                     | 4       | GOOD              |
| Sat 02                        | SE                 | 2-3     | GOOD              | SE                      | 2       | GOOD              |
| Sun 03                        | S                  | 4       | GOOD              | S X W                   | 4       | GOOD              |
| Mon 04                        | WSW                | 3-4     | GOOD              | SW                      | 3       | GOOD              |
| Tue 05                        | VAR                | Lt Airs | GOOD              | N                       | 2       | GOOD              |
| Wed 06                        | S                  | 4-5     | GOOD              | S                       | 3       | GOOD              |
| Thu 07                        | W                  | 5       | GOOD              | W                       | 4       | GOOD              |
| Fri 08                        | SE                 | 4-5     | GOOD              | ESE                     | 2       | GOOD              |
| Sat 09                        | W                  | 6       | GOOD              | W                       | 4       | GOOD              |
| Sun 10                        | S X W              | 3       | GOOD              | SW                      | 3       | GOOD              |
| Mon 11                        | SW X W             | 5-6     | GOOD              | SW X S                  | 6-7     | GOOD              |
| Tue 12                        | SW                 | 5-6     | GOOD              | SW                      | 5       | GOOD              |
| Wed 13                        | SW                 | 4       | GOOD              | SW                      | 4       | GOOD              |
| Thu 14                        | W                  | 4-5     | GOOD              | W X S                   | 2-3     | GOOD              |
| Fri 15                        | NNW                | 4       | GOOD              | NW                      | 3       | GOOD              |
| Sat 16                        | W                  | 4-5     | GOOD              | W                       | 2-3     | GOOD              |
| Sun 17                        | WSW                | 4-5     | GOOD              | WSW                     | 5       | GOOD              |
| Mon 18                        | NW                 | 5       | GOOD              | WNW                     | 2-3     | GOOD              |
| Tue 19                        | NW                 | 4-5     | GOOD              | NW                      | 3-4     | GOOD              |
| Wed 20                        | W                  | 2-3     | GOOD              | NW                      | Lt Airs | GOOD              |
| Thu 21                        | WSW                | 4       | GOOD              | WSW                     | 4       | GOOD              |
| Fri 22                        | W X N              | 4       | GOOD              | NW                      | 3       | GOOD              |
| Sat 23                        | W                  | 4       | GOOD              | W                       | 3       | GOOD              |
| Sun 24                        | W                  | 4       | GOOD              | W                       | 2       | GOOD              |
| Mon 25                        | S                  | 3       | GOOD              | SE                      | 3       | GOOD              |
| Tue 26                        | NE                 | 6       | GOOD              | NE                      | 4       | GOOD              |
| Wed 27                        | NE                 | 3       | GOOD              | NNE                     | 3       | GOOD              |
| Thu 28                        | SE                 | 4       | MODERATE          | SE                      | 4       | POOR              |
| Fri 29                        | S                  | 5-6     | GOOD              | S                       | 5       | GOOD              |
| Sat 30                        | W X S              | 4       | GOOD              | SW                      | 3       | GOOD              |
| Sun 31                        | WNW                | 4-5     | GOOD              | W                       | 4       | GOOD              |

| <b>Daily Weather at 07:03</b> |                    |         |                   |                         |         |                   |
|-------------------------------|--------------------|---------|-------------------|-------------------------|---------|-------------------|
| <b>September</b>              |                    |         |                   |                         |         |                   |
| <b>Day/Date</b>               | <b>Spurn Point</b> |         |                   | <b>King George Dock</b> |         |                   |
|                               | <b>Wind</b>        |         | <b>Visibility</b> | <b>Wind</b>             |         | <b>Visibility</b> |
| Mon 01                        | S                  | 2       | GOOD              | SW                      | 1       | GOOD              |
| Tue 02                        | NW X N             | 2-3     | GOOD              | NNW                     | 2-3     | GOOD              |
| Wed 03                        | VAR                | 2       | GOOD              | VAR                     | 2       | GOOD              |
| Thu 04                        | N X W              | 2-3     | POOR              | NE                      | 2       | GOOD              |
| Fri 05                        | N                  | 2       | GOOD              | N                       | 2       | GOOD              |
| Sat 06                        | N                  | Lt Airs | POOR              | VAR                     | Lt Airs | POOR              |
| Sun 07                        | WNW                | 2       | MODERATE          | WNW                     | 2       | GOOD              |
| Mon 08                        | W                  | 3-4     | GOOD              | W X N                   | 1-2     | GOOD              |
| Tue 09                        | NW                 | 1-2     | GOOD              | NW                      | 1       | GOOD              |
| Wed 10                        | SE                 | 2       | GOOD              | VAR                     | Lt Airs | GOOD              |
| Thu 11                        | NE                 | 2       | GOOD              | N                       | 2       | GOOD              |
| Fri 12                        | N X E              | 2-3     | GOOD              | N                       | 2       | GOOD              |
| Sat 13                        | NE                 | 2       | GOOD              | N                       | 2       | VERY POOR         |
| Sun 14                        | NE                 | 3       | GOOD              | NE                      | 2       | GOOD              |
| Mon 15                        | N                  | 3       | GOOD              | N                       | 3       | GOOD              |
| Tue 16                        | NE                 | 1-2     | POOR              | ENE                     | 2       | MODERATE          |
| Wed 17                        | N                  | 3       | VERY POOR         | N                       | 2       | VERY POOR         |
| Thu 18                        | N                  | 1-2     | VERY POOR         | N                       | 2       | VERY POOR         |
| Fri 19                        | N X E              | 3-4     | MODERATE          | N                       | 2       | MODERATE          |
| Sat 20                        | N                  | 3       | GOOD              | N                       | 3       | GOOD              |
| Sun 21                        | NW                 | 5       | GOOD              | NW                      | 3-4     | GOOD              |
| Mon 22                        | W                  | 4       | GOOD              | W                       | 4       | GOOD              |
| Tue 23                        | WSW                | 4-5     | GOOD              | SW                      | 3-4     | GOOD              |
| Wed 24                        | WSW                | 4       | GOOD              | SW                      | 3-4     | GOOD              |
| Thu 25                        | SW                 | 4-5     | GOOD              | WSW                     | 3-4     | GOOD              |
| Fri 26                        | SW                 | 4       | GOOD              | SW                      | 4       | GOOD              |
| Sat 27                        | WSW                | 2       | GOOD              | SW X S                  | 3       | GOOD              |
| Sun 28                        | SE                 | 2       | GOOD              | SE                      | 1-2     | GOOD              |
| Mon 29                        | SSE                | 2-3     | MODERATE          | VAR                     | Lt Airs | VERY POOR         |
| Tue 30                        | SW                 | 3       | POOR              | W                       | 3       | POOR              |

| <b>Daily Weather at 07:03</b> |                    |     |                   |                         |     |                   |
|-------------------------------|--------------------|-----|-------------------|-------------------------|-----|-------------------|
| <b>October</b>                |                    |     |                   |                         |     |                   |
| <b>Day/Date</b>               | <b>Spurn Point</b> |     |                   | <b>King George Dock</b> |     |                   |
|                               | <b>Wind</b>        |     | <b>Visibility</b> | <b>Wind</b>             |     | <b>Visibility</b> |
| Wed 01                        | S                  | 3   | GOOD              | S                       | 2   | GOOD              |
| Thu 02                        | NW                 | 3   | GOOD              | NNW                     | 2-3 | GOOD              |
| Fri 03                        | SSW                | 4-5 | GOOD              | S                       | 4   | GOOD              |
| Sat 04                        | S X E              | 5-6 | MODERATE          | S                       | 6   | GOOD              |
| Sun 05                        | S                  | 1-2 | GOOD              | SW                      | 1-2 | GOOD              |
| Mon 06                        | SSE                | 6   | GOOD              | SSE                     | 6   | GOOD              |
| Tue 07                        | SSW                | 1-2 | MODERATE          | W                       | 1-2 | POOR              |
| Wed 08                        | S                  | 4-5 | GOOD              | S                       | 4   | GOOD              |
| Thu 09                        | S                  | 5-6 | GOOD              | S                       | 5   | GOOD              |
| Fri 10                        | SW                 | 4-5 | GOOD              | SW                      | 4   | GOOD              |
| Sat 11                        | S X W              | 2-3 | GOOD              | SW                      | 2   | GOOD              |
| Sun 12                        | WSW                | 2-3 | GOOD              | W                       | 2   | GOOD              |
| Mon 13                        | NE                 | 6   | GOOD              | NNE                     | 4   | GOOD              |
| Tue 14                        | N X E              | 5-6 | GOOD              | N X E                   | 5-6 | GOOD              |
| Wed 15                        | NNE                | 4   | GOOD              | NNE                     | 4   | GOOD              |
| Thu 16                        | ESE                | 3-4 | GOOD              | E X S                   | 3   | GOOD              |
| Fri 17                        | SSW                | 3   | GOOD              | SSW                     | 3   | GOOD              |
| Sat 18                        | S                  | 7   | GOOD              | SSE                     | 6-7 | GOOD              |
| Sun 19                        | SSW                | 4   | GOOD              | SSW                     | 5   | GOOD              |
| Mon 20                        | WSW                | 4   | GOOD              | SW                      | 4   | GOOD              |
| Tue 21                        | SSW                | 6-7 | GOOD              | SSW                     | 6   | GOOD              |
| Wed 22                        | W X S              | 5   | GOOD              | W X N                   | 3-4 | GOOD              |
| Thu 23                        | SW X S             | 4-5 | GOOD              | S X W                   | 4   | GOOD              |
| Fri 24                        | S X W              | 3   | GOOD              | S                       | 3   | GOOD              |
| Sat 25                        | SW                 | 3   | GOOD              | SW                      | 3   | GOOD              |
| Sun 26                        | S X W              | 4-5 | GOOD              | SW X S                  | 6   | GOOD              |
| Mon 27                        | S                  | 4   | GOOD              | SSW                     | 5   | GOOD              |
| Tue 28                        | S X W              | 6   | GOOD              | S X W                   | 5   | GOOD              |
| Wed 29                        | NE X N             | 3-4 | GOOD              | N X W                   | 3   | GOOD              |
| Thu 30                        | SE X S             | 4   | POOR              | SE X S                  | 4   | POOR              |
| Fri 31                        | S                  | 3-4 | POOR              | SSW                     | 4   | MODERATE          |

| <b>Daily Weather at 07:03</b> |                    |     |                   |                         |         |                   |
|-------------------------------|--------------------|-----|-------------------|-------------------------|---------|-------------------|
| <b>November</b>               |                    |     |                   |                         |         |                   |
| <b>Day/Date</b>               | <b>Spurn Point</b> |     |                   | <b>King George Dock</b> |         |                   |
|                               | <b>Wind</b>        |     | <b>Visibility</b> | <b>Wind</b>             |         | <b>Visibility</b> |
| Sat 01                        | S X W              | 3-4 | GOOD              | SW                      | 4-5     | GOOD              |
| Sun 02                        | SSW                | 5-6 | GOOD              | SSW                     | 5       | GOOD              |
| Mon 03                        | S                  | 5-6 | GOOD              | SW X S                  | 6       | GOOD              |
| Tue 04                        | SW                 | 3-4 | GOOD              | SW                      | 2       | MODERATE          |
| Wed 05                        | N X E              | 5   | GOOD              | NNW                     | 3-4     | GOOD              |
| Thu 06                        | SW                 | 2-3 | GOOD              | SW                      | 1-2     | MODERATE          |
| Fri 07                        | SSE                | 7-8 | MODERATE          | SSE                     | 6       | MODERATE          |
| Sat 08                        | SSW                | 4   | GOOD              | SSW                     | 4       | GOOD              |
| Sun 09                        | WSW                | 2   | GOOD              | WSW                     | 2       | GOOD              |
| Mon 10                        | S                  | 4-5 | GOOD              | S                       | 3-4     | GOOD              |
| Tue 11                        | SE                 | 6-7 | GOOD              | SE                      | 5       | GOOD              |
| Wed 12                        | SE                 | 5   | GOOD              | SE                      | 3       | GOOD              |
| Thu 13                        | SSE                | 4-5 | GOOD              | SSE                     | 4       | GOOD              |
| Fri 14                        | ESE                | 7-8 | GOOD              | SE                      | 6       | GOOD              |
| Sat 15                        | ESE                | 2   | VERY POOR         | VAR                     | Lt Airs | VERY POOR         |
| Sun 16                        | E X N              | 2   | GOOD              | NE                      | 1       | GOOD              |
| Mon 17                        | ESE                | 5   | GOOD              | ENE                     | 4       | GOOD              |
| Tue 18                        | E                  | 4   | GOOD              | NE                      | 2-3     | GOOD              |
| Wed 19                        | E                  | 3-4 | GOOD              | ENE                     | 3       | GOOD              |
| Thu 20                        | ESE                | 2   | GOOD              | NE                      | 1       | GOOD              |
| Fri 21                        | SE                 | 4   | GOOD              | SE                      | 3       | GOOD              |
| Sat 22                        | S                  | 4   | GOOD              | SSE                     | 3       | GOOD              |
| Sun 23                        | W                  | 4-5 | GOOD              | WNW                     | 3-4     | GOOD              |
| Mon 24                        | W X S              | 4   | GOOD              | WSW                     | 4       | GOOD              |
| Tue 25                        | S                  | 2   | GOOD              | SW                      | 1-2     | GOOD              |
| Wed 26                        | E                  | 5   | GOOD              | E                       | 4       | GOOD              |
| Thu 27                        | SE                 | 3   | MODERATE          | SE                      | 2       | POOR              |
| Fri 28                        | E                  | 4   | MODERATE          | E                       | 3       | MODERATE          |
| Sat 29                        | ESE                | 5-6 | MODERATE          | E                       | 4       | MODERATE          |
| Sun 30                        | W                  | 3-4 | GOOD              | W X S                   | 3       | GOOD              |



| <b>Daily Weather at 07:03</b> |                    |     |                   |                         |     |                   |
|-------------------------------|--------------------|-----|-------------------|-------------------------|-----|-------------------|
| <b>December</b>               |                    |     |                   |                         |     |                   |
| <b>Day/Date</b>               | <b>Spurn Point</b> |     |                   | <b>King George Dock</b> |     |                   |
|                               | <b>Wind</b>        |     | <b>Visibility</b> | <b>Wind</b>             |     | <b>Visibility</b> |
| Mon 01                        | NNE                | 3   | GOOD              | NE                      | 2-3 | GOOD              |
| Tue 02                        | N                  | 6-7 | MODERATE          | NNW                     | 5   | MODERATE          |
| Wed 03                        | NE                 | 3-4 | GOOD              | NNW                     | 3   | GOOD              |
| Thu 04                        | E                  | 4-5 | GOOD              | E X N                   | 3   | GOOD              |
| Fri 05                        | WNW                | 3-4 | GOOD              | W                       | 2   | GOOD              |
| Sat 06                        | W                  | 4   | GOOD              | WNW                     | 3-4 | GOOD              |
| Sun 07                        | SW                 | 5   | GOOD              | SW                      | 5-6 | GOOD              |
| Mon 08                        | WSW                | 3-4 | GOOD              | SW                      | 3-4 | GOOD              |
| Tue 09                        | SW                 | 3   | GOOD              | SW                      | 3   | GOOD              |
| Wed 10                        | W                  | 7   | GOOD              | W                       | 4   | GOOD              |
| Thu 11                        | WSW                | 7   | GOOD              | WSW                     | 6   | GOOD              |
| Fri 12                        | NW X W             | 5   | GOOD              | NW                      | 3   | GOOD              |
| Sat 13                        | W X N              | 3-4 | GOOD              | WSW                     | 2   | GOOD              |
| Sun 14                        | SSW                | 6-7 | GOOD              | S X W                   | 6   | GOOD              |
| Mon 15                        | W X S              | 3-4 | GOOD              | SW                      | 3   | GOOD              |
| Tue 16                        | W X S              | 4   | GOOD              | SW                      | 3   | GOOD              |
| Wed 17                        | W                  | 6-7 | GOOD              | W                       | 5   | GOOD              |
| Thu 18                        | SW                 | 5-6 | GOOD              | SW                      | 4   | GOOD              |
| Fri 19                        | W                  | 6   | GOOD              | W                       | 4   | GOOD              |
| Sat 20                        | W                  | 5-6 | GOOD              | W X S                   | 5   | GOOD              |
| Sun 21                        | SSW                | 4   | GOOD              | SSW                     | 4   | GOOD              |
| Mon 22                        | SW                 | 7   | GOOD              | SW                      | 5-6 | GOOD              |
| Tue 23                        | SW                 | 6   | GOOD              | SW                      | 4-5 | GOOD              |
| Wed 24                        | W X N              | 5-6 | GOOD              | W                       | 3-4 | GOOD              |
| Thu 25                        | W                  | 4-5 | GOOD              | W                       | 4-5 | GOOD              |
| Fri 26                        | SW                 | 2-3 | GOOD              | SW                      | 2   | GOOD              |
| Sat 27                        | NNW                | 6-7 | GOOD              | NNW                     | 4   | GOOD              |
| Sun 28                        | NE                 | 3-4 | GOOD              | NW                      | 2   | GOOD              |
| Mon 29                        | NW                 | 4-5 | GOOD              | NW                      | 3   | GOOD              |
| Tue 30                        | SW                 | 4   | GOOD              | SW                      | 4   | GOOD              |
| Wed 31                        | SW                 | 3-4 | GOOD              | WSW                     | 3   | GOOD              |