

ADSTEAM and ABP PILOTAGE LIAISON MEETING

HELD AT KILLINGHOLME ON FRIDAY 14TH MAY 2004

Present:

Graham Matthews	Adsteam Ops Manager	Phil Pannett	Deputy Pilotage Ops Manager
Hugh Patience	Assistant ops manager	Graham Hodge	Deputy Dock Master, Imm/Gy
Rick Goffin	Master, Lady Laura	Shaun Richman	Pilot
Kevin Kennedy	Master, Lady Sarah	Martin Brooks	Pilot
Pete Agius	Master, Lady Constance	Tim Gladwin	Pilot
Dick Townsend	Master, Lady Kathleen	Ian Spikings	VTS Manager
Johnny Walker	Master, Lady Laura		

- **Discussion of notes of previous meeting**

- 1 *Towing on a bridle*

Although agreed at the previous meeting, mainly for use in Grimsby, pilots have not requested to use this method with Adsteam as yet. Pilots are reminded that Adsteam will tow on a bridle if requested.

- 2 *Information to tug skipper from pilots during manoeuvring operations*

Still a few problems being experienced by tugs when the pilot uses a large engine movement unexpectedly. This can make for difficulties when tugs are in the process of making fast. Pilots to give full consideration to tugs they are operating with. The tug is an integral part of the manoeuvring and should be kept informed as to the pilot's intentions and actions.

- 3 *MAC's class of vessels into Immingham*

These vessels are to land on the approach jetty at Immingham prior to making an entry into the lock. This is to ensure that the vessel will enter the lock under good control and prevent damage to these vessels which are built with wide frame spacing and are thus very susceptible to plate damage.

- 4 *Use of No. 1 tug for steering vessels inbound from Sunk Spit*

It was suggested at the previous meeting that the fwd tug take the strain and steer the ship up towards IOT, thus negating the need for the ship to use its main engines. As far as we are aware, this method has not yet been tried.

- **Deployment of tugs from Immingham in fog**

An incident had occurred earlier in the year which resulted in a passage plan vessel aborting from an inbound run to the HIT. This incident highlighted the need to clarify the operational parameters for tugs in restricted visibility. The outcome from discussions is that when vessels are ordered up for the dock or river berths, tugs will always deploy from the lock or pontoon to Sunk Spit regardless of how dense the fog. This will give the venture the best chance of succeeding in restricted visibility as the pilots will, if necessary, be able to abort at Sunk Spit making use of the two tugs.

- **Tug positioning when aborting in dense fog**

If a vessel is to abort between Sunk Spit and Immingham in visibility which is so dense that the tug is unable to put up wires, then tugs should be positioned one on each side of the

vessel. This will enable one tug to push on the quarter and the other on the opposite shoulder to effect a turn. In very dense fog the tugs will normally land on toward the middle of the ship and then slide forwards or backwards, as required, thus maintaining contact with the ship.

- **Ships' Masters "doing their own thing"**

On occasions, ships' masters have made large engine movements without consulting the pilot and caused unnecessary concern for the tugs who are not sure what is happening. Pilots who find themselves with a master acting in a cavalier manner should inform him of the consequences of such actions which may compromise the safety of the tug. The POM should be informed of any such incidents in order that any further action necessary can be taken with the master, owner or charterer of the vessel.

- **HST No. 3**

Problems have been encountered during departures from this berth with poor communication from PEC holders.

PJP to investigate.

- **Tetney Monobuoy**

Tugs are still being asked to put a line through square-shaped leads on the after end of some tankers they are assisting. This is leading to problems with the wire jumping, causing considerable loads to be exerted on the wire. Rick Goffin will, hopefully, be boarding one of these vessels to discuss the problem. Pilots are of the opinion that it would not be a problem to tow using a lead that was off-centre if negating the need to use the centre square lead.

- **Speed of other vessels when passing vessels with tugs in attendance**

We have recently had two reports of vessels passing inbound passage plan vessels with tugs in attendance too close and too fast between Sunk Spit and Upper Burcom. Pilots and PEC holders are to be reminded of the need to pass vessels with tugs in attendance at a speed and distance off that is not likely to cause a wash and therefore affect the safety of the tug. Whilst we have very few problems with ships being berthed it does appear that there is a general lack of consideration in the area between Sunk Spit and Immingham.

PJP to reiterate to all PEC holders during renewal process of the need to navigate with caution in the vicinity of vessels with tugs in attendance.

PJP to issue a General Notice to Pilots.

- **Damage Reporting**

If damage occurs to tug or tow equipment whilst engaged in operations with a vessel then, under normal circumstances, the ship is liable. If a tug informs a vessel that damage has been done, the pilot should inform the captain of the ship about the damage and suggest he makes a note in his log book.

- **Date of Next Meeting**

The date of the autumn meeting will be confirmed nearer the time.