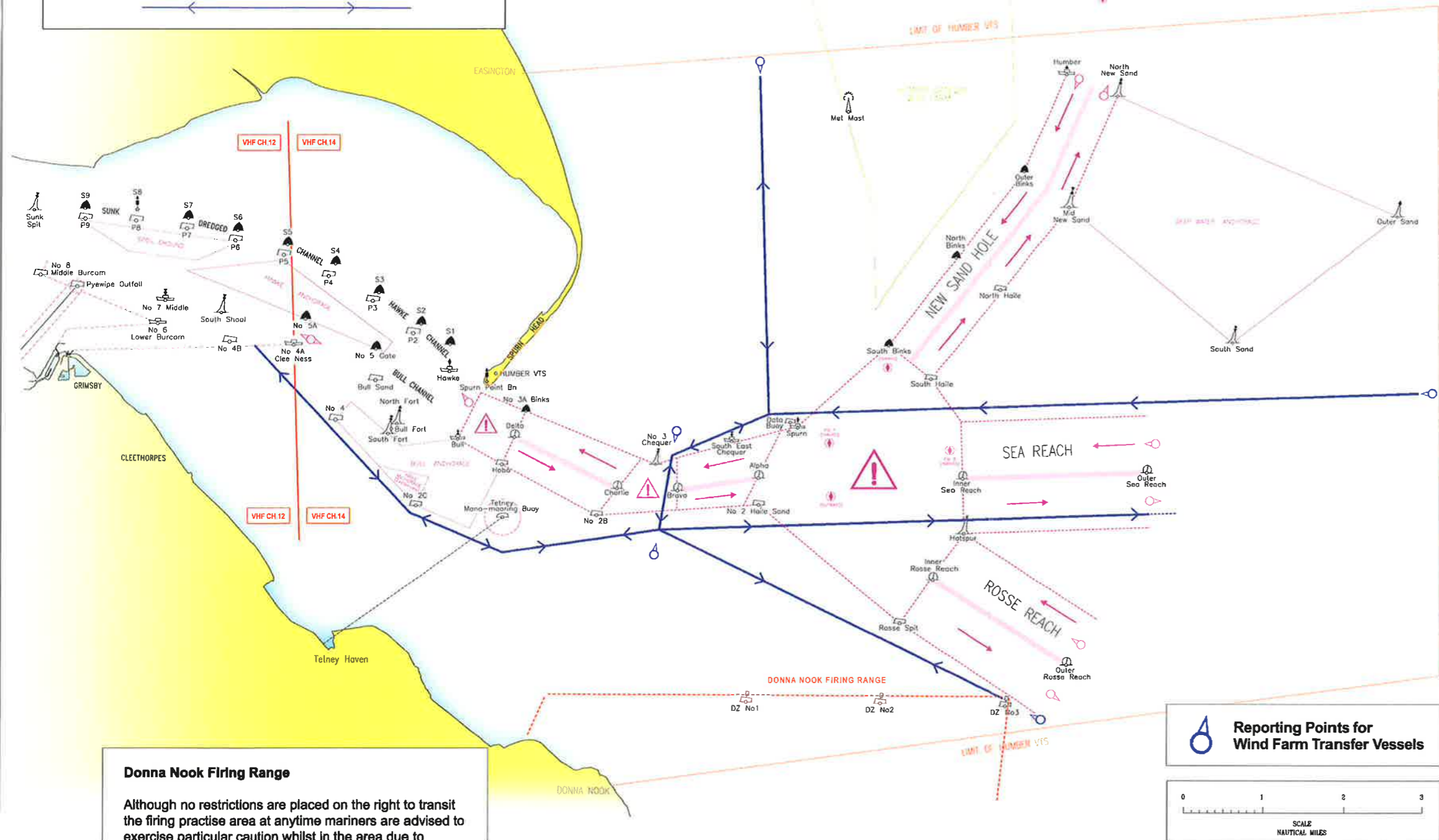


RECOMMENDED ROUTES FOR WINDFARM TRANSFER VESSELS

Not to be used for navigation



Donna Nook Firing Range

Although no restrictions are placed on the right to transit the firing practise area at anytime mariners are advised to exercise particular caution whilst in the area due to intensive military air activity conducted at low level. A broadcast is made on VHF Channel 16 when the range is active. Further information can be obtained from the Coastguard or Donna Nook Range on VHF Ch.16.

Leisure Craft & Fishing Vessels

The recommended track for wind farm transfer vessels is also used by small craft entering and leaving the Humber. Transfer vessel masters are reminded of Rule 5 of the Collision Regulations 'that they shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and risk of collision.'

Tidal Rates and Heights

Vessels are advised to keep clear of floating marks due to the very strong set that can be experienced in the estuary. Tidal heights are promulgated in the two hourly broadcasts and are also available on request from VTS Humber.

Pilot Boarding & Landing Areas

Pilots board and land in the precautionary area to the east of the Alpha buoy care and caution must be exercised when navigating in these areas. Large vessels (VLS) are serviced to the North East of the Humber Light Float.

Tetney Mono - Mooring Buoy (TMB)

A 500 metre restricted area has been established around the buoy. The buoy is used by large tankers and a wide berth is required at all times. When not in use a floating 290 metre pipeline marked by yellow flashing lights extends from the buoy.

Tankers bound for the TMB approach at the No.3 Chequer buoy which involves the vessel crossing the main navigation channel. When a vessel bound for the TMB passes Spurn Light Float, an appropriate river broadcast is made by VTS Humber. The broadcast advises of the vessels position and intentions and that the work boat SPURN HAVEN will be transferring personnel and equipment to the vessel.

VHF Communications

Departure from Grimsby

Call VTS Humber on VHF Channel 12 giving destination and number of persons onboard.

Maintain a listening watch on channel 12 until passing the meridian of longitude passing through No.4 A Cleve Ness Light Float then change to channel 14 until clear of the VTS area.

Arrival from Sea

Call VTS Humber on VHF Channel 14 giving destination and number of persons onboard when entering the VTS area

Maintain a listening watch on channel 14 until passing the meridian of longitude passing through No.4 A Cleve Ness Light Float then change to channel 12 until arrival at destination.

Intership channels for navigation purposes only

West of Cleve Ness Channel 10

East of Cleve Ness Channel 13

ABP Standing Notice to Mariners No 2 gives further details and is available for download on Humber.com

Recommended Track for Wind Farm Transfer Vessels

The recommended track is intended to avoid conflict with commercial traffic using the main approach channels, Bull anchorage and Tetney Mono Buoy. Two reporting points have been established to assist safe crossing of the main channel in the precautionary area between the BRAVO and CHARLIE buoys.

Outwards when approaching the No. 2 Bravo buoy call VTS Humber on Channel 14 for permission to cross the channel.

Inwards when approaching the No.3 Chequer buoy call VTS Humber on Channel 14 for permission to cross the channel.

Navigation Rules

Masters must comply with the International Rules for Preventing Collisions at Sea and the General Directions for Navigation in the Humber (S.H. 1). The Humber Navigation Byelaws 1990 must also be complied with. Copies of these publications can be downloaded from Humber.com.

Vessels are expected to formulate a passage plan for navigating the estuary.

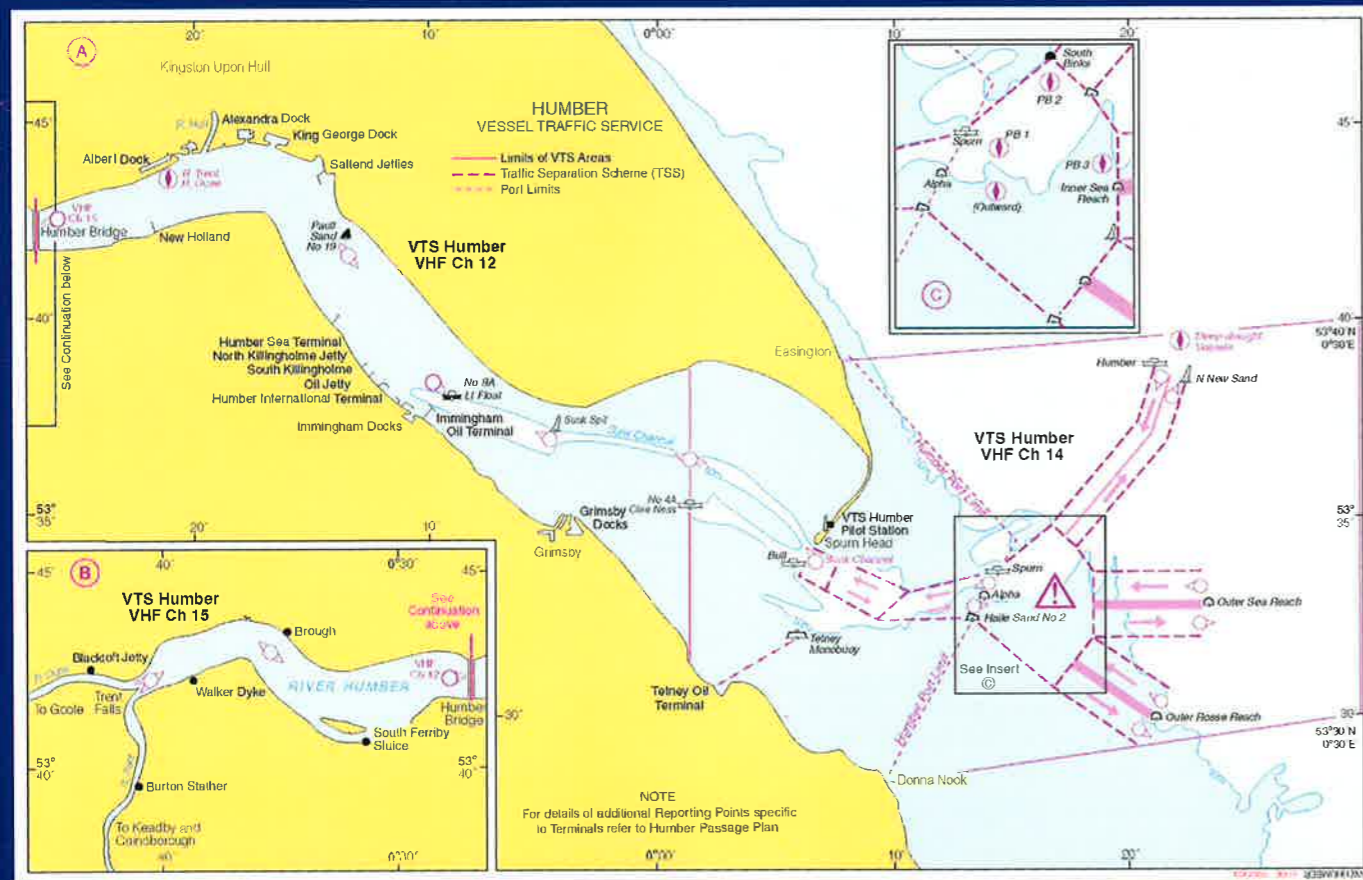
VTS Humber issues two hourly weather and navigation broadcasts at 3 minutes past the odd hour on VHF Channels 12,14 & 15. These broadcasts should be monitored as they may contain information that may effect the safe navigation of the vessel.

Speed in the Harbour Area

Wind Farm Transfer vessels are restricted to 20 knots in the Humber Harbour Area. In conditions of restricted visibility of less than 0.5 nautical miles the maximum permitted speed is 10 knots. Vessels encountering areas of restricted visibility are required to report to VTS Humber.

Vessel Traffic Services

Vessel Traffic Services (VTS) Humber, which is located at Spurn Point, operates a 24-hour service for all river users. Its major function is to monitor and regulate navigation of those parts of the Humber Estuary and Rivers Ouse and Trent within the jurisdiction of the Harbour Master, Humber. The system is compulsory for all sea-going vessels and craft when entering the Humber VTS area. The Service provides AIS coverage throughout the VTS area and radar tracking within the area bounded by the Humber Bridge and the seaward limits of the VTS area.



Recommended Route for Wind Farm Transfer Vessels

www.humber.com

