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# NOTICE TO MARINERS

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No. H. 43/2021

## RIVER HUMBER APPROACHES

### INFORMATION FOR VESSELS USING ADVERSE WEATHER BOARDING STATIONS FOR THE EMBARKATION OF PILOTS

**MARINERS ARE ADVISED** that during periods of adverse weather, in the interests of Pilot Safety, inbound vessels may be permitted to board a Pilot at Position AW1 or AW2. This can only be carried out with the permission and instruction of VTS Humber in line with the requirements of the latest edition of the Humber Pilotage Directions.

This notice is intended to highlight information that will assist the process of Boarding a Pilot during periods of adverse weather. This information is not exhaustive and does not relieve a vessel of any other duties or responsibilities in relation to passage planning, execution or monitoring, and the observance of good seamanship. Vessels must have a comprehensive Passage Plan from berth to berth.

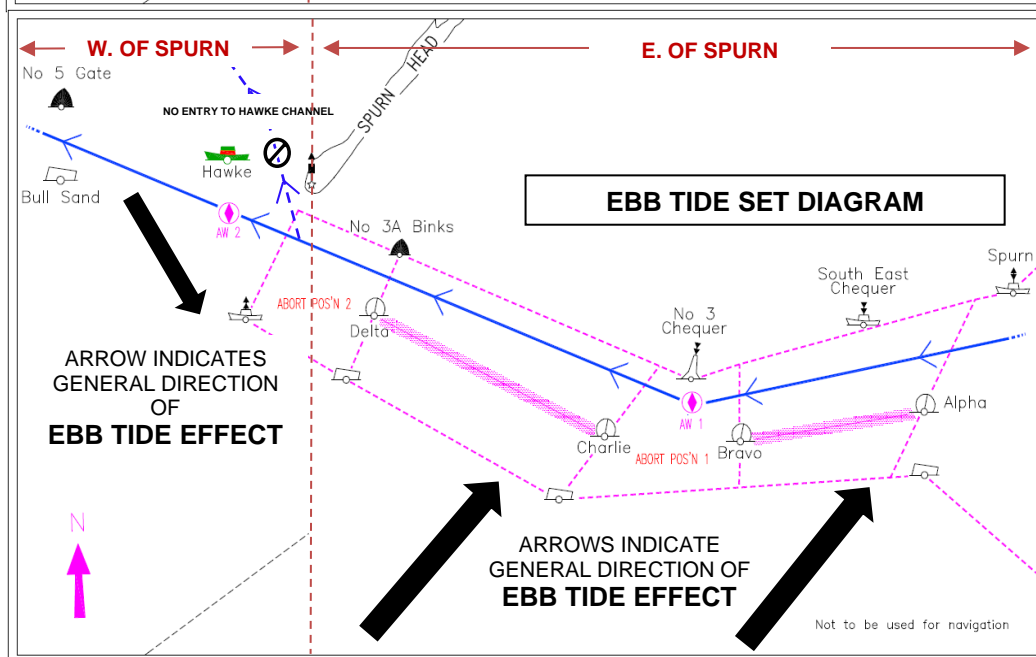
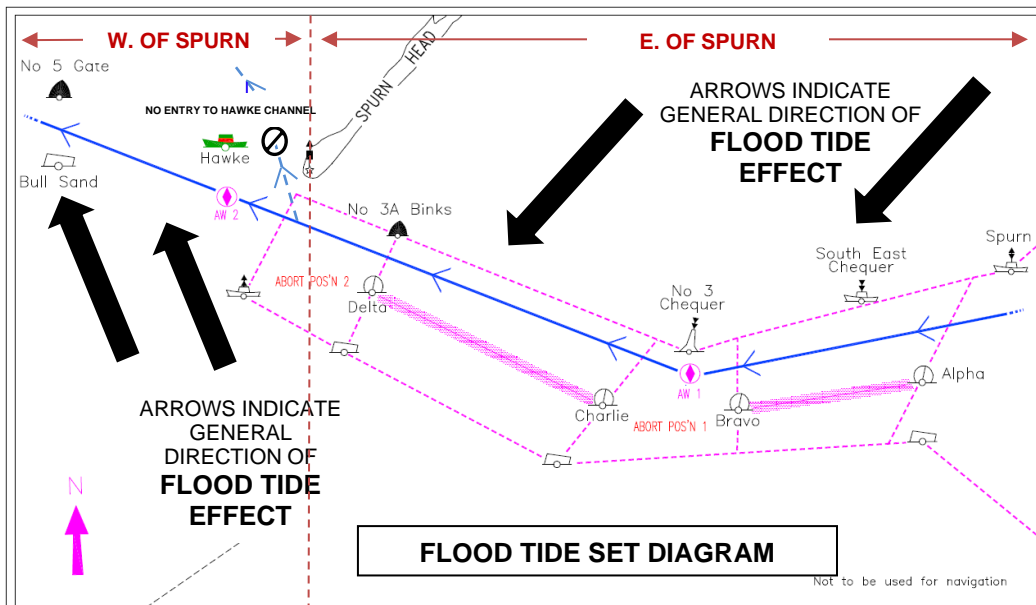
**MARINERS ARE WARNED** that the approaches to the Humber are exposed to strong tidal streams, which set predominantly across the general direction of traffic, on both the flood and ebb tide. The general direction of the tidal effect is illustrated in the accompanying schematic diagrams.

**MARINERS ARE FURTHER WARNED** that at Spurn Head the current direction changes significantly, and the effect of the current is almost opposite to that experienced to the East of Spurn Head. The general direction of this effect is illustrated in the accompanying schematic diagrams.

**MARINERS ARE ADVISED** that, to reduce the effect of tidal set, they should passage plan to pass Spurn Light Float at a sufficient, but safe speed to meet their required ETA. Slow steaming in the Inner TSS to meet an ETA should be avoided. When reducing speed for any reason, including Pilot transfer, the vessel should have due regard for the potential increase in the effect of tidal set and also anticipate the requirement to alter course to provide a lee. Should, for any reason, a Pilot be unable to board at AW2 as planned then the vessel will be diverted by VTS back to Sea via the Outbound Lane and vessels should have a contingency in their Passage Plan to cover this.

**MARINERS ARE WARNED** that the Hawke Channel, leading to the Sunk Dredged Channel, is NOT TO BE USED by vessels boarding a Pilot at AW2, and that the vessels Passage Plan should continue via the Bull Channel to the South of the Hawke Light Float, No. 5 Buoy and No. 5A Buoy.

**MARINERS ARE REMINDED** that the Hawke Light Float has been changed to a "preferred channel to port" mark as per the details in HNTM 42/2021



**CAPT. A. FIRMAN**  
**HARBOUR MASTER, HUMBER**  
**16<sup>th</sup> March 2021**

THE INTERNET

In order to widen communication between ABP Humber Estuary Services and those with an interest in the estuary, you are invited to visit our website which carries a wide range of information, including current live weather and Buoy positions, charts, tidal information and copies of this and other Notice to Mariners.  
[www.humber.com](http://www.humber.com)