

(No. S.H. 1)

GENERAL DIRECTIONS FOR NAVIGATION
IN THE HUMBER

MARINERS ARE REMINDED of the existence of **GENERAL DIRECTIONS FOR NAVIGATION IN THE HUMBER (NO. 1)** issued as a Notice to Mariners, No. H.41/1974 which continues to remain in force. The contents of this notice are repeated below:-

"Except where the context otherwise requires, references in the following General Directions to the British Transport Docks Board should by virtue of the Transport Act, 1981, be read as references to Associated British Ports.

British Transport Docks Board ("the Board") in exercise of their powers under the British Transport Docks Act, 1972, and having carried out consultations required by the said Act and otherwise give the following directions to vessels in the Humber -

1. Interpretation

In these Directions -

"Harbour Master" means a person appointed by the Board in pursuance of Section 5 (Appointment of Harbour Master) of the British Transport Docks Act 1972 and includes the deputies and assistants of the person so appointed;

"the Humber" means and includes -

- a) so much of the River Ouse as is within the limits of improvement as defined by Section 3 of the Ouse (Lower) Improvement Act 1884;
- b) the River Trent below the south side of the stone bridge at Gainsborough;
- c) the River Humber and estuary thereof from the confluence of the Rivers Ouse and Trent to the seaward limits of the Humber Pilotage District as prescribed by Article 1(c) of the Humber Pilotage Order 1922 as amended by the Humber Pilotage (Amendment) Order 1970; and

- d) all navigable havens and creeks of the River Trent below the south side of the said stone bridge and the River Humber or of the estuary thereof wherein the tide flows and reflows; but does not include any part of the Old Harbour or haven at Hull.

2. Duty of Masters of Vessels

It shall be the duty of the Master of a vessel to which any of these directions applies to comply with such directions.

3. Time of Arrival

- a) Where a vessel to which this direction applies intends -
 - i) to enter and navigate the Humber from the sea, OR
 - ii) to navigate the Humber with the object of leaving the estuary or of moving from one dock or river berth to another dock or river berth the vessel shall give notice of this intention to the Board not less than 24 hours in advance or within 1 hour of departure from the last port of call where such port of call is not situate within the Humber whichever is the later.
- b) This direction shall not apply to a vessel that does not ordinarily navigate seaward of the Humber, but shall apply to every other vessel having a gross registered tonnage of more than 50 tons.

4. Prohibited Waiting in the River

- a) No vessel shall at any time wait in the Humber except in a designated anchorage area.
- b) In this direction "designated anchorage area" means an area designated by the Harbour Master as an anchorage area, notice of such designation of which has been published by the Board in a Notice to Mariners.

5. Prohibited Anchoring

- a) No vessel shall at any time anchor in a fairway, except -
 - i) in an emergency; OR
 - ii) for the purposes of manoeuvring; OR
 - iii) when anchoring in a designated anchorage area.

- b) In this direction fairway means a navigable channel of the Humber which is a regular course or track of shipping.
- c) Designated anchorage area has the meaning assigned to it in the foregoing direction.

6. **Navigation in Poor Visibility**

At a time of poor visibility due to the weather or the presence of dust or smoke any vessel which is directed by the Harbour Master not to move in the Humber shall not so move without the permission of the Harbour Master.

7. **Commencement**

These directions shall come into operation on the 1st June, 1974.

GENERAL NOTES

Responsibility of Owners of Vessel

1. The owner of a vessel to which a General Direction is given should take all reasonable steps to ensure that the Master of the vessel is informed of the Direction and understands its significance.

The following notes are based on the British Transport Docks Act, 1972 and apply to all General Directions for Navigation in the Humber.

Responsibility of Master of Vessel

2. The giving of a general or special direction shall not diminish or in any other way affect the responsibility of the Master of the vessel to which the direction is given in relation to his vessel, persons on board, its cargo or any other person or property. (British Transport Docks Act, 1972, Section 11).

Failure to Comply with Directions

3. The Master of a vessel who fails to comply with a general or special direction shall be guilty of an offence and liable to a fine not exceeding two hundred pounds.

It shall be a defence to the Master of a vessel charged with such an offence to prove that he had reasonable ground for the supposing that compliance with the direction in question would be likely to imperil his vessel or any person for whom he is responsible or that in the circumstances compliance was impracticable. (British Transport Docks Act, 1972, Section 12)".

**CAPT. P.P. HAMES
HARBOUR MASTER, HUMBER**

1st January 2001