

ASSOCIATED BRITISH PORTS

P.O. Box No. 1, Port House, Northern Gateway,
HULL HU9 5PQ

NOTICE TO MARINERS

(No. S.H. 34)

RIVER HUMBER

PASSING IMMINGHAM JETTIES

MASTERS AND PILOTS OF VESSELS WHICH HAVE TO PASS THE IMMINGHAM OIL TERMINAL JETTIES MUST NOT approach nearer than 150 metres from the face of the berths.

Their speed should comply with the Humber Navigation bylaws 14 (3):

The master of a vessel shall ensure that the vessel does not exceed a speed of 5 knots when approaching and passing any jetty when any vessel is mooring, moored or unmooring at a jetty.

The Master/ Pilot of a vessel shall navigate the vessel with due care and caution when passing these berths and at a speed that shall not endanger the safety of the vessel or of vessels moored on the berths of Immingham Oil Terminals.

All vessels must ensure that they maintain good steerageway having regard to the prevailing tidal and meteorological conditions.

ADDITIONALLY, MASTERS AND PILOTS OF ANY INWARD VESSEL WHICH REQUIRES a TUG(S) to berth at Immingham Dock, East or West Jetty, Immingham Bulk Terminal, Immingham Outer Harbour, Humber International Terminal, Immingham Gas Terminal or South Killingholme Oil Jetty must reduce their speed and complete making at least one tug fast before the vessel passes No. 10 Upper Burcom Float. In order to facilitate this requirement, the tug(s) **MUST** meet the inward vessel at or seaward of the Humber Power Intake. In the case of large (pure) car carriers for the IOH, with a LOA greater than 180m the wire tugs should meet the vessel at the Sunk Spit buoy.

When passing the Humber Power Intake, if it is clearly evident that at least one tug will not be made fast by the time the vessel passes the No 10 Upper Burcom float, the vessel must abort her approach as soon as is safe and practicable. Once head to tide, the tugs can be made fast and the passage may be resumed if timings allow.

Under normal circumstances, vessels with a LOA less than 100m for the IGT or South Killingholme Oil Jetty are exempt from this requirement; however they should confirm tug(s) availability before passing the Immingham Oil Terminal.

Large Car Carriers (PCC's), with a LOA greater than 180m for the Humber Sea Terminal should have tugs in attendance, but not necessarily fast, before passing the Immingham Oil Terminal.

Ro-Ro Ferries berthing under normal circumstances at Immingham Dock or Immingham Outer Harbour are exempt from this requirement.

Standing Notice to Mariners S.H. 34, dated 26th February 2002
issued by
Associated British Ports is hereby cancelled.

CAPT. P.J. COWING
HARBOUR MASTER, HUMBER
16th August 2011