
NOTICE TO MARINERS

No. H. 02/2020

RIVER HUMBER

SAFETY ADVICE FOR MASTERS

BOARDING AND LANDING OF PILOTS

MARINERS ARE ADVISED that following an accident when both side ropes of a pilot ladder parted simultaneously with the pilot on the ladder an additional safety control measure is in operation.

Masters of all vessels taking a pilot will be **REQUIRED** to participate in this additional control. The master must ensure that the pilot ladder, or combination arrangement when the climb is greater than 9 metres, is properly constructed, recently inspected, in good condition and rigged as per SOLAS Regulation V/23 and IMO Resolution A.1045(27) "Required boarding arrangements for pilot". The master will be asked to give verbal confirmation of this to VTS Humber in advance of the pilot transfer taking place, both inbound and outbound.

Rigging of pilot ladders to handrails which are not constructed and/or certified for this purpose is not permitted.

In the event that this control measure is not complied with or the pilot detects that the ladder is not fit for purpose, the transfer will not take place and the vessel may be directed to a safe anchorage.

In addition all vessels, particularly those with significant climbs (in excess of 3m) must have available, for immediate use, a heaving line to assist with transfer of a Pilots bag if required. The guidance relating to the use of heaving lines in this notice should be adhered to.

REPORTING REQUIREMENTS REGARDING PERSONS ON BOARD & INTACT STABILITY

Masters are reminded that all vessels intending to navigate the Humber as defined in "The Humber Navigation Byelaws 1990" are required to report the total number of persons on board (excluding pilots and harbour staff) and whether the vessel has any defects to "VTS Humber".

Upon arrival, this should be completed when entering the VTS Humber area. When departing from or moving within the Humber, this should be done prior to leaving the berth. In the case of ferries departing the Humber, the information should be passed as soon as possible and, in any event, prior to exiting the Humber Harbour Area.

A vessels Master should also declare whether or not his/her vessel has any defects. If a Master declares that his/her vessel has no defects, this will also be taken as confirmation that the vessel has “adequate stability” for the whole of her intended voyage after allowance for any free surface effect.

Confirmation of the above to “VTS Humber” will remain the responsibility of the Master of the vessel.

MARINERS ARE ADVISED that Notice to Mariners No. H. 42/2015 is hereby cancelled.

USE OF HEAVING LINES

Masters are reminded that, when working with tugs, or during mooring operations, the ends of heaving lines must not contain metal or other weights. The monkey’s fist must be made up in accordance with the “Code of Safe Working Practice for Merchant Seamen”. To prevent personal injury the fist should be made only with rope and should not contain added weighting material. Crew should also ensure that the receiving party is aware that the line is about to be thrown.

RESPONSIBILITY FOR MAINTAINING SAFE MOORING LINES

MARINERS ARE ADVISED that it is the vessels responsibility to maintain safe moorings while conducting any berthing/departure manoeuvre and for any period alongside. Ship owners/operators should ensure that the type of lines and tails used for mooring lines are suitable for the task and that the dangers of snap-back are fully considered. A Mooring Line Incident Form must be completed for any vessel suffering an incident and can be accessed in the following places: - <http://bit.ly/2ASOorG> or

http://humber.com/Estuary_Information/Port_Information/

Any additional information can be emailed through to HumberDockMasters@abports.co.uk

PROVIDING SAFE ACCESS ALONGSIDE

Masters are reminded of the requirement to provide safe access alongside at all times, including a properly rigged gangway where required. This includes access and egress for pilots who may be the first to disembark on arrival and last to board on departure. Failure to provide safe access will result in a pilot being unable to board and may lead to a cancelled departure.

ANIMALS ON BOARD VESSELS

Vessels should declare the presence of an animal on board, prior to arrival, where they may present a hazard to shipboard movement. The animal should be duly controlled and its presence clearly signposted on the gangway.

PROTECTION OF ABP PILOTS FROM PASSIVE SMOKING

MARINERS ARE ADVISED that, although changes to UK legislation do not include ships in relation to smoke free environments, Associated British Ports (ABP) has a duty of care to its employees with regard to passive smoking whilst they are performing their duties.

It is therefore respectfully requested that Masters, Owners, Operators and Agents of vessels employing the services of an ABP Humber Pilot provide a smoke free working area in those internal and enclosed parts of the vessel in which the pilot is required to work.

It is accepted in return that any ABP pilot wishing to smoke whilst on board the vessel would do so only in designated areas and with the permission of the Master.

Your co-operation on this matter is appreciated.

SAFETY AND COMPLIANCE – 5 POINT PPE

Masters are reminded that ABP has a mandatory requirement in our Ports for 5 Point PPE for its employees. Masters are requested that their Crew use 5 Point PPE when in our Ports. This includes safety helmet, high visibility jacket/vest, safety footwear and additionally eye protection and hand protection.

**CAPT. A. FIRMAN
HARBOUR MASTER, HUMBER**

02 January 2020

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