

Humber Estuary Service Charges 2018

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CONSERVANCY CHARGES 2018

Rates as from 01/01/2018

(On inward voyage only - except Sunk Dredged Channel Surcharge)

On vessels entering the River Humber other than those covered by exemptions set out below:

For every vessel passing to:	Per net tonne per voyage
GRIMSBY	£0.0751
IMMINGHAM	£0.1188
KILLINGHOLME	£0.1498
KINGSTON UPON HULL or NEW HOLLAND	£0.1931
ABOVE KINGSTON UPON HULL	£0.2556

Surcharges

The following additional surcharges are payable:	Per net tonne per voyage
Vessels exceeding 12,000 NT	£0.0629
Vessels entering the River Trent	£0.1778
	Per cargo tonne*
Vessels exceeding 35 ft. draught and using the Sunk Dredged Channel	£0.0834

In circumstances where a vessel enters the Humber to load and/or discharge and in the event it fails to do so prior to departure will be charged at the above rate on the NT of the vessel.

*Applies to all tonnage loaded and/or discharged.

EXEMPTIONS from payment of shipping duties:

1. Fishing vessels which cannot be propelled by steam or other mechanical power;
2. River craft used only for the purpose of conveying goods between places within Kingston Upon Hull or within Grimsby, respectively, or used only for the purpose of ballasting vessels;
3. River craft having undecked holds and not fitted with hatches or otherwise equipped so as to be suitable for navigating the river northward of Keadby;
4. Fishing vessels or river craft registered under the provisions of the Humber Conservancy Act 1907;
5. Vessels entering the river only -
 - a) For orders;
 - b) For the purpose of filling bunkers or taking in provisions or water, or
 - c) On account of stress of weather;
 And not breaking bulk or taking cargo or landing or embarking passengers; and
6. Vessels less than 5 net tonnes.

Basis of Charge*

* With the exception of surcharges, based on cargo tonnages, for vessel using the Sunk Dredged Channel.

The basis of charge for dues shall be the Net Tonnage (NT) as calculated under the provisions of the International Tonnage Convention (1969).

ABP reserves the right to add a surcharge to the dues payable, or to impose an assessment of net tonnage for the payment of such dues for any vessel which has not been measured in accordance with the above convention.

CONSERVANCY REGISTRATION DUES (Annual Charge)	NT Group (NT)	Per vessel per annum
For every FISHING VESSEL registered to pass to GRIMSBY	5-50	£14.24
	51-100	£28.60
	101-150	£42.83
	151-500	£76.50
	501 & Over	£133.45
For every FISHING VESSEL registered to pass to KINGSTON UPON HULL	5-100	£42.74
	101-500	£152.84
	501 & Over	£265.81
For every TUG, FERRYBOAT or other RIVER CRAFT capable of being propelled by steam or other mechanical power		£81.53
For every KEEL, LIGHTER, BARGE or other RIVER CRAFT not capable of being propelled by steam or other mechanical power		£40.78

CHARGES FOR CHARTS, NTM, ETC IN 2018

All pilot launches meet the requirements of the “Work Boat Code”. The launch crews are issued with Boatmaster Class 3/RYA Yacht Masters and Engineers Certificates. The above legal requirements allow the launches to operate up to 20 miles from a safe haven (not necessarily Spurn Point).

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| 1. | <u>RIVER TRENT CHART</u> | £13.80 |
| | Burton Stather to Keadby 1/10000 Scale | |
| 2. | <u>RIVER OUSE CHART</u> | £13.80 |
| | Blacktoft to Goole 1/10000 Scale | |
| 3. | * <u>BI-MONTHLY CHART- (UPPER)</u> | £13.80 |
| | Barton Haven to Burton Stather 1/25000 Scale
This chart is updated every 2 months with latest Float moves and channel changes – very relevant to small craft users. | |
| 4. | <u>PUBLISHED CHART – (LOWER)</u> | £21.00 |
| | Spurn to Barton Haven 1/25000 Scale
Produced every year. | |
| 5. | <u>TIDE TABLES</u> | £3.80 |
| 6. | <u>ISSUE OF NOTICE TO MARINERS</u> (Plus VAT) | £320.00 |
| 7. | <u>BYELAWS</u> | £3.80 |
| 8. | <u>PILOT HANDBOOK</u> | £26.00 |

ALL ABOVE CHARGES ARE EXCLUSIVE OF POSTAGE AND PACKING

Telephone: 01482 608446 or email: heshydrography@abports.co.uk for latest chart details.

*Normally revised on the first of February, April, June, August, October and December.

CHARGES FOR HIRE OF GPS EQUIPMENT 2018

Hire of one GPS Receiver and VHF Differential System - £112.00 per day

CHARGES FOR HIRE OF TIDE GAUGE RECEIVER 2018

Hire of Tide Gauge Receiver - £56.73 per day

Hire of Computer and Software to run Tide Gauge System - £12.72 per day

CHARGES FOR SERVICES OF CONSERVANCY CRAFT AND HYDROGRAPHIC SURVEYORS 2018

Charges for	Work during normal hours	Overtime working Monday - Friday	Overtime working - weekend		
			Up to 4 hours	4 - 8 hours	Over 8 hours
“HUMBER RANGER” “HUMBER CHARTER” “HUMBER SOUNDER”	£143.90 p.h.				
Extra crew member	£42.50 p.h.	£48.00 p.h.			
Senior Surveyor	£85.50 p.h.	£109.00 p.h.	£529.00	£1058.00	£133.50 p.h.
Surveyor	£67.00 p.h.	£96.50 p.h.	£489.50	£981.50	£121.00 p.h.
Extra Engineer	£42.50 p.h.	£59.50 p.h.			
Light Float	£83.50 per day or part thereafter				
Light Buoy	£56.50 per day or part thereafter				

Hours worked are rounded up to the nearest full hour. Times for craft are taken from leaving berth, or ABP work, until returning to same.

HARBOUR MASTER, HUMBER

PEC CHARGES 2018

PEC EXAM FEES

Class A (100m and over in length)	£435
Class B (Under 100m in length)	£361
Class C (Barges etc)	£167
Class D (Anchorage only)	£186

ANNUAL RENEWAL OF ANY CERTIFICATE

(Per Certificate Holder)

Classes A & B	£148.50
Class C	£37.00
Class D	£37.00

ASSESSMENT CHARGES

Class A (100m and over in length)	£672
Class B (Under 100m in length)	£571

REISSUE OF A LOST OR DEFACED CERTIFICATE

(Per Certificate)	£149
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ALTERATION OR ADDITION TO A CERTIFICATE

(Per Alteration)	£112
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CHARGES FOR USE OF DUTY PILOT LAUNCHES 2018

Location From and To	No Pilot / Pilot	£
Grimsby to Bull/Hawke Anchorage	No Pilot	280.95
Grimsby to Bull/Hawke Anchorage	With Pilot	168.79
Grimsby to HLV	No Pilot	646.30
Grimsby to HLV	With Pilot	405.94
Grimsby to SLV	No Pilot	432.64
Grimsby to SLV	With Pilot	360.00
Spurn to Bull/Hawke Anchorage	Standard	240.36
Spurn to HLV	No Pilot	567.25
Spurn to HLV	With Pilot	325.82
Spurn to SLV	No Pilot	365.34
Spurn to SLV	With Pilot	274.55

PARKING RIGS ON THE HUMBER CHARGES FOR 2018

TERMS AND CONDITIONS

For the siting of a jack up drilling rig in the Humber for the purposes of carrying out repairs and maintenance.

The following facilities are offered:-

Either (a) a jack up site at the eastern or western end of the Hawke Anchorage. The precise siting of the jack up will be notified to you at the time of the impending arrival of the rig in Humber.

Or (b) a jack-up site in one of the lettered anchorages at Whitebooth Roads.

There are occasions when other areas in the Humber may be used, subject to agreement prior to arrival of the rig.

Whilst in the above positions the owners of the rig may undertake any repairs or maintenance work they deem to be necessary providing that all proper safety standards and precautions are observed and that the carrying out of the work does not interfere with the normal practices of navigation within the Humber.

The rig must be properly marked and lighted in accordance with the International Regulations for the Prevention of Collisions at Sea.

The provisions of the Humber Navigation Byelaws, 1990 as well as all other relevant legislation must be fully observed by those in command of the rig. Attention is drawn to Standing Notices to Mariners S.H.7 and S.H.6.

When not jacked up and underway in the Humber the rig shall be under continuous tow by an adequate number of tugs as directed by the Harbour Master and shall be piloted by sufficient Humber Pilots.

Before jacking up in any position, those in control of the rig shall ensure that the ground conditions at the jack up point are suitable to carry the rig.

The owners of the rig will pay to ABP the sum of £9,235 per month or part thereof in harbour rental for the first month during which the rig remains in the Humber Harbour limits and thereafter £5,517 per month. The first payment will be inclusive of normal conservancy dues for both the rig and for her towing tugs. Rental dues are to be paid within 30 days of receipt of invoice.

In all circumstances ABP or any subsidiary or associated company accepts no responsibility for any consequences resulting from the parking of this rig in the Humber, except for its legal obligations under British Law.