

(No. S.H.35)

**R I V E R H U M B E R**

**K I N G G E O R G E D O C K**  
**H U L L**

**M A N O E U V R I N G G U I D E L I N E S**  
**F O R S T A N D A R D V E S S E L S**  
**A R R I V I N G O R S A I L I N G**

**1. OWNERS, MASTERS AND PILOTS ARE ADVISED** that standard vessels will be required to take two tugs with a minimum combined bollard pull of 64 tonnes in the following circumstances:

- a) If the River Terminal 1 berth is occupied by a vessel with a length overall in excess of 180 metres; and
- b) If the vessel bound to or from the dock exceeds 150 metres length overall; and
- c) If the wind speed exceeds a constant 20 knots lasting at least 30 seconds duration.

Vessels which are NOT 'standard' vessels may be exempted from the above requirements subject to approval from the Dock Master, Hull.

**2.** In addition to the requirements of Section 1, if the arriving standard vessel is over 165 metres, length overall, then it must comply with the following:

- a) Subject to the vessel's draught, it must not pass the No. 21 Hebbles Light Buoy before 1 hour 15 minutes to high water Hull (Albert Dock); and
- b) The vessel must have a tug fast forward before passing the No. 21 Hebbles Light Buoy; and
- c) The vessel should swing using ships helm, ships engines and tugs as required.

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- d) The swing should be carried out in the main channel so that the vessel is head to tide between the No. 21 Hebbles Light Buoy and the East Bull Nose of King George Lock.
  - e) The arriving vessel must keep to the East of King George Lock so as not to impede other vessels which are departing the lock.
  - f) The arriving vessel should manoeuvre to a position on the Western Approach Jetty to King George Lock, keeping clear of the vessel moored on the River Terminal 1. Whilst this operation is being carried out other vessels will not be allowed to move into the area of this manoeuvre.
  - g) Masters and pilots are reminded that the dredged area in the approaches to the King George Lock has been extended giving more room to the East of the Lock, thus allowing the arriving vessel to keep well clear of the vessel on the River Terminal 1 berth.
  - h) The East Bull Nose of King George Lock is fendered and may be used when manoeuvring into the lock.
  - i) Once the arriving vessel is safely on the Western Approach Jetty to the lock she will be given permission to enter the lock as soon as it is clear to do so, and this manoeuvre into the lock will be carried out in the normal manner.
3. In addition to the requirements of Section 1, if the arriving standard vessel is between 150 and 165 metres, length overall, then it must comply with the following:
- a) Subject to the vessels draught, it must not pass the No. 21 Hebbles Light Buoy before 2 hours and 15 minutes to High Water Hull (Albert Dock); and
  - b) The vessel must have a tug fast forward before passing the No. 21 Hebbles Light Buoy; and
  - c) The vessel should swing using ships helm, ships engines and tugs as required.
  - d) The swing should be carried out in the main channel so that the vessel is head to tide between the No. 21 Hebbles Light Float and the East Bull Nose of King George Lock.
  - e) The arriving vessel must keep to the East of King George Lock so as not to impede other vessels which are departing the lock.

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- f) The arriving vessel should manoeuvre to a position on the Western Approach Jetty to King George Lock, keeping clear of the vessel moored on the River Terminal 1.

Whilst this operation is being carried out other vessels will not be allowed to move into the area of this manoeuvre.

- g) Masters and pilots are reminded that the dredged area in the approaches to the King George Lock has been extended giving more room to the East of the Lock, thus allowing the arriving vessel to keep well clear of the vessel on the River Terminal 1 berth.
- h) The East Bull Nose of King George Lock is fendered and may be used when manoeuvring into the lock
- i) Once the arriving vessel is safely on the Western Approach Jetty to the lock she will be given permission to enter the lock as soon as it is clear to do so, and this manoeuvre into the lock will be carried out in the normal manner.

4. In addition, to the requirements of Section 1, if the departing standard vessel is over 165 metres, length overall, then it must comply with the following:

- a) Both tugs must be in attendance before the vessel departs the berth.
- b) Both tugs must assist the vessel in its manoeuvre from the lock.
- c) Where the combined length of the vessel and its tugs exceeds the available lock length, arrangements will be made for the stern tug to accompany the vessel from the lock.
- d) The departing vessel may not depart the lock earlier than 1 hour to High Water (Albert Dock) and it is recommended not later than 15 minutes after HW, Albert Dock subject to pilot's discretion.
- e) During this operation no vessel, if a greater length overall of 150 metres, will be allowed to berth on the Western Approach Jetty, or allowed to moor closer than the start of the continuous approach jetty to the Lock.
- f) The departing vessel must leave the lock with minimum headway.
- g) On clearing the lock the departing vessel should reduce her speed and commence her swing.

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- h) The swing should be facilitated by both tugs. Masters and pilots should be aware of the effectiveness of the stern tug.
  - i) As soon as the departing vessel has completed her swing and is proceeding, the vessel may let her tugs go.
5. In addition to the requirement of Section 1, if the departing standard vessel is between 150 and 165 metres, length overall, then it must comply with the following:
- a) Both tugs must be in attendance before the vessel departs the berth.
  - b) Both tugs must assist the vessel in its manoeuvre from the lock.
  - c) The departing vessel may not depart the lock earlier than 2 hours before High Water, Hull (Albert Dock).
  - d) During this operation no vessel, if a greater length overall of 150 metres, will be allowed to berth on the Western Approach Jetty, or allowed to moor closer than the start of the continuous approach jetty to the Lock.
  - e) The departing vessel must leave the lock with minimum headway.
  - f) On clearing the lock the departing vessel should reduce her speed and commence her swing.
  - g) The swing should be facilitated by both tugs. Masters and pilots should be aware of the effectiveness of the stern tug.
  - h) As soon as the departing vessel has completed her swing and is proceeding, the vessel may let her tugs go.

All the above timings are based on the assumption that the vessel will have sufficient water.

A standard vessel is a vessel that is unable to berth or depart from King George Dock without tug assistance in normal weather conditions.

This Standing Notice to Mariners replaces Notice to Mariners Number H. 33/2001 issued by this authority on 24<sup>th</sup>. April 2001.

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

6<sup>th</sup> July 2001