



ASSOCIATED BRITISH PORTS ABP HUMBER PORTS

NOTICE TO SHIP MASTERS

General and Environmental information

GENERAL Associated British Ports is the Port Authority for the Port of Grimsby, Goole, Hull and Immingham. The ports' Byelaws are available to view upon request.

Please see port relevant Notice to Masters for contact and emergency arrangements.

- 1. SAILING ORDERS AND PILOTS.** Your Agent will normally arrange your sailing time with the Duty Assistant Dock Master (ADM). Your agent will also order your Pilot, rope handlers and tugs, if required.
It is **essential** that the lock or berth times are agreed with the ADM **before the pilot is ordered.**
- 2. ROPE HANDLING & DOCK PILOTS.** Vessels shifting berth within the dock will, if over 100m, require the services of a Pilot.
 - Grimsby Rope handling service in the lock and dock is provided by private licensed boatage staff, arranged by the ship's agent.
 - Goole At Blacktoft jetty, rope handling service is provided by ABP's jetty operator. At the locks, berths and jetties, rope handling is provided by private licensed boatage staff arranged by the ship's agent.
 - Hull At the locks, berths, and jetties, rope handling is provided by private licensed boatage staff, arranged by the ship's agent.
 - Immingham Rope handling in the lock, Dock, HIT and East and West Jetties is carried out by ABP staff.

Use of licensed Boatage staff is a requirement of the Port Authority as ships crew 'jumping ashore' to handle moorings is **not** considered safe.

- 3. NAVIGATION LIGHTS.** When the vessel is not underway all masthead, sidelights and sternlights must be switched off.
- 4. VESSEL DEFECTS** Before arrival or sailing, or on the boarding of a Pilot, any defects which affect the propulsion systems, steering gear, electrical generating system, navigation or communication equipment or mooring or anchoring equipment, as also outlined in River Humber Standing Notice to Mariners S.H.7; must be reported by the Master of the vessel to the Pilot, VTS Humber and the Port Authority bound to or sailing from.
- 5. DOCK SIGNALS** The IALA system at the Outer Signal Mast means as follows:

3 red vertical	Vessels shall not proceed
Green-White-Green vertical	A vessel may proceed only when it has received specific orders to do so.

Port Specific Signals

Goole	White Qk Flash	Signifies vessel is leaving the Dock
Hull King George	Yellow occulting Lt	Signifies that a vessel is berthing or unberthing at the River Terminal
Hull King George	White Qk Flash	Signifies vessel is leaving Albert Dock

6. **INCIDENTS** Should a vessel or craft contact the dock, lock or jetty structure in such a way likely to have caused damage, the Master or operator of the vessel or craft must report such contact immediately to the ADM. Other incidents involving collision, stranding, fire/explosion, death or serious injury to crew must also be notified as soon as possible to the ADM.
7. **SAFE SPEED** All vessels and craft operating within an ABP Ports must only navigate at a safe speed relevant to the prevailing condition and other port operations.
8. **DOCK DEBRIS** Whilst ABP takes all possible care to remove such debris, debris may present a hazard to vessels and craft using the ports. Should a vessel or craft observe debris which may present a hazard, please report it to the relevant port marine control centre or to VTS Humber.
9. **BOW/STERN THRUSTERS** should only be used for essential manoeuvring. The excessive use of bowthrusters adjacent to solid dock and lock walls is damaging to the dock/lock structure.
10. **FENDERS** The use of vertically hung timber or rubber tyres as fenders is not permitted. Fenders must be capable of floating if dropped into the water. Some ports have floating fenders available for hire on the berth, contact the ADM.
11. **SAFE MEANS OF ACCESS** It is the Master's responsibility to maintain a safe means of access from the vessel to the shore, or to a vessel alongside if access is required, throughout the vessel's stay within the port under MGN 532 & 533. This includes a suitable gangway or alternative correctly rigged with a safety net, a lifebuoy in close proximity, and lit during the hours of darkness.
12. **DOCK WATER LEVELS**

Grimsby	Various dependent on the tide. About 1 ½ hrs before High Water the water in the dock will increase by 0.6-1.0m up to high water. After High Water the dock level will slowly reduce by 0.6-1.0m. (Dock Water Density is variable)
Goole	Dock Water level is constant and does not vary more than 0.2m. (Density 1000)
Hull	The King George and Queen Elizabeth Docks are mechanically impounded and the water level is normally 2 metres below quay level. The water level does not normally fluctuate by more than 0.6 metres. On High Waters exceeding 12.8 metres, the dock becomes tidal for a period of up to one hour before High Water. Accordingly the majority of ships have to pen through the lock. (Density 1016 [Average]). Alexandra. Albert & Wm Wright Docks are tidal and the dock levels vary. Please contact the ADM for more information.
Immingham	The dock is mechanically impounded and the water level is normally 1.5 metres below quay level. The water level does not normally fluctuate by more than 0.3 metres. On High Waters exceeding 14.8 metres, the dock becomes tidal for a period of up to one hour before High Water. Accordingly the majority of ships have to pen through the lock. (Density 1017 [Average]).
13. **DIVERS** can be arranged by your Agent. Only licensed diving companies are permitted to dive within the port area. It is the Master's responsibility to consult with the ADM before commencing diving operations and to display the International Code Flag 'A' during such operations. **All diving requires a permit or permission issued by the Dock Master.**

14. **ENGINE TRIALS** or trials of bow thrusters may only take place with the permission of the Dock Master. Indemnity forms (available from the ADM) must be completed before commencement of any trials. Engine trails at full speed are never permitted. The level at which engine trials are conducted will be agreed when authorised.
15. **SHOT/GRIT BLASTING, WELDING & BURNING** may only be carried out after prior consultation with the ADM and will be subject to any conditions which they may determine.

All hot work on board ship or associated with the vessel will require a Hot Work Permission from the ADM.

Under water hull cleaning will not be permitted.

16. **OIL SPILLS.** Accidental oil spills must be reported to the ADM immediately. Any oil noted in Dock water must be reported to the ADM. All vessels must comply with the current Acts and Orders relating to the spillage of oil in navigable waters. Steps will be taken to enforce these requirements and ABP will hold any offending vessels responsible for any damage or costs that may arise. Masters of vessel that are loading or transferring fuels or lubricants are to take all necessary precautions to avoid spillage; Vessels that do spill oil may be prosecuted.
17. **BUNKERS** are available by road or by barge and can be arranged through your Agent. The vessel and supplier must complete a pre-bunkering checklist before commencing bunkers and inform the ADM prior to commencing and on completion of bunkering.
***See HES and Humber Ports Bunkering Procedures and Guidelines.**
No bunkering will be permitted during the loading or discharge of dangerous substances including ammonium nitrate and liquid cargoes.
Bunkering will only be permitted at Alex and Albert Dock, Hull when the dock Marine Contr Centre is staffed. (4 hrs either side of High Water, Hull)
18. **PONTOONS.** Floating hatchcovers, pontoons etc. may only be allowed to lay alongside a vessel with the prior permission of the ADM. All such objects must be adequately lit during the hours of darkness. This also applies to the counterbalance pontoons of heavy lift craft.
19. **IMMINGHAM VESSELS USING No 3 Coal Hoist, No 4,5,6 & 7 QUAYS, No 9A, 9B AND 9C BERTHS and HENDERSON QUAY.** During your stay on these berths, you are required to keep all derricks/cranes inboard of your vessel's offside and your moorings tight at all times due to the passing of large RO-RO vessels.
20. **CRANES, DERRICKS** or any ship's gear left outboard overnight must be marked with a yellow flashing light or brought inboard.
21. **LIGHTERS, BARGES etc.** Should you require to have cargo lighters, bunker barges, or other small craft alongside, or have crew working overside, or swing derricks/cranes outboard; work may only be carried out with the permission of the ADM. During the hours of darkness, if no deck lighting is available, the minimum lighting to be exhibited is an all round white light forward and aft, indicating the vessel's outside beam. A safe means of access must be maintained at all times.
22. **WORKING OVERSIDE** should only be carried out with permission of the Dock Master. The Master must ensure that there is a safe system of work in accordance with the relevant codes of practice. Crew working over-side are each required to wear a safety harness with lifeline and a buoyancy garment. A lifebuoy with line attached should be ready for immediate use by another crew member acting as look-out. The vessel must keep a listening watch on the port working channel VHF Channel whilst crew are overside or working from boats or floating craft. There is a danger from the wash of vessel's propellers and crew must vacate the craft or staging to a place of safety if other vessels are approaching. The ADM must be notified when

overside work is complete. Oversight work includes checking drafts by Pilot ladder.

23. **FRESH WATER** is available by arrangement with your Agent or by contacting the Marine Control Centre.

*Fresh water is not available in the Port of Goole.

24. **ANCHORS.** When anchors are used to facilitate berthing they should be restowed on completion of mooring. If this is not possible, the ADM must be advised of the length and direction of the cable. Anchors must not be used in the gutway or cutting between docks or within the lock area.

25. **SUFFICIENT CREW** must be kept on board at all times to deal with moorings and any emergencies.

26. **DUMPING OF RUBBISH** is prohibited. The port operates a comprehensive waste management plan for all shipboard waste. Please consult your Agent for details or see Notice to Ships Masters – Disposal of Ship Generated Waste.

27. **TANK CLEANING** No tank cleaning will be permitted for tanks having contained dangerous substances. All slop washings must be pumped to a reception vessel/vehicle or internal slop tank. Other tank cleaning may only be carried out after prior consultation with the Dock Master and will be subject to any conditions, which they may determine.

28. **DISPOSAL OF OILY SLOPS.** There are limited privately operated facilities consisting of barges and road tankers which are available for oil reception, and such facilities should be arranged through the ships agent.

29. **GAS FREE CERTIFICATE.** Before a tanker, whose last cargo was flammable, will be permitted entry to a non tanker berth within a dock, a valid gas free certificate must be provided by the vessel or its representatives.

30. **DANGEROUS GOODS NOTIFICATIONS** must be provide through the Agents on Line system as required by Dangerous Substances in Harbour Area Regulations 1987.

31. **BEFORE DISCHARGING BALLAST OR ANY HOLD WASHING OVERSIDE** permission must be sought from the ADM. Cargo residues must not be discharged into the dock waters. No Master, or other person in charge of any vessel, shall permit any deck to be washed until it has been carefully swept and the sweepings have been removed from the vessel. Cleaning agents or additives in cargo holds, deck or external surfaces may be discharged only if they are not harmful to the marine environment. When a cargo is not harmful to the marine environment and the hold, deck etc have all been swept and cleaned manually as far as possible, any wash water thereafter is not classed as cargo residue.

32. **OVERSIDE DISCHARGES** or other outlets must be closed when the vessel is lying alongside the quay. Vessels will be held responsible for any consequential damage arising from failure to comply with this instruction.

33. **LIFEBOATS** Before any lifeboat or other small craft is launched, permission must be sought from the ADM.

34. **EXTERNAL REPAIRS TO VESSELS.** Permission must be sought from the Dock Master prior to carrying out repairs which may cause matter to fall into the dock/port waters. Any measures that the Dock Master considers necessary to prevent any matter falling into the port/dock waters must be complied with. Before commencing, and during the operation of scraping, tarpaulins or canvas must be in place to prevent any refuse falling into the port/dock waters.

35. **IN DOCK MOVES.** Vessels should not move within the dock without first obtaining permission from the ADM. Vessel's over 100m are required to take a pilot.
36. **SMOKE EMISSIONS** from exhausts must be kept to a minimum.
37. **SMALL BOATS/TUGS.** Commercial shipping may be required to share the lock with small craft and/or tugs. Masters must ensure that mooring lines are kept tight and engines and thrusters used as little as possible when sharing a lock with these craft.
38. **SHIPS CREW** Please ensure that when working in operational areas on board ship and ashore, you and your crew wear safety footwear, safety helmets, high visibility clothing, hand protection (gloves) and eye protection (safety glasses, goggles or visors) during your stay in port. Any ships' crew wishing to walk through the port should make their way to the nearest pedestrian marked pathway. This is marked in certain areas of the port by two yellow lines with a walking person symbol. All ships' crew must carry a means of identification when ashore. Ships' crew should not access/enter any cranes, sheds or terminal buildings without authorisation from the Port Authority or Terminal Operator.
39. **SHIPS SECURITY** Under the International Ship & Port Security Regulations, it is the Master's responsibility for the security of their vessel. Ships' crew must carry a means of identification when ashore and may be challenged by port personnel to produce this. Certain members of the Port Authority staff may require access to your vessel without notice during your stay in the port. This may include Dock/Harbour Masters, Marine, Operational, Safety or Maintenance personnel. These staff will carry identification cards and will expect to be challenged by your crew.
40. **PHOTOGRAPHY** must only be undertaken with the permission of the Port Authority through the Port Facility Security Officer and terminals and other vessels involved.
41. **ANIMALS** on board must be declared to the relevant authority before arrival. Animals must be kept under control at all times particularly when the vessel is underway. When shore personnel are present, including when Pilots are expected on board and during lock transits, animals must be confined to a suitable cabin. The Master is responsible for animals on board at all times.
42. Advice on any other matters which could effect the local environment must be sought from the Dock Master before that operation is carried out.

DOCK MASTER HUMBER