



# 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 upon request to view.

Please see Port relevant Notice to Masters – Emergency arrangements 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 - All rope handling in the lock is carried out by ABP staff. Within the Dock, rope handling services are provided by private licensed boatmen arranged by the ship's agent.  
 Goole - At Blacktoft jetty, rope handling services is provided by ABP's jetty operator. At the locks, berths and jetties, rope handling provided by private licensed boatmen arranged by the ship's agent.  
 Hull - At the locks, berths and jetties, rope handling provided by private licensed boatmen arranged by the ship's agent.  
 Immingham - All rope handling in the lock, HInT and on the East and West Jetties is carried out by ABP staff. Other berths are covered by Terminal staff.  
 Use of licensed Boatmen 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***

<b>Goole</b>	White Qk Flash	Signifies vessel is leaving the Dock
<b>Hull - King George</b>	Yellow occulting Lt	Signifies that a vessel is berthing or unberthing at the River Terminal
<b>- Albert Dock</b>	White Qk Flash	Signifies vessel is leaving Albert Dock 'A' Shed Riverside

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, striking, fire/explosion or serious injury or death 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 in the river.
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 Masters 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 the MGN 532 & 533. This includes a suitable gangway or alternative, correctly rigged with a safety net, 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 trials 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 he 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 to 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 the ADM informed 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 Control Centre is manned. (4 hrs either side of High Water, Hull)
18. **PONTOONS.** Floating hatchcovers, pontoons etc. may be allowed to lay alongside a vessel, only with the 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 time 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 men 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, exhibited 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 after the Dock Master has agreed to the operation. The Master must ensure that there is a safe system of work in accordance with the relevant codes of practice for seamen. Men 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 men are overside or working from boats or floating craft. There is a danger from the wash of vessel's propellers and men must vacate the craft or staging to a place of safety if other vessel's are approaching. The ADM must be notified when overside work is complete.
23. **FRESH WATER** is available by arrangement with your Agent or by contacting the ADM's Office.  
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 substance. 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 he 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 there after 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 VESSEL –** 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 on VHF Ch. 68. Vessel's over 100m are required to take a pilot.
36. **SMOKE EMMISIONS** 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. **GRIMSBY COAL JETTY** must not be moored to
39. **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 man 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.

40. **SHIPS SECURITY** Under the International Ship & Port Security Regulations it is the Masters responsibility for the security of his 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 be expected to be challenged by your crew.
41. **PHOTOGRAPHY** must only be undertaken with the permission of the Port Authority through the Port Facility Security Officer and terminals and other vessels involved.
42. **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.
43. Advice on any other matters which could effect the local environment must be sort from the Dock Master before that operation is carried out.

**DOCK MASTER**  
**ABP Immingham**

**DOCK MASTER**  
**ABP Hull & Goole**

**DOCK MASTER**  
**ABP Grimsby**