
NOTICE TO MARINERS

No. H. 02/2026

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, the following safety control measure is now in operation.

Masters of all vessels taking a pilot are **REQUIRED** to participate in this 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 pilot ladders to securing points, such as 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 must have available, for immediate use, a heaving line to assist with transfer of a Pilot's bag if required. The guidance relating to the use of heaving line's included in this notice should be adhered to.

See guidance: -

[https://humber.com/Pilotage and Charges/Pilotage Services/
Pilot Boarding Arrangement Requirement](https://humber.com/Pilotage_and_Charges/Pilotage_Services/Pilot_Boarding_Arrangement_Requirement)

Masters are also reminded that the United Kingdom Maritime Pilots' Association (UKMPA) has launched a new interactive educational poster to support compliance with the revised SOLAS Regulation V/23 concerning Pilot Transfer Arrangements.

The UKMPA poster can be accessed via the following link

<https://ukmpa.org/public-documents/interactive-pilot-transfer-arrangements/>

Masters, Owners and Vessel Operators are encouraged to consult the poster to support compliance in relation to Pilot Transfer Arrangements for vessels and are also reminded of the need to meet compliance deadlines in relation to the new SOLAS V/23 requirements.

REPORTING REQUIREMENTS TO VTS HUMBER AND INTACT STABILITY

MARINERS ARE ADVISED that when intending to navigate the Humber, VTS Humber must be contacted with a minimum of 2.5hrs notice of arrival.

MARINERS ARE REQUESTED to have the following information readily available and to provide this when requested: -

- Best expected time of arrival
- Maximum draft
- Number of persons on-board
- Any Defects to the vessel
- If the vessel is in a cargo or ballast condition

In addition to the above, all vessels requiring the services of an authorised pilot must confirm:

- Pilot ladder arrangements are properly constructed, recently inspected and rigged as per IMO guidelines with a heaving line readily available to assist with transfer of a pilot's bag

When departing from or moving within the Humber, this information should be transmitted to VTS Humber 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.

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.

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. ABP Ports on the Humber will levy a charge of £1000 through the port tariff for failure to comply with this requirement.

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/](http://humber.com/Estuary%20Information/Port%20Information/)

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**

01st January 2026

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