KEEPING BRITAIN TRADING

IMMINGHAM EASTERN RO-RO TERMINAL

Port of Immingham Operations Manual

Document 10.2.107

APFP Regulations 2009 – Regulation 5(2)(q)

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Immingham Marine Operations Manual

January 2024

Version 2.1.1

Associated British Ports

Marine Control Centre | Immingham Dock | Immingham | N E Lincolnshire | DN40 2LZ

Table of Amendments

Section	Amendment	Date	By
8.4.4	Section added about berthing and sailing parameters of RoRo vessels on HIT	07/06/22	CJ - DDM
3.5.6 3.8	Addition of tabular outline of Tidally Restricted Vessel Information Addition of NW Arm Vessel/Crane Standard Operating Procedure	02/01/2024	CJ – DDM

1 General Port Information

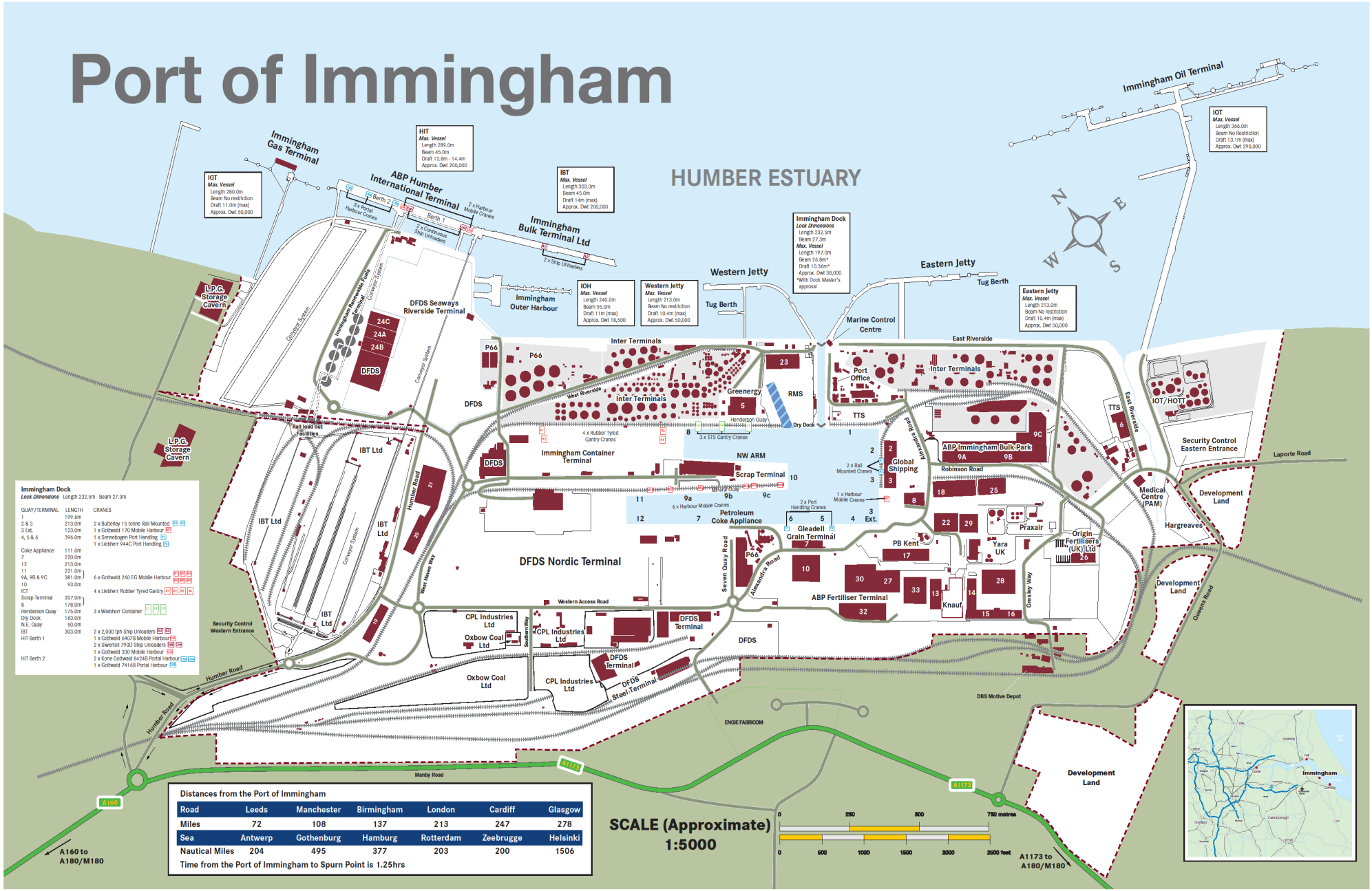
1.1 Port Limits / Plan

Immingham is situated on the South Bank of the River Humber approximately 10 miles from Spurn Point. The Port of Immingham includes the enclosed Dock, the Eastern and Western Approach Jetties, the Immingham Oil Terminal, The Immingham Outer Harbour, The Immingham Bulk Terminal, Humber International Terminal and the Immingham Gas Jetty. The prescribed limits include a distance of 200 yards riverward from any and every part of these jetties.

These limits are shown on the following plan.

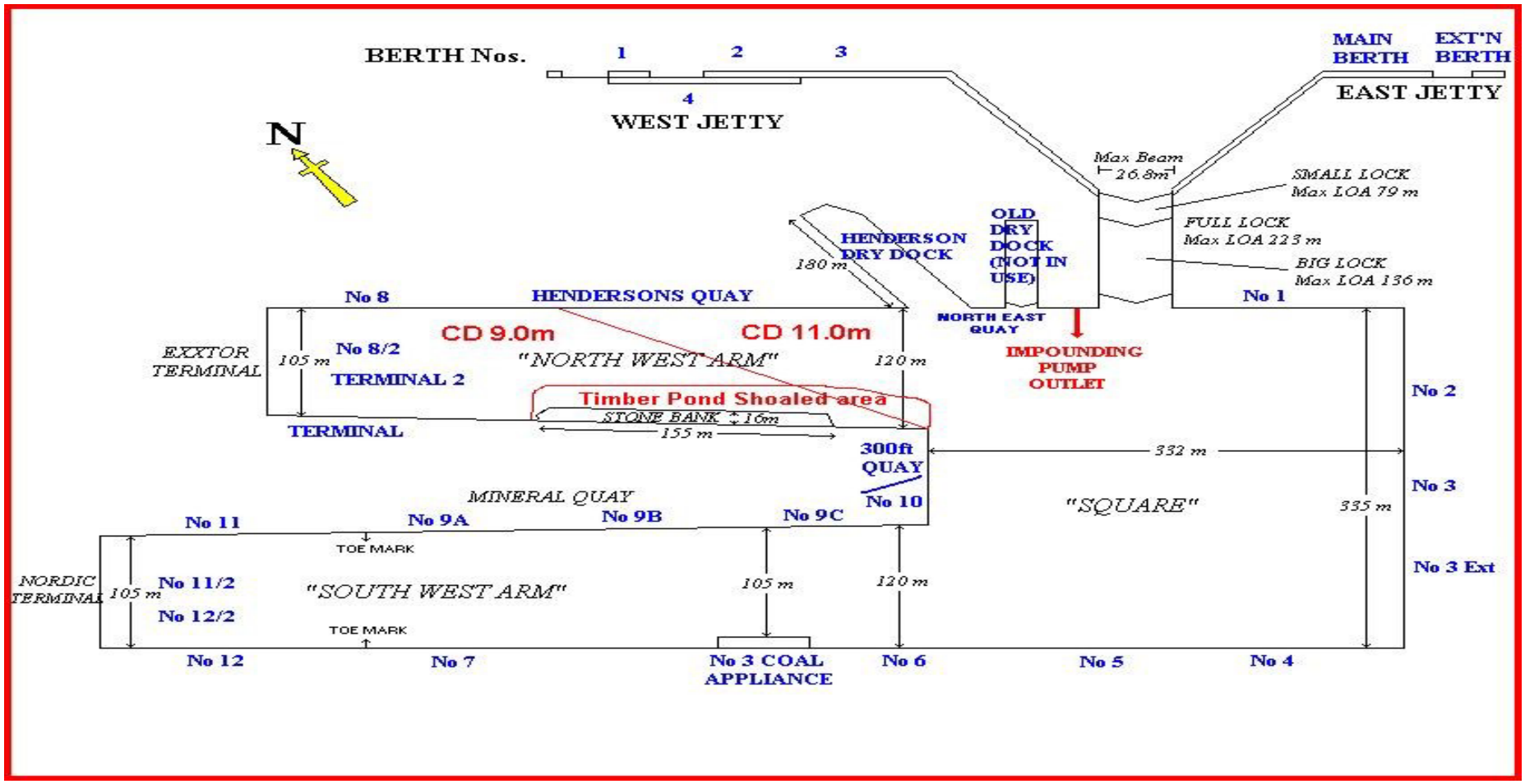
Immingham Acrylic 1245 x 770 SB Office Hull.qxp_Layout 1 28/08/2019 08:33 Page 1

Port of Immingham



1.2 **Berth & Jetty Layout / Plan**

The berth and jetty layout of the Port area is as per the plans above and following diagram.



Details of dimensions and heights are in Section 11.1 Immingham Lock/Dock.

1.3 Notice to Masters / Port Emergency Response

All dangerous goods being transported or handled through the port will be handled in accordance with the Dangerous Goods in Harbour Area Regulations 2016 except that being stored under the COMAH Regulations.

The Port Emergency Plan and COMAH plans are maintained to effectively handle emergencies involving dangerous goods.

The ships agent should provide copies of the Notice to Ship's Masters on arrival to the vessel. The Notice to Ship's Masters details the emergency arrangements a Ship's Master should follow in the event of an incident occurring which requires the Police, Fire Brigade or Ambulance.

Included within these Notices are details of the emergency sectors within Port and instructions on the procedures to be followed in the event of a major incident ashore.

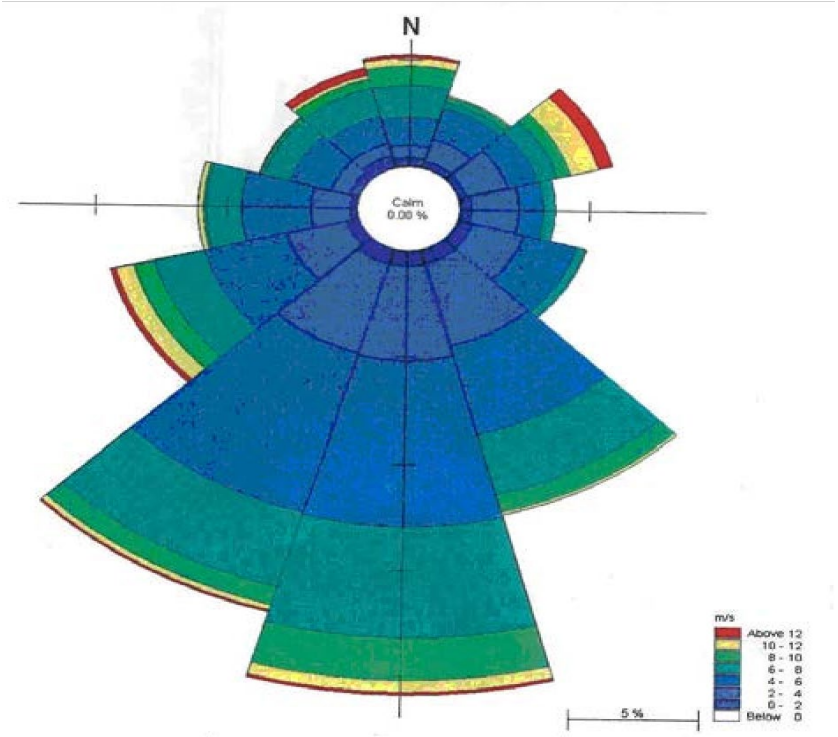
A copy of this Notice to Ship's Mariners is included in Appendix 2 – Notice to Ships Masters (Emergencies Information etc.).

1.4 Weather and Tidal Patterns

1.4.1 Weather

Analysis of records for the period June 1999 to June 2000 shows that the prevailing wind direction is in an arc, South Easterly to South Westerly. Within this arc the predominant direction is from the South, which constitutes 25% of the recorded wind data. However, the strength of the prevailing wind from this direction rarely exceeds Force 5.

The direction with the greatest wind strength is North East. Winds from this direction occurred 6% of the time and reached Force 6 for a sustained period with a maximum peak value reaching Force 7.



WIND ROSE JUNE1999 - JUNE 2000

Weather information is recorded at various stations including Immingham Marine Control Centre and VTS Spurn Point; weather details can be supplied on request.

DFDS use an internet system supplied by weatherlink to display current and historical weather information for Immingham outer harbour.

ABP use an internet system supplied by Oceanwise to display current tide and weather information.

1.4.2 Tidal Information

Immingham Dock is an enclosed and impounded dock. The river external to Immingham Dock is tidal and subject to the normal lunar tidal cycles.

Immingham is a Standard tidal port and tidal information can be found in the UK's Admiralty Tide Tables Volume 1.

ABP also has its own tide books with information supplied by the Admiralty to our hydrographic department.

Heights in metres above Chart Datum

(Chart Datum 3.9m below OD Newlyn (Approx. L.A.T.))

		Book Tide (Outer Sill Height is 7.6m)
H.A.T.	8.0m	15.6m
M.H.W.S.	7.3m	14.9m
M.H.W.N.	5.8m	13.4m
M.L.W.N.	2.6m	9.8m
M.L.W.S.	0.9m	8.5m

Slack water off Immingham Dock occurs at High Water Immingham and at Low Water ~40mins due to the flow of fresh water down the River Humber.

Tidal information, including heights of tide at Immingham Dock and other river tide stations is available on request from VTS Humber and Immingham Dock.

A Marine and Safety Information Broadcast, comprising weather reports, tidal information and navigational warnings is made by VTS Humber on VHF Ch 12/14/15 at every odd hour + 3 minutes Local Time. Prior notification being given on VHF Ch 16.

1.5 Charts

The Immingham area is covered by the following UK Admiralty Charts available from Admiralty chart distributors. Local chart agents is:

South Bank Marine Charts Ltd
Admiralty Chart Agent (Paper)
26 Flour Square
Grimsby
N.E. Lincolnshire
DN31 3LP
Tel +44 (0) 1472 361 137
Mobile +44 (0) 7843 103 000

- 107 Approaches to the River Humber
- 108 River Humber, River Ouse & Trent
- 1188 River Humber, Spurn Head to Immingham
- 3497 River Humber, Immingham to Humber Bridge

Local Notices to Mariners for the Humber Harbour Area and Charts can be obtained from the Harbour Master, Humber or from [redacted]

The following charts are available to purchase: -

- Annual River Humber Chart (Spurn to Barton Haven)
- Bi-monthly Upper Humber Chart (Barton Haven to Burton Stather)
- Annual River Trent Chart (Burton Stather to Keadby)
- Annual River Ouse Chart (Trent Falls to Skelton Railway Bridge)

Other charts of sensitive areas of the Rivers Humber and Trent are also available.

Port Approach Guides are available-

PAG 8047 – Approach to the River Humber

PAG 8046 – Immingham

They are to be used in conjunction with standard navigational charts and do not replace them.

1.6 List of Navigational Lights & Sound Signals

Lights and sound signals are authorised and inspected annually by the General Lighthouse Authority Trinity House. Humber Estuary Services is the Local Lighthouse Authority.

List of Navigation lights and sound signals can be found in the Admiralty List of Lights. Below is a list of lights and sound signals under the responsibility of ABP Immingham.

Position	Characteristic
IOT Downstream Dolphin (P)	2 Q R (vert) Horn Mo (N) 30sec
IOT Berth 3 East End D3	2 F R (vert)
IOT Berth 2 East End D2	2 F R (vert)
IOT Berth 1 West End OU1	2 F R (vert)
IOT Upstream Dolphin (A1)	2 Q R (vert) Horn Mo (A) 30 sec
IOT Finger Pier West End	F R

Outfall Dolphin between IOT & E Jetty	2 F R (vert)
East Jetty East End Tug Berth	2 F R (vert) Horn (2) 120 sec
East Jetty Lead In	2 F R (vert)
Immingham Dock Traffic Lights – Seaward	3 Fixed Lights (Red) 3 Fixed Lights (Green, White, Green)
Dock No 5Q Leading Lights (Indicating East Side of lock)	Occ W (2) 10sec
West Jetty Downstream End	2 F R (vert)
West Jetty Upstream End	Iso R 2 sec Horn (1) 25 sec
End IOH Finger Jetty On 2nd caisson of pipe gantry	2 F R (vert) Blue flashing light 3sec
East pile IOH	White cross, blue flashing light
Shore marker on shore W End	White cross
IBT Downstream End of Main Face	2 F R (vert) Iso G 2 sec
HinT Downstream End Sector Light	Dir WRG. 3M
HinT Upstream End of Main Face	2 F R (vert)
IGT Downstream Dolphin	2 F R (vert) Horn Mo (G) 60 sec
IGT Downstream Main face	2 Occ R 5 sec (vert)
IGT Upstream Main face	2 Occ R 5 sec (vert)
IGT Upstream Dolphin	F R (vert)

1.7 Notices in force applicable to Immingham SHA

1.7.1 General Notice to Pilots & PEC's 01/2021

1.7.2 Relevant Humber Standing Notices to Mariners

Available at [redacted]

S.H.22 Entry to Immingham Docks – Controlled arrival times to Immingham Dock

S.H.23 Immingham Oil Terminal – Overtaking off IOT

S.H 34 River Humber – Passing Immingham Jetties – Speed and distance of jetty, making fast tugs.

(No. S.H. 34)

RIVER HUMBER

PASSING IMMINGHAM JETTIES

MASTERS AND PILOTS OF VESSELS WHICH HAVE TO PASS THE IMMINGHAM OIL TERMINAL JETTIES MUST NOT approach nearer than 150 metres from the face of the berths.

Their speed should comply with the Humber Navigation bylaws 14 (3):

The master of a vessel shall ensure that the vessel does not exceed a speed of 5 knots when approaching and passing any jetty when any vessel is mooring, moored or unmooring at a jetty.

The Master/ Pilot of a vessel shall navigate the vessel with due care and caution when passing these berths and at a speed that shall not endanger the safety of the vessel or of vessels moored on the berths of Immingham Oil Terminals.

All vessels must ensure that they maintain good steerageway having regard to the prevailing tidal and meteorological conditions.

ADDITIONALLY, MASTERS AND PILOTS OF ANY INWARD VESSEL WHICH REQUIRES a TUG(S) to berth at Immingham Dock, East or West Jetty, Immingham Bulk Terminal, Immingham Outer Harbour, Humber International Terminal, Immingham Gas Terminal or South Killingholme Oil Jetty must reduce their speed and complete making at least one tug fast before the vessel passes No. 10 Upper Burcom Float. In order to facilitate this requirement, the tug(s) MUST meet the inward vessel at or seaward of the Humber Power Intake. In the case of large (pure) car carriers for the IOH, with a LOA greater than 180m the wire tugs should meet the vessel at the Sunk Spit buoy.

When passing the Humber Power Intake, if it is clearly evident that at least one tug will not be made fast by the time the vessel passes the No 10 Upper Burcom float, the vessel must abort her approach as soon as is safe and practicable. Once head to tide, the tugs can be made fast and the passage may be resumed if timings allow.

Under normal circumstances, vessels with a LOA less than 100m for the IGT or South Killingholme Oil Jetty are exempt from this requirement; however they should confirm tug(s) availability before passing the Immingham Oil Terminal.

Large Car Carriers (PCC's), with a LOA greater than 180m for the Humber Sea Terminal should have tugs in attendance, but not necessarily fast, before passing the Immingham Oil Terminal.

Ro-Ro Ferries berthing under normal circumstances at Immingham Dock or Immingham Outer Harbour are exempt from this requirement.

Standing Notice to Mariners S.H. 34, dated 26th February 2002

issued by Associated British Ports is hereby cancelled.

CAPT. P.J. COWING

HARBOUR MASTER, HUMBER

16th August 2011

S.H.40 Information for Masters and Pilots on Berthing Procedures

(No. S.H.40)

INFORMATION FOR MASTERS AND PILOTS ON BERTHING PROCEDURES

MASTERS AND PILOTS ARE ADVISED THAT their joint passage planning at the commencement of the vessels' passage must take into account any defects to jetties, pontoons, fenders or mooring arrangements the vessels may encounter on arrival or departure.

To ensure that all relevant personnel on board are advised of any such defects the Pilot or Master is required to confirm with VTS or the operator whether or not any such defects exist and, if so, to then decide what arrangements must be made to ensure a safe manoeuvre.

The passage plan must take into account the information received and, if prudent, then altered to take account of the changed circumstances.

CAPT P P HAMES

HARBOUR MASTER, HUMBER

18th December 2002

1.7.3 Local port notices – See Appendix 1 – Immingham Port Notices

Port notice number 1: Wind parameters for mooring staff working in the IOH

Port notice number 2: Tug Requirements all vessels over 60m who require the use of a tug must use a tug classes C or above.

Port notice number 3: Mooring operations for small craft.

Port notice number 4. Reporting procedures

Port Notice number 5. Ships Cranes

1.7.4 Notice to To Ships Masters for the Port of Immingham

1.7.4.1 Notice to Ships Masters - General and Environmental Information

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.
   a) 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.
   b) 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.
   c) Hull - At the locks, berths and jetties, rope handling provided by private licensed boatmen arranged by the ship's agent.
   d) 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

• 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 - Albert Dock	• 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, standing, 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
    a) 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*)
    b) Goole – Dock Water level is constant and does not vary more than 0.2m. (*Density 1000)*
    c) 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]*).
    d) Hull – Alexandra, Albert & Wm Wright Docks are tidal and the dock levels vary. Please contact the ADM for more information.
    e) 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 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 hatch covers, 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 over side, 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 over side 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 over side 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 re-stowed 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.
44) **ENGINE IMMOBILISATION** All vessels are required to have their engines ready for use in a reasonable time.
    - Permission to immobilise a vessel's engines must always be sought, in writing, from the Dock Master via the duty ADM, by the ship's agent or by the Master. Such permission will generally be granted subject to whatever provisions are required by the ADM., for example the putting out of additional moorings. Masters and ship's agents need to be aware that the granting of permission to immobilise does not preclude compliance with a properly formulated and valid request for the vessel to be moved to a different berth. Should an immobilised vessel need to be moved, additional tugs may be necessary to control the move, with the additional expense being to the vessels account.
    - Vessels Panamax size or greater will require two stand by tugs on River berths. Pure car carriers in the IOH must have one stand by tug.

1.7.4.2 Notice to Ships Masters - Emergency Arrangements – Immingham

See Appendix 2 – Notice to Ships Masters (Emergencies Information etc.)

1.7.4.3 Notice to Ships Masters - Disposal of Ship Generated Waste

See Appendix 3 – Notice to Ships Master (Waste)

1.7.4.4 Notice to Ships Masters - Mooring Ropes and Wires

See Appendix 4 - Notice to Masters - Mooring Ropes and Wires.

1.7.4.5 Notice to Ships Masters - Mooring Requirements and Guidelines for Large Vessels Mooring at Immingham Terminals

See Appendix 5 - Mooring Requirements and Guidelines for Large Vessels Mooring at Immingham.

2 Compliance & General Permissions

2.1 Environmental Information for Masters

(From ABP Environmental Management Framework Guidance Notes)

It is common practice to provide Masters of visiting vessels with some local information. Each ABP port does this in a different way and the guidance given below is intended to be included into the current mechanism, rather than creating a new one. If the information you currently provide already covers all the points below then you do not need to make any further amendments. It is hoped that by creating some ABP-wide environmental guidance the information given to vessels will be consistent and clear.

All ports should provide, as a minimum, the following written guidance to visiting vessels:

- Any spills (of oil or hazardous and noxious liquids) must be reported to the Dock Master immediately (as required by the Merchant Shipping Regulations (which includes the Prevention of Oil Pollution) Regulations 1996). Any oil noted in the dock water must also be reported immediately.
- 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 vessels 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.
- Bunkers are available by road/barge and can be arranged through your agent. The vessel and supplier must complete a pre-bunkering checklist before commencing bunkering and the
- Dock Master must be informed prior to commencing
- The port operates a comprehensive waste management plan for all shipboard waste. Ship's garbage must only be deposited in the skips/bins provided. Ship's waste must not be deposited in the port/dock estate or left on the quays. Please consult your agent or the Dock Master for further details.
- The outlets of all overboard discharges 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.
- No master or other person in charge of any vessel shall permit any deck to be washed until the same shall have been carefully swept and the sweepings have been removed from the vessel.

Permission must be sort from the Dock Master before:

- Discharging ballast or any hold washings over the side.
- Undertaking external repairs or scraping to any vessel in the port/dock and must be done in compliance with the following terms:
- That measures are taken to prevent any matter falling into the port/dock waters, as the Dock/Harbour Master may direct.
- That 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.
- Shot/grit blasting, tank cleaning, welding and burning may only be carried out after prior consultation with the Dock Master and will be subject to any conditions that may be determined.

- Commencing bunkering or consolidation operations.

2.1.1 Cargo tank washings, or hatch washings, and whether they can be disposed of at sea – See 2.1.17 Incineration

Vessels with incinerators can use them in port as long as they comply with the approval details as set out in MSN 1734. Certain items are prohibited from incinerator – see section Ships Waste Individual Terminals may have their own restrictions.

2.1.2 Cargo holds

If the bulk cargo they have been carrying is hazardous in nature and could cause environmental harm we should not allow the hold to be rinsed out – unless the effluent is to be removed by tanker. In other cases permission should only be given to rinse out holds if we have confirmation that the hold has been swept up, as far as is practical, and the sweepings removed. The permission should be conditional that the discharge must not be discoloured. Records should be kept of confirmation received stating holds have been cleaned. It should also be checked whether they will use any cleaning agents and if so these should only be allowed to be discharged if the vessel can supply evidence that they are not harmful to the marine environment. Under MARPOL Annex V Vessel Master can self-classify the nature of their cargoes and cleaning agents (i.e. whether harmful to the marine environment or not) until Jan 2015 when there will be an international classification system – if in doubt about the polluting potential of a cargo when dealing with requests for rinsing out holds please get in touch with Group Sustainable Development. It is best to air on the side of caution as we must also comply with strict domestic legislation (namely the Water Resources Act 1991) that restrict the discharge of any polluting matter to all controlled waters, including docks / port areas.

2.1.3 Bottom-scrubbing/ Hull cleaning or similar activities

The MMO/Defra have decided that bottom scrubbing and hull cleaning will not be a licensable activity under the Marine and Costal Access Act 2009 or the Martine Act (Scotland) 2010. The responsibility for approval of any such requests within the statutory areas therefore lies with the Dock Master. Due to the risk of sediment contamination that hull cleaning presents, as a general rule we should not allow such activities in our areas of jurisdiction - it is generally not worth the risk of creating future dredge issues or even no-dredge zones as we must comply with stringent sediment quality standards. There is also the risk that these operations can introduce non-native invasive species into UK waters that are attached to the hull. However – there are new technologies emerging that do look promising in not removing paint and anti- foulants and capturing all debris, but for the Dock Master to be able to agree to any such hull cleaning operation the following should be considered:

These companies usually have certificates from the country they were developed in but little authorisation for use in the UK. Whilst there isn't a formal process for them to get approval it would be wise to get the company to have dialogue with the Environment Agency and the Marine Management Organisation (who may pass the enquiry on to their scientific advisers; Cefas, but they should contact the MMO in the first instance).

They must provide some technical information as to how paint / anti-foulant removal is prevented or how the debris is collected.

It may also be advisable (depending on the estimation of the risk involved) to require pre and post operation sediment samples of the area they operate in to check that no contaminants are becoming elevated from paint /

anti-foulant residues. Also – it is advisable to restrict the area in which they will carry out the operation to a single berths.

Rinsing only of the hull (above water) can be allowed as long as the rinsing is not with any chemicals or additives that are harmful to the environment as is not using high pressure techniques.

2.1.4 Painting whilst alongside?

This activity can occur but there should be controls in place to minimise the risk of spills and it is advisable to ensure some means to catch any paint drips or old paint residues generated when cleaning prior to re-painting is in place. Facilities must be in place to dispose of any waste appropriately.

At the IOT & IGT painting Over the side is **NOT PERMITTED** – unless required for statutory reasons, i.e. load lines/draft marks, etc. The Marine Superintendent on an individual basis will determine safety measures; at the minimum a safety boat will be required.

2.1.5 Propeller Polishing

Propeller polishing is considered exempt from marine licensing. All requests for propeller maintenance/polishing should be made in writing (normally via a Dive Request). Propeller maintenance will only be allowed to untreated propellers and where there is no known risk in relation to alien species. Polishing or maintenance can be manual or mechanical but must be done without the addition of any chemicals, cleaning agents or additives. Any propeller maintenance activity must cease if it becomes apparent that there is a threat to the marine environment through release of alien species or other potentially harmful materials.

Individual Terminals may have their own restrictions.

2.1.6 Bunkering

See Humber Port Bunkering Procedures (See Appendix 6 – Humber Estuary Services and ABP Humber Ports Bunkering Procedures and Guidelines)

ABP are reviewing LNG bunkering operations, full berth assessments to be carried out. At this stage it is likely that 9C Mineral quay will be used in dock and West jetty on the river.

2.1.7 Vegetation – (Live Vegetation On Open Decks)

There are currently no restrictions on this for visiting vessels.

Individual Terminals may have their own restrictions.

2.1.8 Cold Ironing (Electric Hook Up/Shore-Side Power)?

ABP does not currently provide electric hook up points and has no current plans to introduce them. The development of new facilities will look at the potential of cold ironing and the demand for it. ABP believes that vessel emissions at berth are better managed on an international scale with changes in ship design and the development of cleaner technologies and fuel.

2.1.9 Enquiries Relating To The Launch Of A New Vessel

This request should be treated with caution. As a general rule we should not permit vessels to release or emit products that would ultimately end up in the water and could cause harm. There are however some exceptions to this, as there are products on the market that are designed to dissolve or degrade quickly in water. Confirmation

should therefore be sought as to whether the product dissolves in water and what its environmental characteristics are. As a general rule balloons are not designed in such a way that they degrade quickly and the Marine Conservation Society has a campaign against their release so such requests should be denied. Procedures to remove any debris should be agreed with the event organisers.

2.1.10 Consenting Third Parties – Construction / Dredging Etc.

As a harbour authority should we get approached to consent works happening within our area of jurisdiction so that we know what is going on around us and can comment where the activity is likely to impact on our statutory functions or safety of navigation. For the majority of marine activities, we are generally only responsible for giving our consent to the operation and are not the main licensing authority, and the applicant would need to apply for a marine licence from the MMO. There are however some activities where we will be the only consenting authority (i.e. for works that are exempt from marine licensing) and as such we must give due consideration to environmental impacts and legal responsibilities. We must document the considerations and advice we have given.

See EMF 25 - Marine Licensing Requirements - Guidance note detailing requirements when gaining marine licences or approving ABP / third party marine works under our harbour authority powers.

2.1.11 Atmospheric Pollution

The Humberside area is extremely sensitive to Atmospheric Environmental Pollution, a part of which is gas and funnel emissions from vessels.

In order to minimise these emissions you are requested not to make smoke or blow boiler tubes while alongside in the Dock.

2.1.12 Ballast

In response to the threat of the introduction and spread of non –native species through ballast water, the IMO developed ballast water management (BWM) convention. The BWM convention met the requirements and entered force 8th September 2017. Ships are required to have an on board and approved ballast water plan. And must maintain a ballast water record book.

BWM convention includes two performance standards D1 and D2.

D1 standard is for ballast water exchange and involves replacing water taken in port with water from open ocean areas greater than 200 miles form land and in seas greater tan 200 metres.

D2 cover approved ballast water treatment systems and specifies levels of viable organisms left in water treatment.

It may not be possible for ships traveling from Europe to meet D1 standard. Further information on the MCA/government position can be found in the document "Ballast Water Management FAQ"

2.1.13 Other Overboard Discharges

General discharges of water taken from the local water course and used in cooling systems etc. during normal operations should be allowed.

Unless the vessel has regulator (i.e., the Environment Agency / SEPA) approval in writing that they can provide to us (which should be kept on file) we believe that we should be cautious and deny such requests. Alternatively, they may be able to discharge to a road-tanker if they need to get rid of the water.

2.1.13.1 Sewage

MARPOL 73/78 Annex IV prohibits the discharge of untreated sewage into the sea. The main implications of Annex IV are as follows, which apply to any ship of 400 gross tonnage or above; and a ship of less than 400 gross tonnage which is certified to carry more than 15 persons:

- Approved and certified sewage treatment plants can be used and discharged anywhere as long as there is a valid certificate, and the discharge is clear with no solids.
- Comminuted and disinfected sewage using an approved system may be discharged at a distance of more than 3 nautical miles from the nearest land.
- Sewage that is not comminuted or disinfected must only be discharged at a distance of more than 12 nautical miles from the nearest land.

Recreational vessels that carry less than 15 people should be encouraged to use shore side pump out facilities where available or to make their discharges at least 3nm from land. As part of the GreenBlue initiative's website there is a pump out directory: http://www.thegreenblue.org.uk/. See also MCA's Marine Guidance Note No 385.

Individual Terminals may have their own restrictions.

2.1.13.2 Incineration

Please note that MARPOL 73/78 Annex VI (Air Pollution) also prohibits the incineration on board ship of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs).

The disposal of incinerator ashes from plastic products which may contain toxic or heavy metal residues - It is recommended that as the heavy metal content of plastic is not known, then the ash residue from any burning of plastics on board ship should not be disposed of into the sea. It should be retained on board to land to appropriate waste reception facilities.

2.1.14 Fuels to be burnt in port

The North Sea is designated as an ECA (Emissions Controlled Area) and vessels in this area should be burning fuel with a sulphur content below 1.0% or alternatively the ship must fit an exhaust cleaning system. This means that if vessels are visiting ABP ports in the Humber will be affected by the ECA designation (the ECA is from Falmouth to an area on the North Scottish Coast). This has been reduced to a 0.1% limit from January 2015.

Ships at berth in a UK port (this includes being at anchor within the ports area of jurisdiction) and inland waterway vessels should not use marine fuel with a sulphur content exceeding 0.10 per cent by mass (see MGN 400). This does not apply to ships at berth for a period of time less than necessary for the changeover. There is no exact guidance on how long is sufficient as it will depend on the individual circumstances however, it is suggested that a vessel operating on a published timetable and in berth for less than two hours would not need to change over – so it could be assumed that an hour is sufficient time to complete the fuel change over.

The Port of Immingham is located in a local Air Quality Management Area and the local council will want to work with the port and port tenants to manage emissions.

Morn information can be found in MSN 1819 (M+F) The Merchant Shipping (Prevention Of Air Pollution From Ships) Regulations 2008 and MSN 1819 Amendment 1 (M+F) Prevention of air pollution from ships.

2.1.14.1 Scrubbers open or closed loop?

From the 1st of January 2020, the limit for sulphur in fuel oil used on board ships operating outside designated emission control areas was reduced to 0.50% m/m (mass by mass0, from 3.50%.

How can ships comply:

- Use a compliant fuel oil with a sulphur content that does not exceed 0.50%
- If exceeding 0.50%, use an equivalent e.g. an exhaust gas cleaning system (Scrubber)
- Use an alternative fuel e.g. LNG, methanol
- Use onshore power supply when alongside a berth

2.1.14.2 Who is responsible for enforcement?

In the UK the MCA a responsible for enforcing the new limit. However the UK has not taken any stance on open loop scrubber systems as long as they are working correctly and included on relevant MARPOL certification then they may be used in UK waters. We are aware that some Port Authorities do not allow open loop systems, hence the response from my colleague Jo to check with ABP and their local byelaws.

Whilst alongside then the vessel would need to comply with SI 2008 No. 2924 - The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.

On the Humber we have adopted the following position, the general principle of which is being followed by all ABP Ports.

"ABP as the Statutory Harbour Authority for the Humber Estuary and the Ports of Hull, Goole, Grimsby & Immingham are taking the general position of permitting the use of IMO approved Exhaust Gas Cleaning Systems or "Scrubbers" which are designed to meet the requirements relating to the emission of Sulphur Oxides (SOx) which come into force on 1st January 2020. However, should future concerns or risks be identified following local assessments then any change to this position will be communicated specifically."

This permits the use of IMO approved systems in both "open" and "closed" loop operations.

2.1.15 Atmospheric Pollution

The Humberside area is extremely sensitive to Atmospheric Environmental Pollution, a part of which is gas and funnel emissions from vessels.

In order to minimise these emissions you are requested not to make smoke or blow boiler tubes while alongside in the Port.

2.1.16 Ships Waste

Under MARPOL Annex V garbage (which includes cargo residues) disposal into the sea is restricted as follows (as of Jan 2013):

Outside Special Areas designated under MARPOL Annex V:

- Comminuted or ground food wastes (capable of passing through a screen with openings no larger than 25 millimetres) may be discharged not less than 3 nautical miles from the nearest land.
- Other food wastes may be discharged not less than 12 nautical miles from the nearest land.
- Cargo residues classified as not harmful to the marine environment may be discharged not less than 12 nautical miles from the nearest land. Note – 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 residues (i.e. their discharge not restricted under these MARPOL changes) – see advice above re: rinsing out cargo holds.

- Cleaning agents or additives in cargo hold, deck and external surfaces washing water may be discharged only if they are not harmful to the marine environment.
- With the exception of discharging cleaning agents in washing water, the ship must be en route and as far as practicable from the nearest land.

Inside Special Areas (e.g. North Sea) designated under MARPOL Annex V more stringent discharge requirements apply for the discharges of food wastes and cargo residues. Discharge of any type of garbage must be entered in the vessel's Garbage Record Book.

As per EMF 4 – we must provide waste facilities for those vessels normally visiting our ports and if a vessel requires any other waste facilities these can be arranged upon request via the waste contractors recommended in the port's waste management plan.

Ships waste is handled with in accordance with the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 as amended, Animal By-Products Regulations 2013, Environmental Protection Act 1990, The Landfill Regulations 2000 as amended and other relevant legislation.

The port has a waste management plan, which is authorised by the Maritime and Coastguard Agency. Certain independent terminals have been authorised by the MCA to maintain their own waste management plans.

Waste is handled at ABP operated berths as follows: -

MARPOL Category	Waste Description	Disposal Route
I	Oil	Direct agreement by vessel with Authorised Waste Contractor
II	Noxious liquid substances in bulk	Direct agreement by vessel with Authorised Waste Contractor
III	Harmful substances carried by sea in packaged form	Direct agreement by vessel with Authorised Waste Contractor
IV	Sewage from ship	Direct agreement by vessel with Authorised Waste Contractor
V	Garbage from ships	Ships Domestic Garbage - Bins provided around port
		Maintenance and Operational Garbage - Direct agreement by vessel with Authorised Waste Contractor
VI	Air pollution from ships	Direct agreement by vessel with Authorised Waste Contractor

Below is a list of berths along with whom the returns should be made. (Does not count temporary berths)

Berth/Jetty	Company	How?
Enclosed Dock Immingham		
No 1 Quay	ABP	[redacted]
No 2, 3, 3Q Ext	ABP	[redacted]k
South Quay No 4,5, 6, 3C/A	ABP	[redacted]
No 7 Q	DFDS	

No 11, 12 Quays	DFDS	
9A, 9B, & 9C Mineral Q	ABP	[redacted]
10 Q (300ft Q)	ABP	[redacted]
ICT	ABP	[redacted]
Henderson Quay	ABP	[redacted]
Henderson Dock	RMS	
NE Quay (Unless Freshney Cargo Services)	ABP	[redacted]
Old Dry Dock	Not Used	
	River Jetty's	
East Jetty	ABP	[redacted]
West Jetty	ABP	[redacted]
HinT	ABP	[redacted]

ABP has a pre-notification reporting system for waste at [redacted] or through Agents on Line.

Details of ships garbage collection points and pre-notification system are provided in the Notice to Ships Master in Appendix 3 – Notice to Ships Master (Waste).

Details of Mandatory Waste Charge can be found at [redacted]

2.1.17 **Incineration**

Vessels with incinerators can use them in port as long as they comply with the approval details as set out in MSN 1734 and amendments. Certain items are prohibited from incinerator – see section 24 of the Marine Pollution Regulations.

2.2 General Permits and Permissions

ABP has a Permits To Work Procedures, which sets out ABP policy and provides guidelines for implementation of Permit to Work Procedures. Procedures for contractors carrying out work for ABP are further outlined in the Standard Operating Procedures for Contractors and the ABP Health and Safety Policy on Managing Contractors.

The Permits to Work are principally designed for controlling work carried out by ABP employees and the nature of work is such that there may be a high level of risk if not adequately controlled. Permits and Permissions include:

- Permit/ Permission to Dive
- Hot Work on Vessels/Ships or on Adjacent Quay/Berth
- Permission to Work Lock Entrances

All work carried out on the IOT & IGT is carried out under APT's permit and permission procedures. Should ABP staff carry out work, APT's working procedure will be underpinned by ABP's permits procedure. A 'Request to carry

out Repairs / Maintenance alongside APT Operated Berths' form in located in APT Terminal Information and Jetty Regulations book.

2.2.1 Diving

All diving will be carried out in line with the Diving at Work Regulations 1997; it's associated Code to Good Practice and ABP Diving Information Plan – Humber Ports.

The Company's Safety Management System includes a "Permits to work and compliance contractors management procedure" manual, which must be consulted. A permit to dive will only be used for controlling and regulating all diving activities at work carried out directly by diving contractors for Associated British Ports or by Associated British Ports employees. All other diving activities carried out by third parties and other contractors in dock waters under Associated British Port's control shall be controlled by way of issuing a written "Request for Permission to Dive" form.

All diving permissions and permits will be issued in line with ABP's Permits to Work Procedure. All diving companies must be licensed and assessed under ABP's Health and Safety Policy on Managing Contractors. (Northern Divers, Dagger Divers and James Fishers are the only 3 Licensed to dive).

When issuing a diving permit the Marine Supervisor can complete the paperwork with the assistance of the diving company, however the duty ADM is responsible for signing the form to ultimately grant permission for the work to be carried out.

A copy of the Permit to Dive and Request for Permission to Dive can be found in ABP's Permits to Work Procedure and ABP Diving Information Plan – Humber Ports.

Permission to carry out any diving on the IOT & IGT will be permitted by APT but ABP Immingham must grant written permission.

On river berths, generally diving will only be undertaken in tidal way over slack water periods. All information on diving operations must be communicated to VTS Humber.

Approved Diving contractors:

- Northern Divers
- James Fishers
- Dagger diving services

2.2.2 Hot Work

Please refer to HSE Dock Information Sheet No 6 – Hot Work in Docks

A hot work permit is required to be issued for hot work, including burning, welding, flame cutting, heating by blow torch and brazing, when it is being done outside a workshop environment and there is significant risk from the hot work. These requirements exclude work being carried out in a dry dock under shipbuilding and ship repairing regulations.

Responsibility for permits lies with the person authorising the work to be undertaken.

Where ABP are involved the Hot Work permit will be issued if required by the Engineering Department.

For welding, burning and other hot work to be carried out on board vessels or on an adjacent quay/berth within the port, the Dock Master, Deputy, Assistant or authorised person must give his consent. On completion of the work the form for work being carried out on an adjacent quay/berth by Associated British Ports staff or Associated British Ports

contractor, a Hot Work Permit (General) will be issued for the work. Prior to issuing this permit, the Dock Master must give his consent for the hot work on an HWV Form.

A copy of "Request for Permission to carry out Hot Work on board a Vessel/ship or an Adjacent Quay/Berth" form is contained in the "Permits to Work" manual. The procedures for contractors and "Permits to Work" manual should be consulted. This must then be handed or emailed back to Marine Control Centre.

At the IOT, Masters/Agents shall submit a request to the APT Berthing Master indicating work to be carried out, the Berthing Master will assess and either grant or refuse permission.

2.2.3 Lockside work

Before work can commence on the lockside or approach jetties, a Request Permission to Work Lock Entrances must be completed.

When the request is being completed, full consideration must be made on the need for isolation of lockside machinery.

2.2.4 Engine immobilisation

All vessels are required to have their engines ready for use in a reasonable time.

Permission to immobilise a vessel's engines must always be sought, in writing, from the Dock Master via the duty ADM, by the ship's agent or by the Master. Such permission will generally be granted subject to whatever provisions are required by the ADM., for example the putting out of additional moorings.

Masters and ship's agents need to be aware that the granting of permission to immobilise does not preclude compliance with a properly formulated and valid request for the vessel to be moved to a different berth. Should an immobilised vessel need to be moved, additional tugs may be necessary to control the move, with the additional expense being to the vessels account.

Vessels Panamax size or greater will require two stand-by tugs on River berths. Pure car carriers in the IOH are required to have on stand-by tug.

2.2.5 Engine Trials

Apart from normal usage of engines for manoeuvring the vessel, great care must be exercised if the ship's propulsion systems are used. Permission for engine trails must be sought, in writing, from the Dock Master via the duty ADM, by the ship's agent or by the Master. Such permission will generally be granted subject to whatever provisions are required by the ADM., for example the putting out of additional moorings.

An indemnity may be sought by the Port Authority from the vessel concerned.

Before any engine trail care must be exercised that such trail will not impact on other dock activities such as small craft, work platforms, diving operations etc.

2.2.6 Watering

Fresh Water is available direct at most berths subject to engineering work.

Request for fresh water should be made to the Duty ADM at the Marine Control Centre, with an indication of the quantity required and time required. Whilst there is provision for an indication for fresh water through Agents on Line, this is only taken as an indication not a request.

Fresh water is provided from ABP's own water supply through the port's fresh water supply system. The fresh water is then supplied from the port's fresh water supply system to the vessel by means of hoses and metering system supplied by ABP's Marine Department.

The fresh water should be supplied through a top filling point and nozzle to prevent back pressure contamination of the port's fresh water supply system.

The port's fresh water supply is tested and certified independently. An up to date water test certificate is available and can be provided to a vessel on request.

Watering equipment is subject to a regular super chlorination procedure. Watering equipment should be capped or covered between use.

Fresh Water tariff can be found at ABP Commercial Port Tariffs - ABP Humber

2.3 Specific IOT Requirements

2.3.1 Engine/Steering Gear Repairs

Under no circumstances must engine or steering gear be immobilized whilst the vessel is at the berth. If any equipment becomes inoperative and causes the vessel to become immobile, stand by tugs and pilot, at ship's expense, will be immediately required.

The Marine Supervisor after consultation with all relevant parties will decide the number of tugs required.

Emergency repairs – the Terminal Manager may give permission for emergency repairs to be carried out.

2.3.2 General Repair Work APT berths

Repair work, including boiler and boiler tube cleaning, chipping and scraping, is prohibited on any vessel whilst berthed at APT.

2.3.3 Bollard Pull

Bollard pull testing is no longer permitted. Testing between tugs is permitted however permission must be granted by the duty ADM. Under no circumstances can tugs use dockside bollards for the purpose of paying out their towage gear and heaving it back up again even if minimum weight placed on the bollard. Testing is no permitted on the IOT either.

2.3.4 Hold/Tank Cleaning

Permission should always be refused for tank washings from a tanker. These washings would almost definitely be classed as hazardous and should be prohibited from entering the water.

2.3.5 Tank Cleaning tankers/ inert gas systems

Tank cleaning of flammable cargoes is not permitted. However, an exception is made for Styrene cargoes where a safe system allowing tank cleaning for that cargo has been agreed.

If tank cleaning is undertaken, then all slops must be retained on board and properly disposed of. Access to tanks must be through a proper safe system of work considering the confined space regulations.

At APT all white oils and crude oils are deemed to be static accumulators. The requirements for static accumulators do not apply when tanks are maintained in an inert condition and closed loading is being followed.

All vessels (except barges, unless deemed able) must closed load. Information on closed loading is available in ISGOTT.

Certain vessels are required by the Merchant Shipping Fire Appliances Regulations 1980 to be fitted with an operative Inert Gas System.

Under the Merchant Shipping (Tankers) (EEC Requirements) Regulations 1981, Masters are required to report to the Harbour Authority or Terminal Representative, the condition of the vessel's inert gas system, if fitted.

To comply with OCIMF guidelines it is a Terminal Regulation that vessels fitted with an Inert Gas System are required to have all tanks, except segregated ballast tanks, fully inerted with an oxygen content of 8% or less prior to arrival alongside and remain so throughout vessel's stay on the berth.

This requirement does not apply to a vessel fitted with a nitrogen blanketing system.

Should the IGS be inoperative, and the Terminal wish to have the vessel enter the Port, the Maritime & Coastguard Agency (MCA) will be consulted by APT for permission to enter.

Similarly, should the IGS systems fail when the vessel is alongside in the port, it is the responsibility of the Master to immediately suspend cargo or de-ballasting operations, and notify the Terminal Representative. The Terminal Representative will consult with the MCA, who may wish to inspect the vessel before allowing any further cargo operations to continue. The vessel must take all precautions to minimise inert gas venting to atmosphere.

The Harbour Authority or Terminal Representative may board the vessel at any time, to check that the system is operating by reference to the instruments provided on board for the purpose.

2.3.5.1 Crude Oil Washing (COW)

Crude carriers, fitted with Crude Oil Washing facilities may carry out this operation, concurrent with discharge, providing the Inert Gas System is functioning correctly.

The Master of a vessel intending to COW, should advise the Terminal through his Agent, of his intention.

After arrival at the Berth, a COW Check List will be reviewed with the Chief Officer by APT, before commencement of such operations.

Spot checks will be carried out on the Inert Gas System by an APT Terminal Representative.

2.3.6 Tank Entry

Cargo tank entry is not allowed.

In certain circumstances, i.e. Statutory Inspection, entry into ballast tanks etc. may be allowed.

Providing the Master makes a written request to the Terminal Manager or Deputy before the vessel arrives. In all cases full compliance with ISGOTT will be required. All cargo operations will cease.

Any delays so caused will be for the vessel's account. Visual inspection of ballast tanks, from main deck level, may be permitted following a request to the APT Berthing Master.

2.3.7 Ballast

In response to the threat of the introduction and spread of non –native species through ballast water, the IMO developed ballast water management (BWM) convention. The BWM convention met the requirements and entered force 8th September 2017. Ships are required to have an on board and approved ballast water plan. And must maintain a ballast water record book.

BWM convention includes two performance standards D1 and D2.

D1 standard is for ballast water exchange and involves replacing water taken in port with water from open ocean areas greater than 200 miles form land and in seas greater tan 200 metres.

D2 cover approved ballast water treatment systems and specifies levels of viable organisms left in water treatment.

It may not be possible for ships traveling from Europe to meet D1 standard. Further information on the MCA/government position can be found in the document "Ballast Water Management FAQ"

2.3.8 Deballasting Facilities

Maximum available capacity for ballast or cargo slops is 5,000m³ containing a maximum of 500m³ of oil. Thereafter ullage becomes available at a rate of 100m³ per hour.

The maximum temperature of ballast or cargo slops is 40°C.

The maximum discharge rate is governed by a maximum discharge pressure of 10 bar at the ship's rail.

H2S content in the vapour space of any ballast/slops to be discharged ashore must be <5ppm.

Any ballast or cargo slops containing oil with a pour point of 0°C or greater will be required to be cleared from the shore line by the vessel pumping 220m³ river water.

2.3.8.1 Restrictions

APT regulations prohibit the discharge of ballast water or cargo slops containing chemical cleaning agents, emulsifying agents or petrochemicals from past operations or cargoes. Samples of the ballast water/slops will be taken before and during its discharge ashore to analyse for prohibited substances.

Facilities for the discharge of engine room and pump room bilges are not available on the berths. Disposal of such material will be undertaken by barge (subject to cargo operations), which must be ordered by the ship's agent prior to the vessel's arrival.

3 Enclosed Dock Specific Information

Immingham Dock is owned and operated by Associated British Ports (ABP).

There are several independent Terminals situated within Immingham Dock.

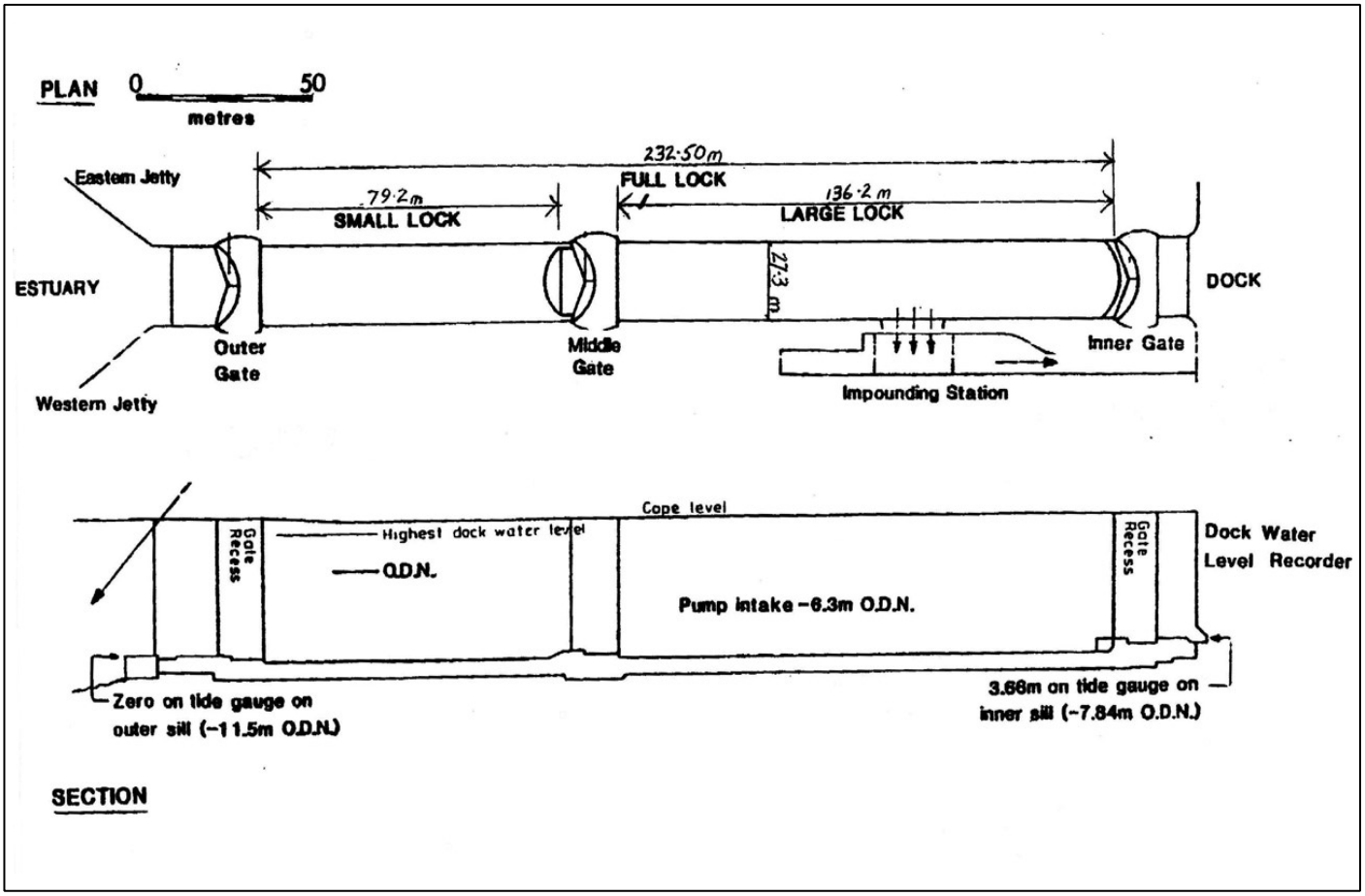
- DFDS Terminal
- P66 Silos
- RMS Terminal, Immingham

ABP Immingham is the Statutory Harbour Authority.

All river movements are coordinated by Associated British Ports through Humber Estuary Services.

3.1 Lock Length / Beam & General Information

The middle gates of the lock can divide the lock into two parts approximately $^{1}/_{3}$ and $^{2}/_{3}$ of the overall length. The smaller part at the northern end can accept vessels up to 75m in length and is known as the Small Lock. The larger part to the south can accept vessels up to 130m in length and is known as the Big Lock.



When combined the total length of what is now known as the Full Lock is 232.5m. The maximum length of vessel acceptable in this lock is dependent upon several factors:

- Length of vessel.
- Tugs, numbers used, their position and size.
- Beam of vessel.
- The lines of the vessel, whether fine lined or of a more bluff construction.
- Manoeuvrability of vessel, type and power of auxiliary machinery such as bow and stern thrusters.

Differing combinations of factors will produce different acceptable lengths. For example, a vessel using two tugs, if it has fine lines and is only of average beam, would be able to overlap the tugs by a greater extent, especially if one of the tugs is of a smaller class. The maximum acceptable length of such a vessel would be in the order of 197m.

Any vessel greater than 197m in length will require the Dock Master's prior approval. If the beam and the lines of the vessel were such that little or no overlap of the tugs was possible, the acceptable length would be reduced.

Longer than normal vessels can be accepted by bringing the vessel into the lock using head and stern tugs then releasing the stern tug once the vessel is moored in the lock. The stern tug leaves the lock; the outer gates are closed and the vessel run up to dock level. The vessel is then moved forward into the dock until the stern is to the south of the middle gates. The vessel is held in this position by the head tug and by after mooring lines whilst the small lock is used to bring in the stern tug which is then reunited with the vessel before proceeding to the berth. There is an obvious time penalty in carrying out this operation.

Even longer vessels can be accepted such as specialist 'Great Lakes' vessels equipped with powerful bow thrust units which use pushing tugs forward and a stern tug to ease the vessel into the lock. The vessel is then run up to dock level alone in the lock where it is met by additional tugs that assist it to the berth.

The maximum acceptable beam in the lock is 26.8m but vessels over 26.2m will only be accepted with the Dock Master's prior approval.

A vessel exceeding 140m combined with a beam which approximates to the maximum beam acceptable would be considered a tidally restricted vessel and would thus require to be docked within the slack water period, either high or low water depending upon the draft. Large, deep drafted arriving vessels would normally be ordered to be off the lock one hour before high water. Should there be two such vessels to dock on the same tide, the first and generally the least hampered vessel would be requested to present itself off the lock two hours before high water. Similarly, large deep drafted vessels sailing from the dock would be ordered off the berth approximately one hour before high water to be leaving the lock at high water. Occasionally the period of slack water is specifically targeted to ease the docking of especially sensitive vessels.

3.2 Allocation of Berth

Passage through the lock, and vessel berthing and sailing is organised by the Marine Department based at the Marine Control Centre, Immingham Dock.

Apart from the Terminal berths, berths are allocated for cargo work or lay by berths by the Operations Department based in the Dock Office, Immingham Dock.

All vessels are allocated a safe berth. When allocating a berth, the following factors are among those considered: -

- Available space
- Latest survey giving least depth.
- Vessel requirements
- Cargo requirements

- Cranage requirement

3.3 Ordering Procedures

Once a vessel has been nominated for a particular berth by the Port operations department or Terminal, the ship's agent must contact the duty Assistant Dock Master (ADM) to arrange a time for entering the lock. Following agreement on entry times, ship ordering is carried out by means of the Agents on Line (AOLn) systems which links to the Port and Vessel Information System (PAVIS) as described in the Humber Standing Notices to Mariners SH3 & 4. Prioritisation may take place and numerous factors will influence this decision-making process including, but not limited to:

- Safety
    - The safety of vessels', the Port and its equipment and environment will take precedence over all other factors.
- Draft
    - Any vessel of approximately 7.5m draft or more can be considered a deep drafted vessel and as such would require to be docked at or near to high water, on the flood tide, and would be given priority at that time.
- Working Vessel
    - A working vessel, that is a vessel working on arrival, would be given priority over a non-working vessel, however, there may be times when priority is given to sailing a non-working vessel to free a berth for the next working vessel.
- Special Known Characteristics
    - Vessels with known characteristics, for example hull protrusions, overhanging equipment such as safety craft, sonar equipment or heli-decks which could only safely dock at high water to prevent contact between said equipment and the lock side would be given some priority at high water. Similarly, a vessels known lack of power, poor speed or poor handling characteristics would generate different priorities to those of a vessel known to be powerful, fast and manoeuvrable.
- Tug Requirements
    - A vessel's tug requirements along with tug availability can alter a vessels priority. A vessel may displace a vessel that has to wait for a tug or tugs, which is happy to move without tug assistance. In cases where there is a shortage of tugs, the tug service provider will decide upon priority of tug allocation.
- Dredging Craft
    - Dredging craft can generate a degree of priority due to the high cost of hiring such vessels and the need to make such operations cost effective.
- Tugs
    - Tugs themselves can claim some degree of priority. Tugs servicing passage plan vessels bound for the deep-water riverside berths have a responsibility to be at their correct station in accordance with the passage plan schedule. The port authority has a responsibility to ensure properly ordered tug movements through the lock are carried out.
- Bunker Barges
    - Whilst generally a low priority such vessels can command a much greater degree should their services be required by a vessel waiting to sail, especially if such vessel is tidally restricted and has

numerous tugs ordered to assist. Loaded bunker barges will enter the lock after larger vessels have entered.

- Commercial vessels
    - These will invariably be given priority over non-commercial vessels.
    - Most types of commercial vessel are handled in Immingham Dock. Only tankers, which are gas free, or carrying non-flammable cargoes are permitted to berthing within Immingham Dock.
- Seniority
    - All other things being equal priority will be given to the senior vessel, that is the vessel which arrives at the stemming or designated arrival point first.
    - The stemming point is generally the seaward limit of the Pilotage area or departure from river port.
- Scheduled Ferry Movements
    - These will be prioritised, especially at the peak ferry arrival and departure periods, but not to the exclusion of tidally restricted vessels, passage plan tugs and any safety sensitive arrivals.

Arrangements for the sailing of vessels from the dock are broadly similar to the above. At all times the ADM will endeavour to be commercially sensitive to customer needs whilst making best use of the restriction on traffic flow imposed by the lock.

The Safety Of The Port, Vessels And The Environment Will Be The Paramount Factor At All Times.

3.4 Arrival/Sailing Parameters

Immingham Dock operates 24 hours a day, 365 days a year. However certain vessels due to their length and draft are classed as tidally restricted.

The arrival and sailing parameters are subject to individual scrutiny, and variations can be imposed following declaration of suitable additional manoeuvring equipment such as multiple propellers, rudders, and thruster units. Pilotage assessments will be used to make informed decision on varying the arrival and sailing parameters.

3.5 Arrival and Sailing Parameters For Tidally Restricted Vessels At Immingham Dock.

Definitions	
Tidal Restricted Vessel	A standard equipped ship i.e., single fixed pitch propeller, conventional rudder, no thruster units, and a LOA of 140 metres or more.
Time of HW or LW	Tide table times at Immingham
'Arrival Off Dock'	Vessel stemming tide with tugs made fast
'Sailing Time'	Run down ready to leave the lock
'Ordered Time'	Time to commence singling up, tugs in attendance. (Pilot is expected to be on board in time to complete Passage Plan with Master and allow gangway to be lifted). [Ordered time to be at least Sailing Time –1 hour].
'Dock Master'	Means the Dock Master appointed by ABP and includes his authorised deputies, assistants and any other person authorised by the Authority to act in that capacity.

3.5.1 High Water Arrivals

- Tidally Restricted Vessel up to 180m LOA and/or less than 10m draft can, when the tidal range is 4.8m or less, be docked in the period *HW – 2 hours up to HW*.
- Tidally Restricted Vessel up to 180m LOA and/or less than 10m draft can, when the tidal range is more than 4.8m, be docked in the period *HW –1.5 hours up to HW*.

3.5.2 Low Water Arrivals

- Tidally Restricted Vessel up to 180m LOA are to be ordered for flood tide entry only and to be ordered to be off dock at *LW +1 hour*.
- If a second vessel is to be docked on the same tide, the tide range must be 4.8m or less and the second vessel is to be ordered off dock for *LW +1.5 hours.* Vessel is to be landed on the West Jetty approach as soon as the first vessel is in the lock and docked no later than *LW +2 hours.*

3.5.3 High Water Sailings

- Tidally Restricted Vessel of 140m to 145m LOA and/or less than 10m draft can, when the tidal range is 4.8m or less, can sail in the period *LW +0.5 hours up to HW*
- Tidally Restricted Vessel up to 180m LOA and/or less than 10m draft can, when the tidal range is 4.8m or less, can sail in the period *HW –2 hours up to HW*.
- Tidally Restricted Vessel up to 180m LOA and/or less than 10m draft can, when the tidal range is more than 4.8m, can sail in the period *HW –1.5 hours up to HW*.

3.5.4 Low Water Sailings

- Tidally Restricted Vessel of 140m to 145m LOA and/or less than 10m draft (draft permitting) can, when the tidal range is 4.8m or less, can sail in the period *LW +0.5 hours up to HW*
- Tidally Restricted Vessel up to 180m LOA and/or less than 10m draft can, when the tidal range is 4.8m or less, can sail in the period *LW +0.5 hours to LW +2 hours*.
- Tidally Restricted Vessel up to 180m LOA and/or less than 10m draft can, when the tidal range is more than 4.8m, can sail in the period *LW +0.5 hours to LW +1.5 hours*.

3.5.5 Vessels LOA > 180m and/or Draft > 10m

Tidally Restricted Vessel greater than 180m LOA and/or more than 10m draft may only dock/sail within the period *HW –1 hour up to HW* or dock/sail within the period *LW +0.5 hours to LW +1.5 hours.* (Draft permitting)

For LW arrivals inform pilot operations as soon as the booking is confirmed so that they can pre allocate a pilot

At the discretion and full agreement of both the pilot on board and the Dock Master, the sailing time may be extended by 30 minutes.

3.5.6 Tabular Outline of Tidally Restricted Vessel Requirements

Height of Tide	Arrival/Departure	LOA/Draft	Tidal Range	Time frame
High Water	Arrival	TRV ≤ 180m LOA &/or ≤ 10m draft	≤ 4.8m	HW – 2 hours to HW
		TRV	> 4.8m	HW – 1.5 hours to

Height of Tide	Arrival/Departure	LOA/Draft	Tidal Range	Time frame
		≤ 180m LOA &/or ≤ 10m draft		HW
		TRV > 180m &/or > 10m draft		HW – 1 hour to HW
	Departure	TRV 140m to 145m LOA &/or ≤ 10m draft	≤ 4.8m	LW+0.5 hours to HW
		TRV ≤ 180m LOA &/or ≤ 10m draft	≤ 4.8m	HW – 2 hours to HW
		TRV ≤ 180m LOA &/or ≤ 10m draft	> 4.8m	HW – 1.5 hours to HW
		TRV > 180m &/or > 10m draft		HW – 1 hour to HW
Low Water	Arrival	TRV ≤ 180m LOA		Flood Tide Only LW + 1 hour
		TRV > 180m &/or > 10m draft (draft permitting)		LW + 0.5 hours to LW + 1.5 hours
	Departure	TRV 140m to 145m LOA &/or ≤ 10m draft (draft permitting)	≤ 4.8m	LW+ 0.5 hours to HW
		TRV ≤ 180m LOA &/or ≤ 10m draft	≤ 4.8m	LW + 0.5 hours to LW + 2 hours
		TRV ≤ 180m LOA &/or ≤ 10m draft	> 4.8m	LW + 0.5 hours to LW + 1.5 hours
		TRV > 180m &/or > 10m draft (draft permitting)		LW + 0.5 hours to LW + 1.5 hours

For LW arrivals inform the pilot operations as soon as the booking is confirmed so that they can pre-allocate a pilot

At the discretion and full agreement of both the pilot on board and the Dock Master, the sailing time may be extended by 30 minutes.

3.6 Tug Requirements

Tug provision for the Port of Immingham is by several private companies.

Tugs should normally be ordered by the master through the ship's agent. Immingham Dock or pilots will assist with the ordering if required. The master must state which towage company is preferred.

Details of towage companies and tugs can be found on the following link- Towage and Tugs - ABP Humber or in the General Notice to Pilots/PEC's No 2 of each year

- Tidally Restricted vessels up to 160m LOA and/or 8m draft are recommended to use 2 tugs when entering the lock.
- Tidally restricted vessels over 160m LOA and/or 8m draft will be required in addition to take a pusher tug in dock. One of the wire tugs should be a class 'A' tug.
- Inward vessels must be met by tugs below the IOT and outward at least one tug should accompany the vessel until clear of IOT.
- A tug assisting a vessel over 60m LOA within the Immingham SHA area must be a minimum of a Class C tug

All vessels inward that require a tug or tugs to berth at IMMINGHAM DOCK must reduce their speed and complete making tugs fast before the vessel passes No. 10 Upper Burcom Float. In accordance with Standing Notice S.H 34.

A fire tug is on immediate notice, external to the Dock, to assist any vessel in unforeseen difficulties in the Immingham area; this is generally limited to a machinery failure. There is an agreed method of alerting the fire tug in the event of an incident.

The above tug requirements may be varied following declaration of suitable additional manoeuvring equipment such as multiple propellers, rudders, and thrusters units. Pilotage assessments will be used to make informed decision on varying tug requirements.

Masters and pilots are reminded that tug requirements vary greatly depending on the weather and tidal pattern. The Duty Assistant Dock Master may recommend tug usage and masters and pilots should heed the advice provided.

In event of the possibility of a serious incident, the Duty Assistant Dock Master can require a vessel to take tugs as a special direction.

3.6.1 Tug Classification

	Bollard Pull
Class A	50t plus
Class B	40t to 50t
Class C	30t to 40t

3.6.2 List Of Authorised Humber Tugs

Please see Appendix 6 – General Notice to Pilots No. 02/2021

3.7 Standard Berthing Information

Vessels moor in the lock on the east side making use of the self-lubricating propylene fenders, which are only fitted to that side. It is possible under special circumstances to moor on the west side. This is discouraged due to the lack

of bollards at the south end of the lock in the region of the impounding pump house and the poorer energy absorption of the steel plate fenders on the west side. Port authority marine trained staff carries out all mooring in the lock and dock.

3.7.1 No.1 Quay

- Length 199.6m.
- Maximum length of vessel allowed is 160m.
- Generally port side too.
- When not a maximum length vessel, the stern should not be moored to the west of the railway track buffers. Serviced by mobile cranes.

3.7.2 No.2 Quay and No.3 Quay

- Length 213m.
- Adjacent to No 2/3 Transit sheds.
- Vessels berth starboard side too unless otherwise specified.
- Serviced by 2 x 15t rail mounted cranes / mobile cranes.

3.7.3 No.3 Quay Ext.

- Length 123m.
- This being an extension of No.3 Quay to the south, there is no maximum length of vessel.
- Vessels generally berth port side too.
- An anomaly in the construction of the berth requires that any vessel, which exceeds or will exceed a 9.0m draft whilst on berth, has 1.9m diameter inflatable fenders placed between the vessel and the quay.
- Serviced by 2 x 15t rail mounted cranes / mobile cranes.

3.7.4 No.4, 5 and 6 Quays

- Length 396m.
- This quay is mainly divided into No 4 Quay for fertilizer products and No 5/6 Quay for loading grain products; either quay can be used for general cargo.
- No 4 Quay, bulk cargo vessels are moored amidships to the fixed hoppers unless otherwise specified.
- No 5 Quay, port side too is preferred to facilitate fresh water supply, otherwise any side is acceptable.
- Normally with accommodation aft, berthing on No 6 Quay is starboard side too.
- Serviced by mobile cranes and grain loader.

3.7.5 No. 3 Coaling Appliance

- Length between stops of out-loader is 111m.
- Port side too is preferred.
- Vessels in excess of 15,000t dwt. may have to swing on berth or shift along quay to access loading arm to cargo space.
- Two floating pontoon fenders can be placed to the east of the buttress or on either side of the buttress to support the vessel.
- A short gangway ladder is provided (free of charge) to give vessels shore access direct onto the buttress.

- Maximum air draught is 10 metres to the hatch tops.

3.7.6 No.7 Quay

- Length 220m.
- Generally berthed port side too and no further than Toe-mark towards west end of quay.
- All vessels on this quay are to be berthed on Peanut fenders for quayside protection.
- Serviced by mobile cranes.

3.7.7 No.12 Quay

- Length 213m.
- RoRo berth generally starboard side too.
- Vessels can be berthed alongside each other using floating fenders. Such a vessel would be said to be occupying **No.12 (2).**
- Up to four RoRo vessels (dependent on their beam) can be accommodated alongside each other at the ramp landing. These vessels can be built outwards from either No.11 Quay or No.12 Quay or a combination of both. Moorings will be taken to vessels alongside and to the shore as appropriate bearing in mind the differing lengths of the vessels involved.
- Port Authority staff on behalf of Messrs. DFDS, the operators of the terminal complex, carries out the placement of any fenders required within the No.11/12 Quay area.
- Quay is also serviced by mobile cranes.

3.7.8 S.W. Arm

At the western end of the S.W. Arm is a ramp landing some 106m in length, which runs across the end of the arm.

3.7.9 No.11 Quay

- Length 221m.
- RoRo berth generally port side too.
- Vessels can be berthed alongside each other using floating fenders. Such a vessel would be said to be occupying **No.11 (2).**
- Quay is also serviced by mobile cranes.

3.7.10 No. 9 A, B and C Mineral Quay

- Length 381m.
- Generally starboard side too, the vessel in 'A' berth to the toe-mark + 10 meters and remaining vessels tight to the vessel ahead.
- Vessels can be berthed up to the Toe-mark after informing with DFDS.
- Vessels with accommodation at the forward end and using 'C' berth, port side too. It may be possible to make use of a small overhang of up to 15m beyond the eastern end of the quay if necessary, dependent upon the vessel on No.10 Quay.
- Scrap vessels on 9C Min Q. berth port side too.
- Serviced by mobile cranes.

3.7.11 No.10 Quay

- Length 93m.
- Starboard side too when used as a temporary berth for the coal appliance.
- Generally port side too for any other use, especially if the vessel requires fresh water as the water connection is at the south end.
- Any overhang is generally to the south dependent upon vessel positions on the mineral quay, but a small overhang to the north is possible.
- Serviced by mobile cranes.

3.7.12 N.W. Arm

At the western end of the N.W. Arm is a ramp landing some 106m in length, which runs across the end of the arm. **All vessels bound for Terminal, Henderson quay and 8 quay must not pass the entrance to the dry dock until the ICT booms are lifted.**

The AOM at the ICT must be notified when a vessel for 8 quay or Henderson's Quay is passing Spurn point so preparations are made to lift the booms.

3.7.13 Terminal Berth

- Length 207m.
- In addition to the ramp landing for RoRo vessels, the Terminal Berth is provided with a landing area for the ramps of side port vessels.
- By positioning 'Yokohama' fenders on the off side of the vessel on Terminal Berth, a further RoRo vessel can be placed alongside to make use of the ramp landing. Such a vessel would be said to be occupying **Terminal (2)**.
- Up to four RoRo vessels (dependent on their beam) can be accommodated alongside each other at the ramp landing. These vessels can be built outwards from either No.8 Quay or the Terminal Berth or a combination of both. Moorings will be taken to vessels alongside and to the shore as appropriate bearing in mind the differing lengths of the vessels involved.
- ABP Marine staff carries out the placement of any fenders required within the No.8 Quay/Terminal Berth area.
- The draft of vessels using this terminal should not exceed 8.4m.

3.7.14 No.8 Quay

- Length 178m.
- No.8 Quay is serviced by a standard container gantry crane in addition to the ramp landing for RoRo vessels. By positioning 'Yokohama' fenders on the off side of the vessel on No.8 Quay, a further RoRo vessel can be placed alongside to make use of the ramp landing. Such a vessel would be said to be occupying **No.8 (2).**
- The container crane (C5) boom on this quay has an outreach of 25m and an Air-draft of 26.9m above full dock level.

3.7.15 Henderson Quay

- Length 175m.

- Generally starboard side too so as to ease the passage of large RoRo and container vessels on the berths to the west, normally vessels stem/stern should be no further than No 5 bollard to the west.
- Larger vessels may be worked on this quay either by reducing the length of quay available to the RoRo vessel on No.8 Quay or by overhanging the entrance to Henderson's Dry Dock. A vessel overhanging the dry dock would generally have stern lines onto N.E. Quay and must be prepared to drop these stern lines and move clear of the dry dock entrance to allow another vessel into or out of the dry dock as required.
- Serviced by a standard container gantry crane and mobile cranes.
- The container crane booms on this quay have an outreach of 32m and an Air-draft of 28m above quay.
- New container crane (C6) has an air draft of 34 metre from quay and outreach of 29.5m.

3.7.16 Henderson Dry Dock

- Length 163m.
- To the north end of the dry dock a ramp landing has been constructed across the width of the dry-dock for RoRo vessels.
- Vessels berthing on the east side do so on the flush face of the quay, whilst those berthing on the west side berth alongside 2.5m diameter inflatable fenders. These are placed so as to keep the vessel off the altar steps, a reminder of the previous life of the dry dock.
- The maximum beam of a vessel in Henderson Dry Dock is 26.8m.
- Draft on entry or exit from the Dry Dock is limited to 7.2m and during cargo operations the draft should not exceed 7.4m.
- Large rubber tractor tyre fenders are placed at the entrance on each knuckle and also on the north end for 8-m.
- Both sides of the dry-dock can be serviced by mobile cranes.

3.7.17 N.E. Quay

- Length 50m.
- Longer vessels up to 70m may be worked on the quay overhanging to either east or west. An overhang to the west would mean overhanging the dry dock and any vessel doing this must be prepared to move clear of the dry dock to allow access by another vessel.
- An overhang to the east must not go further than the Old Dry Dock entrance. Beyond this point the powerful impounding pump discharge to the dock would impinge upon the vessels hull forcing it off the quay.
- Serviced by mobile cranes.

Vessels, which require specialised berthing arrangements such as for emergency evacuation of pressurised divers etc., should confirm these requirements with the ADM well in advance of their berthing.

3.8 NW Arm Vessel/Crane Standard Operating Procedure

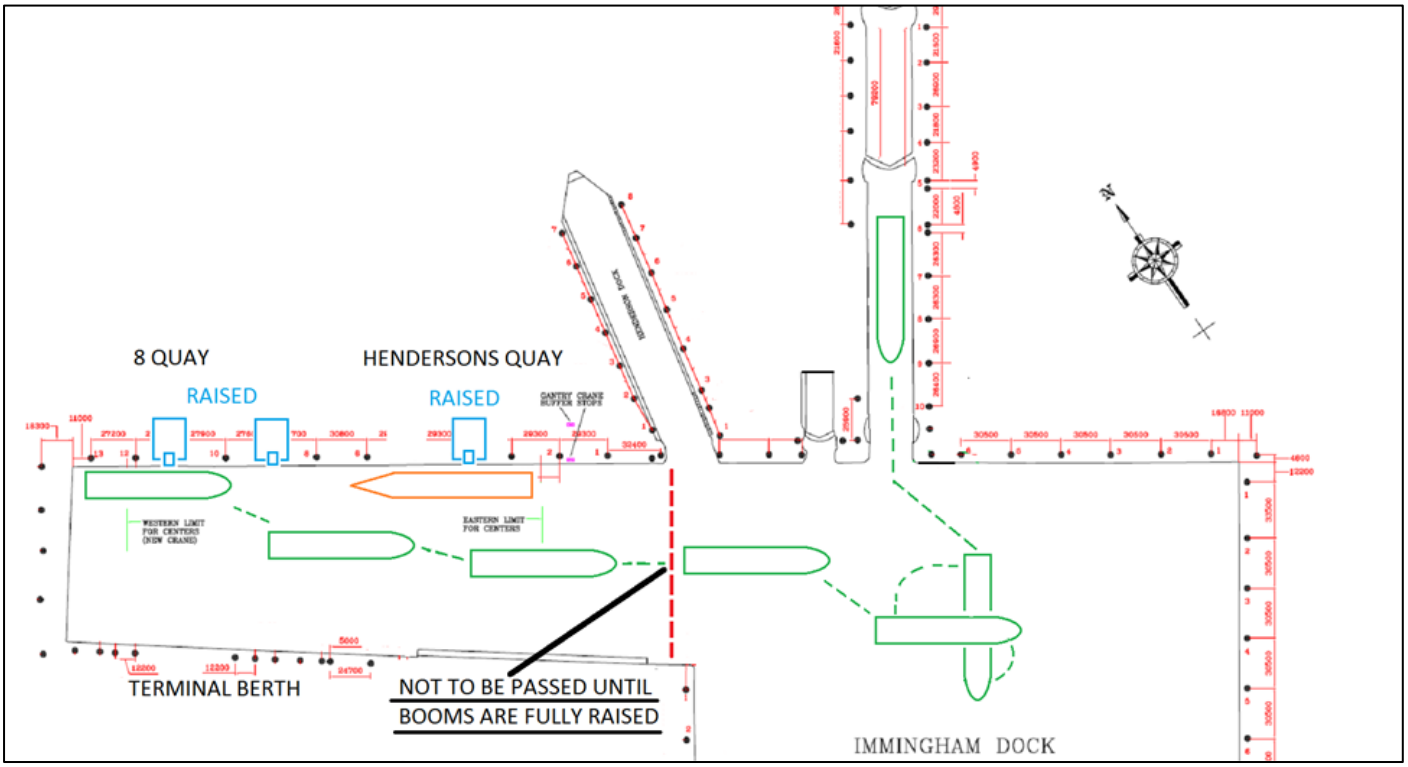
Situation	Actions
Vessel arrival with no reported defects, AND the ADM, Master and Pilot (if applicable) agree that the prevailing weather conditions are suitable.	The ship may be permitted to leave the lock and commence her manoeuvre in the square with the gantry crane booms in the downward position, with the agreement that the booms will be fully raised

Situation	Actions
	before the ship enters the NW arm. If the relevant crane booms are not raised in sufficient time the vessel must stem in the square and not proceed West of the entrance to HENDERSONS DRY DOCK (see diagrams) until such times as her passage is clear.
Vessel arrival with reported or known defects, OR the ADM, Master or Pilot (if applicable) agree that the prevailing weather conditions are not suitable.	In the event of poor weather conditions, or vessels with defects or poor handling characteristics or for any other reason agreed between the ADM, Master and Pilot (if applicable) the vessel will remain in the lock until all relevant crane booms have been fully raised. In the event this may cause a long delay and the lock is required moving the vessel to a layby berth should be considered.
Sailing from the NW Arm	For vessels sailing from the berths in the NW arm all booms (as shown in diagrams) must be fully raised before Marine Supervisor attends to let the ropes go and the ship letting go from the quay.
Crane breakdowns / malfunctions	In the event of a crane failure where the boom cannot be raised careful consideration must be given before allowing a vessel to sail. The Master / Pilot / ADM and the ICT terminal management must all agree having considered the available manoeuvring room for the vessel and the air draught of the vessel and crane. The use of tugs must also be considered in assisting with this operation. *If the decision to sail is agreed by all parties All personnel must be* removed from the crane prior to the vessel letting go from the berth.
Vessel needs to move along the quay to a different position.	Whilst berthing and mooring operation are being carried out, the crane should be place in a safe position away from the operation and left in the default 'not in use position' with the boom raised. A safe position is considered to mid ships and away from the flare of the vessels bow. At no point should the crane move whilst berthing and mooring operations are being carried out, with ICT staff away from the working area – Marine staff are in control of the operation. The Master/Berthing staff, Duty Assistant Dock Master and ICT staff must all be aware of the procedure, with a pre- arranged time for the operation to commence. The vessel will have safe moorings ahead and astern at all times – at least one line ashore at bow and stern. The Procedure for vessels moving along the quay:

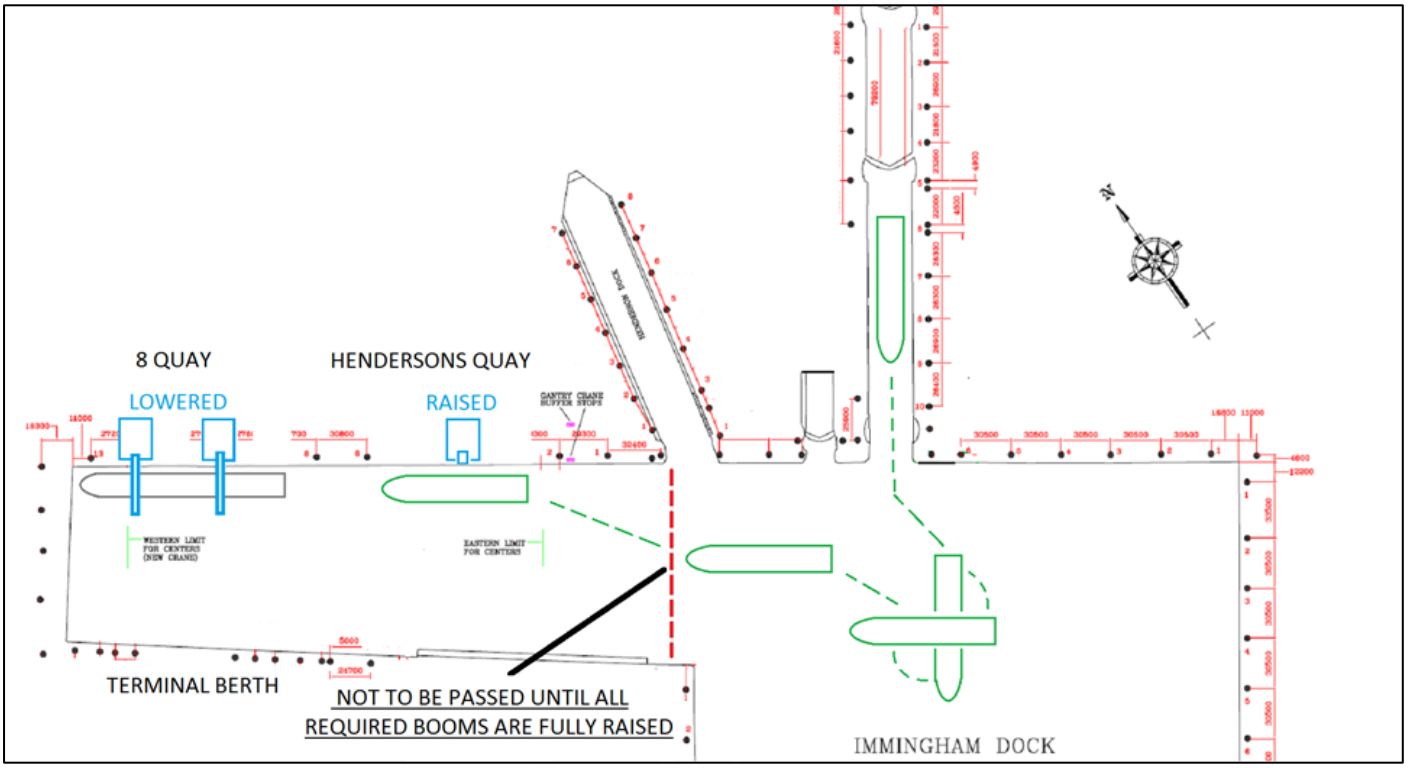
Situation	Actions
	• Terminal requests vessel move from ADM. • ADM/AOM agree time for move. • Marine Supervisor advises ICT planners / AOMs that they are attending site. • Marine Supervisor attends and takes control of quayside from the duty AOM. • Duty AOM to control the quay, all operations by ICT staff to cease. • ICT operations to continue once Marine Supervisor advises AOMs that the ship is safely moored.
Vessel arrival with no reported defects, and the ADM, Master and Pilot (if applicable) agree that the prevailing weather conditions are suitable.	The ship may be permitted to leave the lock and commence her manoeuvre in the square with the gantry crane booms in the downward position, with the agreement that the booms will be fully raised before the ship enters the NW arm. If the relevant crane booms are not raised in sufficient time the vessel must stem in the square and not proceed West of the entrance to HENDERSONS DRY DOCK (see diagrams) until such times as her passage is clear.

- When a crane is left unattended the boom should be left in the raised position.
- Maintenance / Testing / Malfunction
    - In the event of the cranes being immobilised or left with the boom in the lowered position the Duty ADM at Immingham must be informed.

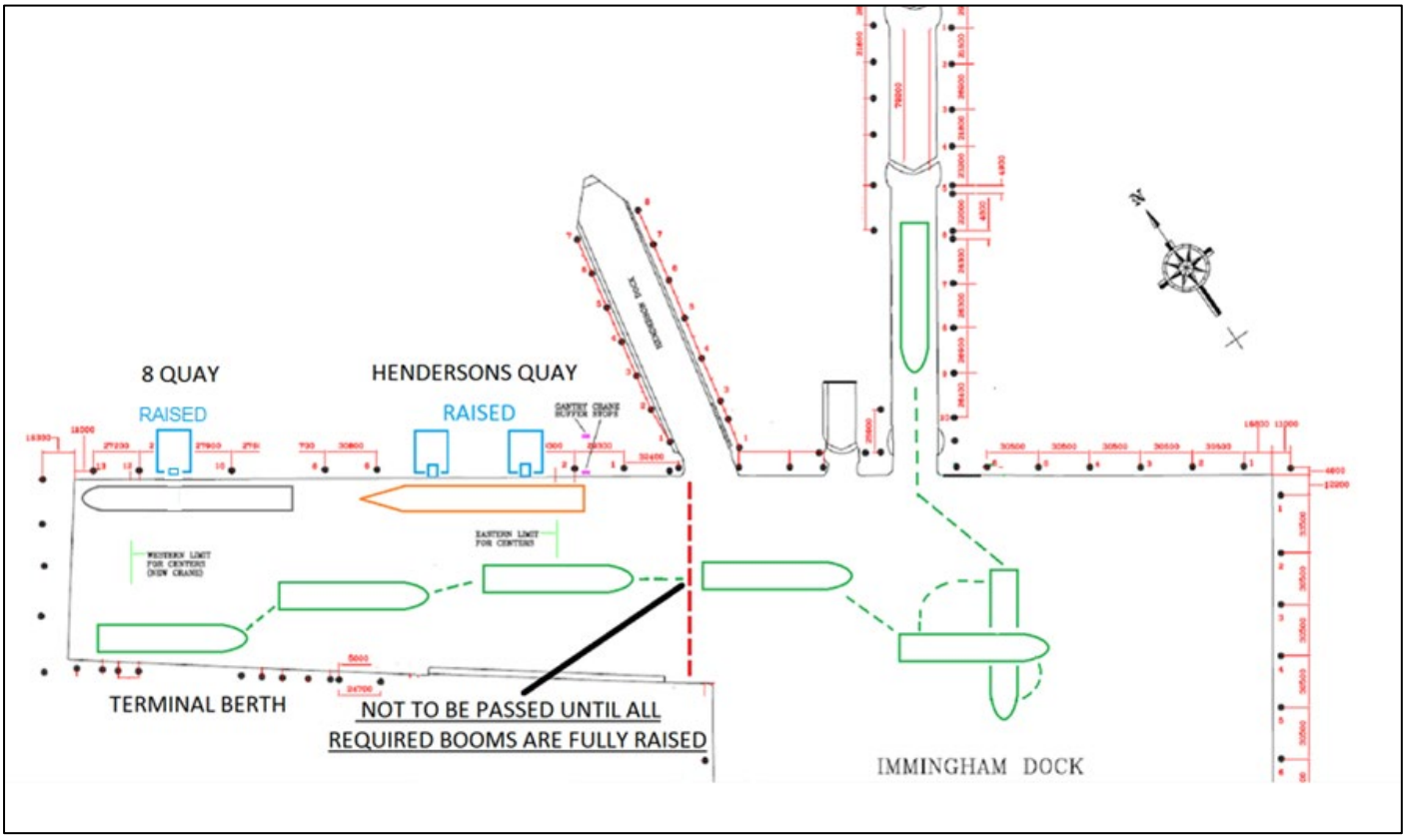
3.8.1.1 Berthing / Sailing 8 Quay



3.8.1.2 Berthing / Sailing Hendersons Quay



3.8.1.3 Berthing / Sailing Terminal Berth



3.9 Dock levels

Immingham Dock is an enclosed dock whose level is maintained by impounding pumps.

The normal maximum water level, dock gate tank top, is 11.2 metres. (Inner sill datum), however during spring tides dock levels can exceed 11.2m around high water times.

Dependent on external water levels, the dock level can reduce up to 10cm during each lock operation.

Due to the lock usage, dock levels normally fluctuate between 11.2m and 10.83m.

The normal minimum water level in dock is 10.67m.

However, the level of the dock may be reduced for engineering work to below 10.67m with the Dock Masters permission.

3.10Emergency Procedures

Please see Appendix 2 – Notice to Ships Masters (Emergencies Information etc.)

Any suspicious persons, items or activities should be reported immediately to the Marine Control Centre.

The app “what3words” would assist the ADM in identifying the location when communicating with the emergency services.

3.11 Priority berths

Various commercial agreements are in effect on priority berthing arrangements.

3.12 Small / Pleasure Craft

Small craft are handled alongside the normal commercial traffic of the dock. There are no facilities for berthing of pleasure craft in Immingham Dock. Suitable facilities are available in local marinas in other ABP Humber Ports.

3.13 Under Keel Clearance

For up-to-date information on ruling depths see VTS daily reports in Marine server file and latest sounding charts kept in the Dock Masters office. Electronic charts can also be found on the Humber Information System (care must be taken with this information to ensure it is current).

The dock depth and depths in the approaches to the lock are maintained by dredging. The water level in the dock is in general maintained by pumping water from the lock, and from the river via the lock. This is known as impounding. There are three points during a vessel's transit from river to dock and vice versa, at which under keel clearance can be considered to be critical. These are the Bellmouth Approach, Inner Lock Gate Sill and the Inner Dock and Berths.

3.13.1.1 The Bellmouth Approach

This area being tidal is an area of active siltation and is regularly surveyed and dredged. To ensure an adequate under keel clearance in the Bellmouth (which takes into account such siltation) reference is made to the outer sill.

- A vessel's draft must be such that clearance over the outer sill is at least 1.5m on a rising tide and 2.0m on a falling tide. The latter increment being to allow for any fall in tide height whilst the vessel is manoeuvring prior to lock entry.
- For regularly visiting, powerful and manoeuvrable RoRo ferries, these clearances may be reduced to 1.0m and 1.5m respectively.

3.13.1.2 The Inner Lock Gate Sill

The maximum height of water that can be retained in dock by the lock gates is 14.8m when measured at the outer sill. This equates to 11.13m (36'6") at the inner sill.

- The specified maximum draft for a vessel entering or leaving the dock is 10.36m (34'0") in water with a density of 1017 giving an under-keel clearance of 0.77m (2'6") over the inner sill when the dock is full.
- Dock water is used to re-fill the lock during penning operations, thus each time the lock is filled, the level of the dock water decreases. The amount of this decrease varies depending on the height difference between the dock level and the tidal river. To minimise the reduction in height of the dock water and the subsequent reduction in under keel clearance, impounding operations take place to maintain the dock level.

3.13.1.3 The Inner Dock and Berths

As mentioned previously, the depth of the dock is maintained by dredging, a procedure necessary to remove the silt deposited from the water which accompanies a vessel penning inwards and the water pumped into the dock during impounding operations. There are recognised depths specified for different berths in the dock. These are the depths that the dredging programme is designed to achieve. Siltation which occurs between dredging campaigns and between subsequent surveys of the dock, added to the variation in dock water height due to penning operations will vary the under-keel clearance on the berths.

- The recognised depths on the berths in dock are 9.0m for No.8 Quay and the Terminal berth, both in the North West Arm.
- 11.0m for all other berths except Henderson's Dry Dock.
- For Henderson's Dry Dock a maximum draft of 7.2m is generally specified, dependent upon the current siltation deposits.

With the variation in height of the dock water there will be occasions when the height of the rising tide outside the lock gates matches the height of the water in dock. When this occurs both inner and outer gates may be opened simultaneously allowing a vessel to pass through the lock 'on the level' without being penned, with the proviso that at least one set of gates, either inner or outer, is closed at least ten minutes before high water.

New Outer flood gates installed in 2018 allows the port to continue penning vessels until the height of water on the outer sill reaches 15.3m. When the height of tide is predicated to be 15.5m or more the engineers must be contacted 72 hours before to test the flood defences. Flood defence system is initiated by lowering the shoot bolts (Duty Foreman/ ABP engineer responsible for lowering) The Shoot bolts are tested every Wednesday as per ABP engineers procedure. When the tide is sufficiently high to go over the top of the inner gates, it is a requirement that at least two sets of gates out of the inner, middle or outer sets be closed at least 10 minutes before high water. Once the gates have been closed, the sluices are lifted and as the tide turns and falls the water escaping from the dock through the sluices. This period of inactivity is known as the "run off". Which may take up to 1.25 hours.

Once the tide falls and the outer sill reads 15.3m (11.6m inner), lock operations maybe resumed for full lock operations only with the condition inner gates are only to be used when the outer flood gates are closed and sluices down. This is so that there is no pressure on the inner gates effectually operating them at slack water. Once the outer sill reads 14.8 metres (11.23m inner) normal operations can resume.

Due to engineering constraints the inner and middle lock gates are not allowed to be moved for big lock operations with more than 0.1m of water over the top of the gates.

3.14Berthing & Mooring

3.14.1 Traffic Signals

Immingham lock has docking signals facing seawards situated on a lattice tower to the east of the lock:

- 3 Fixed Lights (Red) Lock Closed
- 3 Fixed Lights (Green, White, Green) Lock open subject to permission

3.14.2 Arrival

Copy of General Notice to Pilots No 06/2015

Entry To Immingham Dock

For non-tidal vessels.

Recent incidents of entry into Immingham Lock on both the flood and ebb tide have resulted in extensive damage to both the port infrastructure and the vessels.

This has highlighted the need for basic principles of manoeuvring in the approach to be adhered to at all times, irrespective of the vessels capabilities which cannot always be guaranteed.

Whilst investigating each incident a common fault has contributed to all cases.

Each vessel has failed to be stopped over the ground, head to tide, under full control (with minimum power applied), before a final approach is made.

By accomplishing this basic principle, it removes the momentum from the start of the planned approach.

This puts the pilot and master in the best possible position to determine the effect of wind and tide on the vessel before the final approach is made.

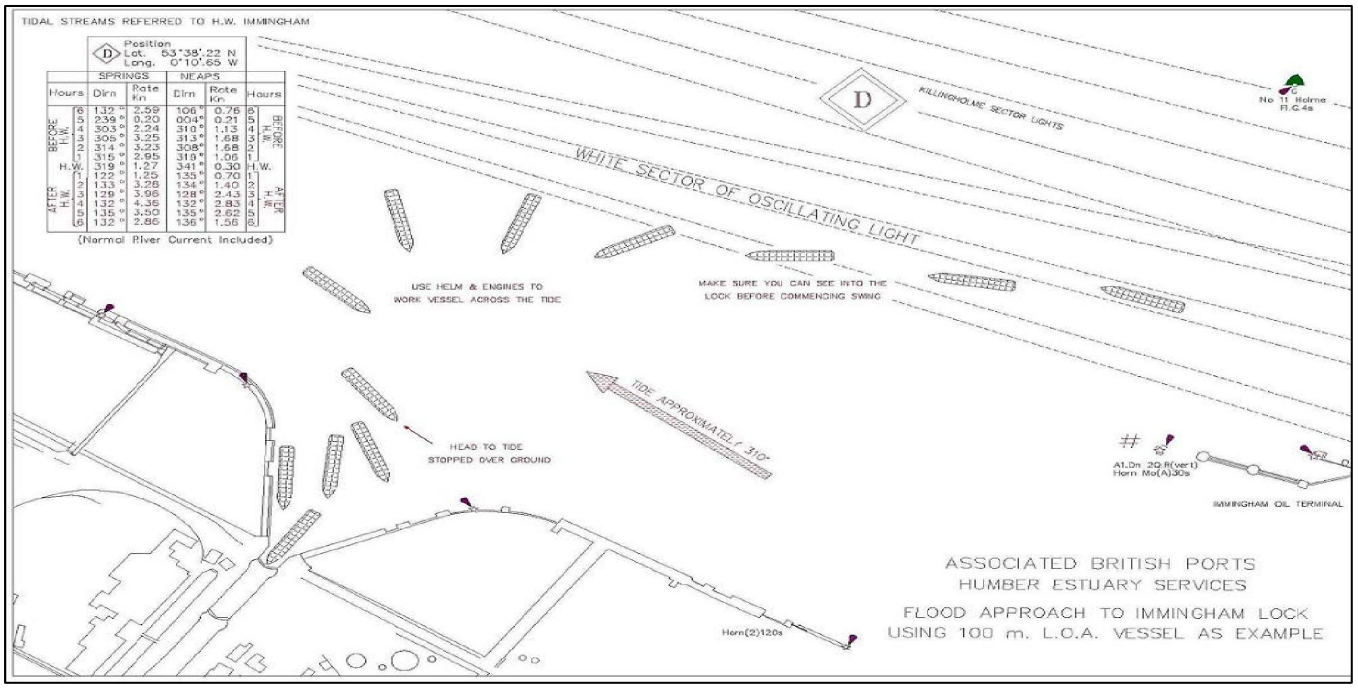
Both pilots and masters are reminded that entry into Immingham Lock must be a least a two-stage manoeuvre.

If a master is manoeuvring the vessel and the pilot is concerned he is not going to stop the vessel over the ground, head to tide, prior to commencing the approach, the pilot must be pro-active in preventing such a manoeuvre in sufficient time to abort and inform the Dock Master and VTS. The Dock Master or VTS may then refuse permission for the vessel performing the berthing or unberthing.

Diagrams below were published with this Notice to Pilots.

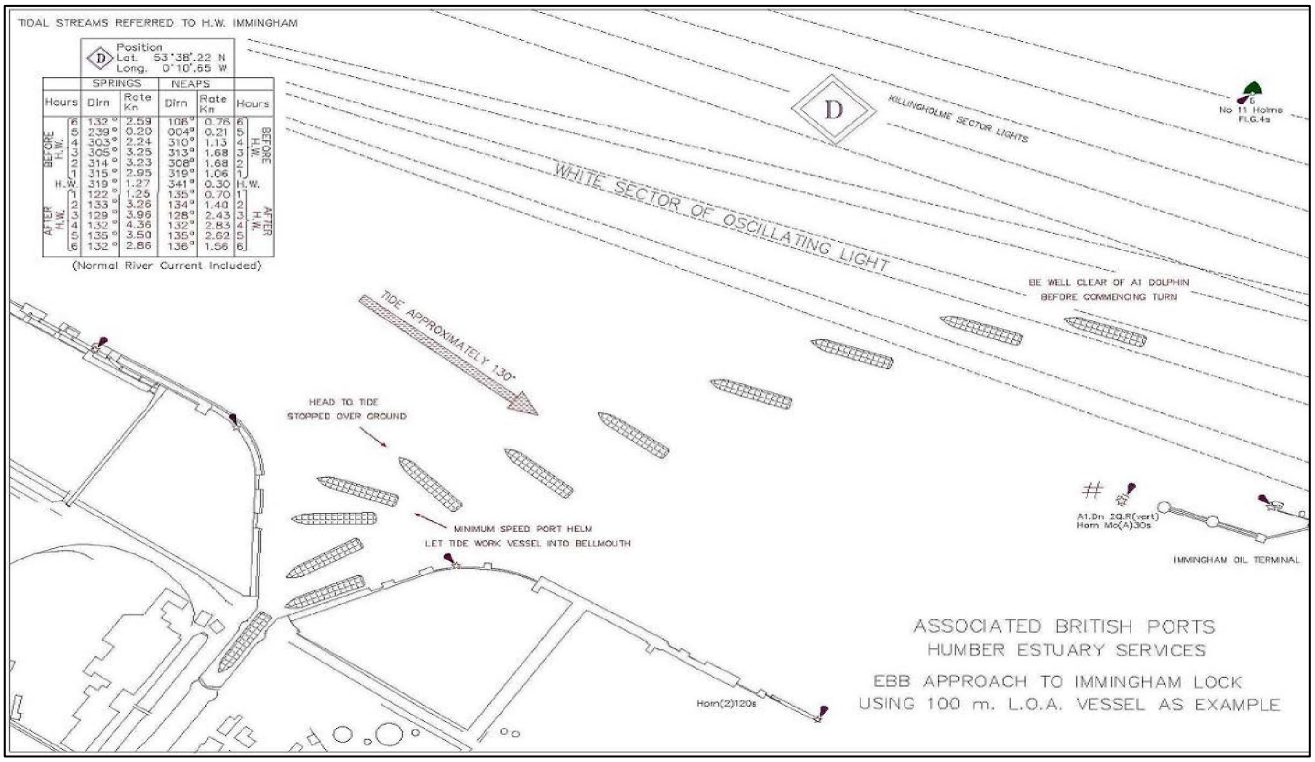
3.14.2.1 Flood Arrival

- Swing to port once lock open & stem off West Jetty.
- Do not swing too early as vessels turn readily to port on the flood tide!
- Be aware of traffic and Clay Huts and the set onto No 11 buoy.
- Have a spring ready to land on West Jetty if necessary.
- From a position stopped over the ground, with W/J knuckle abeam & E/J knuckle/tight fine to Stbd., gather minimum headway.
- As W/J open, keep bow close to E/J and work into the Bellmouth.
- Watch approach speed and do not enter until lined up.
- *Note* tidal eddy may push bow to port at the entrance.
- Beware when first of flood (LW to HW – 2.5hrs.) as mud behind jetties may be exposed and vessel may be set to port and then to Stbd in Bellmouth.



3.14.2.2 Arrival Ebb

- Watch set onto “A1” dolphin.
- Put tide on Stbd.
- Bow and crab down to the East Jetty.
- Stem tide approx. 1 ship length off (heading 310 deg) and get vessel stopped in water.
- Organise Lock Staff to stand by for a spring on E/J approach if landing on.
- Gather minimum headway and crab into Bellmouth.
- Watch port quarter on knuckle, alter too soon and you may get set onto it.
- Wait until vessel is inside of the line of the E/W jetties and then come hard round to head for the east knuckle on the port side.
- Keep vessels turning to port as they may straighten up and end up stemming with W/J.
- Reduce speed, which will increase as you get back into the slack water.
- Aim to land on nearer the lock entrance, as it is better fendered.
- You are less likely to be pinned alongside by the current rather than further north on the approach jetty, but there is a counter current, which may push the bow to Stbd and make it difficult to land on.
- Do not use Stbd helm but a kick astern if needed to land on flat. Get a spring out ASAP.



3.14.2.3 Ebb from up river

- Slow down off Clay Huts & swing to Stbd off W/J.
- Let vessel swing until parallel to E/J & stem tide.
- Then proceed as for normal ebb approach.

Note If there is a vessel leaving the lock, then it will be safer to stem uptide of the lock entrance. If it ascertained during the pilot/master exchange that the master will have the con during the approach to the lock, the pilot must make time during the passage upriver to fully discuss the intended manoeuvre and ensure that the master’s

understanding and proposed actions are consistent with the guidelines for safe entry. During the manoeuvre the pilot should continue to play an active role within the bridge team, offering advice and corrective action as necessary.

3.14.3 Ebb Departure

- Plenty of power ASAP & alter course to port if necessary to allow for set.
- Do not alter course to Stbd until face of lOT is open.
- On spring tides:
- No tugs fast fwd
- Do not back out on standby boats.

3.14.4 Immingham Dock Notes

- Tide ebbs until approx. LW Hull that is approx. 1 hour after LW Immingham.
- The east side of the lock is fendered.
- Leading lights at No. 5 Quay in the dock – W(2) 10 secs – to assist in lining up for the lock.
- The bollards on the east side of the lock are numbered from the lock head.
- Fixed fenders over the side of a vessel are not permitted.
- NOTICE TO PILOTS 04/2007 (Relative wind effects on manoeuvring vessels) and 16/2008 (Turning short around off the IOT) provides more information relating to manoeuvring vessels for Immingham Dock.

3.14.5 Mooring Boats

ABP Immingham has one mooring boat, ABP Progress, which is a category 3 certified workboat. This boat is manned by trained and certified ABP Marine Staff.

The boat is used to provide transport for marine staff, move floating fenders, run mooring lines and undertake surveys.

3.14.6 Boatman

Throughout the Dock and in the lock, all berthing and mooring operations are carried out by the Port Authority Staff as servants of the vessel.

- All UKD dredgers require boatman for mooring alongside a jetty or dock berth.
- Commercial vessels are not permitted to carry out their own mooring operations.
- Small craft such as bunker barges may be permitted to sail without boatman, provided the mooring lines are on the bight and the operation has been assessed by the craft operating company and is carried out in a safe manner.

3.14.7 Minimum Mooring Requirements

In the lock normal moorings are:

- 1 x headline
- 1 x springline forward
- 1 x sternline
- 1 x springline aft.

These moorings can be reduced by the mooring supervisor on proper assessment of the safety factors.

As vessels may have to share the lock with other craft, in particular small boats, mooring lines must be attended and kept tight and engines/thrusters used as little as possible.

Normally a forward springline is taken first to allow vessel to control its required position. However, consideration will need to be made, to ensure a sternline is sent as soon as possible if the vessel has a large transverse thruster effect.

Generally berthing will follow the standard berthing instructions but the actual position on the berth and orientation of the vessel may be specified to suit operational requirements.

All vessels will be safely moored considering:

- Size of vessel
- Number, size and type of mooring available
- Availability of bollards
- Operational factors such as passing vessels, engine trails etc.
- Other vessel mooring requirements
- Expected weather
- Tidal ranges
- Condition of ships mooring equipment

Whatever mooring pattern is decided upon, the moorings are to be spread amongst the available bollards as much as possible to spread the load.

Larger vessels berthing on quays affected by the passage of manoeuvring RoRo ferries will be required to use a minimum mooring pattern of three head or stern lines and two springs at each end. On other berths this requirement may be reduced. Similarly, on smaller vessels, mooring pattern requirements may be reduced but weather conditions and the condition of the vessels mooring equipment will always be taken into account by the mooring supervisor when specifying minimum mooring requirements. It must be borne in mind that the vessels Master remains responsible for the safe mooring of his vessel and if he requires additional moorings to be placed then this must be done.

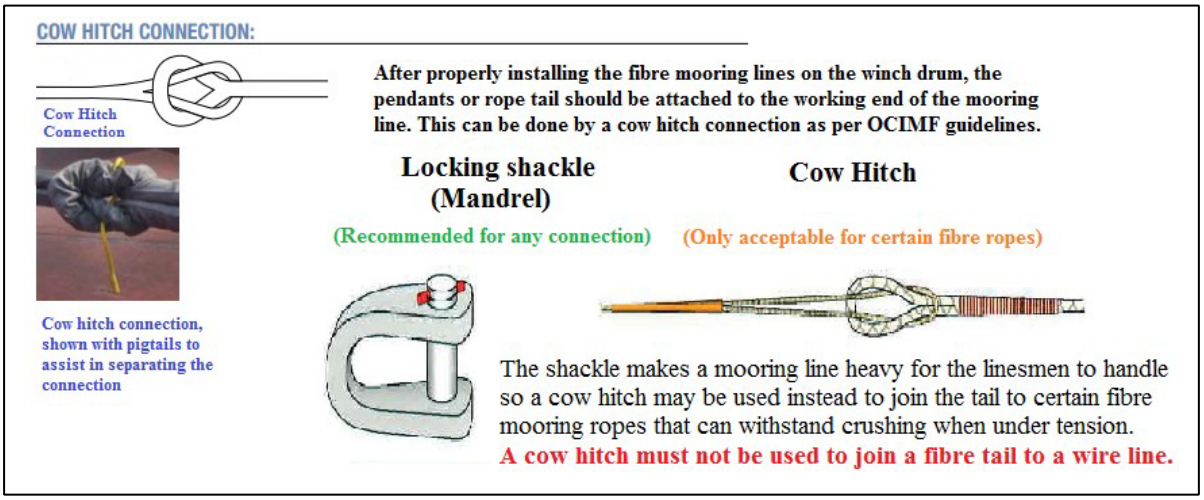
Damages or any incident, which may have led to a damage to either the vessel or to dock equipment, must be reported to Immingham Dock as soon as practically possible.

Mooring charges can be found at [redacted]

3.14.7.1 Mooring Ropes And Wires

1. The number of mooring lines required must be agreed with the Duty Marine Supervisor, licensed boatmen and Duty ADM* due to the frequent number of large ship movements within the ports and river. Ships must not alter mooring patterns or move ropes without contacting the Duty ADM.
2. Mooring ropes must be in good condition and loose ropes correctly turned up on mooring bitts – figure of eight style – not left on winch drums. Previously damaged ropes must be correctly re spliced. **Mooring ropes in poor condition will not be accepted.**
3. Mooring wires must be in good condition, fitted to winches and fitted with rope pendants, which must be attached using Mandrel type shackles or similar. Ordinary shackles and direct coupling (cow hitches) are not acceptable and will be refused. **Loose wires and mooring wires in poor condition will not be accepted.**

4. Rope tails may be fitted to ropes with cow hitches provided that the tail is of a suitable strength i.e., 25% stronger than the rope, the use of cow hitch connection is approved by the rope manufacture and the cow hitch is open as indicated by the diagram below; consideration should be made to place a pigtail in the hitch to aid separation. Rope tails connected with closed cow hitch connections which have bound onto the rope will be refused as the hitch will crush the rope and prevent proper rope inspection.



- Rope tails fitted to the eye of a rope or wire to add handling must not be too long to present a hazard to the line handlers.
- Combination mooring ropes and wires must not be used to warp vessels.
- Tension winches must not be used, unless operation has been agreed between the Port Authority and ships representative. Mooring winches must be left out of gear with brakes applied.
- No mixed moorings of ropes and wires are allowed in the same duty, i.e. mixing of wires and ropes together as springs or head/sternlines.
- The ends of heaving lines must not contain metal or other weights. See Appendix 8 – Dangerously Weighted Heaving Lines.
- Mooring ropes must be passed ashore under control and the sudden release of ropes must be avoided, especially during lock transit when shore staff may be at risk from being pulled into the lock.
- A warning must be given to shore personnel if it is suspected that mooring winches may have riding or trapped turns.
- Mooring ropes/wires must not be tightened until shore personnel have given a clear signal that the line is secure on a bollard.
- Ships Officers and crew should be aware of the position of shore personnel during mooring and unmooring operations and carry out the mooring operation so as not to hazard the shore personnel.

3.14.8 Mooring Equipment & Maintenance

Mooring bollards are a nominal 30M apart throughout the Dock, often less.

Mooring bollards are of a standard that will cope with all normal mooring requirements of vessels capable of entering the dock.

Bollards and other mooring equipment are visually checked before use for obvious damage and faults.

Mooring equipment will be maintained as set out in ABP's Mooring Equipment Procedures.

3.14.9 Fendering

The jetty approaches to the lock from the river are fendered with 'domino' style fenders running from below LAT to jetty top level.

Should a damage occur to fender panel, it is very important that the details are passed to VTS Humber for onward transmission as a warning and to all inward vessels until the damage has been repaired or temporary fender put in place.

- The outer lock entrance has a 'Burliegh wheel' on either side to assist vessels entering the lock. The east and west outer knuckles of the lock have resistant block fenders, canted to spread the impact of the flare of a vessels bow. The block fenders have a low friction cladding. Fenders have also been added to the concrete monoliths on the outer gates.
- The east side of the lock is fitted with self-lubricating propylene fenders at the top of the lock pit.
- The west side of the lock is fitted with steel fenders.
- The inner knuckles of the lock are fitted with small rubber 'domino' fendering, canted to spread the impact of the flare of a vessels bow.

Most of the dock walls do not have any fendering except:

- No 3 Quay extension – 'domino' fenders running from top of quay down 1.75m. 1.9m diameter inflatable fenders will be placed between the vessel and the quay if any vessel exceeds or will exceed a 9.0m draft whilst on berth
- No 7 Quay, No 12 Quay, No 11 Quay, Terminal Berth, No 8 Quay have small inflatable fenders placed.
- Henderson Quay has tubular / tyred fenders fitted.
- The entrance to Henderson dry-dock has tyre fendering fitted. The 'dry-dock' has small inflatable fenders fitted to keep the vessel off the altar steps, a reminder of the previous life of the dry dock.

Large 'Yokohama' style inflatable fenders are available in dock for fendering between ships. If a vessel wishes to make use of fenders apart from those above, prior notice must be given and a charge will be made to the vessel.

If vessel uses portable fenders, these should be buoyant to be recoverable. Use of tyre fenders, which may sink and foul the lock gate sill, is not permitted. Should a vessel lose a non-buoyant fender, the vessel will be liable for the recovery costs and any ancillary damages and delays.

Damages to fendering and berths must be reported to VTS for inclusion in the river jetty damage list which is updated weekly or as necessary and provide to pilots and is also available to pilots and PEC's through the daily river report.

3.15 Explosives

Explosives (Class 1) can be handled in the enclosed dock at Immingham. The Health & Safety Executive (HSE) Explosives Inspectorate, under the Dangerous Goods in Harbour Areas Regulations 2016 (DGHAR) has granted an

explosive licence to ABP Immingham. ABP Port of Immingham undertakes audits of terminal operators handling explosives under this licence.

ABP has trained and appointed explosive officers to oversee explosive shipments. Stevedores handling explosives are also required to have trained and appointed explosive officers to oversee explosive shipments. The security of explosives in transit through the port will be carried out following the guidelines set out in the HSE guidance, Dangerous Goods In Harbour Areas Act ACOPs

Explosives are handled on a last on/first off basis, with just in time arrival and direct departure from the port to minimise on-dock holding time.

Explosives will not be allowed to be held on the dock estate beyond 24 hours as agreed by the HSE. Due to shipping delays, if an explosive shipment needs to be held, it will be done so at an authorised magazine
(at a site off the Port Estate).

ABP's response to incidents involving explosives is outlined in the Explosives supplement of the Port Emergency Plan.

Notification of explosive shipments

Any shipment of explosives must be pre-notified to the Port Authority. This should be done by email to ImmHazard@abports.co.uk.

The Duty ADM will confirm that the shipment is acceptable to the Port Authority and if any berth restrictions are involved. Any pre-notification will require full details of the shipment involved and must include:

Description, class and division of explosive

- UN Number
- Net explosive quantity
- Number and kind of packages.
- Details of vessel involved
- Shipment date

Any concerns over a proposed explosives shipment must be passed to a Marine Manager.

The acceptance by the Port Authority does not preclude the Terminal operators carrying out their own safety assessment prior to acceptance.

Pre-arrival acceptance is not confirmation of shipment.

Following acceptance, confirmation of shipment to the Port Authority is by means of a copy of the vessel's Bill of Lading and SITPRO Dangerous Goods Note or similar certification either emailed to the Duty ADM or attached to the Agents on Line notification. The above is in addition to the notification required by the River Authority and Government Agencies. A packing certificate must also be supplied to the shipper if not covered by the shipping note.

A record of explosives shipped through the port is held both by the Port Authority and Terminal Operator.

A summary guide to the amounts of explosives that can be handled at different berths is provided below.

3.15.1 ABP Explosives Licence Summary of Maximum Permitted NEQ's

Category	1.1	1.2	1.3	1.4	1.5

Place/Berth – Immingham Dock	Maximum Aggregate Nett Explosive Quantity (NEQ) (Kgs)				
1 Quay	<10	<10	<10	U/L	<10
2 Quay	<10	<10	<10	U/L	<10
3/3E Quay (from corner – 1st 225m)	75	75	75	U/L	75
3 Ext (A) (from corner 1st 65m)	375	375	1900	U/L	375
Exxtor Ro/Ro Berth 2	300	300	1200	U/L	300
7 Quay	2000	2000	45000	U/L	2000
9A Mineral Quay	1200	1200	17000	U/L	1000
9B Mineral Quay	4000	8500	130000	U/L	4000
9C Mineral Quay	8000	35000	U/L	U/L	8000
10 Quay	3000	3800	85000	U/L	3000
Nordic Ramp 1 (No 11) *	500	500	3500	U/L	500
Nordic Ramp 2 (No 11.2) *	700	700	6000	U/L	700
Nordic Ramp 3 (No 12.2) *	350	350	1600	U/L	350
Nordic Ramp 4 (No 12) *	150	150	300	U/L	150
Henderson Dock East	900	900	10000	U/L	900
Henderson Dock West	500	500	3500	U/L	500
Humber Offshore Base	1300	1300	20000	U/L	1300
Henderson Quay	2000	2000	45000	U/L	2000

* Licence Condition: The total amount of explosives on these berths shall not exceed the equivalent of 700Kg of 1.1.

For sub-category A, B and F the licensed NEQ should be reduced to 1/3 from License No 3/13.

For Limiting Distances to Occupied Buildings, Passenger Vessels, Persons in the Open, and Other Explosives, along with Safeguarding Distances, see schedule attached to Explosives Licence

3.16 Cranage

Cranes are operated by ABP Operations Department and by third party Terminal operators. Many of the rail mounted Dock cranes have now been demolished. The replacement mobile cranes are stored in a normal position such that they do not impact on normal shipping movements. Cranes when not working are stored in positions which minimise the possibility of contact between vessels and those cranes. However, the crane outriggers may extend close to the quay edge so care must be exercised when manoeuvring in close proximity to any crane on the quayside. It is the responsibility of the vessel to maintain a safe distance from cranes and report any contact to the Marine Department immediately.

Please see Appendix 9 – Crane Positioning Procedure – Reason For Procedure.

3.17Gangways

Under the Health & Safety legislation and guidance it is the Ports responsibility to provide and maintain safe means of access to every part of the dock premises. However, it remains the responsibility of vessels to provide the safe means of access on board vessels and from the dockside to the vessels as covered by MGN 533 (M) Amendment 1 – Means of Access and Annex 22.1 Section 3 and Annex 22.2 in the Code of Safe Working Practices for Merchant Seafarers.

Access should generally be provided by the ship's accommodation ladder or by the ship's gangway in accordance with MGN 533 (M) Amendment 1. The use of shore- based equipment may be appropriate in certain cases.

Most vessels which use the Coal Hoist, are unable to use the ship's accommodation ladder due to the design of the berth. A shore gangway is provided for the ship's use. However, the ship's takes responsibility for the gangway and tending whilst in use. Further guidance is in Annex 22.1 Section 3 and Annex 22.2 in the Code of Safe Working Practices for Merchant Seafarers. All necessary facilities and arrangements will be provided on shore to enable this to be done.

Where means of access passes over water and there is a significant risk of a person falling into the water and drowning from or at either end of the means of access, or from the quayside or ship's deck immediately adjacent to the means of access, suitable safety nets should be securely rigged to minimise this risk. Suitable and sufficient attachment points for nets should be provided.

Ramps, which are used by vehicles, should not be used also for pedestrian access unless there is suitable segregation of vehicles and pedestrians, whether by providing a suitable protected walkway or by ensuring that pedestrians and vehicles do not use the ramp at the same time.

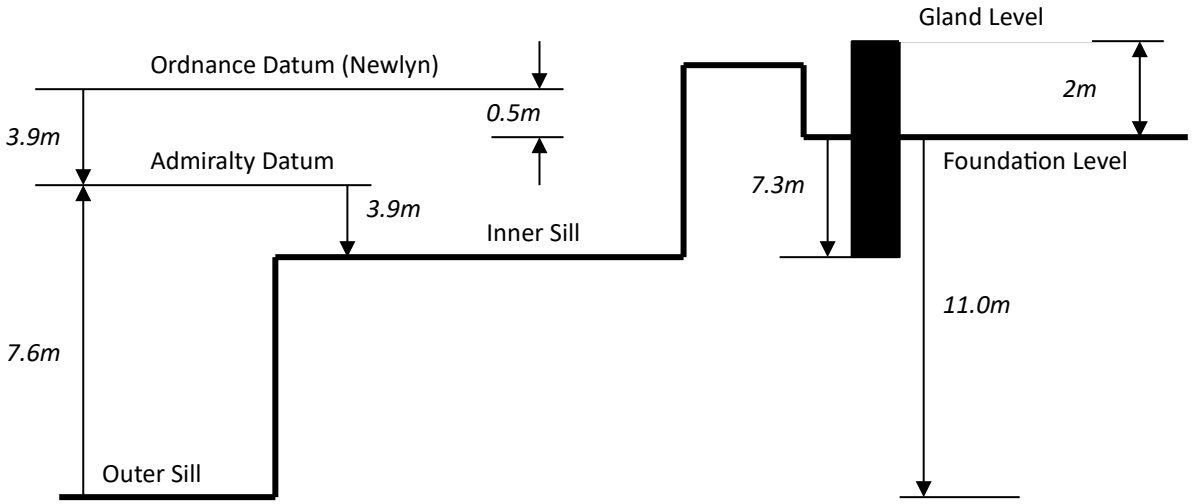
Vessels berthed on East and West jetties are required to use their own gangway / accommodation ladder. If it is not possible to rig a gangway / accommodation ladder at LW and a pilot is ordered to board the vessel at that time the agent must inform the Duty ADM who will arrange for the pilot to board via pilot launch.

Where access between ships is necessary, the access should generally be provided by the ship lying outboard, except that where there is a great disparity in freeboard, access should be provided by the ship with the higher freeboard.

3.18Impounding Pumps

Level of Foundation Ring

Datum on Admiralty Charts Nos. 3497 & 1188 is 3.90m below Ordnance Datum (Newlyn) and corresponds with a depth 7.6m on the Outer Sill of Immingham Lockpit. The Inner Sill is 3.7m above the Outer Sill.



Therefore the Foundation Ring Level to

- Outer Sill is 11.0m (35’9”)
- Inner Sill is 7.3m (23’9”)

Impounding Pump and Lockpit possession usually for 3 hours over LW.

Low tide must give this timespan below 11.0m so aim for LW at approx. 8.0-9.0m.

3.19Fire Fighting Systems

ABP does not provide fire-fighting equipment but does ensure that the freshwater main is pressurised for emergencies. Humberside Fire Service supplies fire and rescue services for Immingham Dock with fire stations based close to the East entrance of the port.

3.20Tide Flow Patterns

Tidal flow patterns following the lunar cycle are affected by fresh water drainage into the river and tidal surges caused by weather patterns.

Due to the fresh water flow within the River Humber, local slack water at Immingham occurs around high water and at approx. 30-40 mins after low water.

Guidance on tidal flow patterns can be found on the local chart and in the flow direction and speed isovels charts available for Immingham Bellmouth.

The flow direction and speed isovels charts are based on reading made in March/June 2006.

This information is available through the pilot or on request from the Dock Master, Immingham.

3.21 Emergency Procedures for Gate Failure and Impounding Pumps - Loss Of Dock Water Containment

In the event of loss of dock water containment due to lock gate dislocation through a ship's impact or mechanical failure of the securing mechanism.

Do NOT attempt to close any of the remaining lock gates in an attempt to retain dock water level

i.e. allow the dock water level to fall to the river level.

Immediately take the following actions utilising the on-duty staff from all departments that are available:

- Start the lock gate hydraulic system to hold gates (open) in the recess. Monitor, but do not allow entry into machinery huts, in case the hydraulic hoses split under the increased pressure which will occur in the system due to the water flowing passed the gate. This will be creating a suction effect on all recessed gates.
- Secure any ships still in the lock, clear of damaged gates.
- Stop all in-dock ship loading / discharging operations, via on duty operations foremen / supervisors.
- Stop all ship loading / discharging cargo operations in all independent in-dock terminals i.e., DFDS and ICT.
- Where possible have heavy machinery moved away from the quay edge.
- Warn all in-dock shipping of falling water level; instruct the crew to attend to the ships mooring lines, ship's gangways and stern / side ramps.
- Arrange for moorings on unattended craft such as tugs and bunker barges to be slackened.
- Warn VTS and instruct them to divert any ship inbound for the dock to an anchorage or to a safe riverside berth.
- Contact / advise the on-duty engineering supervisor of the situation.
- Contact Dock Master and all 'on call' marine, operations, engineering and safety managers, advise them of the situation / to attend.
- When the dock and river level are the same close all intact pairs of gates and any open sluices.
- Assess the situation of all in dock shipping / craft before starting impounding pumps (if available) or opening sluices when tide starts to rise above the level in dock.

MODE OF FAILURE	IMPACT	IMMEDIATE SITE ACTION	FUTURE ACTION
Inner Lock gate dislocating due to vessel collision or mechanical failure of securing mechanism.	• Lock access limited to 75M LOA. • Larger vessels limited to tidal access only. • Loss of ability to impound dock.	• Investigate reasons for failure, to establish scope of repair. • Ready spare gates as required. • Arrange pumps for impounding.	• Securing mechanism routinely checked and lubricated. • Adjustments made as required. • Sluices regularly inspected. • Annual diving inspection of lock walls.

MODE OF FAILURE	IMPACT	IMMEDIATE SITE ACTION	FUTURE ACTION
Outer Lock gate dislocating due to vessel collision or mechanical failure of securing mechanism.	• Lock access limited to 130M LOA. • Larger vessels limited to tidal access only.	• Investigate reasons for failure, to establish scope of repairs. • Arrange for transfer of middle gate to outer position.	• Securing mechanism routinely checked and lubricated. • Adjustments made as required. • Sluices regularly inspected. Annual diving inspection of lock walls.
Middle Lock gate dislocating due to vessel collision or mechanical failure of securing mechanism.	• Lock usage limited to full lock only.	• Investigate reasons for failure, to establish scope of repairs.	• Securing mechanism routinely checked and lubricated. • Adjustments made as required. • Sluices regularly inspected. Annual diving inspection of lock walls.
Loss of dock water containment due to gate dislocation, due to vessel collision or mechanical failure of securing mechanism.	Major loss of water depth in-dock resulting in retained levels on inner gauge as follows: • Normal retained level = 11.2m. • MHWS = 11.23m. • MHWN = 9.73m. • Normal lowest retained level = 9.14m. • MLWN = 6.53m • MLWS = 4.83m.	• Immediately warn all shipping in-dock. • Warn Exolum East Terminal. Fire pump suction in No.1 / 2 Quay corner may be compromised. • Investigate reasons for failure, to establish scope of repairs.	• Close remaining gates when dock reaches river level. • Commence impounding with all available pumps, provided inner gates are secure. • Render assistance to grounded shipping. • Complete dive inspection of all gates and sills. • Impounding pumping rate = 10cm/pump/hour. • Assist grounded shipping, moorings etc.
Control system failure.	• Full Lock out of use.	• Investigate reasons for failure, to establish scope of repair work.	• Repair / put into emergency manual operation on local control.

MODE OF FAILURE	IMPACT	IMMEDIATE SITE ACTION	FUTURE ACTION
Hydraulic System failure.	• Loss of control on single gate.	• Investigate reasons for failure, to establish scope of repair work. • Revert to manual local control if required.	• Repair fault if practicable or commence use of hydraulic power pack on affected gate on manual control until full repairs can be completed or implement use of emergency wires.
Power failure to lock side.	• Loss of lock operations if emergency generator does not kick-in. • Loss of impounding capabilities.	• Investigate reasons for failure, to establish scope of repair work. • Manually start emergency generator if not automatically started.	• Complete repairs as required. • Monitor emergency generator until mains power restored.
Pump Failure	• The pump house is equipped with three identical axial flow pumps. The Dock Level can be maintained by any two pumps during normal shipping movements. In the event of a pump failure there would be no impact in the failure of one pump.	• Investigate reason of failure to establish the scope of the repair works.	• The three pumps are maintained on a regular basis and have recently undergone extensive refurbishment. To ensure the continued reliable operation, the pumps will require removing for detailed inspection on a rolling programme starting 2011/2012.
Fire	• In the event of fire, the only flammable materials are located in the substation section of the building. • In the event of a fire in the substation, the electrical supply would be compromised. The building is equipped with a fire alarm system.	• In the event of the fire alarm being activated, the Marine Department are to Call 999 and contact the ABP Engineers. • Appointed person to isolate the pump house electrical supply. Depending on the extent of the damage, a temporary electrical	• Continue the regular maintenance of the electrical equipment. • Ensure the continued operation of the fire alarm system.

MODE OF FAILURE	IMPACT	IMMEDIATE SITE ACTION	FUTURE ACTION
		supply would be required. • See Loss of Supply of Electricity.	
Loss of Supply of Electricity	• The pump house is provided and is equipped with a redundant High Voltage electrical supply. • In the event that both supplies should fail, an assessment is required to establish the possible duration of the loss of supply. • If required, a suitable generator and transformer would be required to ensure the continued operation of the pumps.	• Assess the extent and the potential duration of the loss of supply. • Subject to the assessment, a temporary supply may be required. • In this event, a generator and transformer are to be hired.	• Continue the regular maintenance and inspection of the electrical network. Continue to review the notices issued by the "Energy Networks Association" to establish any potential issues. Information provided by them of the electrical equipment. • Continue to carry out capital investment into the electricity network and associated equipment. • Continue to develop a group of experienced appointed persons to operate the Electrical Network (See Contingency Plan for Electrical Network).
Flooding	The Pump House can flood from two sources: • Failure of pumping system allowing water from the lockpit to enter the pump house. In the event of this happening the water level will only reach the top of the pump and will not enter the electrical motor. This	• Further to assessment, the pump house electrical supply may be required to be isolated. • Suitable means to stop the flooding, such as sandbags are to be deployed. • Subject to the extent of the flooding water, surface pumps are to be	• To reduce the risk of future tidal flooding from the rise in sea level, all low-level electrical equipment is to be elevated accordingly.

MODE OF FAILURE	IMPACT	IMMEDIATE SITE ACTION	FUTURE ACTION
	would not impact the operation of the pumps. • The pump house could be affected by tidal flooding.	hired to pump out floodwater. • An assessment is required to establish the extent of any water ingress prior to re-energising the systems.	

3.22Subsea Pipeline

There are two subsea pipelines running across the small lock. These pipelines are controlled by Exolum. The pipelines are used regularly to transfer liquids including oil from Exolum East or West. The pipelines are set back from the lock side and are protected by the lock top cope stones.

Should any damage occur to the pipelines or any damage suspected, Interterminal must be contacted immediately to cease any transfers and take suitable action to reduce the effect of any leakage. The duty Marine Manager must also be informed immediately.

Exolum East 01469 563900

Exolum West 01469 572615 / 563966

4 Immingham East / West Jetties

4.1 Details of operator responsibility

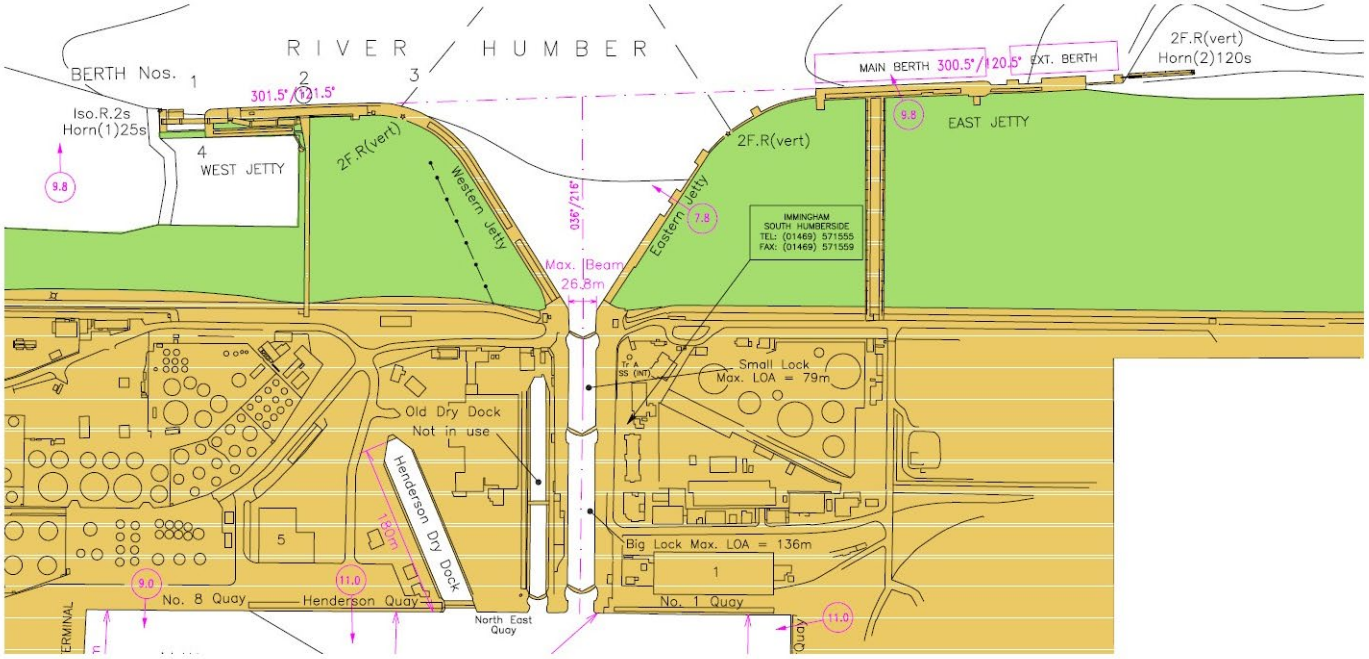
Immingham East and West Jetties are owned by ABP.

ABP Immingham is the Statutory Harbour Authority.

All river movements are coordinated by Associated British Ports through Humber Estuary Services. Exolum and Conoco operate cargoes through the jetty pipelines and are responsible for the bulk liquid transfer.

4.2 Allocation of Berths

Immingham East and West Jetties are classed as general user berths.



The main user of the jetties is Exolum, who in consultation with ABP decides on the allocation of berths for cargo.

On request ABP will confirm acceptance for vessel for berthing only. This is normally done by the provision of the vessel's latest Q88 form, sent to the Duty A.D.M for assessment and approval.

The ABP Marine Department will decide on final berth allocation. All vessels are allocated a safe berth. When allocating a berth the following factors are among those considered:

- Available space
- Latest survey giving least depth
- Vessel's draft
- Vessel requirements
- Cargo requirements
- Ships Length

- Bow to Centre Manifold
- Required Safety Separation Distance

The ABP Marine Department will decide on berthing and sailing times.

4.3 Ordering Procedure

Once a vessel is nominated for a particular berth on the jetties the agent will contact the duty A.D.M. for a berthing time. Following agreement on entry times, ship ordering is carried out by means of the Agents on Line systems which links to the Port and Vessel Information System (PAVIS) as described in the Humber Standing Notices to Mariners SH3 & 4. Operational priorities will have already been decided by the berth operators and incorporated in their nomination of the berth. Should there be competition between vessels for the same berth, operational priorities notwithstanding, priority will be given to the senior ship i.e., the first vessel to reach the stemming point. There are several critical parameters to be addressed before a nominated vessel can be accepted on a berth and it will be necessary to have all the required information to hand before a final decision can be made. Most of the following factors will be considered.

- Berth
- Is the berth currently occupied?
- If yes, when will the present vessel sail?
- If no, how much space is available between the nominated berth and adjacent berths?
- Length of Vessel
- Will the vessel fit in the space available?
- Draft
- ABPMer provides ABP Immingham a yearly allowable draft table which provides an acceptance draft for the berths at various datum levels depending on survey results and allows for a vessel to remain afloat with minimum underkeel clearance at the following predicted Low Water.
- Separation Distance
- Will the vessel fit in the space available? Allowing for the safe separation distance between the type of cargo the vessel is working and the types of cargo being worked by adjacent vessels.
- Oil and chemical vessels on the East and West Jetties shall be berthed in such positions that a safety margin of distance exists between them. The size of this safety margin will depend to a large extent on the flashpoint of the products carried, although some other products may be included in the higher risk category due to toxicity or other reason.
- For low flash cargoes (Flash point below 32ºC) a minimum separation distance of 30m between vessels is used.
- For high flash cargoes (Flash point 32ºC and above) a minimum separation distance of 15m between vessels is used.

Flash Points of Shipping products East and West Jetties

Product	Flash Point °C	Low Flash (< 32°C) 30 Metre Clearance Required	High Flash (≥ 32°C) 15 Metre Clearance Required
150sn Lube Oil	220		✓

Product	Flash Point °C	Low Flash (< 32°C) 30 Metre Clearance Required	High Flash (≥ 32°C) 15 Metre Clearance Required
2 Ethyl Hexanoic Acid	114		✓
2 Ethyl Hexyl Acrylate	85		✓
2c30	49		✓
2-Coumaranone 30 Aa Liq	-12	✓	
30% Uan Solution	N/A		✓
330 Sn Lube Oil	220		✓
600 Sn Lube Oil	260		✓
Abracarb Plus	N/A		✓
Acetic Acid	40		✓
Acetic Anhydride	54		✓
Acetone	-19	✓	
Acrylonitrile	-1	✓	
Alkylate	-40	✓	
Alkylate Isomerate	-40	✓	
Ammonium Phosphate Solution	N/A		✓
Ammonium Sulphate	N/A		Not Flammable
Aniline Oil	76		✓
Arcton A113	N/A		✓
Arcton A134	N/A		✓
Aromosol H	38		✓
Avgas 100ll	-40	✓	
Base Oil Cv60	180		✓
Base Oil Ks150	232		✓
Benzene	-11	✓	
Bio Blend Diesel	110		✓
Borresperse Cafn	N/A		✓
Butanol	29	✓	
Butyl Acetate (N)	22	✓	

Product	Flash Point °C	Low Flash (< 32°C) 30 Metre Clearance Required	High Flash (≥ 32°C) 15 Metre Clearance Required
Butyl Acetate (Sec)	19	✓	
Butyl Acrylate	39		✓
Butyl Alcohol (Tertiary)	11	✓	
Butyl Glycol	61		✓
Butylene Oxide 1,2	26	✓	
Caustic Soda Liquor 49 – 51% Naoh	N/A		✓
City Petrol	-40	✓	
Crude Benzene (Benzole)	0	✓	
Crude Oil	>21	✓	
Denatured Kerosene K5	75		✓
Di Octyl Phthalate	195		✓
Diesel	62		✓
Ethanol	12	✓	
Ethyl Acetate	7	✓	
Ethyl Acrylate	8	✓	
Exxon Ipa / Exxon Ipa Pharma. Grade	12	✓	
Exxsol D 60	62		✓
Exxsol D145/160	30	✓	
Exxsol D40	36		✓
Exxsol Dsp 60/95 S	-26	✓	
Fatty Acid Methyl Ester	110		✓
Finalan 40	40		✓
Fuel Oil	60		✓
Gas Condensate	10	✓	
Gas Oil	55		✓
Gas Oil Marker	N/A		✓
Gas Oil Marker Concentrate (Gomc)	61		✓
Heavy Fuel Oil	60 To 66		✓

Product	Flash Point °C	Low Flash (< 32°C) 30 Metre Clearance Required	High Flash (≥ 32°C) 15 Metre Clearance Required
Heavy Fuel Oil 180cst	60		✓
Heavy Fuel Oil 380cst	60		✓
Heavy Raffinate	20	✓	
Heptane	-4	✓	
Hexane	-18	✓	
Isopar M	75		✓
Kerosene	39		✓
Kerosene (Marked)	38		✓
Low Sulphur Fuel Oil	66 To 180		✓
Low Sulphur Vacum Gas Oil	60		✓
Marine Gas Oil	62		✓
Marked Gas Oil	55		✓
Methanol	10	✓	
Methyl Acrylate	-3.3	✓	
Methylene Chloride	N/A		✓
Molasses	N/A		✓
Mono Propylene Glycol	99		✓
Motor Spirit (Unleaded)	-40	✓	
Naphtha	11 To 25	✓	
Neodol 45e	169		✓
Nitrobenzene	88		✓
Palatinol 'N'	240		✓
Petrinex T9	70		✓
Phosphoric Acid (White)	N/A		Not Flammable
Premium Coker Gas Oil	65		✓
Propylene Glycol	99		✓
Propylene Glycol Industrial	121		✓
Propylene Oxide	-37	✓	

Product	Flash Point °C	Low Flash (< 32°C) 30 Metre Clearance Required	High Flash (≥ 32°C) 15 Metre Clearance Required
Pu-50 (Unleaded Gasoline / Motor Spirit)	-40	✓	
Pyridine	19	✓	
Reformate	-40	✓	
Sewon L Lysine Liquid 50% Feed	N/A		✓
Solvesso 100	41		✓
Styrene	32		✓
Sulphuric Acid	N/A		✓
Sulphur (Molten)	160		✓
Sulphur Free Diesel (Ad10)	62		✓
Su10 Motor Spirit	-40	✓	
Tall Oil Blend No.5	100		✓
Tetrachloroethylene (Dowper)	N/A		✓
Toluene	4	✓	
Ultra Low Sulphur Derv (Ad10)	55 – 62		✓
Unleaded Gasoline Blendstock (Pygas)	-12	✓	
Urea Ammonium Nitrate Solution 32%	N/A		Not Flammable
Vacuum Gas Oil	60		✓
Vinyl Acetate Monomer (Vam)	-8	✓	
White Spirit	38		✓
White Spirit 100	39		✓
Xylene	15	✓	

4.4 Manifold Position and Tidal Stream at the Time of Arrival/Sailing

If the manifold position on board is not amidships, then what direction will the tidal stream be flowing when the vessel arrives off the berth?

As vessels almost always stem the tide when berthing, the stream direction will indicate the heading of the vessel on berthing. From this and knowing the dimensions forward and aft of the ship's manifold, the relative positions of the vessel's extremities can be deduced. Add to this the safe separation distance at each end and if the space available matches the space required, the vessel may berth.

There may be occasions when a vessel has an offset manifold i.e., not amidships, that the vessel can only fit on the berth one way round. This could mean the vessel having to wait for the tide to turn in order that it may make its approach from the desired direction.

Large or deep drafted vessels will only be berthed and sailed near the slack water periods at high or low water, dependant on draft and for vessels sailing, upon their heading. The proximity of the Immingham Oil Terminal and the large vessels which occupy those berths require care to be taken when considering any movement of large vessels on or off the jetties during any period of ebb tide. Care must also be taken when considering a relatively long vessel berthing on the extreme west end of the West Jetty due to the previously mentioned shoaling which takes place in that region.

A large vessel may well occupy more than one shore header position, especially on the West Jetty. Even if such a vessel is only using one shore header it may be of such a size as to foul other berths and prevent their use by other vessels.

On no account should a vessel on either the East or West Jetties extend towards the Bellmouth past lines which run parallel to the East and West lead in jetties measured 30m behind the fender line of the lead in jetties. This is to prevent such vessels fouling the Bellmouth and interfering with the navigation of vessels making for and leaving the lock.

4.5 Arrival / Sailing Parameters

Smaller vessels can be berthed at most states of the tide.

Definitions	
Tidal Restricted Vessel	A standard equipped ship i.e., single fixed pitch propeller, conventional rudder, no thruster units, and a LOA of 140 metres or more.
Time of HW or LW	Tide table times at Immingham
'Arrival Off Dock'	Vessel stemming tide with tugs made fast
'Sailing Time'	Run down ready to leave the lock
'Ordered Time'	Time to commence singling up, tugs in attendance. (Pilot is expected to be on board in time to complete Passage Plan with Master and allow gangway to be lifted). [Ordered time to be at least Sailing Time –1 hour].
'Dock Master'	Means the Dock Master appointed by ABP and includes his authorised deputies, assistants and any other person authorised by the Authority to act in that capacity.

4.5.1 East And West Jetties High Water Arrivals

Tidally Restricted Vessel can be berthed in the period *HW –1.5 hours up to HW +1.5 hours*.

4.5.2 Low Water Arrivals

Tidally Restricted Vessel can be berthed in the period *LW –1.5 hours up to LW +1.5 hours*.

4.5.3 High Water Sailings

Head West

- Tidally Restricted Vessel can be sailed in the period HW –1.5 hours up to HW +0.5 hours.

Head East

- Tidally Restricted Vessel can be sailed in the period HW –1.5 hours up to HW +0.5 hours.

4.5.4 Low Water Sailings

Head West

- Tidally Restricted Vessel can be sailed in the period LW –0.5 hours up to LW +1.5 hours.

Head East

- Tidally Restricted Vessel can be sailed in the period LW up to LW +1.5 hours.

For all vessels except river barges

4.5.5 West Jetty No 4

For tide range (Immingham) of 4.8m or less:

- Restricted to the period LW Imm + 30 mins to HW Imm + 20mins (Flood tide period)

For tide range (Immingham) of 4.9m or greater the window will remain the same

- Restricted to the period LW Imm + 30 mins to LW Imm + 2 hrs (i.e. first 1.5 hrs of flood tide) and HW Imm – 1 hr 40mins to HW Imm + 20mins (i.e. last 2 hrs of flood tide).

This does not include bunker barges.

Vessels on West Jetty No 4 Berth will always berth port side to.

4.6 Maximum size vessels on each berth

Berth	Length	Deadweight	Draft
East jetty main	213m	50,000T	
East jetty extension	100m	5,000T	9.8m
West jetty 1	120m	15,000T	
West jetty 2	213m	50,000T	
West jetty 3	100m	15,000T	
West jetty 4	120m	15,000T	7.0m (Max BCM 55m)

4.6.1 PPV Vessels

Very large vessels, which are classed as passage, plan vessels under the Humber Passage plan, copy of which can be found at Humber Passage Plan - ABP Humber will berth and sail as indicated by the plan.

4.6.2 Weather Restrictions

Cargo transfer operations involving products classified either under COMAH Regulations or as Dangerous Goods as defined in the DGHAR Regulations will be suspended in the event of an electrical storm in close proximity to the jetty, all cargo openings and vents are to be closed and secured. Manifold valves are to be isolated.

Wind speeds in excess of a mean speed of 40 miles per hour (Force 8) will demand a review of the acceptability of the continuance of the transfer operation.

A review will be undertaken between the Terminal's representative, Port Authority and the Responsible Officer. They will assess the impact of the weather conditions in relation to the safety of the transfer, accounting for:

- Wind Direction
- Draft of vessel
- Air draft
- Capability of moorings
- Ballast status
- Cargo transfer status
- Sea state
- Tidal flow

If deemed necessary, cargo operations will cease, and the transfer hose will be disconnected until such time that the mean wind speed has been less than 40 miles per hour for 30 minutes.

An assessment will be undertaken for berthing and sailings operations with mean speed of 25 knots (Force 6) between the Duty ADM and pilot/PEC to review the acceptability of the continuance of the mooring operation.

4.7 Tug Requirements

Tug provision for the Port of Immingham is by several private companies.

Tugs assisting vessels greater than 60m LOA must be a minimum of a class C tug. The master would normally order tugs through the ship's agent. The Duty ADM or pilots will assist with the ordering if required. The master must state which towage company is preferred.

Details of towage companies and tugs can be found on the following link- Humber.com - Towage Providers or in the General Notice to Pilots/PEC's No 2 of each year.

Tidally Restricted Vessels up to 160m LOA and/or 8m draft are recommended to use 2 tugs for arrival and sailing. Pilots should consider having the aft tug fast particularly when sailing with the tide running.

Tidally Restricted Vessels over 160m LOA and/or 8m draft, in addition to the tugs above will be required to take a pusher tug.

All vessels inward that require a tug or tugs to berth at Immingham E/W jetties must reduce their speed and complete making tugs fast before the vessel passes berth No.3 of the Immingham Oil Terminal.

A fire tug is on immediate notice, external to the Dock, to assist any vessel in unforeseen difficulties in the Immingham area; this is generally limited to a machinery failure. There is an agreed method of alerting the fire tug in the event of an incident.

Masters and pilots are reminded that tug requirements vary greatly depending on the weather and tidal pattern. The Duty Assistant Dock Master may recommend tug usage and masters and pilots should heed the advice provided.

In event of the possibility of a serious incident, the Duty Assistant Dock Master can require a vessel to take tugs as a special direction.

4.7.1 Tug Classification

- Class A 50t bollard pull and above
- Class B 40 – 50t
- Class C 30 – 40t
- The above tug requirements may be varied following declaration of suitable additional manoeuvring equipment such as multiple propellers, rudders, and thrusters units. Pilotage assessments will be used to make informed decision on varying tug requirements.

4.7.2 Passage Plan Vessels (PPV)

Vessel DWT (tonnes) Immingham East/West Jetties To 49,999	Number of Tugs at Sunk Spit buoy	Category	Number of tugs Berthing	Category	Minimum Total Bollard Pull (tonnes)	Number of tugs Un-berthing	Category	Minimum Total Bollard Pull (tonnes)
Ballast	2	CC	3	CCC	90	3 or	CCC	90
Ballast	2	CC	3	CCC	90	2	AB	90
Loaded	2	CC	3	CCC	90	3 or	ACC	110
Loaded	2	CC	3	CCC	90	3	BBC	110

After passing the Sunk Spit Light Buoy the PPV must have at least two tugs made fast by the time the vessel is abeam of the Humber Power Intake.

If the agreed number of tugs cannot be assigned to the Humber Passage Plan tanker, the vessel should not proceed.

The tug broker should ascertain the inward PPV ETA at the Sunk Spit Light Buoy; ensure that the appropriate numbers of tugs will be available on station and declare the leading tug.

4.7.3 Sailing Tugs for a PPV

Tugs allocated to a vessel sailing shall be ordered to attend at the vessel at the same time as the Pilots and shall report to VTS Humber when they are in attendance at the sailing vessel.

The number of tugs allocated to a PPV on sailing shall be decided after consultation between the Master, the Agent and the Tug Provider. The minimum number of tugs to be allocated shall not be less than two and will be governed by the Minimum Tugs Required table in this passage plan. When a vessel is to un-berth in the loaded condition full consideration must be given by all parties to the use of the same number of tugs as would apply for berthing that size of vessel.

On clearing the berth after sailing one tug will remain with the vessel until she is past and clear of the IOT.

Tugs must be ordered in sufficient time to be penned out of Immingham to attend the vessel as it leaves the SDC. When tugs are order out of Immingham Dock for a PPV, then the order should confirm tug usage as regards PPV traffic. The Duty ADM must give tugs for PPV traffic suitable priority.

4.8 Standard Berthing Instructions

Vessels will normally berth head to tide, however vessels can berth either side to, to suit operational requirements of the jetty operators.

Berthing positions will be planned to allow a minimum safety separation between vessels. To be able to plan berthing, vessel agents may be requested to provide to Length overall and bow to centre manifold length.

Vessels will normally be berthed with their working manifold close to the shore working manifold as all connections are with flexible hoses.

Vessels on West Jetty No 4 berth will always berth port side to, as flood tide is required for all berthings and sailings.

4.9 River Levels

River levels fluctuate with tidal and lunar cycles and reference must be made to ABP tide tables.

ABP has access to forecast surge information which can substantially affect the river level at times.

4.10 Fire and Emergency Procedures – Information for Vessels

In the event of any emergency requiring Police, Fire Brigade or medical assistance contact Immingham Dock as directed above.

Jetty Emergency Procedures

The Responsible Officer shall familiarise himself/herself with the manner in which shore firefighting and emergency services may be obtained.

At all times throughout the transfer operation the vessel's firefighting systems must be ready and available for immediate use. Fire hoses must be uncoiled and connected to at least two locations, one forward and one after of the manifold area.

Scupper plugs must be fitted to all cargo deck openings and only removed temporarily to allow drainage of rainwater. Save all's are to be kept free of rainwater.

In the event of fire or other emergency aboard the vessel, the Master must make immediate signals by:

- Prolonged sounding of the vessel's whistle
- Activation of the vessel's fire bell
- Alerting the Terminal's representative
- Alerting Immingham Dock Master on VHF channel 68 or 19.
- Transfer must be immediately ceased and transfer hosed disconnected.

The Port Authority may activate its PORT EMERGENCY PLAN and direct the Master and Terminal to act in accordance with its instructions.

Notes: You are required to report to the Duty Assistant Dock Master (ADM) any serious incident involving dangerous goods which might have caused serious personal injury or a risk to the safety of your vessel. You must keep your vessel in a state of readiness to be moved at any time unless the ADM agrees otherwise.

If you are berthed at a Terminal not operated by ABP, that the Terminal will have emergency arrangements in addition to those above.

See Appendix 2 – Notice to Ships Masters (Emergencies Information etc.) for map of port emergency sectors

Any suspicious persons, items or activities should be reported immediately to the Marine Control Centre (Duty ADM).

4.11 Priority berths

East and West Jetties are common user berths however various commercial agreements are in effect on priority berthing arrangements.

4.12 Small / Pleasure Craft

Small craft are not generally handled on the jetties however temporary layover facilities may be provide and permission granted through the Duty ADM, Immingham. Suitable facilities are available in local marinas.

4.13 Under Keel Clearance

For arrival and sailing normal under keel clearance is 10% draft or 1m whichever is the greater. This may be reduced by the Dock Master in consultation with the Pilot Authority.

For up-to-date information on ruling depths see VTS daily reports in Marine server file and latest sounding charts kept in the Dock Masters office. Electronic charts can also be found on the “shared drive” (care must be taken with this information to ensure it is current).

Lying within the complex tidal streams of the River Humber, the berths on the East and West jetties are subject to varying degrees of siltation. Scouring by the current is greater on the East jetty than on the West, requiring more attention to be paid by the dredger to the West Jetty berths than to those on the East. Deposition of silt is greater at the ends of the jetties furthest from the lock, especially the western end of the West Jetty. Regular dredging campaigns are carried out along with regular surveys.

Tables are produced by ABP Mer Draft at Eastern and Western Jetties. These tables are entered with a ruling depth selected after consulting the latest sounding chart. Against the ruling depth, for a particular date, are given the maximum acceptable drafts for a vessel on the berths at both A.M. and P.M. low water periods having allowed for an under-keel clearance of 0.5m. These tables must be consulted by the duty A.D.M. when a vessel nomination is received.

It is possible for a vessel to berth on the jetties at high water with a greater draft than that specified by the table. It is presumed that the vessel is capable of pumping ashore and the shore installation is capable of receiving, sufficient cargo at a sufficiently high rate to enable the vessel to reduce its draft to an acceptable level by low water. This procedure is known as ‘pumping over the tide’ and has inherent risks attached to it. Should the rate of discharge not meet expectations and the vessel find itself unable to achieve an acceptable draft, it may take the bottom at low water or make a hurried departure from the berth only to have to return after the low water period has passed. The risks are thus both physical and financial.

Due to the speed of silt deposition especially at the western end of the West Jetty, the latest sounding charts and the dates of these charts must be consulted along with the draft tables. In this way trends may be deduced to give a more accurate picture of the current state of the berths.

4.14Berthing & Mooring

The Terminal Operator should be contacted as an inward vessel passes Spurn Point, to advise then of the vessel's ETA to ensure a Jetty Operator is present on arrival to make sure that the vessel is positioned correctly for cargo operations.

4.14.1 Arrival & Sailing advice

See Pilots Handbook.

4.14.2 Minimum mooring requirements

Vessel LOA	Head/Stern Lines	Breast Lines (each end)	Springs (each end)
> 120m	4	2	2
90m < LOA ≤ 120m	3	-	2
≤ 90m	2	-	2

Normally a forward spring line is taken first to allow vessel to control its required position. However consideration will need to be made, to ensure a stern line is sent as soon as possible if the vessel has a large transfer thruster effect.

Generally berthing will follow the standard berthing instructions but the actual position on the berth and orientation of the vessel may be specified to suit operational requirements. In must be borne in mind that the vessels Master remains responsible for the safe mooring of his vessel and if he requires additional moorings to be placed then this must be done.

All vessels will be safely moored taking into account:

a) Size of vessel
b) Number, size and type of mooring available
c) Availability of bollards
d) Operational factors such as passing vessels, engine trails etc.
e) Other vessel mooring requirements
f) Expected weather
g) Tidal ranges
h) Condition of ships mooring equipment

Whatever mooring pattern is decided upon, the moorings are to be spread amongst the available bollards as much as possible so as to spread the load.

Moorings must be properly tended throughout to prevent the vessel moving off the jetty fenders and to prevent the vessel surging on the berth. Each mooring must be adjusted to ensure equal weight is taken on each rope. Adjustment of mooring should take place on slack water.

Power for the adjustment of moorings must be available throughout the period of stay alongside.

For PPV vessels a mooring plan must be sent to the vessels Master and data centre before the vessel embarks the pilot as per the Humber passage plan booklet.

4.14.3 Mooring Equipment & Maintenance

Mooring bollards are spaced at a reasonable distance apart to provide mooring separation.

Mooring bollards are of a standard that will cope with all normal mooring requirements of vessels capable of entering the dock. All mooring bollards were constructed to a nominal SWL of 50T. Bollards and other mooring equipment are visually checked before use for obvious damage and faults.

Mooring equipment will be maintained as set out in ABP's Mooring Equipment Procedures.

Marine Supervisor to carry out visual inspection of mooring bollards before berthing a vessel and confirm to the ADM via VHF.

4.14.4 Fendering

East Jetty Main Berth has fixed fendering made up of wooden crossbeam construction apart from the dolphin between the main berth and extension, which has domino style fendering. All fendering runs from the LAT to the jetty surface.

East Jetty Extension Berth has fixed fender made up of domino style rubber faced fenders.

West Jetty has fixed fender made up of domino style rubber faced fenders. All fendering runs from the LAT to the jetty surface.

4.15Manning

The Master must ensure an adequate deck watch is present and available at all times throughout the period of the transfer process. The deck watch must be stationed in the vicinity of the manifold at all times. Sufficient crew members must be available to properly respond to any emergency. A responsible Officer must be delegated by the Master as being responsible for the transfer operation and safety of the vessel whilst alongside.

Damages or any incident, which may have led to a damage to either the vessel or to dock equipment, must be reported to Immingham Dock as soon as practically possible.

Mooring charges can be found at [redacted]

4.16Tug Berths

There is a tug berth for 4 harbour tugs on a barge situated at the east end of the East Jetty. This tug berth is leased by Svitzer Humber Ltd. Access is via the rear of the East Jetty.

There is a tug berth for 6 harbour tugs on a barge situated to the rear of the West Jetty, within the Immingham Outer Harbour. This tug berth is leased by Svitzer Humber Ltd. Access is via the pipe gantry.

Tugs may be left unattended with a combination of tug and shore ropes.

Access to these tug berths is by agreement with the Jetty Operator, Exolum as access is through their controlled access routes.

4.17Fire Fighting Systems

Both the East and West Jetties are provided with an alarm activated firefighting system, which can be operated and controlled from a remote-control station. The fire monitors provide both water and foam fire suppressant capabilities. The fire systems are activated by the jetty fire call, with alarms both local to the jetty and to the Marine Control Centre. Water pressure is supplied from fire pumps situated under the jetties. The pumps are automatically started and the fire alarm sounds when the fire alarm glass is broken.

Support for the fire system is also provided through a mutual aid pipeline system from Exolum and IOT.

Apart from above, ABP does not provide fire-fighting equipment but does ensure that the freshwater main is pressurised for emergencies.

Continental fire connections are provided on the berths.

Humberside Fire Service supplies fire and rescue services for Immingham Dock with fire stations based close to the East entrance of the port.

On board vessels, fire hoses must be uncoiled and connected to at least two locations, one forward and one after of the manifold area.

4.18Portable Electrical Equipment / Smoking

All such equipment must be approved for use in hazardous areas.

Smoking is strictly prohibited at all times on the jetty, the jetty approach, jetty cabins or within the Terminal. Smoking is strictly prohibited aboard the vessel, except in the locations determined by the Master and approved by the Terminal Representative.

No smoking materials, which includes matches, lighters or other devices capable of producing ignition may be carried on the jetty, the jetty approach, jetty cabins or within the Terminal.

4.19West Jetty 4 Restraint System

There is a restraint system built at the east end of West Jetty Berth 4 to provide protection to the pipe gantry just to the east of the berth.

The restraint system is made up of piles interlinked with chains.

4.20Cranage/ Stores

Cranes are provided on the East and West jetties by the Jetty Operators to handle flexible cargo hoses on and off vessels and to provide support for the hoses during cargo operation over the tidal period.

There is limited vehicular access to the West Jetty. There is no vehicular access to the East Jetty. Stores will only be allowed to be handled before or after cargo operations.

5 Immingham Oil Terminal (IOT)

5.1 Details of operator responsibility

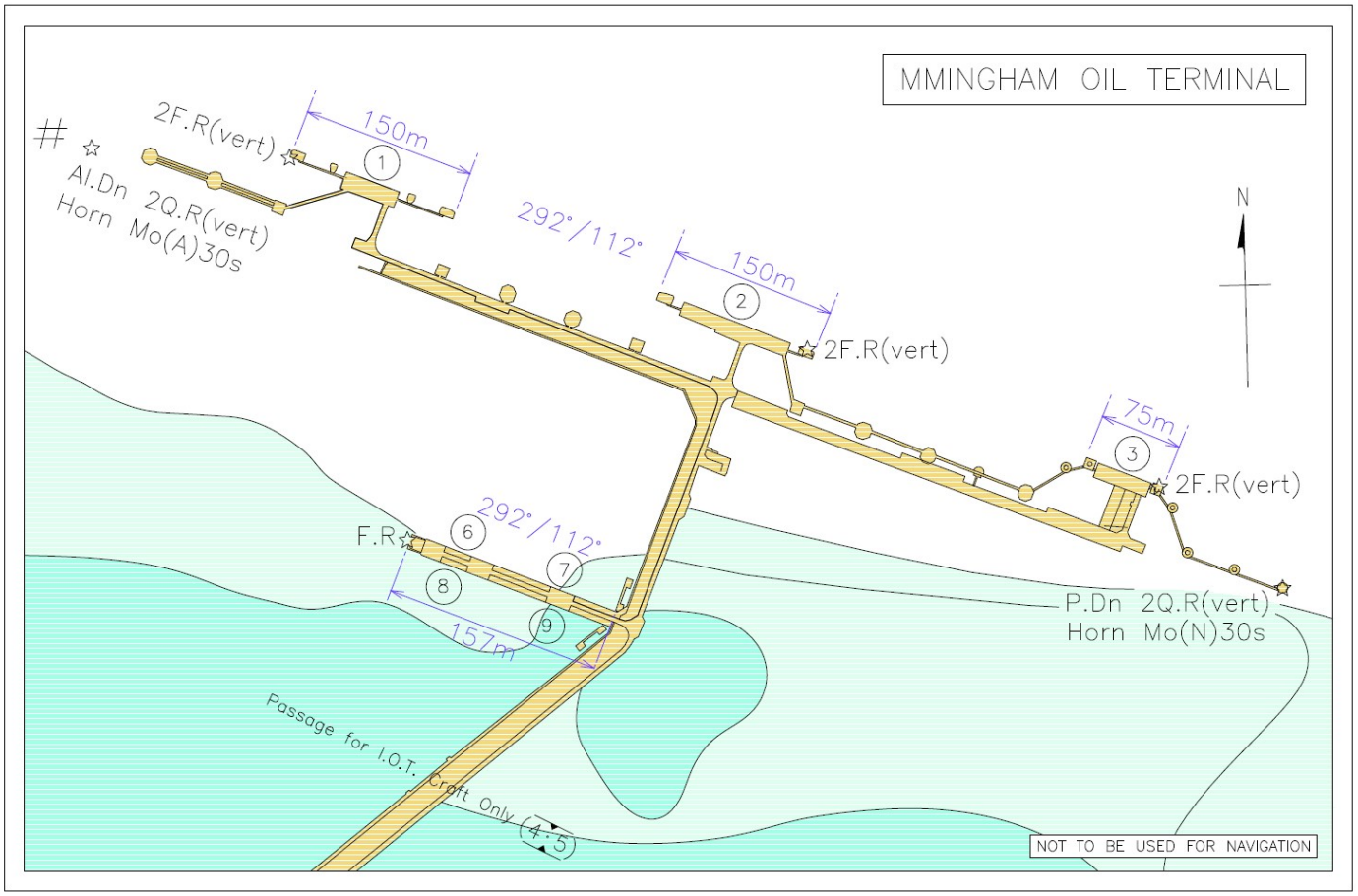
Immingham Oil Terminal is leased by Humber Oil Terminals Trustees Ltd (HOTT) and owned by ABP. The Terminal is operated by Associated Petroleum Terminals (Immingham) Ltd (APT). APT is owned by Prax Lindsey Oil Refinery and Phillips 66 Humber Oil Refinery as a 50/50 joint venture. ABP Immingham is the Statutory Harbour Authority.

All river movements are coordinated by Associated British Ports through Humber Estuary Services. However, all berthing, sailing and shifting position operations are under the direct control of the APT Berthing Master.

APT have a Terminal Information and Jetty Regulation booklet, which contains general information, available services and Terminal Regulations and should be consulted. APT require lifejackets to be worn by all persons on the jetties.

5.2 Allocation of Berths

At IOT there are seven berths; three main berths used by larger vessels, and four berths at the finger pier for use by coasters and barges.



Before acceptance vessels are vetted by the oil companies and accepted by APT. During the vessels visit, APT undertakes a basic inspection of the vessel and this is supplied to ABP, along with any noted defects.
IOT berths are operated by APT, who allocate all berthing

When allocating a berth the following factors are among those considered: -

a. Available space
b. Separation Distance.
c. Vessel's Draft
d. Vessel requirements
e. Cargo requirements
f. Ships Length
g. Bow to Centre Manifold
h. Flat Side

5.3 Ordering Procedure

APT organises the berthing and sailing of vessels with the relevant ship's agent. Berthing and sailing times are agreed with the Port and River Harbour Authority. Ship's agents are expected to use Agents on Line to notify the Port and River Harbour Authority of berthing and sailing times and to provide pilot orders.

5.4 Arrival / Sailing Parameters

No Vessel or Barge may Berth, Sail or Shift Position without an APT Berthing Master being in Attendance.

5.4.1 Berthing And Sailing Restrictions Main Face

Summer Deadweight/Draft/LPG m^3	Restrictions
Vessels < 9,000t Dwt	No berthing or sailing restrictions apply Exceptions – during Half Tide period of large Spring Tides, draft permitting.
9,000t Dwt ≤ Vessel < 40,000 t Dwt	Berthing and sailing limited to between 1½ hours either side of High or Low Water Immingham. (dependent on draft and subject to Berthing Masters requirements)
Vessel ≥ 40,000t Dwt Draft ≥ 11.0 m draft LPG Vessels ≥ 20,000 m^3	Subject to Humber Passage Plan Requirements, any variation by Berthing Master to be cleared with VTS Humber.
Vessel ≥ 150,000t Dwt	Will not be berthed when the following ebb tidal range is 6.0 metres or greater.

5.4.2 Finger Pier

Vessels > 750t Dwt:

- Must comply with the terms and conditions of the mooring contractor.
- If the tidal range is 3.7 metres or less – May berth at any state of the tide.
- If the tidal range is greater than 3.7 metres – Berthing is permitted from one hour before LW Immingham through to one hour after HW Immingham.

In exceptional circumstances, with permission from the Terminal Manager or his deputy, vessels greater than 1000 tonnes S.Dwt may 'back down' on the ebb tide under the above tidal conditions.

5.4.3 Sailing

Vessels are only allowed to sail on the flood tide, i.e. from one hour after LW Immingham until HW Immingham.

Summer Deadweight		Restriction
Vessel < 750t Dwt		Are exempt from the restrictions at the discretion of the APT Terminal Manager, but only by prior arrangement. APT reserves the right to rescind this exemption at any time.
750t Dwt ≤ Vessel ≤ 1000t Dwt	Berthed Head West	Generally there is no restriction. The Berthing Master may delay the sailing if he considers wind and/or tidal conditions to be unsuitable. In addition, during spring tides, when the ebb tide range is 6.0 metres or greater, sailing will only be permitted from 1 hour before book LW to 1 hour after book HW.

5.5 Standby

During certain tidal conditions vessels may be required to retain standby tug(s) (see Tug Requirements), this is dependent on the vessel's draft, tidal range and berth occupied. APT will advise the Agents, who will inform Master if standby tugs are required.

5.5.1 Tugs/Pilot

When tugs(s) and pilot are required on standby they may only be released with the agreement of the Marine Supervisor or APT Berthing Master.

5.6 Weather Restrictions

5.6.1 Berthing and Sailing in Fog – All Berths

All vessels carrying a Dangerous Goods (as defined in the Dangerous Goods in Harbour Regulations (2016)) in bulk, or in ballast are prohibited movement in visibility of 0.5 mile or less.

Any vessel encountering visibility of 0.5 mile or less between berths and/or the Harbour Limits shall be allowed to proceed at the discretion of the Master and/or Pilot with the agreement of the Harbour Master, his Deputy or Assistants.

In exceptional circumstances, following consultation with the Harbour Master, his Deputy or Assistants, Pilot(s), Ship's Master and Berthing Master, shipping movements may be permitted in lower visibility.

5.6.2 Wind Speed Restriction (Wind speeds relate to those forecast for the Humber estuary)

5.6.2.1 Berthing Operations

Berth	Vessel Summer Deadweight	Limiting Wind Conditions
IOT Berths 1, 2 & 3	Vessel ≥ 150,000t Dwt	Berthing will not take place if the mean wind speed is forecasted, at four hours before the berthing time: • To exceed 30 mph (Force 6) from the directions of West North West (292ºT), through North to East South East (112ºT) • Or exceed 40 mph (Force 8 – Gale) from any other direction.
	Other Vessels	Under normal circumstances berthing will not be allowed if the mean wind is forecasted, at four hours before the berthing time: • To exceed 40 mph (Force 8 – Gale) if tug assisted (min 2 tugs). • Or 30 mph (Force 6) if not tug assisted.
	Vessel < 9,000t Dwt	The situation is to be reviewed before the vessel berths.
5.6.2.1.1 Finger Pier Berths	Class 2 Vessels	Under normal circumstances berthing will not be allowed if the mean wind is forecasted, at two hours before the berthing time: • "Off-berth" to exceed 40 mph (Force 8 – Gale) • "On-berth" to exceed 30 mph (Force 6). There will be occasions when a vessel may be berthed outside these criteria (e.g. if a vessel is on passage and the wind increases, it may still be safer to allow the vessel to berth rather than turn around and return to the anchorage). The APT Berthing Master will make this decision after consultation with the vessel's Master and/or Pilot.

5.6.2.2 Sailing Operations

Vessel Summer Deadweight	Limiting Wind Conditions
Vessel ≥ 150,000t Dwt	Sailing will not take place if the mean wind speed • Exceeds 30 mph (Force 6) between the directions of West North West (292ºT), through North to East South East (117ºT). • Exceeds 40 mph (Force 8) from any other direction.
Other Vessels	If the mean wind speed exceeds 30 mph (Force 6), sailing will be reviewed with the Master/Pilot of the vessel at the proposed sailing time with due consideration being given to possible jetty damage, the safety of the mooring gang/ship's crew and the vessel's ability to swing round where applicable. Should sailing be permitted 1 tug, as a minimum, shall be employed.

Vessel Summer Deadweight	Limiting Wind Conditions
Vessel < 9,000t Dwt	The situation is to be reviewed by APT before the vessel commences singling up. If the mean wind speed exceeds 40 mph (Force 8), sailing will not be permitted.

5.6.3 Electrical Storms

Cargo and Bunker operations will be stopped during local electrical storms.

All tank openings, cargo valves and pressure vacuum valves in the gas vent line risers shall be closed.

5.7 Passage Plan Vessels

Definition of a Humber Passage Plan Vessel

A Humber Passage Plan vessel for the purposes of the Plan is any vessel of over 40,000 DWT capacity, whether laden, part laden, or light, or with a draft of 11 metres or over, and Gas Carriers of over 20,000 cubic metres capacity irrespective of draft.

More information available from [redacted].

5.7.1 Tug Requirements

Tug provision for the Port of Immingham is by several private companies.

Tugs assisting vessels greater than 60m LOA must be a minimum of a class C tug. The master would normally order tugs through the ship's agent. The Duty ADM or pilots will assist with the ordering if required. The master must state which towage company is preferred.

Details of towage companies and tugs can be found on the following link- [redacted] or in the General Notice to Pilots/PEC's No 2 of each year.

Humber Passage Plan Vessels

Towage Providers

At a time not later than 3 hours 30 minutes before HW Albert for HW arrivals (4 hours 30 minutes before LW Immingham for LW arrivals) the Allocated Tug Broker should advise VTS Humber of the availability of tugs and confirm that the agreed number of tugs will be in attendance when the incoming PPV pass the Sunk Spit Light Buoy.

5.7.2 Tug Classification

- Class A 50t bollard pull and above
- Class B 40 – 50t
- Class C 30 – 40t

The above tug requirements may be varied following declaration of suitable additional manoeuvring equipment such as multiple propellers, rudders, and thrusters units. Pilotage assessments will be used to make informed decision on varying tug requirements.

5.7.3 Standby Tugs

A Safety Standby tug (the 'fire tug') is on station outside Immingham Dock.

The tug listens on VHF channels 69/ 12/ 16/ 68. This tug will normally moor at either the East Jetty or the Standby tug mooring buoy inshore of Berth 3, subject to weather conditions. If using another location, they will inform the APT Berthing Master and Immingham Dock.

Where a vessel upwards of 40,000 tonnes S.Dwt. is in contravention of the terminal mooring requirements, by having mixed moorings (i.e. ropes and wires in same service) a standby tug and a Pilot must be ordered by the Master or Agent, at ship owners cost, for the whole period vessel is alongside.

Vessels over 100,000 tonnes S.Dwt will require two standby tugs and a pilot.

APT may also require standby tug(s) and Pilot to be in attendance whilst a vessel is at the berth. If so they will be ordered by the Agent on the Master's behalf, with subsequent reimbursement to the ship owner by the charterer of all usual costs if the tugs remain unused. However, if the vessel uses the tugs, the cost of such use will be for owner's account.

Standby tugs will normally moor at the East or Western Jetty, subject to weather conditions.

APT will advise the Agents, who will inform Master if standby tugs are required.

When tugs(s) and pilot are required on standby they may only be released with the agreement of the Marine Superintendent or APT Berthing Master.

If vessels on more than one Berth require standby tug(s) then, with agreement between Charterer/Vessels/APT Terminal Manager, tugs and costs may be shared.

5.7.4 Emergency Tug Assistance

It is essential that APT, through the Terminal Manager, Marine Supervisor or other staff have the authority to summon immediate tug assistance in circumstances where a vessel approaching or leaving a berth, or alongside a berth, at the IOT, is, in their opinion, a possible danger to the Terminal, other vessels, or personnel.

Whenever possible the Master of a vessel will be consulted in advance of such action, but this may not always be possible in an emergency situation.

It is accordingly a condition of a vessel using any APT operated berth that APT may, at their discretion, order tug assistance. Should such a situation arise, the cost of any such tug assistance, and any liability arising from the engagement of tugs under the UK Towage Conditions or otherwise, will be for the account of the Owners of the vessel concerned.

Masters and pilots are reminded that tug requirements vary greatly depending on the weather and tidal pattern. The Duty Assistant Dock Master may recommend tug usage and masters and pilots should heed the advice provided.

In event of the possibility of a serious incident, the Duty Assistant Dock Master can require a vessel to take tugs as a special direction.

There is an agreed method of alerting the fire tug in the event of an incident via VHF sleep mode.

5.7.5 Finger Pier Tug

A small tug is available 24 hours a day at IOT. The tug will be in attendance during all movements on and off the Finger Pier Berths for use at the discretion of Master / Pilot / APT Berthing Master. This tug can only push; it is not able to tow vessels.

5.7.6 Standard Berthing Instructions

See Pilots handbook and [redacted] booklet

5.8 Safety Procedures for Oil Barges

When passing Clay Huts Light Float, the barge will contact Immingham Oil Terminal (lOT) on VHF Channel 69 for berthing information. Call sign "Oil Base".

No Smoking will be allowed on any barge whilst at any APT berth or alongside a vessel moored at any APT berth or moored at either of the APT mooring buoys.

All barge personnel must wear, as a minimum, the following PPE at all times whilst alongside the APT operated berths:

- Safety Helmet
- Safety Glasses
- Substantial Footwear
- It is also recommended that Fire Retardant Overalls are worn.
- Additionally, a Lifejacket must be worn during manoeuvring, berthing and sailing operations.

Only one barge will be allowed at any berth at any one time.

Loading of a barge at Berths 7 and 9 will be suspended and the head valve closed whilst a coaster is arriving at Berths 6 and 8 respectively until the coaster is in position and made fast.

Barge crew shall give the berth operator ten minutes standby, verbally, prior to completion of loading.

A maximum of one barge will be allowed to use each buoy at the same time.

Barges arriving at, or leaving the lOT, and requiring use of the buoys, will report to the APT Berthing Master who will advise which buoy to use.

Whenever possible the downstream buoy will be used on the ebb tide and the upstream buoy on the flood tide.

Barges arriving at lOT and intending to use the buoys should approach from around the Main Berths and avoid using the Barge Passage.

Barges using the buoys over a tide change may be asked to move to the other buoy.

This will be at the discretion of the APT Berthing Master who will consider the prevailing circumstances, e.g., weather conditions, length of time barge is due to remain on the buoy, cargo onboard, use of barge passage, etc.

Barge Passage

The Barge Passage is closed to normal shipping, however mooring boats and other small craft may be permitted to use the passage on receipt of permission from the APT Berthing Master. Apart from mooring boats, other usage of the Barge passage should be communicated to the Port Control.

5.9 River Levels

River levels fluctuate with tidal and lunar cycles and reference must be made to ABP tide tables.

ABP has access to forecast surge information which can substantially affect the river level at times.

5.10Other Information – Emergency Procedures

For any emergency aboard ship, the ship's personnel shall immediately advise the jetty operator handling the cargo operations.

The jetty operator will immediately notify the Terminal Representatives, then:

- Close the jetty valve when advised that the loading pump(s) have stopped.
- When discharging, close the jetty valve immediately after being advised that the ship's pumps have stopped.

The Master of the vessel or their deputy will determine action to be taken by the vessel's crew and will keep the jetty operator advised of these actions.

The jetty operator will operate the fire alarm and start the jetty fire system. They will obtain further support for the vessel as required.

For an emergency on the jetty, the jetty operator will carry out the same shutdown valve procedure. The Ship's Master or their deputy will stand by for any action required of the vessel or crew.

5.10.1 Loading Arm Emergency Disconnection (Berth 3)

Each Loading Arm is provided with an emergency disconnection system which can be activated from the Jetty Control Panel or automatically if the ship moves outside of the operating envelope. When the system is activated, the two valves near the ship/shore connection close in 12 seconds, then the arm separates between these valves. An audible alarm will sound on the berth.

5.10.2 Maximum Vessel Drift at Berth before Loading Arm Emergency Disconnection System

Operates Automatically

Offshore from Fender Face: 10.0 metre

Upstream/Downstream of Loading Arm Centre Line: 2.5 metre

5.10.3 Marine Emergency / Incident Aboard Ship

For all marine emergencies including collision, grounding, striking, pollution, fire on ship, man overboard and medical emergency call **Vessel Traffic Services (VTS) on VHF Ch.12 or 14 and Dock Master via Immingham Dock on VHF Ch.19 or 68.**

In an event of an emergency requiring Fire, Police or Ambulance adopt the following procedure:

1. Contact the appropriate Emergency Service by telephoning **999**, state which emergency service you require and give the following details:
    - Vessel & Place (Immingham Oil Terminal, Queens Rd, Immingham, DN40 2PN)
    - Type of Incident

- Casualties (if any)
- Main Hazard (e.g. Fire, toxic fumes, flammable liquid)

2. Inform Immingham Dock on VHF Ch.19 or 68 or by telephone (01469) 570505/570506
3. Inform Port Security by telephoning (01469) 571557 (West Gate) or (01469) 571556 (East Gate) giving details of above

Keep a listening watch on any of the above channels until emergency assistance arrives.

The vessel should retain onboard sufficient officers and crew to attend to any normal emergency situation, having due regard to the need of the crew to have sufficient rest periods to avoid fatigue. In the event that it becomes necessary to evacuate the vessel, but it is not possible to use the gangway (for example in event of fire) you should make this clear when reporting the incident. If possible, Pilot ladders and ropes should be rigged on the offside of the vessel to facilitate rescue by launch.

The shore side assembly point is as directed by the Terminal. Should it become necessary to evacuate the Terminal, personnel will be directed to one of the designated assembly points indicated on the plan provided to the vessel (subject to prevailing conditions).

5.10.4 Incident Ashore / Other Emergency

If a major incident occurs ashore that may affect the safety of your vessel, or if the Port Emergency Plan is activated you will be contacted as soon as possible and informed what to do. Be prepared to move your ship and keep a listening watch on VHF Ch.68.

5.10.5 Incidents Involving Hazardous Goods

Any person witnessing a serious incident involving a hazardous good that may cause serious personal injury or represents a hazard to property should follow the Emergency Procedures 1- 3 as listed above. Where necessary they should also alert persons in the immediate vicinity to evacuate, upwind or seek indoor cover as appropriate, closing all doors and windows until the 'All Clear' is given. Should it be necessary to evacuate, appropriate information will be given by the Port Authority as soon as is practicable.

5.11 Repair And Maintenance Work IOT & IGT

Repair work, including boiler and boiler tube cleaning, chipping and scraping, is prohibited on any vessel whilst berthed at APT - Without prior notification and approval from APT.

Masters/Agents shall submit a request to the APT Berthing Master indicating work to be carried out, the Berthing Master will assess and either grant or refuse permission.

A 'Request to carry out Repairs / Maintenance alongside APT Operated Berths' form in located in APT Terminal Information and Jetty Regulations book.

Radar, etc.

- Repairs to electrical equipment, i.e. radios, radar and outside electrical systems must be with the permission of the Marine Superintendent (or his deputy). Permission will not be granted during the loading of Class 'A' liquids (Crude/Gasoline).

Engine/Steering Gear Repairs

- Under no circumstances must engine or steering gear be immobilized whilst the vessel is at the berth. If any equipment becomes inoperative and causes the vessel to become immobile, stand by tugs and pilot, at ship's expense, will be immediately required.
- The Marine Superintendent, after consultation with all relevant parties, will decide the number of tugs required.

Emergency repairs

- The Terminal Manager may give permission for emergency repairs to be carried out.

5.12Ship To Ship Transfers Of Oil

As required by Merchant Shipping (Ship to Ship Transfers) Regulations 2010 as amended by the Merchant Shipping (Ship to Ship Transfers) (Amendment) Regulations 2012,:

Ship to Ship (STS) transfers of oil or cargoes consisting mainly of oil, including most bunkering operations, outside of port authority areas are prohibited within the UK territorial sea with the exception of an identified area near Southwold on the east coast, for operations.

See MSN 1829 (M) Ship to Ship Transfer Regulations 2020 for further information

Bunkering operations conducted solely within waters under the control of a harbour authority (i.e., statutory / competent harbour authority areas as well as areas covered by VTS) are not restricted by these regulations.

Cargo transfers of oil or cargoes consisting mainly of oil within harbour limits are permitted if a harbour authority is in possession of an oil transfer licence covering the scope of the operation as outlined in regulation 5 of the 2010 regulations (as amended). ABP Immingham is not in possession of an oil transfer licence as outlined above.

5.13Atmospheric Pollution

The Yorkshire and Humber area is extremely sensitive to Atmospheric Environmental Pollution, a part of which is gas and funnel emissions from vessels.

In order to minimise these emissions, you are requested not to make smoke or blow boiler tubes while alongside the Terminal.

Efficient operation of the vessels Inert Gas Plant to minimise gas emissions during discharge operations, tank gauging and ballasting is therefore essential.

Continuous venting of inert gas to atmosphere is prohibited.

Should IG depressurisation be required this must be done in a controlled manner and tanks depressurised individually with the IG delivery to that tank being isolated from the supply line and other tanks.

This tank is then to be re-opened to the supply line for re-pressuration from other tanks thus progressively reducing the pressure in each tank and minimising emissions to the atmosphere.

Tank openings must be secured and all deck valves and lines, as well as all valves on the IG system must be checked prior to restarting the IG plant and cargo operations.

These checks should also be carried out throughout the vessel's stay alongside the berth.

Throughout the discharge and ballasting operation, the IG system is to be operated in such a manner as to minimise the need to vent to atmosphere and to reduce the IG pressure on completion to a minimum safe positive level for the ROB survey.

Gas emissions during the ROB survey are to be controlled and minimised.

Ballasting operations should be carried out in accordance with IMO Regulation 13 B (2) and the pertinent Resolution A 446 (XI) paragraph 6.8 which requires that on all ships to which these Specifications apply there shall be means to avoid vapour emission during the filling of departure ballast wherever local conditions require it.

The method of preventing the emission of hydrocarbon vapour into the atmosphere shall be:

- Using permanent ballast tanks wherever these are sufficient to provide the minimum departure draft; or
- By containment of vapour in empty cargo tanks by simultaneous ballasting and cargo discharge.

Alternative methods to the satisfaction of APT may be accepted on the condition that an equivalent degree of environmental protection is provided.

5.14Priority Berths

All berths are shared under commercial agreements between the shareholders of HOTT.

5.15Small / Pleasure Craft

Small craft are not generally handled on the jetties however temporary layover facilities may be provide and permission granted through the Duty Assistant Dock Master, Immingham. Suitable facilities are available in local marinas.

5.16 Under Keel Clearance

For up to date information on ruling depths see VTS daily reports in Marine server file and latest sounding charts kept in the Dock Masters office. Electronic charts can also be found on the Humber Information System (care must be taken with this information to ensure it is current).

Vessels arriving at the River Humber, intending to transit to the Immingham Oil Terminal, should determine that their planned passage draft ensures an under-keel clearance of 1 metre or more, based on predicted tidal information and the latest ABP survey. To the east of Spurn Point, when navigating in the traffic separation scheme, vessels will normally require a planned 2 metres UKC which makes allowance for the reduction in actual UKC which may occur due to the action of sea and swell or increase in draft due to turning moment.

Vessels intending to navigate the Sunk Dredge Channel (SDC) will not be allowed to transit the channel with less than 1 metre under keel clearance, based on predicted rise of tide passing SDC Tide Gauge and the latest Least Available Depth (LAD) in the SDC.

Vessels intending to navigate the SDC, whose draft is less than 10 metres, can do so with 10% under keel clearance.

Vessels transiting the SDC with minimum under keel clearance should navigate in the relevant part of the channel at a speed that will reduce their squat to a minimum level at the critical point. This is normally less than 6 knots.

Low water berthing and sailings are confirmed with VTS Humber and Immingham Dock to ensure that there is a minimum under keel clearance for the vessels passage.

5.17 Berthing and Mooring

Vessels berthed at No. 8 Berth are subject to being set off the berth during Spring ebb tides, additional moorings will be required as advised by the APT Berthing Master.

Manning

For vessels with a Deadweight greater than 750 tonnes, the minimum number of suitably qualified crew to be on board whilst operating within all APT Controlled Areas shall be four (4) (or the number indicated by the vessel's safe manning certificate, whichever is the greater).

The minimum number of suitably qualified crew to be on board vessels with Deadweight less than 750 tonnes, whilst berthing and unberthing at APT managed berths, or bunkering vessels which are alongside APT operated berths will be three (3).

5.17.1 Distance Between Vessels

The minimum distance between vessels berthed at No. 1 and 2 and also between No. 2 and 3 Berths is 61 metres (200 feet).

The minimum distance between vessels berthing on adjacent berths on the same tide is 120 metres.

5.17.2 Mooring Boats

The mooring contractors supply mooring boats to run mooring lines on the main berths.

Two mooring launches are available, normally based at IOT. In the event of mooring launches being unable to operate in adverse weather conditions, ship mooring may be carried out using shore messenger ropes with agreement between the Master/Pilot and APT Berthing Master.

The 'Bull Sand 1' is available of the Finger Pier berths to act as a small pusher tug.

The mooring boats, when not in use, are generally moored to the barge buoy or to the east of the finger pier.

5.17.3 Boatman

Mooring services at all APT operated berths are provided by the Contracted Port Services Department. (Briggs Marine Ltd).

The ship's agent arranges mooring services.

Two Assistant Mooring Masters will board vessels 100,000 tonnes S.Dwt. and over from a tug at Sunk Spit buoy to assist in arrangement of moorings fore and aft.

In addition, vessels between 60,000 tonnes S.Dwt and 99,999 tonnes S.Dwt on their first visit to the terminal (and subsequent visits if deemed necessary by the Marine Supervisor) may also be required to board Assistant Mooring Masters. (APT reserves the right to require the use of Assistant Mooring Masters on any vessel if deemed necessary)

5.17.4 Minimum Mooring Requirements

5.17.4.1 Principles

The Terminals plan moorings on the principle of tying a vessel up within its own length i.e. spring lines to maintain the vessel's position longitudinally and breast lines to keep the vessel alongside. In practice due to the constraints of both Terminal and ship mooring arrangements to ensure that systems are not overstrained, a mixture of mooring duties are used. Head and stern lines can be considered as a lead running at approximately 45° to the ship's longitudinal axis from the fore or aft end of a vessel to a shore side restraint.

Terminal mooring requirements are based on both experience and full mooring studies undertaken to fully understand the forces encounter by vessels alongside the berths (Wind, tide, passing vessels, jetty forces). Terminal mooring requirements are based on dealing with the known forces normally experienced by vessels alongside. Abnormal weather conditions are not addressed, and extra mooring may need to be considered if such conditions are expected. Normal winds are based on a 1: year wind return with winds up to Force 7 (15.5m/s or 30 kts).

Moorings are arranged to be symmetrical to efficiently spread the mooring forces encountered.

	Summer Deadweight	Moorings Forward	Moorings Aft	Remarks
IOT 1,2 & 3	4,000 to 15,000	3 - 2 - 2	3 - 2 - 2	
	15,000 to 40,000	2 - 3 - 3	2 - 3 - 3	
	40,000 to 80,000	2 - 4 - 3	2 - 4 - 3	
IOT 1 & 2	80,000 to 214,999	4 & 4	4 & 4	Vessels able to moor in their own length.
IOT 1 & 2	80,000 to 214,999	4 - 2 - 4	4 - 2 - 4	Vessels unable to moor in their own length.
IOT 1 & 2	215,000 and over	2 - 4 - 4	2 - 4 - 4	

5.17.4.2 General

Be aware of the Terminal mooring plans. Prior to berthing, the vessel's Master and terminal representatives will agree a mooring plan. The agreed plan must not be deviated from without agreement of the Terminal. By accepting the mooring plan without comment, the vessel has accepted the mooring plan and is responsible for the failure to comply with the Terminal Mooring requirements.

APT Mooring Requirements

General Information
Mooring patterns may be altered to take account of the position and type of the ship's equipment.
Where appropriate, Mooring Plans will be forwarded to the vessel by their agent.
Mooring Plans will be supplied to Pilots before they board the vessel, where required.
At APT operated berths moorings are run by either mooring boat or shore messenger.

Shore Breastlines are available at IOT Berths 1 & 2 on 'B', 'E', 'F' & 'J' Dolphins.
Shore Springlines are available on the upstream & downstream ends of Berth 1 & 2 Jetty Head.
Any Tension winches must have their brakes screwed up hard and be left out of gear.
'Loose' wires are not permitted.
APT does not accept 'mixed' moorings, in the same service, on vessels over 40,000 tonnes.
Moorings on bitts should ideally be turned up in a figure of eight. But may be 'singled horned' in exceptional circumstances.
Shore moorings must be led through a nearside fairlead - **Chain stoppers must never be used on shore moorings.**

Some Terminals require larger vessels to take shore moorings. These mooring are in addition to the ships moorings and are taken on-board upon arrival, made fast to bitts and tended by the ship's crew during its stay. The shore moorings will be the first to be removed prior to departure.

Ship's Masters are responsible for ensuring the following:

- If an anchor is used for berthing, it must be hove up upon completion of mooring.
- An efficient deck watch must be maintained throughout the vessel's stay alongside.
- Ensure that their vessels are properly secured alongside the jetty with adequate ropes or wires. All mooring ropes and wires, in the same service, should be made of the same material and must be in good condition. All mooring equipment must be in good repair, i.e., winches, bitts and fairleads.
- Ensure that the vessel mooring ropes or wires are fastened only to the proper fixtures for this purpose.
- Ensure that a strict watch is kept on their vessel's mooring system to prevent slack or very taut lines and undue movement of the vessel. If adjustment of moorings is required, the APT Berthing Master must be consulted.
- Provide full power or steam on deck to all mooring winches throughout the period vessels are alongside the jetty.
- As soon as the vessel is positioned, winches are to be left 'out of gear' with manual or hydraulic brake applied.
- Winches must not be left on automatic tension. (See Mooring System Technology)
- Back Springs should be as long as possible, and it is recommended that wires are used with adequate rope tails of a breaking strain 125% of the wire.
- Rope tails shall be connected to the wire using a Mandel Type Shackle only, '0' type shackles or 'Cow Hitches' are not acceptable.
- The terminal will require cargo operations to be stopped and tug(s) summoned, if the vessel's movement will endanger loading arms/hoses, or in the absence of an alert and efficient deck watch.
- ALL DELAYS/CHARGES caused by the ship's failure to observe the above precautions will be for the ship's account.

5.17.5 Mooring Equipment & Maintenance.

Main Berths

- Mooring dolphins and berth face are fitted with quick release hooks capable of withstanding a load of 100 tonnes each. (Most of the hooks are fitted with load indicators)

Finger Pier

- Each mooring bollard is capable of withstanding 50 tonnes load.
- Mooring equipment will be maintained as set out in ABP's Mooring Equipment Procedures.

Fire Wires

- Following assessment and advice from OCIMF (Oil Companies International Marine Forum), it has been decided that Fire Wires (ETOPS) will not be required to be rigged.

Removal of Requirement for Emergency Tow-Off Pennant Systems (ETOPS)

- The **Oil Companies International Marine Forum** (OCIMF) Risk Assessment **has** concluded that Emergency Tow-Off Pennant Systems, (or Fire Wires as they are otherwise known) are no longer necessary for tankers whilst berthed alongside in a dock or at a riverside jetty.
- Following consultation with tanker berth operators on the Humber and the Dock Master, Humber, it has been agreed that the findings of the risk assessment are accepted.
- Accordingly and with immediate effect, **MARINERS ARE ADVISED** that it will no longer be a requirement for vessels berthed at Immingham Oil Terminal, Immingham East and West Jetties, Immingham Gas Terminal, South Killingholme Jetty and Saltend Jetties to rig such wires.

5.17.6 Fendering

Main Berths

- Fendering on the main berths are a combination of wood and synthetic fender panels and are sufficient for all normal size vessels capable of being handled on the jetty.
- The berth fendering is designed to absorb the impact of vessels landing parallel to the berth and will accept a 20,000 DWT vessel landing with a velocity of 0.3m per second or a 100,000 DWT vessel landing with a velocity of 0.16m per second.
- There are certain flat side limitations due to the fendering arrangements.

Finger Pier

- The IOT finger pier has fixed fendering made up of wooden crossbeam construction. On the Western most knuckles there are rotating floating cylindrical fenders.

5.18Watering

A metered supply is available at each berth. Vessels are to supply their own water hoses.

5.19Ships Waste

Ship's Waste facilities are provided by APT under direct authorisation by the MCA.

Under the Merchant Shipping & Fishing Vessel (Port Waste Reception Facilities) Regulations 2003 prior notice is required from vessels giving details of waste to be landed.

Waste skips are available at each main berth and finger pier.

If excessive quantities of garbage need to be landed, then this should be arranged through the vessel's Agent. Under no circumstances is garbage to be landed unless it can be placed in the skips provided.

No refuse, old wires, etc. shall be thrown overboard.

The Marine Supervisor and Immingham Dock Master must be notified of any article lost overboard. Promptly after arrival, adequate soil boards must be fitted on the jetty side of all vessels when the soil outlets are above Jetty Deck level.

5.20 Explosives

Immingham Oil Jetty is not licensed to handle explosives.

5.21Cranage / Stores IOT & IGT

Cranage is provided on Berths 1 & 2 for handling the cargo hoses.

Stores

Stores may only be handled with the approval of the Marine Superintendent or his deputy and the agreement of the Master providing the following regulations are observed.

When storing is being performed all tank hatches and ullage plugs must be battened down.

Loading arms/hoses must not be in the process of being connected/disconnected.

The handling of stores from a barge over side is strictly forbidden until all cargo and/or ballasting operations have ceased except where:

- Both the vessel's cargo to be loaded/discharged and the tank vapour flash point is greater than 55°C.
- For vessel's cargo with a flash point 55° or less, its cargo tanks must be fully inerted and the vessel discharging.
- If previous cargo carried had a flash point less than 55°C and vessel declares that she has gas freed on passage, and confirms this by way of producing a 'Gas Free Certificate', then vessel will be treated as in (i), i.e. vessel can have barge alongside whilst loading if flash point of cargo is greater than 55°C.

Stores by road transport must be unloaded at the jetty root and delivered to the vessel by trolley. If, due to the heavy nature of the stores the road transport needs to unload alongside the vessel then this is only allowed when cargo and/or ballast operations have been completed, or suspended.

A Vehicle Entry Permit **MUST** also be obtained from the Shift Supervisor.

Any steel drums, steel plates or any heavy material, which is likely to cause a spark, must be landed on matting and not allowed to contact the vessel's deck.

The above items must not be dragged or rolled along the deck of the vessel under any circumstances.

Gas cylinders must be carried by hand or transported on rubber tyre trolleys. Gas cylinder must not be allowed to be rolled along the deck of any vessel or on the jetty.

When tugs are alongside, or assisting a vessel, all cargo hatches and ullage plugs must be securely closed and all cargo operations suspended or completed. Stores may be delivered to all berths by road vehicle or barge (see above).

Requests for the use of shore or ships cranes must be made through the APT Shift Supervisor or Berthing Master.

Permission will only be granted for small quantities of ships stores or bulky items that cannot be easily manhandled. Where possible the ships own equipment must be used.

When approval is given, the Jetty Operator will control crane operations to ensure all APT regulations are complied with.

APT accepts no liability for damage or loss to the vessel or any items being lifted. APT will hold the vessel liable for any damage caused to APT equipment during lifting operations.

The SWL or the hose rig cranes on Berths 1 & 2 is 1.5 tonnes. The SWL of the stores crane on Berth 3 is 0.5 tonnes.

No discarded packaging and pallets to be left on the Terminal. These must be removed by the vessel or the delivery company.

5.22Gangways

Only authorised persons will be allowed into the jetty and terminal area. No person who appears to be under the influence of drugs or alcohol will be allowed on the jetty.

Main Berths

- APT has shore gangway facilities on Berths Nos. 1, 2 and 3.
- As this is the safest and most secure means of access and is the means of access between shore and vessel preferred by the Health & Safety Executive, it is a terminal requirement that this facility be used on all vessels that can accept it.
- It is the responsibility of the ship's crew to monitor the shore gangway throughout their stay alongside and inform the Jetty Operator of any movement or obstructions that may cause damage to the gangway.
- A charge will be levied on all vessels for its use.
- If the shore gangway is not in use, it is the responsibility of the ship to provide safe access to/from the vessel.
- No access will be permitted until the ship's gangway is safe and secure with a safety net in position.
- If a safe access to the vessel is not available, all cargo, bunkering, ballasting operations ashore will be stopped and an offshore lifeboat must be lowered to embarkation deck for emergency evacuation.

Finger Pier

- By vessel's gangway on to berth landing platforms (internal stairways) or jetty deck.
- If this is not possible, a vertical ladder on the berth face is available. Emergency escape ladders are provided at each end of each berth.

5.23Fire Fighting Systems

Firefighting equipment should be kept in good order, tested regularly and be always available for immediate use.

When the ship is berthed, the responsible officer should familiarise himself with the availability of the shore firefighting services and with the means of communicating with the appropriate authorities.

Immediately prior to commencing cargo transfer, the ships firefighting system should be made ready. If practicable, a pump should maintain pressure on the fire water main, but in any case, it should be on standby.

Fire hoses should be uncoiled and connected to the main and at least two placed near the manifold, one forward and one aft of it.

Fixed monitors should be adjusted to protect the manifold before operations begin.

Portable dry powder extinguishers should be placed conveniently for use near the manifold or a hose from a fixed dry powder monitor should be uncoiled and placed upwind of the manifold.

If fitted, the water spray system should be set to protect the manifold and should be tested.

Should fire break out on his vessel, the Master shall make an immediate signal by all available means, including:

- Prolonged sounding of the vessel's whistle.
- By sounding the ship's fire alarm.
- Call the Control Room by the UHF radio provided for cargo operations or use the telephone located in the berth operators hut.
- Advise VTS HUMBER on VHF Channel 12 and APT Berthing Master on VHF Channel 69.

The APT Berthing Master must contact the Port Authority Control.

The Jetty Operator will report any signs of fire or emergency via the jetty alarm system. Terminal Representative will call local Fire Brigade.

Fire Fighting Facilities

Two electric and one diesel fire pumps capable of delivering 52,000 litres per minute feed all berths.

Fire Alarm call points are fitted at various locations on the jetty. The Fire Alarm sounds when the Call Point glass is broken. Fire pumps are started manually from APT's Control Room.

Main Berths

- Both towers on each berth are fitted with a remotely operated monitor for jet use, with or without foam.
- Monitors are remotely operated from a point on the jetty roadway at each berth.
- Fire hydrants for hand-held firefighting appliances delivering water or foam and dry powder extinguishers are available at each berth.
- The monitors and hydrants are connected to foam tanks situated close to each main berth. Two ground monitors are sited at each berth to provide personnel protection. An International Ship/Shore connection is available at each berth.

Finger Pier

- Hand-held water firefighting appliances and dry powder extinguishers are available. Fire monitors are remotely operated from a remote station on the jetty roadway.
- Fire hydrants for hand-held firefighting appliances for delivering water or foam, and dry powder extinguishers are available on the berth.
- The monitors and hydrants are connected to a foam tank at the top of the Finger Pier. A personnel protection spray system is fitted along the berth roadway. An International Ship/Shore connection is available.

5.24Portable Electrical Equipment / Smoking

All such equipment must be approved for use in hazardous areas.

Portable electronic equipment is not permitted within the Terminal or Jetty areas without the express permission of the Terminal Manager.

Smoking is strictly prohibited in the Jetty and Terminal areas except in designated smoking shelters. This includes tugs, barges, and mooring boats when in the vicinity of jetties or vessels berthed alongside.

On board vessels, smoking is strictly prohibited except in locations determined by the Master and approved by the Terminal Representative.

The agreed smoking places will be confined to locations abaft the cargo tanks.

The agreed smoking places will not have doors or ports that open directly onto or over the cargo deck, or onto decks overlooking cargo spaces or shore connections.

Smoking notices, specifying the selected places and times, clearly indicated, must be exhibited in conspicuous places onboard during the time that the vessel is alongside. Where smoking is permitted, it may be stopped at any time by the Terminal Representative if, in his opinion, the existing circumstances so warrant.

Vessels are requested to provide a non-smoking area in which business involving APT employees can be conducted.

If you are unable to provide a non-smoking area it will be necessary for all business involving APT employees to be conducted ashore.

No matches, mechanical lighters or any other appliance for producing ignition may be carried by persons engaged in the handling of cargo hoses, bunkers, ballast, and the gas freeing of vessels or in any other duty on the weather decks of tankers or in the jetty area.

Visitors and contractors' representatives and labour shall not carry matches, mechanical lighters or any other appliance for producing ignition whilst in the berth area or on board any vessel. Any such means of ignition must be left at the Security Gatehouse at IOT.

5.25Tide Flow Patterns

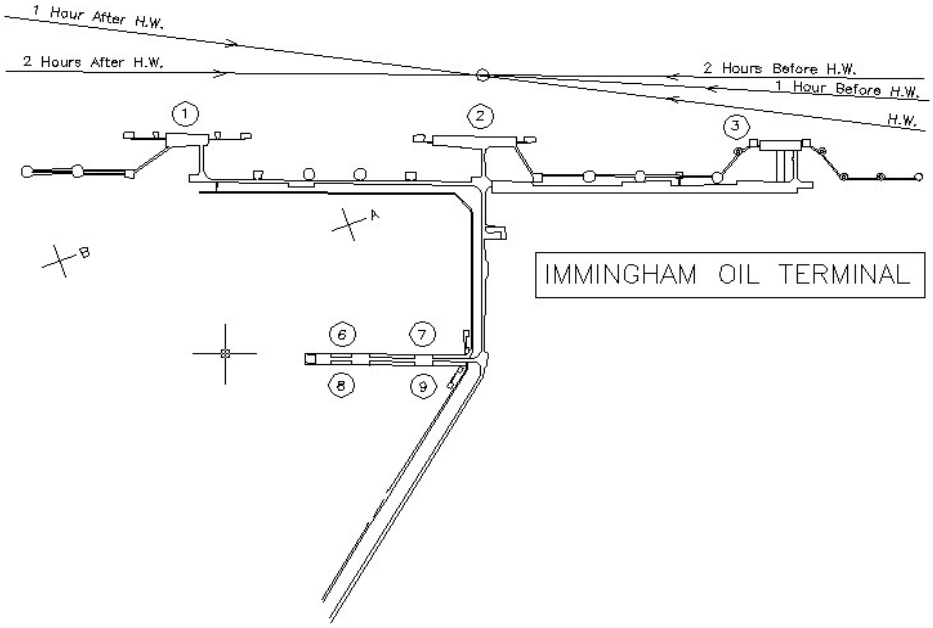
During periods of Spring Tides, especially during the ebb tide, strong tidal currents are experienced.

Current rates up to 6 knots have been recorded at Immingham Oil Terminal.

Strong Northerly winds can increase predicted tidal heights up to 24 hours after the event.

The density of the river water averages 1.020 but varies at different levels, at different states of the tide and after periods of heavy rain, the River Humber receives water drainage from approximately one quarter of the land area of England.

APT have commissioned their own tidal and mooring studies as part of their assessment of mooring requirements.



Tidal stream observations taken 5th November 1964. Position 'A' bearing 091°
Distant 1375m tower 'A' Immingham dock

Hours (GMT)		Direction	Rate (knots)	Spring Rate (knots)	Neap Rate (knots)
Before HW Immingham	6	104°	2.32	2.36	1.20
	5	106°	0.61	0.63	0.32
	4	283°	1.66	1.71	0.86
	3	294°	1.56	1.60	0.81
	2	299°	1.63	1.66	0.85
	1	304°	1.42	1.45	0.74
	HW	312°	0.94	0.96	0.49
After HW Immingham	1	130°	0.95	0.97	0.49
	2	114°	2.58	2.63	1.39
	3	114°	3.69	3.76	1.92
	4	112°	3.76	3.84	1.96
	5	110°	3.53	3.60	1.84

Tidal stream observations taken 5th November 1964.
Position 'b' bearing 089°
Distant 1057m tower 'A' Immingham dock

Hours (GMT)		Direction	Rate (knots)	Spring Rate (knots)	Neap Rate (knots)
Before HW Immingham	6	118°	1.95	2.00	1.02
	5	115°	0.30	0.37	1.16
	4	278°	1.89	1.94	0.98
	3	290°	1.72	1.77	0.89
	2	292°	1.84	1.89	0.96
	1	296°	1.46	1.50	0.76
	HW	309°	0.72	0.74	0.37
After HW Immingham	1	126°	1.18	1.21	0.61
	2	115°	2.69	2.76	1.40
	3	114°	3.84	3.95	2.00
	4	113°	3.54	3.64	1.84
	5	114°	3.25	3.34	1.69

Hours (GMT)		Direction	Rate (knots)	Spring Rate (knots)	Neap Rate (knots)
	6	105º	2.63	2.69	1.36

Hours (GMT)		Direction	Rate (knots)	Spring Rate (knots)	Neap Rate (knots)
	6	112º	2.42	2.49	1.26

Due to the fresh water flow within the River Humber, local slack water occurs around high water and at approx. 30-40 mins after low water.

5.26Loading Arm/Hose Wind Restrictions

Wind speed forecasts relate to those for the River Humber. Mean wind speeds are those recorded/advised by APT.

Cargo operations may be restricted when the recorded mean wind speed reaches 35 mph.

If the mean wind speed is forecast to reach 40 mph (Force 8):

- All product and de-ballasting operations will be reviewed, but will **CEASE** when the mean wind speed reaches 40 mph.
- Loading arms/hoses will then be drained down/de-pressured.

If the situation dictates loading arms/hoses may be prepared for disconnection. If the mean wind speed is forecast to reach 45 mph (Force 9) or over:

- All product and deballasting operations to cease.
- Loading arms/hoses to be disconnected immediately if safe to do so.
- Additional moorings may be run at APT Berthing Masters request.
- If necessary, the vessel to take on ballast to reduce windage area.

Operations will resume when the average wind speed has been less than 40 mph for 30 minutes.

5.27Bunkering

In addition to the river and port bunkering procedures.

5.27.1 Bunkers By Pipeline Or Barge (Inc Slop Disposal By Barge)

Bunkers (or slop disposal by barge) must be arranged **before** the arrival of a vessel in port. Whenever bunkers are available via pipeline over the jetty, this should be considered as the most environmentally and safest option, as opposed to having bunkering craft alongside the vessel.

Bunkers delivered by pipeline can normally be taken concurrent with the cargo operation.

If bunkers (or slop disposal) are undertaken by barge, the vessel may be liable for all costs incurred due to sailing delays (e.g., vessels missing the tide) and subsequent delays to following vessels. Humber Bunkering Guidelines must be followed. As regard to the respective sizes of the bunker barges and the vessel being bunkered. However, the following must be followed when deciding if a bunker barge is an appropriate size:

- In Summer Deadweight – 25% of the vessel it is bunkering or maximum deadweight of 5000t, whichever is least*.

- In length overall - 60% of the vessel it is bunkering or maximum LOA of 80m, whichever is least*.

To allow sufficient and appropriate mooring to be run, (assuming bunker connection amidships). As a minimum, the vessel being bunkered should run moorings sufficient to safely moor the combined deadweight of the vessel plus bunker barge.

5.27.1.1 Gas Oil and Marine Diesel Oil

- Berths 1, 2 and 3 - delivery by barge.
- Finger Pier - delivery by 2 inch armoured hose at rates up to 20 tonnes per hour.

5.27.2 Fuel Oils

- Berths 1 and 2 - delivery by 8" hose at rates up to 350 tonnes per hour.
- Berth 3 - delivery by barge only.
- Finger Pier - Berth 6 only by 8" loading arm, if the ship has a suitable rigid connection, loading rate dependent on ship's pipeline size.

The quantity of bunkers delivered by pipeline is based on shore tank gauges.

5.27.3 Lubricating Oil

- Delivery by road tanker is not permitted.
- Delivery may be made by drums or barge to any berth by prior arrangements with the Marine Superintendent.
- A delivery vehicle must **not** obstruct the entrance to the berth and must park in the Unloading Bay.
- Only one delivery vehicle at a time is allowed on the Jetty and the maximum permitted weight of the vehicle is 23 tonnes gross.

5.27.4 Bunker Barge Vetting Approval

It is a terminal requirement that any bunker vessel delivering bunkers to another vessel at an APT operated berth must have vetting approval by the Shareholder of the vessel to receive bunkers. (i.e., to bunker a P66 vessel, bunker vessel must have P66 vetting approval).

For OPA vessels vetting approval for the bunker vessel will be required from either of our shareholders.

Owners and Agents must ensure that the bunker vessel will be acceptable to APT prior to arranging delivery of bunkers.

APT will not accept any responsibility for delays or non-delivery of bunkers if an un- vetted vessel is nominated and it is subsequently rejected.

5.27.5 Bunker Barge Operations

Bunkers may only be handled with the approval of the Terminal Representative and the agreement of the Master providing the following regulations are observed.

The handling of bunkers from a barge over side is strictly forbidden until all cargo and/or ballasting operations have ceased except where:

- Both the vessel's cargo to be loaded/discharged and the tank vapour flash point is greater than 55°C.

- For vessel's cargo with a flash point 55°C or less, its cargo tanks must be fully inerted and the vessel discharging.
- If previous cargo carried had a flash point less than 55°C and the vessel declares that she has gas freed on passage, and confirms this by way of producing a 'Gas Free Certificate', then vessel will be treated as in (i), i.e., vessel can have barge alongside whilst loading if flash point of cargo is greater than 55°C.

When bunkering is being performed, all tank hatches and ullage plugs must be battened down.

Loading arms/hoses must not be in the process of being connected/disconnected.

6 Immingham Outer Harbour (IOH)

6.1 Details of operator responsibility

ABP Immingham is the Statutory Harbour Authority.

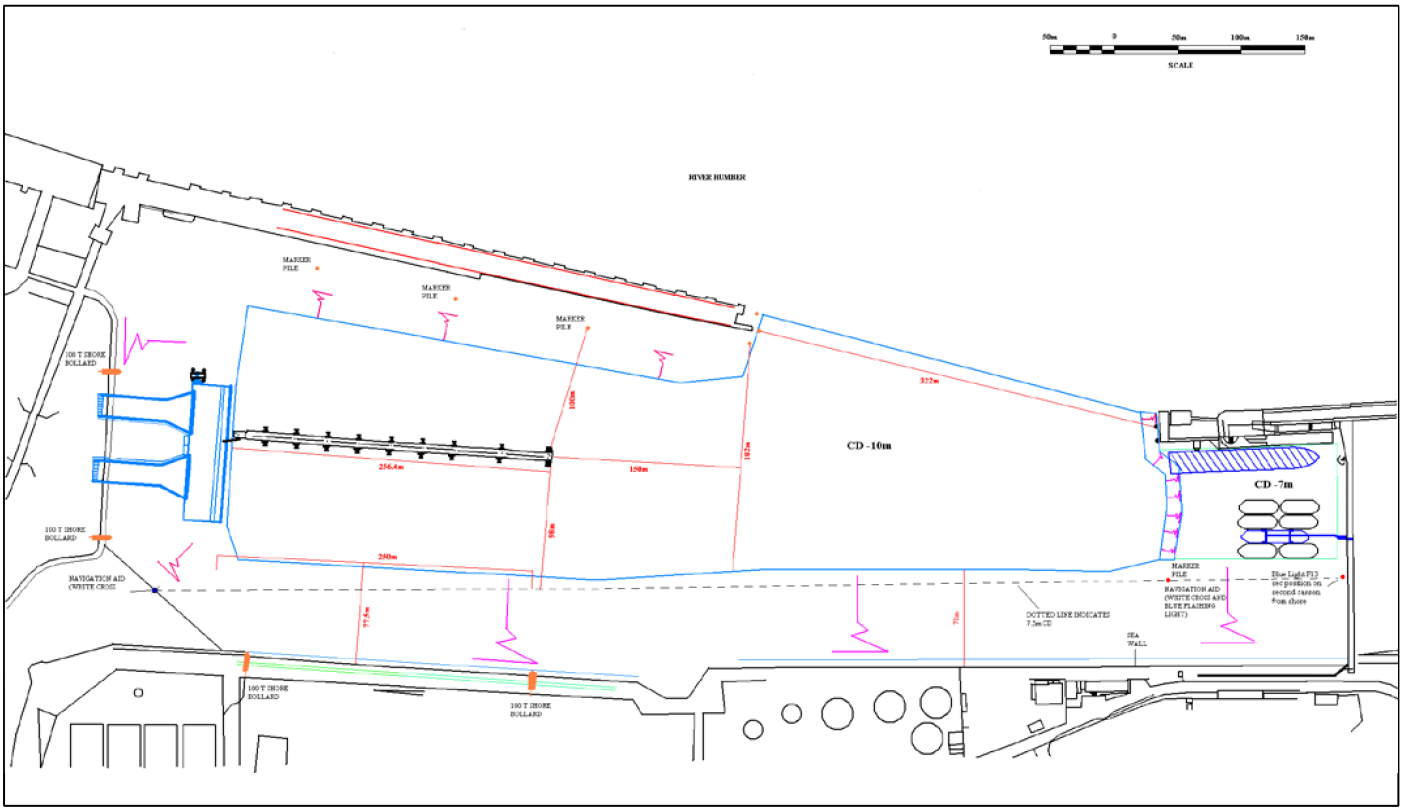
ABP owns the structure of the IOH Finger pier. DFDS owns and maintains the pontoon and linkspans.

DFDS lease the land area from ABP and are responsible for the operation and security of the Terminal.

All river movements are coordinated by Associated British Ports through Humber Estuary Services.

6.2 Allocation of Berths

DFDS are generally responsible for the allocation of berths to vessels but it is done so in conjunction with ABP's Marine Department. However, ABP can allow vessels to berth on the finger pier with agreement with DFDS.



	Berth 1	Berth 2	Berth 3
Location	North side of finger pier	South side of finger pier	Alongside Berth 2 to the south
Restrictions	Car Carriers with a starboard quarter ramp only on IOH1	N/A	Can only be used if Berth 2 is occupied and Berth 2 vessel

	Berth 1	Berth 2	Berth 3
	Vessels of LOA less than 175m must berth on IOH1 due to shore mooring configuration.		is fendered and vessel **is not** a quarter ramp vessel Ark class vessel may berth on IOH3 when a Jing Ling class (33m beam) is berthed on IOH2
Vessel Types	Conventional Ro-Ro ≤ 240m LOA and 33m beam	Conventional Ro-Ro ≤ 240m LOA and 33m beam	Conventional Ro-Ro ≤ 240m LOA and 32m beam
	Ro-Ro Quarter Ramp ≤ 240m LOA and 33m beam	Ro-Ro Quarter Ramp ≤ 240m LOA and 33m beam	
	Car Carriers ≤ 38m beam – subject to ramp and berthing review. Tugs < 30m LOA when 35.4m > car carrier beam ≤ 38m		
Berthing Information	Berth stern to pontoon		
	Berth SSTQ	Berth PSTQ	Berth PST
	Vessels should not back down to the west of the last fender panel unless a spring line has been deployed and is ashore on a bollard or hook.		

When allocating a berth the following factors are among those considered: -

a. Available space
b. Latest survey giving least depth.
c. Ship's draft
d. Vessel requirements
e. Cargo requirements including explosive berth license limits.
f. Ships Length
g. Ship's characteristics such as overhanging bridge wings.

6.3 Ordering Procedure

Once a vessel is nominated for a particular berth on the jetties the agent will contact the duty A.D.M. for a berthing time. Following agreement on entry times, ship ordering is carried out by means of the Agents on Line systems which links to the Port and Vessel Information System (PAVIS) as described in the Humber Standing Notices to Mariners SH 3 & 4. Operational priorities will have already been decided by the berth operators and incorporated in their nomination of the berth. There are several critical parameters to be addressed before a nominated vessel can

be accepted on a berth and it will be necessary to have all the required information to hand before a final decision can be made. Most of the following factors will be considered.

1. Berth Is the berth currently occupied?
    a. If yes, when will the present vessel sail?
    b. If no, how much space is available between the nominated berth and adjacent berths?
2. Length of Vessel
    a. Will the vessel fit in the space available and be able to moor safely due to the shore mooring arrangement.
3. Draft
    a. In the entrance, manoeuvring areas and alongside the finger pier the Harbour is dredged to CD – 10m.
    b. Vessels due for IOH1 with a draft greater than 9.0m must be reported to the Dock Master to confirm that there is sufficient water.
    c. In the area at the rear of the West Jetty and in the vicinity of the tug berth, the Harbour is dredged to CD – 7M. The limits of these dredged areas are shown on the Immingham Outer Harbour layout drawing.
    d. All areas of the Outer Harbour are subject to siltation and copies of the latest survey charts are kept in the Dock Master's office. Mariners will be warned of any significant changes in depths.
    e. Any vessel of approximately 7.5m draft or more can be considered to be a deep drafted vessel and as such may require to be docked at or near to slack water. Consideration will need to be made of both the available water in the Outer Harbour and on the approaches. ABPMer provides ABP Immingham a yearly allowable draft table which provides an acceptance draft for the berths at various datum levels depending on survey results and allows for a vessel to remain afloat with minimum underkeel clearance at the following predicted Low Water.
4. Special Known Characteristics
    a. Vessels with known characteristics, for example hull protrusions, overhanging bridge wings may not be able to use Berth 3 alongside a similar vessel.
5. Tug Requirements
    a. A vessel's tug requirements along with tug availability can alter a vessels priority. A vessel may displace a vessel that has to wait for a tug or tugs, which is happy to move without tug assistance. In cases where there is a shortage of tugs, the tug service provider will decide upon priority of tug allocation.

The safety of the port, vessels and the environment will be the paramount factor at all times.

6.4 Arrival/Sailing Parameters

The movement of shipping to and from the lock, Immingham Outer Harbour, Immingham West Jetty, Immingham Bulk Terminal, Immingham Oil Terminal, Humber International Terminal and other river berths require careful coordination to preserve the safety of navigation, the environment and people using the river. Accordingly, in conjunction with the Harbour Master (Humber) and the VTS Humber Manager, the following procedures must be followed by shipping arriving at or sailing from the IOH.

6.4.1 Procedure for Ferries Sailing from the Immingham Outer Harbour

1. Vessel will advise ADM of expected readiness, **one hour** before ordered sailing time.
2. Vessel will give ADM **30 minutes** notice for mooring staff.
3. ADM will then advise AHM of state of all current movements within Immingham Port area and discuss expected the river traffic movements that are expected to be passing Immingham.
4. ADM will advise AHM in which order Immingham traffic is to proceed having due regard to tidal windows and lock programme.
5. Pilot / PEC will advise VTS when ready to single up.
6. VTS will advise vessel of expected / planned traffic movements.
7. Pilot / PEC will advise VTS when singled up.
8. VTS will give clearance to sail when traffic movements make it safe to do so. See safety parameters.
9. Pilot / PEC will confirm to Berthing Master / ADM when clearance to proceed has been given by VTS.
10. Pilot / PEC will advise VTS when the vessel is leaving IOH entrance.

6.4.2 Procedure for Ferries Entering the Immingham Outer Harbour

Vessels should proceed in the same manner as they currently do for entering Immingham Dock.

Vessels may be held on berth if large inbound vessels, moving as through traffic, are passing IOT. Small inbound traffic will be warned by VTS of the sailing and instructed to keep to the north.

Vessel will be held on berth to give priority to PPV's. Clearance to sail will be given having due consideration to the relative position of passing ships to the IOH entrance and the time it will take ferries to leave the berth in IOH and manoeuvre to the entrance of IOH. Most Ro-Ro traffic are not restricted in their arrival or sailing parameters.

Most Masters of regular Ro-Ro vessels using the IOH have undertaken simulator training on the best arrival and sailing practises in various wind and tidal conditions.

All regular vessels are provided with a tidal flow book for the IOH to allow proper passage planning.

All arrival and sailing passage plans must be considered with knowledge of the limitation of the IOH area, tidal flows and expected weather.

6.4.3 Large Car Carriers

Large car carriers are those car carriers which are considered by the Dock Master, Immingham to be constrained in their manoeuvring by nature of their size and windage. In general this will include car carriers with LOA > 160m.

Large car carriers are boarded at the Pilot Boarding station ahead of any VLS movement.

Large car carriers will be boarded with 2 First class pilots.

Normal boarding times for large car carriers is 2 ¾ hours before HW Immingham.

Normal time at Sunk Spit will be 1 ¼ to 1 ¾ hours to HW Immingham.

Large car carriers must be underway by HW Immingham otherwise they are cancelled until the next tide.

Large car carriers have arrival/sailing parameters.

Definitions	
Time of HW or LW	Tide table times at Immingham

'Arrival Off Dock'	Vessel stemming tide with tugs made fast
'Sailing Time'	Ready to leave berth with tugs fast.
'Ordered Time'	Time for pilot to board. Vessel ramp requires at least 15 minutes to be raised.
'Dock Master'	Means the Dock Master appointed by ABP and includes his authorised deputies, assistants and any other person authorised by the Authority to act in that capacity.

6.4.3.1 High Water Arrival

- Vessels will ordered to arrive off dock at HW – 45mins.
- Vessel should be through entrance and backing down to berth before HW.
- Vessel must not transit the IOH entrance after the ebb has commenced.

6.4.3.2 Low Water Arrival

- Vessels will be ordered to arrive off dock LW and berth on the first of the flood tide.
- Vessel should be through entrance and backing down to berth before LW + 60mins

6.4.3.3 High Water Sailing

- Vessels will be ordered for sailing at HW – 75mins, to have a sailing time of HW – 45mins.
- Vessel must leave the berth before HW.
- Vessel must not transit the IOH entrance after the ebb has commenced.

6.4.3.4 Low Water Sailing

- Vessels will be ordered for sailing at LW – 30mins, to have a sailing time of LW.
- Vessel must leave it berth before LW + 40mins (Do not sail with ebb tide running).

The above parameters and times may be adjusted if two vessels are expected or due to sail after discussion with Humber Estuary Services by ABP Grimsby & Immingham.

Low Water arrivals and sailings will only be permitted if there is sufficient water in the approaches to the Immingham Harbour area.

Berthing will normally be to Berth 1, starboard side to, unless a berth change has been agreed, prior to the vessel's arrival with DFDS.

Two pilots will be supplied for these vessels due to their design.

The above parameters and times may be adjusted when vessels have non-standard equipment such as thrusters, multiple engines, or high-performance rudder units. The above parameters and times are guidelines for the normal safe handling of large vessel, but the times may be adjusted slightly at the discretion of pilot on board in conjunction with the Dock Master or Assistants.

6.5 Passage Plan Vessels

It is unlikely that vessels classed as Passage Plan Vessels under the Humber Passage Plan would be handled for berthing within the IOH.

However if a vessel were to fall into that category, then the vessel would be assessed for berthing and sailing in the same way a similar vessel on a similar local berths would be handled.

6.6 IOH Navigation Marks

There are markers indicating the limit line of CD -7.5m in the main part of the harbour (CD -10m). These markers consist of transit blue flash 3sec lights situated on a marker pile to the east of the harbour and on the second caisson of the pipe gantry also to the east of the harbour. Daylight markers consist of white crosses on the marker pile to the east of the harbour and on a post on the west seawall of the harbour. – see Harbour layout drawings.

6.7 Tug Requirements

Tug provision for the Port of Immingham is by several private companies.

Tugs assisting vessels greater than 60m LOA must be a minimum of a class C tug. The master would normally order tugs through the ship's agent. The Duty ADM or pilots will assist with the ordering if required. The master must state which towage company is preferred.

Details of towage companies and tugs can be found on the following link – [redacted] or in the General Notice to Pilots/PEC's No 2 of each year.

There are no tug requirements for regular Ro-Ro vessels. However, Ro-Ro vessels Masters should be aware of the manoeuvrability limitation of their vessels.

When the wind speed is more than 30 kts the ADM will start to assess if tugs are required to assist with the arrival and departure of Ro-Ro vessels, taking into account the vessel, wind direction and any potential lee. See Port notice number 3 for more guidance.

DFDS weather station located Mayflower house: https://www.weatherlink.com/ Username: DFDSSeaways Password: W3ath3rStation

6.7.1 Towage Guidelines for Large Car Carriers For Wind ≤ Force 5

Inwards 3 'A' Class tugs (50t bollard pull and above)

Outwards 3 'A' Class tugs (50t bollard pull and above)

Due to the windage of large car carriers, berthing and sailing will need to be carefully considered and assessed, even with the above tugs assistance. Due regards must be had for:

- The direction of the wind.
- The gusting nature of the wind.
- The limits of available water.
- The availability/power of ship equipment.
- The possible need for extra tug assistance should he considered prior to manoeuvring to ensure availability.

Inward vessels should be met by tugs below the IOT and outward at least one tug should accompany the vessel until clear of IOT.

The Master, Pilot and Duty ADM must be in agreement for any berthing or sailing to continue in winds above 21 knots (Force 5). This is to include v/l intending to bunker in the IOH.

A fire tug is on immediate notice, external to the Dock, to assist any vessel in unforeseen difficulties in the Immingham area; this is generally limited to a machinery failure. There is an agreed method of alerting the fire tug in the event of an incident.

The above tug requirements may be varied following declaration of suitable additional manoeuvring equipment such as multiple propellers, rudders, and thrusters units. Pilotage assessments will be used to make informed decision on varying tug requirements.

Masters and pilots are reminded that tug requirements vary greatly depending on the weather and tidal pattern. The Duty Assistant Dock Master may recommend tug usage and masters and pilots should heed the advice provided.

In event of the possibility of a serious incident, the Duty Assistant Dock Master can require a vessel to take tugs as a special direction.

6.8 River Levels

ABP has access to forecast surge information which can substantially affect the river level at times.

River levels fluctuate with tidal and lunar cycles and reference must be made to ABP tide tables.

6.9 Under Keel Clearance

For up to date information on ruling depths see VTS daily reports in Marine server file and latest sounding charts kept in the Dock Masters office. Electronic charts can also be found on the Humber Information System (care must be taken with this information to ensure it is current).

The Outer Harbour area is tidal and is an area of active siltation and is regularly surveyed and dredged.

Depth available will depend on both the available water within the Outer Harbour and the water on the approach to the Outer Harbour in Immingham Roads. When considering deep drafted vessels (greater than 7.5m) then the most recent survey charts should be consulted.

A vessel's draft must be such that clearance over the least survey depth is at least 1.0m on a rising tide and 1.5m on a falling tide. The latter increment being to allow for any fall in tide height whilst the vessel is manoeuvring into or out of the Outer Harbour.

A minimum of 0.5m under keel clearance should be maintained at Low Water whilst vessels are alongside the berths.

6.10 Berthing & Mooring

Prior to commissioning the Immingham Outer Harbour, several simulation exercises were carried out using the South Tyneside Marine Simulator at South Shields Nautical College. As a result of these exercises the following manoeuvres were considered the safest method of entry / departure.

Mariners should consult the Immingham Outer Harbour current flow speed and direction charts prior to entry / departure.

The relative effect of the wind speed and direction acting on the vessel during the manoeuvring operations must be carefully considered, especially on high windage vessels and when considering the cumulative effect of the tidal current flows.

6.10.1 West Jetty 4 – Arrival

- On the flood tide, swing the vessel to port for the entrance to Immingham Outer Harbour or, if necessary, around Clay Huts to stem the tide.

- Using the tide, crab the vessel into the Immingham Outer Harbour generally on a heading of 160ºT until well inside the line of the West Jetty to minimise the tide effect. Do not attempt a final approach until the face of the berth can be seen.
- If using an anchor, be aware of the slope on the Harbour bed in the vicinity of the jetty end.
- Speed must be kept to a minimum to avoid the need for excessive stem power causing transverse thrust in a confined area.
- Due to the confines of the berth, consideration should be given to the use of a tug, particularly in strong crosswinds.

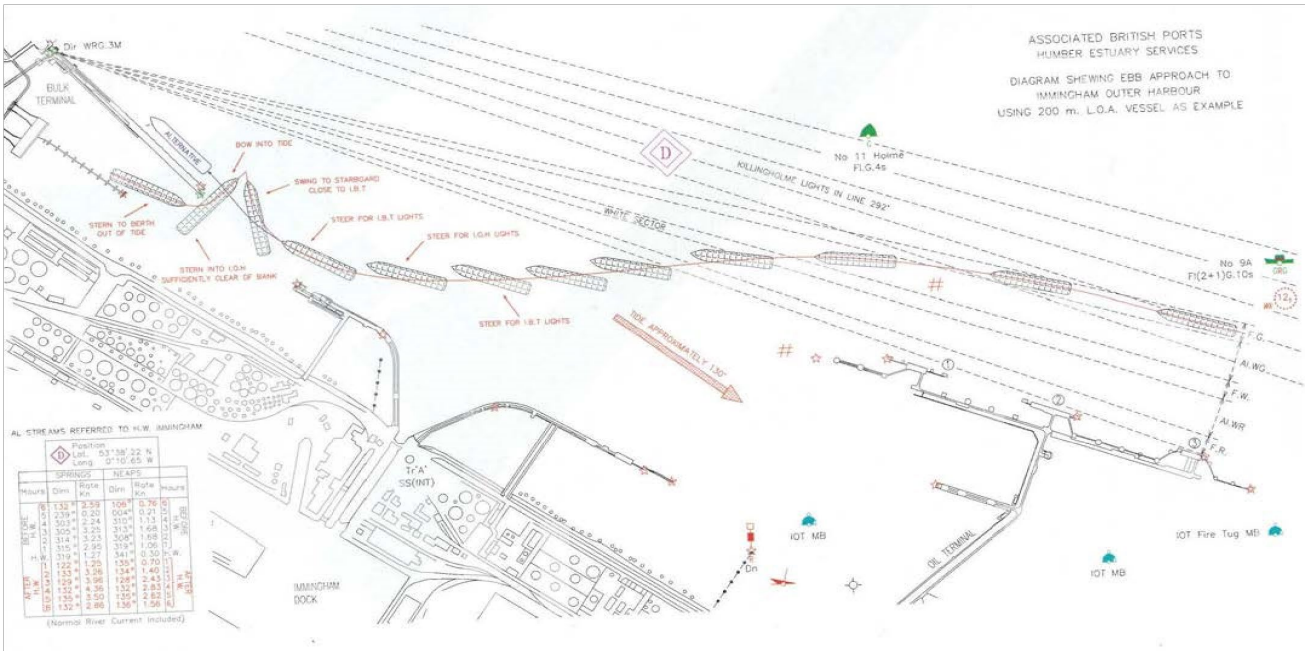
6.10.2 West Jetty 4 – Departure

In strong southerly winds and on strongly right-handed vessels, due to the distance from the main jetty face to the end dolphin, the vessel should, if necessary be backed down the jetty under control using lines, before any attempt is made to spring off and depart.

6.10.3 IOH – Flood Tide Arrivals

- Pass Immingham bellmouth, keeping to the North.
- Round the Clay Huts Lt Float, and steam back towards IOH passing close to the IBT.
- Stop vessel over the ground abeam of IOH entrance, stemming the flood tide on a heading of approximately 130ºT.
- Alternatively swing to port close off the West Jetty.
- Using tugs, if in attendance, and available ship's equipment, manoeuvre the ship sideways through the entrance into the harbour (adjusting the attitude of the vessel to put the tide on the Port Bow and by using engine power / thrusters, the vessel should be crabbed through the entrance), maintaining a safe distance off the ends of the West Jetty and IBT.
- When well inside the Harbour the vessel should be brought on to a heading of 130ºT to align with the Finger Pier. Vessel should then be manoeuvred astern using engines and thrusters to the allocated berth, having due regard to the expected current flows.
- When swinging large carriers off West Jetty every effort should be made to get vessel south of face of the IOT to be clear of a PPV for HinT No 2.

6.10.4 IOH – Ebb Tide Arrivals



There are two manoeuvres that simulation studies have shown are possible depending on the strength of the current flow and the power/manoeuvrability of the vessel.

Manoeuvre 1

- Vessel should be turned in the river, upstream and clear of the Clay Huts buoy.
- Vessel is brought to a position off the entrance to Immingham Outer Harbour by controlling the rate at which the vessel is set down by the ebb tide by running engines astern and holding the vessel in the line of the ebb current.
- Under no circumstances should the vessel be allowed to pass the entrance of Immingham Outer Harbour, as safe recovery from a position off the West Jetty is extremely difficult.
- By setting the attitude of the vessel to put the ebbing current on the port quarter and controlled astern engine movements, the vessel can crab through the Immingham Outer Harbour entrance.
- When well inside the Harbour, the vessel can then be brought to a heading of 130ºT to align with the berthing pier and manoeuvred astern using engines/thrusters to the allocated berth having due regard to the expected current flows.

Manoeuvre 2

- Vessel should be brought to a position off the Immingham Outer Harbour entrance, stemming the ebb tide on an approximate heading of 310ºT.
- By adjusting the attitude of the vessel to put the tide on the starboard bow and use of engines and thrusters, the vessel should make its entrance by crabbing into the Immingham Outer Harbour.
- By using the difference in the current flows in the entrance and on the southern side of the Harbour to assist with the manoeuvre, the vessel can be swung inside the Harbour.
- The vessel's bow should he positioned close to the end of the IBT jetty and only extended outside the jetty to provide sufficient clearance for the stern on the southern limits of the Harbour. By using bow thrusters to

hold/control the swing of the bow and use of stern thrusters, engines and rudders, the vessel can be swung to a heading of 130ºT to align with the finger pier.

- The vessel can then be manoeuvred astern having due regard to the expected current flows. (see plan above)

Cautionary Notes

- Whichever manoeuvre PEC holders or Pilots decide to use, the Immingham Outer Harbour current flow diagrams must be consulted. The tidal effect of a 2.0 knot current acting on the beam of a 200M ferry loaded to 7.0M is the equivalent of 50T of thrust which may be close to or exceed the thruster capacity.
- Due regard must be had for the limits of available water and the availability/power of ship equipment.
- Due regard must be had for the effect of wind on the vessel during all aspects of any manoeuvre. A wind of 25 knots acting on the beam of a DFDS 'Flower' class ferry is the equivalent of 49T of thrust which is close to the vessel's thruster capacity.
- The possible need for tug assistance should be considered prior to arrival to ensure availability.
- When using Doppler logs to assist in manoeuvring, the effects of cavitation on the accuracy of readings must be considered when engines are run astern for long periods.
- The Ro-Ro berth fendering system is not designed for vessels to slide along and this must be avoided as far as possible.
- Due regard must be had for the Wash effect of a vessel's propellers and thrusters when manoeuvring close to floating fenders, either when stored alongside the pontoon in way of Berth 3 or when alongside a vessel on Berth 2.

Full details of the simulation studies of different entry and departure manoeuvres are available in the Dock Master's office.

6.10.5 IOH – Flood Tide Departures

6.10.5.1 Berth 1

- Ro-Ro vessels should be manoeuvred clear of the berth using thrusters, engines and rudder, using the minimum safe manoeuvring speed until the stern is clear of the pier.
- Once clear of the pier, the vessel should be positioned across the entrance to Immingham Outer Harbour and the heading adjusted to put the tide on the starboard bow.
- By adjusting attitude to the tide and using engine and thrusters, the vessel can be crabbed out of the entrance to Immingham Outer Harbour.
- Vessels should be crabbed out into the river at least until they are within the white sector of the IBT Light to ensure they will clear the Immingham Oil Terminal and to avoid the stem swinging close to the West Jetty.

6.10.5.2 Berths 2 and 3

- Ro-Ro vessels should be manoeuvred clear of the berth using thrusters, engines and rudder, using the minimum safe manoeuvring speed.
- Once the vessels pivot point has passed the end of the pier, the vessel can alter it's heading to put the tide ahead or on the starboard bow.
- Using thrusters, engine and rudder to adjust the rate of turn. The vessel must be held up toward the West Jetty.

- The vessels heading should be adjusted to pass through the Immingham Outer Harbour entrance at right angles to the line from Immingham Bulk Terminal to the West Jetty. This course should be held at least until the vessel is in the white sector of the Immingham Bulk Terminal Light before turning to clear the Immingham Oil Terminal.
- This manoeuvre should not be attempted in strong Spring tides to avoid being set onto the Immingham Bulk Terminal.
- VTS will give clearance to sail when traffic movements make it safe to do so.

6.10.6 IOH – Ebb Tide Departures

- Vessel should be manoeuvred clear of the berth using thrusters, rudder and engines passing clear of the pier at the slowest safe manoeuvring speed.
- The vessel should be positioned across the entrance to Immingham Outer Harbour and the heading adjusted to put the tide on the starboard quarter.
- By adjusting engines astern movement and with use of thrusters, the vessel can be crabbed out of the entrance to Immingham Outer Harbour.
- The vessel should be manoeuvred in this aspect until at least within the white sector of the Immingham Bulk Terminal Light or preferably until passing through the Killingholme Red Lights in line. This will avoid the vessel being set inside the line of the Immingham Oil Terminal.

Under no circumstances should a vessel consider trying to leave the berth and turn directly through the entrance. Simulation studies have shown that either contact will be made with the West Jetty and the tankers that could be berthed on it, or the vessel has to turn to starboard immediately it leaves the entrance to avoid contact with the West Jetty and this has insufficient manoeuvring room to round the Immingham Oil Terminal.

Special care needs to be taken when departing on a strong ebb tide.

Powerful vessels on neap ebb tides or close to high water may be able to position themselves close to the entrance of the Immingham Outer Harbour and turn to port until the tide is effectively on the port bow. By adjusting engine speed / propeller pitch and use of thrusters, the vessel can then be effectively crabbed out of the Immingham Outer Harbour. The vessel should be positioned within the white sector of the Immingham Bulk Terminal Light before being turned to starboard to clear the Immingham Oil Terminal.

Clearing the berths and jetty

Pilots are to clear the berth and proceed out at a safe and parallel distance from the jetty, exercising caution to remain clear of the fender face until the stern is past and clear of the end of the jetty.

Turning out in the River

Pilots are advised to get clearing distances from the tugs, to supplement the distances given to the bridge team by shore and shipboard staff.

Once the stern has cleared the end of the jetty, the vessel may then start her turn out into the river **only** when the Master / Pilot and tugs have all confirmed agreement.

6.10.7 Mooring Boats

An ABP mooring boat is available and will be provided (unless there are unforeseen problems) to place and remove fenders and to run headlines ashore from vessels on Berth 3.

The mooring boat and crew are certified to operate in the Outer Harbour.

There is a mooring point on either side of the pontoon for small craft to berth and be left.

6.10.8 Boatman

DFDS staff carries out the mooring operations in the Outer Harbour and is covered by an agreement between ABP and DFDS. An ABP Marine Supervisor attends IOH berthing's and sailings to communicate with the vessel and ensure that the Marine infrastructure is not damaged. DFDS duty foreman is responsible for their mooring crew.

6.10.9 Minimum Mooring Requirements

All mooring equipment must be checked before the arrival of a vessel to ensure availability.

During mooring operations, the mooring party in effect becomes the 'servant of the vessel', and all vessels' mooring requirement must be attended to. No ropes should be released until the vessel communicates the requirement to do so.

Great care must be exercised to ensure ropes are kept away from propellers and thrusters.

6.10.10 Normal Mooring patterns

	Forward	Aft	Notes
DFDS Ferries	2 head lines 1 spring line 1 breast line	2 spring lines 2 breast lines	Vessels using Berth 3 will use ropes ship to ship will depend on the vessels mooring arrangements. At least one line must be sent as a headline ashore to the finger pier. DFDS ferries normally use their winches in the self-tensioning mode.
Large Car Carriers (Berth 1)	2 head lines 2 spring lines 2 breast lines	2 spring lines 2 breast lines	See below

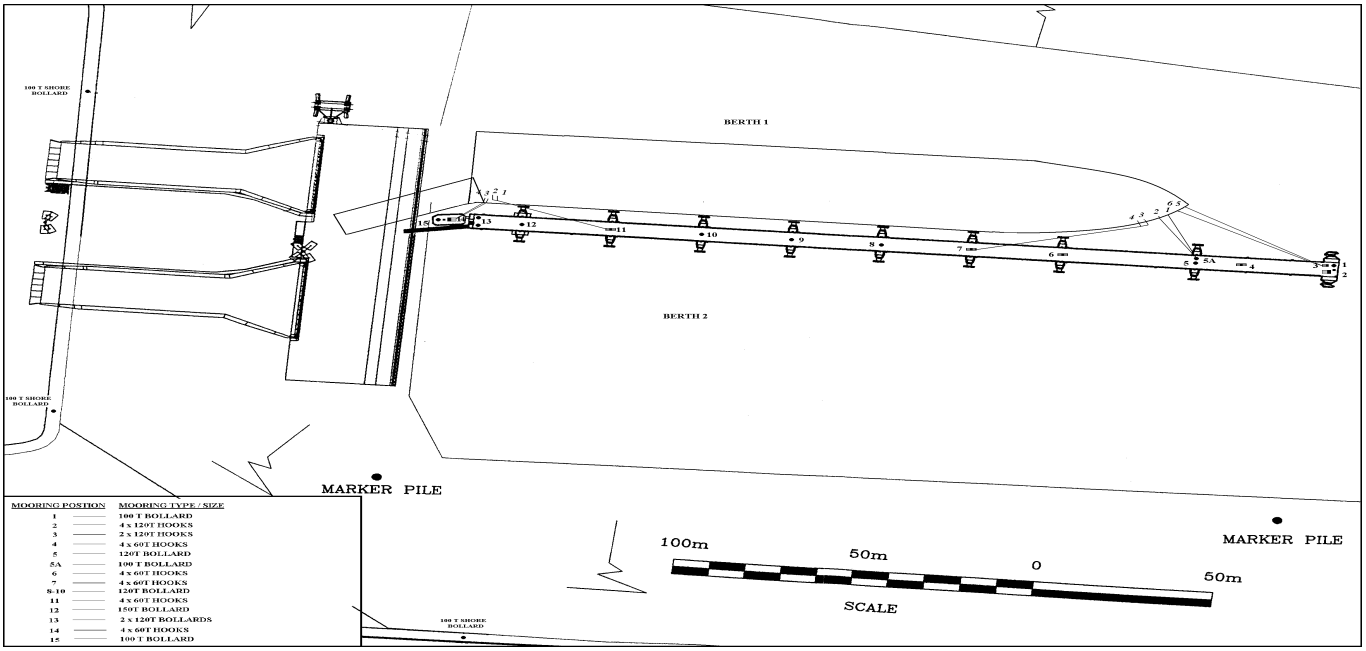
- Mooring plans will be provided for large car carriers through the Immingham Marine Department.
- Before berthing of a large car carrier, the mooring crew must be in receipt of a current mooring plan for that size vessel.
- The mooring crew must be briefed as to the planned mooring operation. The above are the minimum moorings, which should be expected from the vessels.
- In extreme weather conditions, the vessel may require additional moorings to be placed.
- If the vessel does not provide the minimum mooring requirements then the vessel must be informed of the requirement and any continuing infringement of the minimum mooring requirement communicated to the Marine Control Centre.

- Moorings should be taken ashore a close to the vessel as possible and then moved down the pier to the hook or bollard to minimise handling.
- Teamwork is critical in safely heaving mooring lines from the waterline to the finger pier. Good communication with the vessel will reduce the amount of rope, which is needed to be handled.
- **Please note shore moorings are no longer used for any vessel on IOH1 or 3** – except when a Jing Ling class vessel is berthed on IOH2 and an Ark vessel is berthed on IOH3. This is due to the fact the Ark vessels stern will overhang the ramp.
- Ship to send one mooring line at a time and follow mooring sequence

6.10.11 Sample Mooring Plans

Mooring Plan For 200m LOA Car Carrier IOH Berth 1 (40m Ramp) [MV Lydden 38m beam]

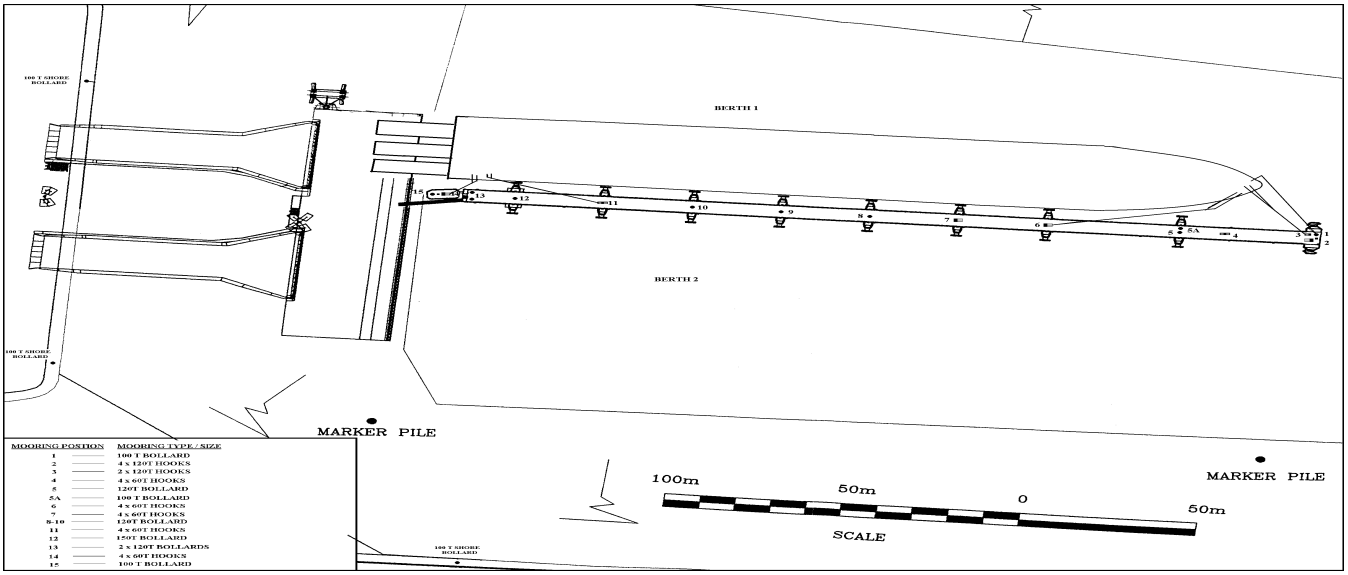
Aft Mooring Sequence			For'd Mooring Sequence		
1st	2 Spring lines to Hook No 11	Ropes 1 & 2	1st	2 Breast lines to No 5A	Ropes 1 & 2
2nd	2 Breast lines to Hook No 14	Ropes 3 & 4	2nd	2 Spring lines to No 7	Ropes 3 & 4



Mooring Plan For 232m LOA Jingling Class IOH Berth 1

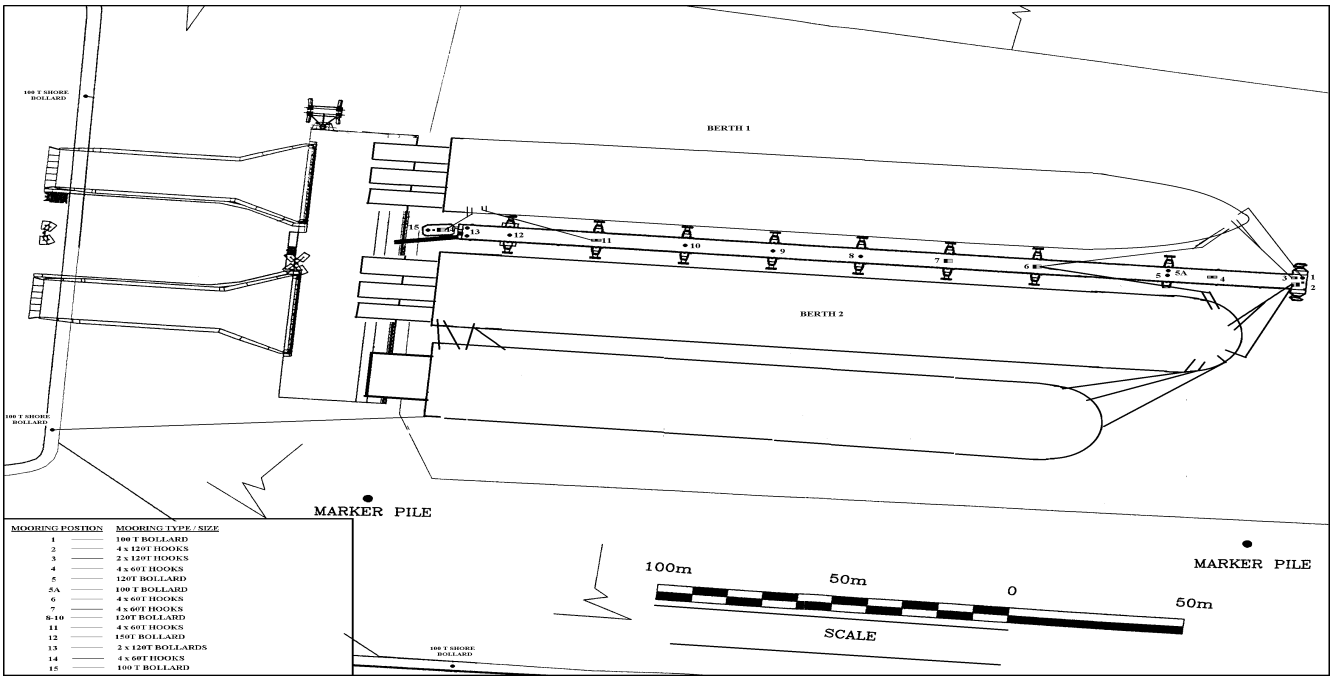
Aft Mooring Sequence		For'd Mooring Sequence	
1st	2 Spring lines to Hook No 11	1st	2 Breast lines to Bollard 1

2nd	2 Breast lines to Hook No 14	2nd	2 Breast lines to Hook No 3
		3rd	2 Spring Lines to Hook No 6
Follow mooring sequence & pass one rope at a time			



Mooring Plan For Jingling Class IOH Berth 2 and Ark Class on IOH Berth 3 – Outboard Vessel

Aft Mooring Sequence		For'd Mooring Sequence	
1st	3 Breast lines to Stbd Qtr of inboard vessel	1st	3 Breast lines to Stbd Bow of inboard vessel
2nd	1 Spring line to Stbd Qtr of inboard vessel		
3rd	1 Shore mooring to S'bd quarter		
Follow mooring sequence & pass one rope at a time			



6.10.12 Mooring Equipment & Maintenance

Hook / Bollard capacities

Mooring Position	Mooring Type / Size
1	100T Bollard
2	4 x 120T Hooks
3	2 x 120T Hooks
4	4 x 60T Hooks
5	150T Non-Directional Bollard
5a	100T Bollard
6	4 x 60T Hooks
6a	100T Bollard
7	4 x 60T Hooks
8	150T Non-Directional Bollard
9-10	120T Bollard
11	4 x 60T Hooks
12	150T Bollard
13	2 x 150T Non-Directional Bollards

14	4 x 60T Hooks
15	100T Bollard

Shore Bollards are 100T Bollards

To prevent the overloading of the mooring hooks or bollards, only one rope should be placed on each hook or two ropes on a bollard.

Mooring equipment will be maintained as set out in ABP's Mooring Equipment Procedures.

There is a mooring winch on the eastern end of the finger pier.

6.11 Fendering

IOH Berth 1 & 2 are fendered along each face by pivoting vertical domino fenders from below LAT to 1.5m below jetty top level, which provide compression fendering and will pivot if a vessel does not land square to the fender line.

The Ro-Ro berth fendering system is not designed for vessels to slide along and this must be avoided as far as possible.

The first two sets of fenders are 75m apart, with the rest 50m apart. The last set of fender panels is 60m from the pontoon.

The fender line is about 3m off the finger pier working area, with accessible platforms above each fender panel.

There are rope shedding chains fastened from the top edge of each fender panel to the face of the finger pier. These chains will be broken if the fender panels are pivoted to any great extent. When a vessel is due for IOH Berth 3, a mooring boat is used to deploy two sets of three 'Yokohama' floating fenders alongside the starboard side of the vessel berthed on No 2.

These fenders are pneumatic fenders with tyre cages approx. 7.0m x 3.8m, by using three fender sets total width of fenders is approx. 7.6m.

The span length of rope is adjusted for different class vessels to keep the fender sets on the vessels flat sides and provide maximum span between sets.

6.12Explosives

Explosives (Class 1) can be handled in the Outer Harbour at Immingham. The Health & Safety Executive (HSE) Explosives Inspectorate, under the Dangerous Goods in Harbour Areas Regulations 2016 (DGHAR) has granted an explosive licence to ABP Immingham. ABP Port of Immingham undertakes audits of terminal operators handling explosives under this licence.

ABP has trained and appointed explosive officers to oversee explosive shipments. Stevedores handling explosives are also required to have trained and appointed explosive officers to oversee explosive shipments. The security of explosives in transit through the port will be carried out following the guidelines set out in the HSE guidance.

Explosives are handled on a last on/first off basis, with just in time arrival and direct departure from the port to minimise on-dock holding time.

Explosives will not be allowed to be held on the dock estate beyond 24 hours as agreed by the HSE. Due to shipping delays, if an explosive shipment needs to be held, it will be done so at an authorised magazine.

ABP's response to incidents involving explosives is outlined in the Explosives supplement of the Port Emergency Plan.

6.12.1 Notification of explosive shipments

Any shipment of explosives must be pre-notified to the Port Authority. This should be done by email to ImmHazard@abports.co.uk

The Duty ADM will confirm that the shipment is acceptable to the Port Authority and if any berth restrictions are involved. Any pre-notification will require full details of the shipment involved and must include:

- Description, class and division of explosive
- UN Number
- Net explosive quantity
- Number and kind of packages.
- Details of vessel involved
- Shipment date

Any concerns over a proposed explosives shipment must be passed to a Marine Manager.

The acceptance by the Port Authority does not preclude the Terminal operators carrying out their own safety assessment prior to acceptance.

Pre-arrival acceptance is not confirmation of shipment.

Following acceptance, confirmation of shipment to the Port Authority is by means of a copy of the vessel's Bill of Lading and SITPRO Dangerous Goods Note or similar certification either faxed to the Duty ADM or attached to the Agents on Line notification. The above is in addition to the notification required by the River Authority and Government Agencies. A packing certificate must also be supplied to the shipper if not covered by the shipping note.

A record of explosives shipped through the port is held both by the Port Authority and Terminal Operator.

A summary guide to the amounts of explosives that can be handled at different berths is provided below.

ABP Explosives Licence Summary of Maximum Permitted NEQ's

Place/Berth	Category				
	Maximum Aggregate Nett Explosive Quantity (NEQ) (Kgs)				
	1.1	1.2	1.3	1.4	1.5
IOH Ro-Ro 1	3500	6000	11000	U/L	3500
IOH Ro-Ro 2	2500	2500	65000	U/L	2500
IOH Ro-Ro 3	1800	1800	40000	U L	1800

For sub-category A, B and F the licensed NEQ should be reduced to 1/3

From License No 3/13

For Limiting Distances to Occupied Buildings, Passenger Vessels, Persons in the Open, and Other Explosives, along with Safeguarding Distances, see schedule attached to Explosives Licence

6.12.2 Cranage

There is no cranage on the IOH pontoon. DFDS may permit a suitable mobile crane to operate on the pontoon.

6.12.3 Gangways

The IOH berths are utilised by Ro-Ro vessels, whose ramps are used to provide safe access to the vessel.

Ramps, which are used by vehicles, should not be used also for pedestrian access unless there is suitable segregation of vehicles and pedestrians, whether by providing a suitable protected walkway or by ensuring that pedestrians and vehicles do not use the ramp at the same time.

Contact must be made with the ship's security staff and ID will need to be displayed the before being able to access the vessel.

Safe access to the pontoon is via the dedicated pedestrian walkways on the side of the linkspan.

Access across the pontoon to the finger pier is via a marked pedestrian walkway.

Access to elsewhere on the pontoon is with great care and awareness of local traffic. Access to the finger pier is via a dedicated gangway.

Care needs to be taken on the finger pier gangway due to the step angles, which are needed to maintain the step angle for the gangway angle and build-up of dust and debris on the steps. This needs regular cleaning.

Ensure the gate indicating NO ACCESS is in place at bottom of gangway when not in use. Care also needs to be taken whilst moving along the finger pier and aft mooring dolphin when two vessels are moored. When two vessels are moored, mooring lines may be fast to the same set of hooks. When this occurs access is by way of the flat top of the hook arrangement which is treated with a non-slip coating.

6.12.3.1 Tide Flow Patterns

Tidal flow patterns following the lunar cycle but are affected by freshwater drainage into the river and tidal surges caused by weather patterns.

Due to the freshwater flow within the River Humber, local slack water occurs around high water and at approx. 30-40 mins after low water.

Guidance on tidal flow patterns can be found on the local chart and in the flow direction and speed isovels charts available for the Immingham Outer Harbour.

The flow direction and speed isovels charts are based on reading made in March/June 2006.

This information is available through the pilot or on request from the Dock Master, Immingham

6.12.3.2 Pontoon Jetting System

There is a jetting system fitted to the back end of the pontoon to wash silt out from the back and underneath the pontoon. The system operates on a pre-programmed wash cycle set dependent on wash requirements. The system operates during the period on the ebb approx. from LW -2 hours to LW +30 mins.

Should the system fail, the failure is indicated by a yellow flashing light on the pontoon cabin. Should the light be seen, ABP Engineers must be called to attend to investigate the problem and reset the system if possible.

7 Immingham Bulk Terminal (IBT)

7.1 Details of operator responsibility

ABP Immingham is the Statutory Harbour Authority.

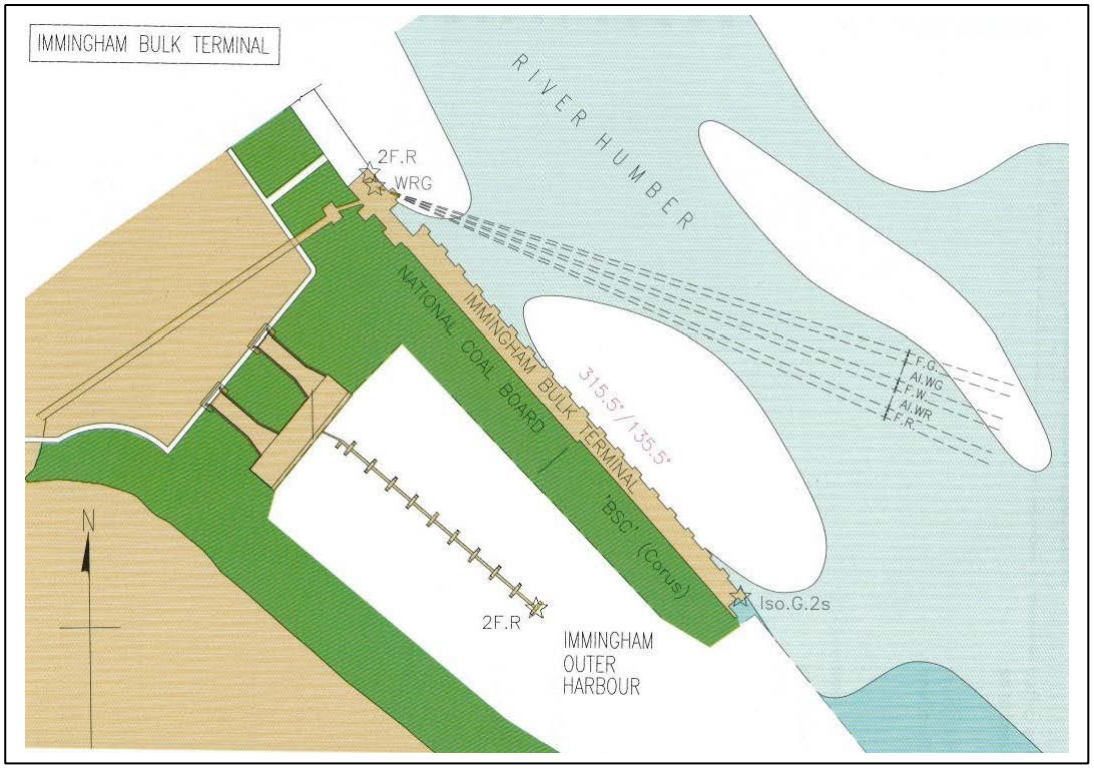
ABP owns the structure of the Immingham Bulk Terminal. The Terminal is run by IBT Ltd. (wholly owned subsidiary of ABP)

All river movements are coordinated by Associated British Ports through Humber Estuary Services.

7.2 Allocation of Berths

IBT consists of two berth No 1 Berth (Ore working berth or BSC berth) and No 2 Berth (Lay-by Berth or NCB berth).

IBT berths berth allocation is organized by IBT Ltd.



When allocating a berth the following factors are among those considered:

a. Available space
b. Ship's Draft.
c. Vessel requirements
d. Cargo requirements
e. Ships Length
f. Air Draft
g. Limitations of Sunk Dredge Channel and the Chequers Shoal

IBT is an off-shore jetty approx. 525m long. The berth pocket is 60 metres wide.

7.3 Berth Depth

7.3.1 No 1 Ore Berth

Berth depth is 14.9m at LAT., however the actual depth alongside is subject to siltation and the last hydrographic survey. Max draft permitted is 14.0 metres…Maximum draft for each tide is calculated using the HIT draft planner (tidal data added by ABP Mer every December).

7.3.2 No 2 Lay-by Berth

Berth designed depth is 12.6m LAT. The berth is designed to accommodate vessels up to Panamax size; however, berth availability is dependent upon the size of vessel on the adjoining No 1 ore berth.

Information on least available depth can be obtained from the British Steel Jetty Control Officer or the British Steel Operations Officer.

7.3.3 Air Draft

Maximum height of hatch covers from waterline at high water spring tides i.e., fresh air draft is 15.8m

7.4 Ordering Procedure

British Steel organises the berthing and sailing of vessels with the relevant ship's agent. Berthing and sailing times are agreed with the Port and River Harbour Authority. Ship's agents are expected to use Agents on Line to notify the Port and River Harbour Authority of berthing and sailing times and to provide pilot orders.

7.5 Arrival / Sailing Parameters

Due to the size of most vessel arrivals are organised for around slack water. Sailings are organised several hours before slack water to allow both sailing and arrival on a slack water.

7.5.1 Passage Plan Vessels

Humber Passage Plan available at [redacted]

7.5.1.1 Definition Of A Humber Passage Plan Vessel

A Humber Passage Plan vessel for the purposes of the Plan is any vessel of over 40,000 DWT capacity, whether laden, part laden, or light, or with a draft of 11 metres or over, and Gas Carriers of over 20,000 cubic metres capacity irrespective of draft.

7.5.2 Tug Requirements

Tug provision for the Port of Immingham is by several private companies.

Tugs assisting vessels greater than 60m LOA must be a minimum of a class C tug. The master would normally order tugs through the ship's agent. The Duty ADM or pilots will assist with the ordering if required. The master must state which towage company is preferred.

Details of towage companies and tugs can be found on the following link- [redacted] or in the General Notice to Pilots/PEC's No 2 of each year.

7.6 River Levels

River levels fluctuate with tidal and lunar cycles and reference must be made to ABP tide tables.

ABP has access to forecast surge information which can substantially affect the river level at times.

7.7 Fire and Emergency Procedures

As per port of Immingham port emergency procedures

Terminal Emergency Procedures

In the event of fire onboard the vessel, a medical emergency or serious marine incident e.g., parting moorings and/or vessel drifting off the berth contact all of the following:

Terminal	01469 571300

A mobile telephone will be supplied by the Agent for ship/shore communication. This telephone must be kept switched on whilst the vessel is alongside the berth.

By using mobile telephone:

Immingham Bulk Terminal / Security	(+44) 01469 571300

7.8 Under Keel Clearance

For up-to-date information on ruling depths see VTS daily reports in Marine server file and latest sounding charts kept in the Dock Masters office. Electronic charts can also be found on the Humber Information System (care must be taken with this information to ensure it is current).

Minimum under keel working clearance is 50cm at Low Water.

Vessels arriving at the River Humber, intending to transit to the Immingham Bulk Terminal should determine that their planned passage draft ensures an under-keel clearance of 1 metre or more, based on predicted tidal information and the latest ABP survey. To the east of Spurn Point, when navigating in the traffic separation scheme, vessels will normally require a planned 2 metres UKC which makes allowance for the reduction in actual UKC which may occur due to the action of sea and swell or increase in draft due to turning moment.

Vessels intending to navigate the SDC will not be allowed to transit the channel with less than 1 metre under keel clearance, based on predicted rise of tide passing SDC Tide Gauge and the latest Least Available Depth (LAD) in the SDC.

Vessels intending to navigate the SDC, whose draft is less than 10 metres, can do so with 10% under keel clearance.

Vessels transiting the SDC with minimum under keel clearance should navigate in the relevant part of the channel at a speed that will reduce their squat to a minimum level at the critical point. This is normally less than 6 knots.

7.9 Berthing & Mooring

Responsibility for verifying that vessels are adequately equipped with moorings and mooring/tension winches rests with IBT and Ship's Agents. The moorings for the IBT berths are depicted in the diagram below and must be conducted by the IBT Berthing Master.

The master is responsible for the safe and secure mooring of his vessel and remains responsible for his vessel being kept alongside during her stay at the Terminal. (The Humber Navigation Byelaws 1990, Section 25).

Due to the nature of the tidal flow, vessels on the berth encounter two main current effects.

1. As the tide commences to flood the current enters the adjoining Outer Harbour and spills out along the face of the berth, lessening as the water level increases.
2. Approximately two hours into the ebb, the tide is approaching its maximum rate. Its direction is from the stern of the vessel. On the first flood tide after the vessel's arrival, due to the vessels small under keel clearance; a wedge of water builds up between the vessels port quarter and the mud bank under the jetty, increasing the load on the aft breastlines. Ships must not slacken off the breastlines as any in balance in rope loads could cause a progressive break away.

Prior to berthing the vessel's Master and Terminal Representative will agree a mooring plan.

By accepting the mooring plan without comment, the Master & crew of vessel has accepted the mooring requirements and as such are responsible for any failure to comply with the Terminal mooring requirements.

It is the master's responsibility to ensure that the vessel is held firmly against the fenders at all times.

The mooring arrangements are based on those contained in the OCIMF Mooring Equipment guidelines. Tension winches must not be used. Mooring winches must be left out of gear with brakes correctly applied.

Mooring ropes must be in good condition and if not directly led from a designated winch must be correctly turned up on mooring bits, figure of eight style, and not left on drum ends of winches.

If the vessel is allowed to drift off the berth and tugs are required to push the vessel back alongside, then all tug costs will be for the owner's account. For safety reasons discharge will be stopped and recorded if the vessel drifts off the berth.

Because of historical difficulties experienced by visiting vessels it is a requirement of the Terminal to instruct a Mooring Advisor to attend the vessel during the period over the first Low Water after berthing. They will oversee and where necessary instruct the vessels crew concerning the mooring requirements.

The cost is to the owner's account.

Should the vessel come free from the berth at any time Operations will stop immediately and any deployed unloaders will emergency 'Jib Up' to avoid any contact between the vessel and shoreside structure.

A mooring study was carried out on behalf of CORUS (now British Steel) by ABPMer in 2007.

7.9.1 Mooring Requirements And Guidelines For Large Vessels Mooring At Immingham Terminals

Immingham Bulk Terminal (IBT)

Operator: IBT LTD

Mooring Contractor: Petrovine

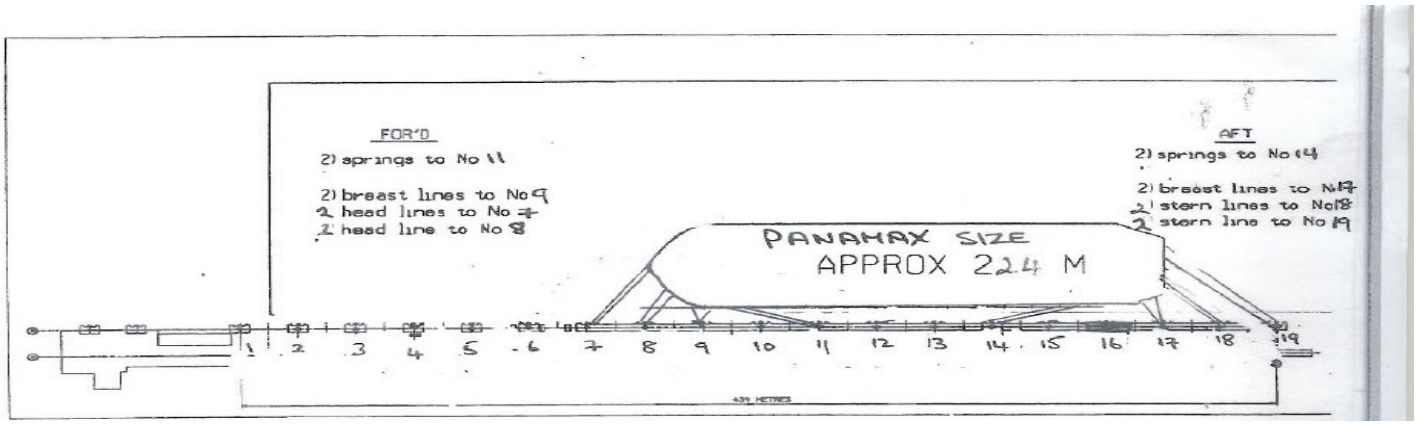
Please see Appendix 5 - Mooring Requirements and Guidelines for Large Vessels Mooring at Immingham.

7.9.2 Mooring Boats

Mooring boats are not normally used for berthing vessels. A boat is available, under contract, to undertake load line surveys and is generally berths on a pontoon to the rear of the jetty.

7.9.3 Minimum Mooring Requirements

Prior to berthing the vessel's Master and Terminal Representative will agree a mooring plan. A typical mooring guide is below:



7.9.4 Mooring Equipment & Maintenance

All mooring points on the jetty are 100T bollards

7.9.5 Fendering

Fendering on the jetty face is made up of large wooden panels.

7.10Watering

Fresh water is available on request from the Jetty Officer. The pump rate is approximately 8 tonnes per hour

7.11Ships Waste

The waste management plan for IBT is part of ABP's port waste management plan authorised by the MCA. IBT Ltd take responsibility for the provision of waste skips, waste charges and pre- waste notifications in accordance with the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 as amended, Animal By-Products Regulations 2013, Environmental Protection Act 1990, The Landfill Regulations 2000 as amended and other relevant legislation.

Waste pre-notification is direct to IBT.

A specific skip is provided on the jetty to receive cabin and galley waste which must be "double bagged" before being deposited in the quayside skip.

It is not permitted to deposit any materials on the jetty other than in the skip.

Other waste materials must be disposed of separately by prior arrangement with the ship's Agent and a record of disposal issued.

The Master of any ship encountering difficulties with discharging waste to the reception facilities should contact the Agent in the first instance and also complete a form available from the Agent on request.

Additionally, should the Terminal not be satisfied with the vessel compliance regarding prior notification and/or the offloading of waste, then the M.C.A. will be notified and the vessel may then be subjected to investigation.

These conditions are necessary to comply with The Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 and the Animal By-Products Regulations 2003.

Any perceived inadequacy of the Terminal waste reception facilities should be reported by the Master of the vessel to the agent.

7.12Explosives

IBT is not licensed to handle explosives.

7.13Cranage

Ship discharge is normally by two grab unloaders with a maximum discharge rate of 3,000tph for ore and 2,800tph for coal based on two unloader operation.

Gangways, derricks, cranes or any other structure of the vessel should not prevent the safe movement and operation of the unloaders along the jetty.

Deck crane jibs should be lowered horizontal and slewed to the off-shore clear of all hatchways. They should never be operated without agreement of the stevedores whilst the vessel is on the berth, regardless of whether or not discharge operations are complete. The British Steel Berthing Officer will 'tape off' access to the deck cranes on arrival at the berth/jetty.

7.13.1 Outloaders down when no ship on berth

For the sake of clarity, the following adjustment to the minimum tug requirements have been made at the IBT and HIT1 jetties should a crane boom be in the lowered/down position at the **Western** end of the IBT:

- Berthing at IBT and HIT 1
    - All PP vessels over 50,000t dwt, 4 tugs bollard pull as per the Humber Passage plan. (reducing to 3 tugs not permitted).
    - All PP vessels under 50,000t dwt and 1st class vessels, 3 tugs bollard pull as per the Humber Passage plan.
- Unberthing at IBT and HIT 1
    - All PP vessels and 1st class vessels 3 tugs bollard pull as per the Humber Passage plan.

In the event that the Crane with the boom down is at the mid-point or at the **Eastern** end of the IBT:

- HIT1 will have no additional restriction for vessels berthing/unberthing and the tug requirements will follow the Humber Passage Plan.
- IBT Vessels berthing/unberthing the additional adjustments above remain in place as for the Western position.

We will permit a changeover of VLS on the same HW provided each vessel has four dedicated tugs. Any vessels under these sizes, or if there are any tug issues, please contact the Dock Master/ Pilotage Operations in good time.

7.14 Vessels Working In Vicinity Of IBT Jetty - Standing Instruction No.150

7.14.1 Purpose

To identify action to be taken by Immingham Bulk Terminal personnel when a vessel (Dredger/ work / safety boat) is working in the immediate vicinity of unloaders when undergoing maintenance on booms / trolley / grab test.

7.14.2 Instruction

In the event of maintenance of Unloaders, then:

- Before maintenance is allowed to commence, IBT personnel should check with Shift Manager of any vessels due to be working in the area.
- Shift Manager to check with ABP Dock Master when maintenance is to be carried out, to ascertain if any vessels are due in the area during this period.
- In the event that vessel is working in the area then Shift Manager will co-ordinate with ABP control tower to make vessel aware and to move away from jetty during period of maintenance.
- Shift Manager will co-ordinate with vessel via ABP control tower when safe to resume work in the vicinity of IBT Jetty.
- Port authorities/ IBT to liaise on work programme.
- Contact Numbers:
    - IBT Central Control - 01469 557418 / IBT Shift Manager 01469 557417
    - ABP – ADM 01469 570505
- NB under no circumstances should work be carried out without permission from the shift manager/ADM

Authorised by: M. Downey- Head of IBT .

[redacted]

DATE: 13/6/19

7.15Geared Vessels

Deck crane jibs must be lowered horizontally and slewed outboard to the offshore side, clear of all hatchways and lower than any other deck structure; prior to commencement of cargo operations. This is to not impede the shore discharging off-loader's movements over the entirety of the vessels working deck and hatch coaming area during discharge operations.

No ships crane should ever be operated without the express agreement of the Marine Operations Manager and /or operations supervisor whilst the vessel is on the berth. This applies at all times whilst alongside the berth regardless of cargo operations.

The Terminal Berthing Master / Representative will present documentation to the vessel, after all fast and prior to the deployment of the crane / off-loaders. This documentation will request the signature of the Master or their nominated representative to signify that the vessels power feed to all cranes onboard has been isolated and will remain as such for the duration of the vessels stay.

The isolation may not be reinstated without strict permission of the Marine Operations Manager after the completion of cargo operations and cranes have been raised clear.

It is important to note that the Master MUST pay particular attention to the available Air Draft during discharge operations. The ballasting operation must be such that the vessel can maintain a safe Air Draft. If for any reason the Master considers that the vessel for any reason cannot maintain the safe Air draft and as a consequence contact between the vessel and cranes/jetty structure is likely then immediate contact must be made between the vessel and Terminal so that discharge can cease until such time that it is safe to continue.

7.16Gangways

Access to and from the ship/berth/jetty including landing location of accommodation ladder. Access will be via the ship's accommodation ladder. A landing platform to facilitate the landing of the gangway and safe access/egress will be provided but the ship will be responsible for providing a safety net rigged between the accommodation ladder and the side of the ship.

7.17Stores/Vehicular Access

IBT is serviced from shore by a single lane roadway, via the Humber International Terminal, and has a height and weight restriction.

Roadway maximum vehicle dimensions:

- Height – 3.2m
- Width – 3.05m
- Length – 9.7m
- Axle weight not to exceed 9 tonnes
- Speed limit 5mph

7.17.1 Vehicular Parking

All vehicles should be parked in the identified parking area.

Private vehicles should neither be driven under the unloaders nor parked in the turning area at the east end of the jetty.

7.17.2 Personnel Access

Personnel accessing the jetty must wear the necessary protective clothing. By Regulation this is: safety helmet, high visibility jacket, eye protection and safety footwear. Personnel must access/egress the vessel via the jetty walkway.

Care should be taken when walking under the IBT unloaders during discharge operations as cargo material may fall from above. The correct PPE should be worn at all times.

7.17.3 Stores

When loading ships stores, all pallets/stores must be kept clear of conveyor belt at all times. Crew must not walk under unloaders carrying stores regardless of position of ships crane or gangway. Operations will cease immediately if crew do such and cost will count to vessel.

8 Humber International Terminal (HinT)

Berth 1 is also known as Immingham Renewable Fuels Terminal (IRFT)

8.1 Details of operator responsibility

ABP Immingham is the Statutory Harbour Authority.

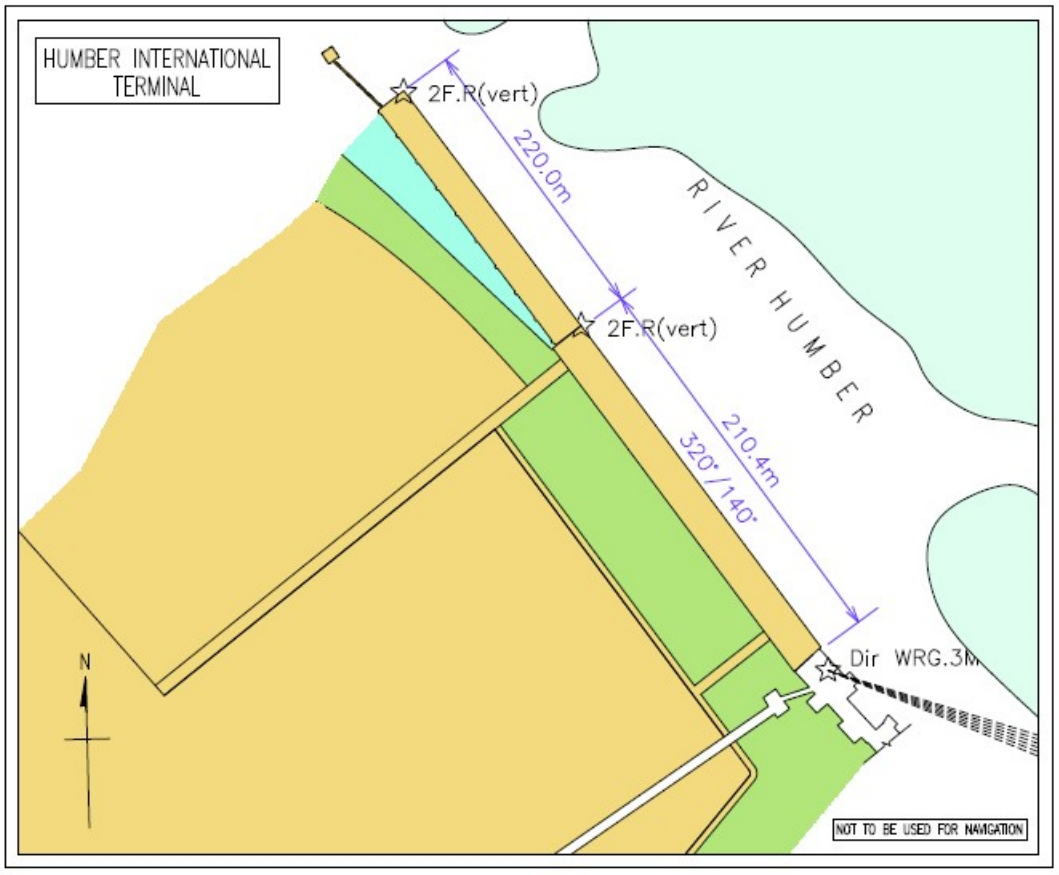
ABP owns and operates the Humber International Terminal.

All river movements are coordinated by Associated British Ports through Humber Estuary Services.

8.2 Allocation of Berths

HInT is an off-shore jetty with a working face of approx. 510m long and consists of two berths:

- No 1 Berth (IRFT), which is serviced by two continuous ship unloaders (CSU) connected to fixed conveyors system or can be serviced by mobile and rail mounted cranes which discharge to mobile hoppers.
- No 2 Berth which is serviced by rail mounted cranes and hoppers which discharge to a conveyor system.



ABP operates the berths and has contractual agreements with customers. Under these commercial agreements specific windows of berthing are allocated.

When allocating a berth the following factors are among those considered:

a) Available space
b) Ship's Draft
c) Vessel requirements
d) Cargo requirements
e) Ships Length
f) Air Draft
g) Limitations of Sunk Dredge Channel and the Chequers Shoal

8.2.1 Ships Length

Due to overhangs it is possible to berth a combination of a 240m long vessel and a 290m long vessel on the two berths. This is dependent on the vessel characteristics, hatch arrangement and mooring arrangements. A minimum of 30 metres is required between vessels.

8.2.2 Berth Depth

The berth is maintained at Chart Datum – 14.7m extending 50m out from the berth face. Please refer to most recent charts for surveyed depth available.

8.2.3 Draft

To provide guidance on available drafts for berth windows and loading, ABP uses a computer programme, passage planner, which uses the berth depth, Sunk Dredge Channel depth and depth at Chequer shoal to calculate the maximum draft possible based on the predicted tide. The maximum draft is for berth starboard side to on HinT 2 berth and uses the following parameters:

- Maximum draft includes allowance of 10% of draft for under keel clearance in approaches to HinT.
- 0.5m at HinT berth.
- 2m at Chequer Shoal. Chequer Shoal prediction is based on the Spurn Gauge 2hr 45min before HW at Albert Dock.

The maximum draft for each tide is calculated using the HIT draft planner, the LAD's for critical areas are subject to change after each survey.

8.2.4 Air Draft

Maximum height of hatch covers from waterline at high water spring tides i.e. fresh air draft is 17m

8.3 Ordering Procedure

ABP as the Terminal operator organises the berthing and sailing of vessels with the relevant ship's agent. Berthing and sailing times are agreed with the Port and River Harbour Authority. Ship's agents are expected to use Agents on Line to notify the Port and River Harbour Authority of berthing and sailing times and to provide pilot orders.

8.4 Arrival / Sailing Parameters

8.4.1 Passage Plan Vessels

Humber Passage Plan available at [redacted]

8.4.1.1 Definition Of A Humber Passage Plan Vessel

A Humber Passage Plan vessel for the purposes of the Plan is any vessel of over 40,000 DWT capacity, whether laden, part laden, or light, or with a draft of 11 metres or over, and Gas Carriers of over 20,000 cubic metres capacity irrespective of draft.

8.4.2 Tug Requirements

Tug provision for the Port of Immingham is by several private companies.

The master would normally order tugs through the ship's agent. The Duty ADM or pilots will assist with the ordering if required. The master must state which towage company is preferred.

Details of towage companies and tugs can be found on the following link- [redacted] or in the General Notice to Pilots/PEC's No 2 of each year.

Any vessels over 60m in length are required to take at least 1 class C tug at the HIT.

8.4.3 Standby Tugs

A Safety Standby tug (the 'fire tug') is on station outside Immingham Dock.

The tug listens on VHF channels 69/ 12/ 16/ 68. This tug will normally moor at either the East Jetty or the Standby tug mooring buoy inshore of Berth 3, subject to weather conditions.

The fire tug is on immediate notice, external to the Dock, to assist any vessel in unforeseen difficulties in the Immingham area; this is generally limited to a machinery failure.

There is an agreed method of alerting the fire tug in the event of an incident.

Minimum tug class permitted is a class C tug.

8.4.4 Arrival / Sailing Parameters RoRo

8.4.4.1 Weather Parameters RoRo

RoRo vessels will not be permitted to sail/berth if the sustained wind speed (from any direction) is greater than 25 knots.

8.4.4.2 LW Arrival and Sailing RoRo

Low water berthing will not be permitted for RoRo vessels on HIT2 due to the complications with quarter ramp positioning on HIT2.

Low water sailing will not be permitted for RoRo vessels on HIT2 due to complications with pilot access to the vessel when berthed alongside.

8.4.4.3 HW Arrival RoRo

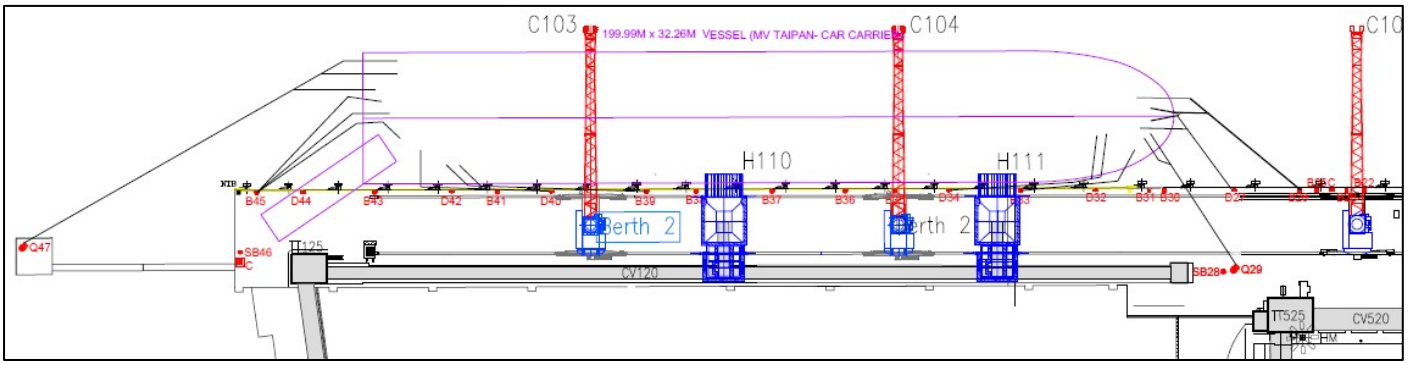
- POB ordered for PB3 HW Albert minus 3 hours.
- Vessel to be off the berth ready to swing HW Albert minus 45 minutes.
- Vessel alongside and making fast by HW Albert.

8.4.4.4 HW Sailing RoRo

- If one vessel is to sail with no inward vessel for HIT2:
- Pilots can be ordered on board for departure as early as 3 hours before HW Albert.

- Pilots should board outward bound vessels no later than 2 hours before HW Albert, in accordance with the Humber Passage Plan for HIT2.
- If two vessels are to sail on the same H.W:
- The HIT 2 vessel will sail first and must be in all respects ready to sail 3 hours before H.W Albert.
- The HIT 1 vessel will follow 30 – 60 minutes later.
- Vessel must be in all respects ready to sail at the agreed POB time.
- The term in all respects ready means: - Ramps lifted, gangway stowed, tugs in attendance, crew on standby with the mooring staff in attendance.
- When the vessel actually departs the berth will take into account other vessel movements particularly those that are affected by the departure.
- In case of HIT2 changeover:
- If a vessel is inbound for the berth the Pilot should be ordered on board 3 hours before HW Albert.

8.4.5 Sample Mooring Plans RoRo – 200m LOA



8.4.6 General

Class 1 vessels can arrive 1.5 hours after HW Albert. Sailings are organised several hours before slack water to allow both sailing and arrival on a slack water.

Due to the size of most vessel arrivals are organised for around slack high water.

Passage plan vessels are ordered on berth for HW Albert Dock. It is expected that vessels ordered to berth starboard side too will be alongside and making fast at HW Albert Dock. However, class 1 vessels can berth on the HIT up to 1.5 hours after HW Albert Dock, and require 3 tugs.

Vessels greater than 230m LOA will not be permitted to berth Port Side alongside HIT 2 unless the berthing has been planned.

A ship specific mooring plan must be produced for each arriving vessel and agreed with the master prior to arrival.

Pre arrival approval will be requested from AHM spurn prior to planning any HIT LW arrivals.

Three vessel movements is the maximum possible during any slack water period.

8.4.7 Arrival at H.W – Two Vessels

- Panama Size LOA 225-229m DWT ~70k

- Handy Size LOA ~190m DWT ~40K
- Two arrivals will only be allowed simultaneously on HIT 1 and 2 provided that it involves 1 Handy size vessel and neither vessel is above Panamax size, or two Handy size vessels.
- The minimum berthed separation between vessels must be a minimum of 120m.
- The HIT 2 vessel will berth first followed by the HIT 1 vessel.
- Each of the two arriving vessels must have separate tugs and line handling staff for this to be allowed.
- It is only possible to sail 1 vessel from HIT (berth 1 or 2) prior to 2 arrivals meeting the above criteria. The departure pilot should be ordered 3 hrs before H.W when a changeover is involved.
- Both vessels must be moored according to prepared mooring plans as normal
- If there is also a vessel to sail from berth 2 on the same tide then this vessel must be in all respects ready to leave the berth at HW (Albert Dock) – 2 hrs. Pilots are to be ordered to be on board at HW (Albert Dock) – 3 hours.
- The term in all respects ready means: - Hatches closed, gangway off, tugs in attendance, crew on standby with the mooring staff in attendance.
- When the vessel actually departs the berth will take into account other vessel movements particularly those that are affected by the departure.
- These timings are essential to avoid increasing the risk of a marine incident / causing congestion at key points in the passage plan movement of other shipping.
- Times of vessel movements will be discussed and agreed by all parties including Marine Department, Humber, Pilotage Operations HES, and HIT Terminal.
- Whilst Pilotage will be organised and times fixed by the provision contained in the Humber Passage Plan, HIT 2 vessel will berth first followed by the HIT 1 vessel.
- The mooring staff will be ordered so that the staff are on the arrival berth at the following times:
- HIT 2 - 30mins before HW Immingham
- HIT 1 - HW Immingham.
- Should a vessel require the mooring staff ahead of these times, an early request must be made through the Immingham ADM.
- Staffing will require two full gangs i.e., 2 supervisors and 12 staff. Great care will need to be taken to ensure the number of staff require are available on time for the berthings. Moorings as per mooring plan provided. Should a vessel have wires then vessel timings will need to be considered due to the extra time required to moor such vessels. Suitable and sufficient tugs will need to be in attendance to safely handle and berth both vessels at the same time, as well as being at the river vessel meeting points as outlined in the Humber Passage Plan.

8.4.8 Sailing at H.W

- One Vessel - Pilots should board departing vessels 2 hours before H.W Albert and should clear the berth no later than H.W Albert. Actual times will be dependent on other traffic movements.
- If two vessels are to sail on the same H.W:
- The HIT 2 vessel will sail first and must be in all respects ready to sail 3 hours before H.W Albert.
- The HIT 1 vessel will follow 30 – 60 minutes later.
- The term in all respects ready means: Hatches closed, gangway off, tugs in attendance, crew on standby with the mooring staff in attendance.

- Separate tugs will be required to sail each vessel. Suitable and sufficient tugs will need to be in attendance to safely handle and unberth both vessels at the same time.
- The same mooring gang will be able to attend to both sailings.
- Two sailings can only be followed by a single Port side alongside arrival onto either berth; an arrival will not be allowed to follow if both sailings are Port side alongside.
- When a vessel is sailing in the loaded condition consideration must be given to the use of the same number of tugs that would apply for berthing.
- Timings to allow two vessels sailing on one high water period will be considered after taking into account inwards traffic to HInT and other river berths so as not to provide congestion at key point in the river.
- Times of vessel movements will be discussed and agreed by all parties including Marine Department, Humber, Pilotage Operations HES, and HInT Terminal.

8.4.9 Sailing at L.W – One Vessel

- Pre arrival approval will be requested from AHM spurn prior to planning any HIT LW sailing.
- When sailing from HIT 1 or 2, Pilots should board at L.W Immingham.
- Vessels should be ready to depart once the ebb flow has ceased (which can be up to 45 minutes after L.W).
- Vessels can depart the berth up to 1 hour 30 minutes after L.W Immingham.
- Due to this small sailing window only 1 vessel can sail during the L.W period.

8.4.10 Sailing and Arrival at LW – One Vessel Off and One Vessel On

- It is possible to berth a vessel Port side alongside either HIT berth prior to sailing a vessel which is Stb'd Side alongside the other HIT berth during the same L.W period, subject to the required separation.
- This is the only time two vessel movements can take place during a L.W period.
- It is not be possible to change over vessels on the same berth during a L.W period.

8.5 Shifting Vessels

Shifting a vessel between HIT berths is considered in similar terms to a departure and an arrival onto HIT a full complement of pilots is required and the highest number of tugs required for arrival / departure employed.

8.5.1 H.W Sailing / Shift

It is possible to shift a vessel between berths prior to an arrival at either berth provided that:

- A Capesize shift will be the only movement during the H.W period.
- A Panamax shift can only be followed by the berthing of a Handysize vessel Port side alongside either berth.
- A Handysize shift can be followed by the berthing of a Panamax vessel Port side alongside either berth.
- It is possible to sail a vessel from either HIT berths prior to a shift on the same H.W. provided that the vessel to shift is not a capsize.
- A sailing followed by a shift followed by an arrival would not be permitted.

8.5.2 L.W Shift

A shift at L.W will be considered for vessels shifting Port side alongside either berth to Port Side alongside the other berth provided that the vessel is below passage plan size and sufficient water is available.

8.6 Limitations

The possibility of carrying out HIT operations and the timings of these operations is dependent on other traffic movement so as to avoid congestion at key points. Operations will also be dependent on the availability of towage, pilots and line handling staff, in addition limitations of weather and tide.

8.7 Under keel Clearance

To the east of Spurn Point, when navigating in the traffic separation scheme, vessels will normally require a planned 2 metres UKC which makes allowance for the reduction in actual UKC which may occur due to the action of sea and swell or increase in draft due to turning moment.

Vessels intending to navigate the SDC will not be allowed to transit the channel with less than 1 metre under keel clearance, based on predicted rise of tide passing SDC Tide Gauge and the latest Least Available Depth (LAD) in the SDC.

Vessels intending to navigate the SDC, whose draft is less than 10 metres, can do so with 10% under keel clearance.

Vessels transiting the SDC with minimum under keel clearance should navigate in the relevant part of the channel at a speed that will reduce their squat to a minimum level at the critical point. This is normally less than 6 knots.

The minimum under keel clearance alongside HinT is 0.5m.

8.8 Berthing and Mooring

Mooring requirements for HinT berths are based on Mooring study and reviews carried out by ABPMer in 2000 and again in May 2004.

8.8.1 Summary of mooring procedures

- Vessels are fixed for HInT on the basis that they can fully comply with the mooring plan; no missed moorings are permitted.
- The Marine department at Immingham provides the mooring plan for vessels berthing at HinT.
- Mooring plans are emailed to ships agent/vessel's master well in advance of arrival.
- Vessels will normally be berthed port side to on HIT 1 and stbd side to on HIT 2. The vessel on HIT 2 may have an overhang of up to 40 metres. This enables the headlines to effectively become breast lines and keep the ships alongside during the ebb tide when the set is off the west end of the berth.
- Prior to boarding the inbound vessel, pilots will collect the mooring plan from the Data Centre. A specimen arrival/ moorings checklist will be attached and this should be shown to the Master for reference during the Master / pilot exchange.
- The Master / pilot exchange should include but not be limited to:
    - A discussion with the Master and officers of the mooring plan.
    - The sequence in which moorings will be run (springs, inboard breast lines, outboard breast lines).
    - The fact that the mooring gang supervisor ashore will direct mooring operations in compliance with the plan.
    - The fact that vessels on both berths may lay a metre or so off the berth during the first two to three hours of the ebb tide and possibly on subsequent tides, with a brief explanation of the hydrodynamic forces that cause this.

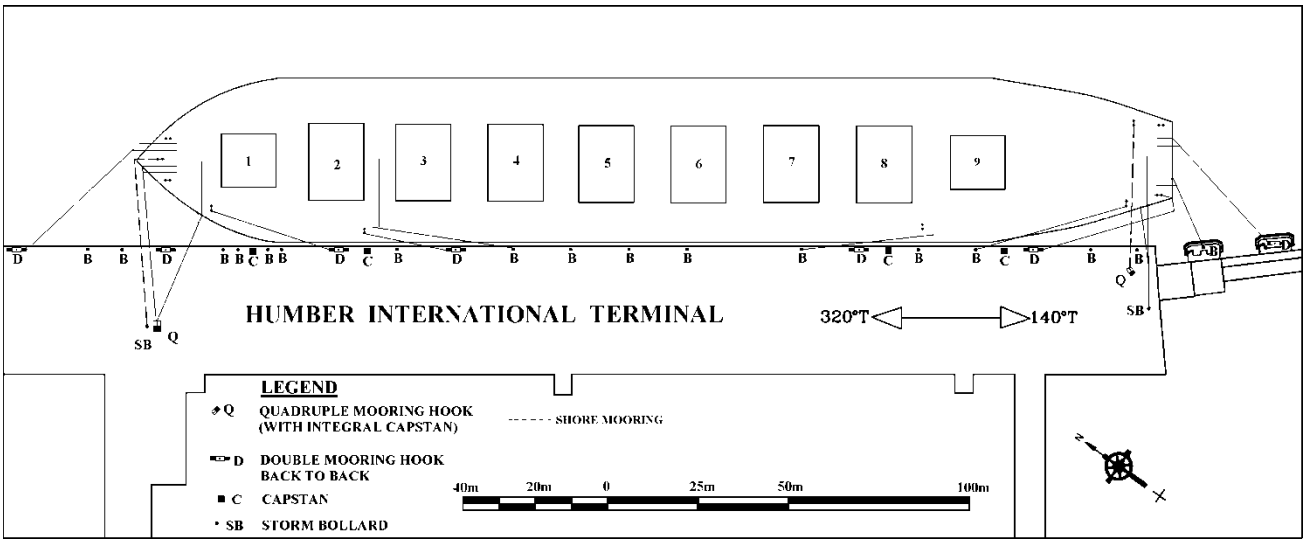
- Once alongside the berth and making fast, on-going communication between the pilots and the mooring gang supervisor is required to ensure co-operation in meeting the requirements of the mooring plan.
- Effective 05.05.2020 Marine Supervisor no longer required to board the vessel to check the moorings. Ship's crew to confirm via VHF.
- When the ship's crew have confirmed all fast the pilots should begin to progressively ease down the pushing power of the tugs. When all parties are satisfied that the vessel is laid securely on the berth with no further movement of the bow likely then tugs should be dismissed, and the pilots disembarked.
- Prior to disembarkation the pilots should explain to the Master that the terminal superintendent would board to complete the arrival checklist and place aboard a copy of the terminal operation manual, including a notice to ship masters.
- Attention should be drawn to the fact that moorings should only be adjusted at HW slack or LW slack and then only after full discussion with the terminal superintendent.
- Attention should also be drawn to the fact that the Master must not immobilise his engines whilst alongside. Tug and pilot standby would be required if immobilisation were necessary.
- Finally, pilots should discuss emergency arrangements in the event of a potential breakaway, pointing out that such arrangements apply to all VLS berths not just the HInT. Reference should be made to:
    - Communication with VTS
    - Summoning of tug and pilot assistance
    - Use of ships engines and anchors to ensure the vessel does not set down on to lOT.
- Berthing's on HIT 1 and HIT 2 are not permitted on the same tide except as stipulated in 8.4.5. At any given time the max size of vessels occupying the berths should not exceed 295 metres.
- Any incidents or mooring difficulties must be immediately reported to the ADM Immingham Dock on VHF Ch 68/19. Tel 01469 570505/570506.

It is assumed that vessels visiting the Humber International Terminal will follow the recommendations for mooring equipment and deployment as laid out in the OCIMF publications *Mooring Equipment and Guidelines* 1992 and *Effective Moorings* 1989. The following assumption have been taken principally from these texts; other sources of information have been referenced directly. For the purpose of this advice the following points have been assumed with regards to ship mooring at the Humber International Terminal.

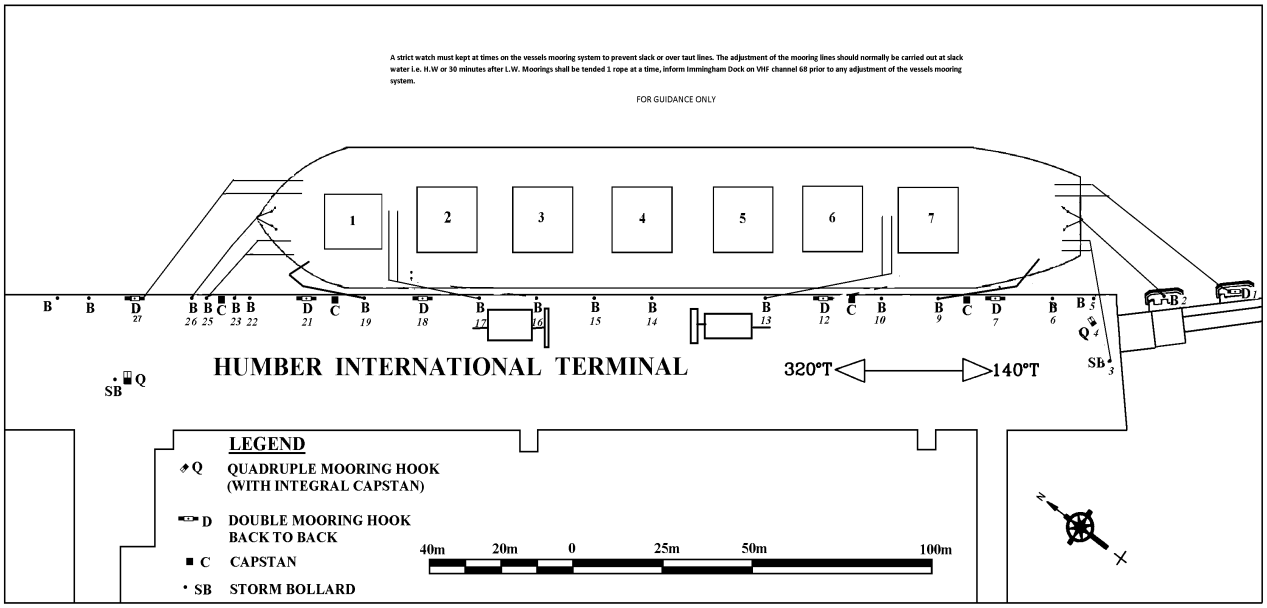
Please see Appendix 5 - Mooring Requirements and Guidelines for Large Vessels Mooring at Immingham

8.8.2 Sample Mooring Plans

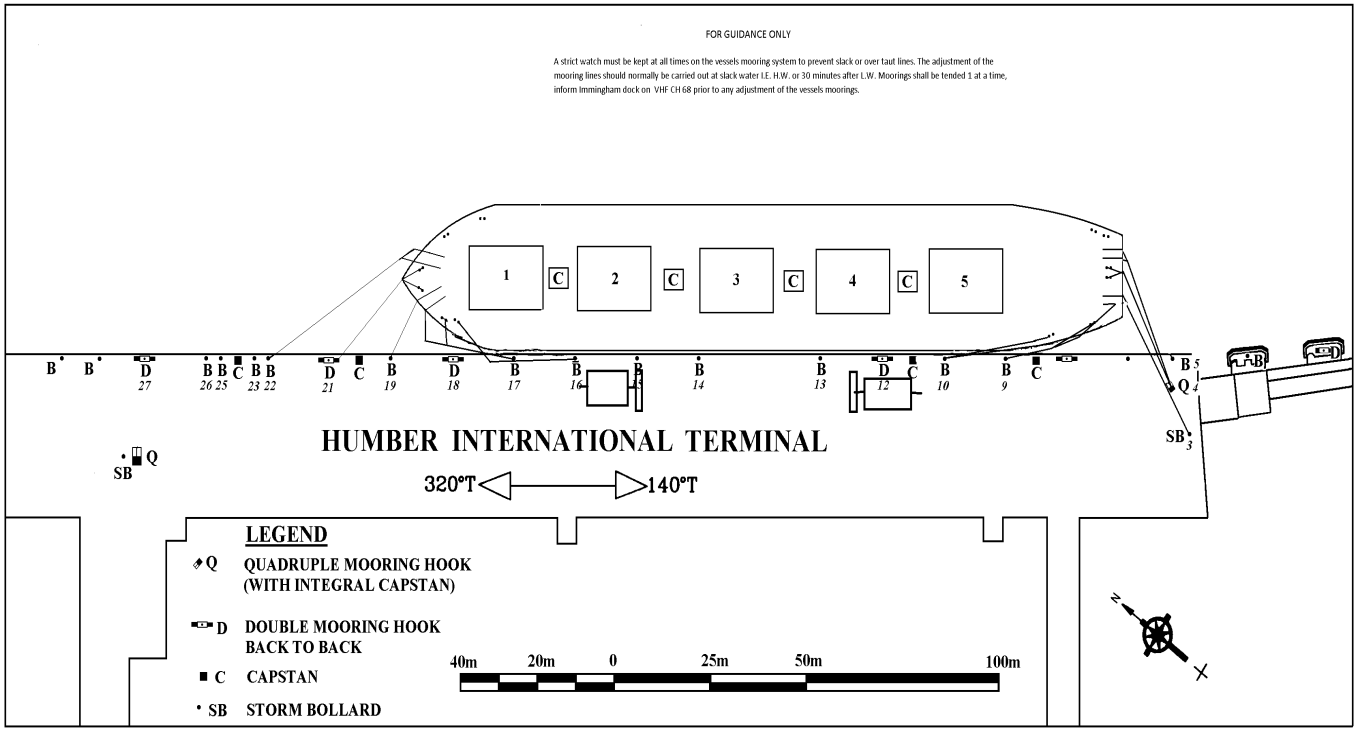
8.8.2.1 Hit 1 Berth Cape size vessel 290 mtr LOA



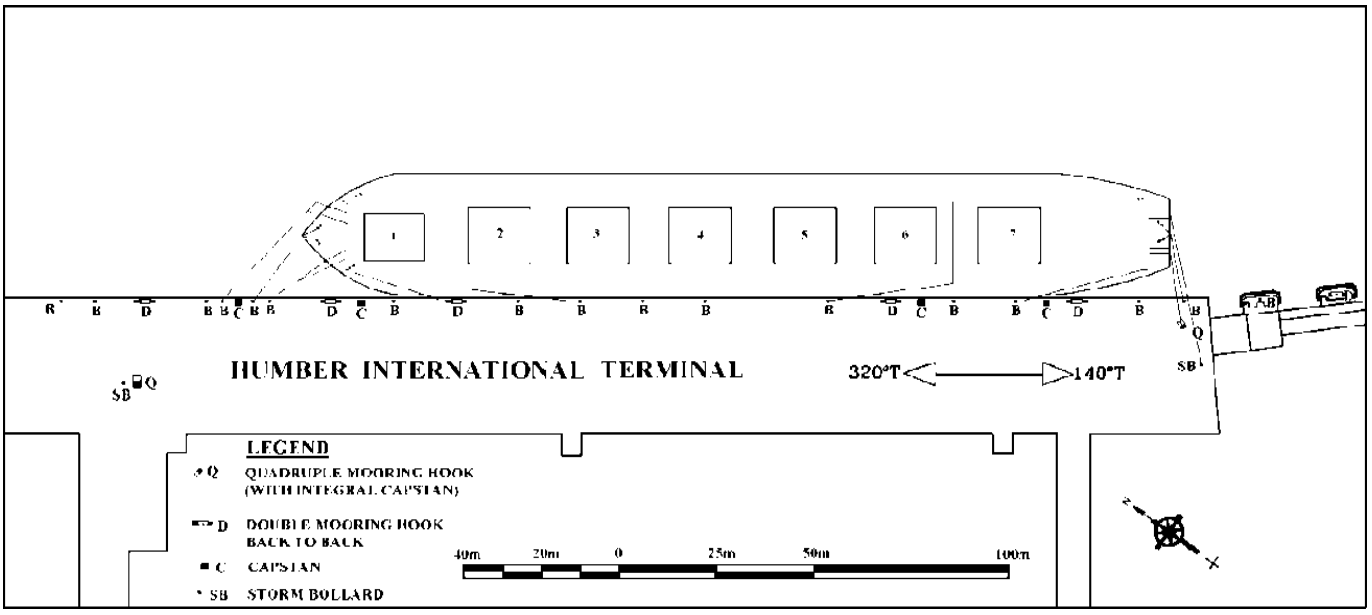
8.8.2.2 Hit 1 Berth Panamax size vessel 229mtr LOA



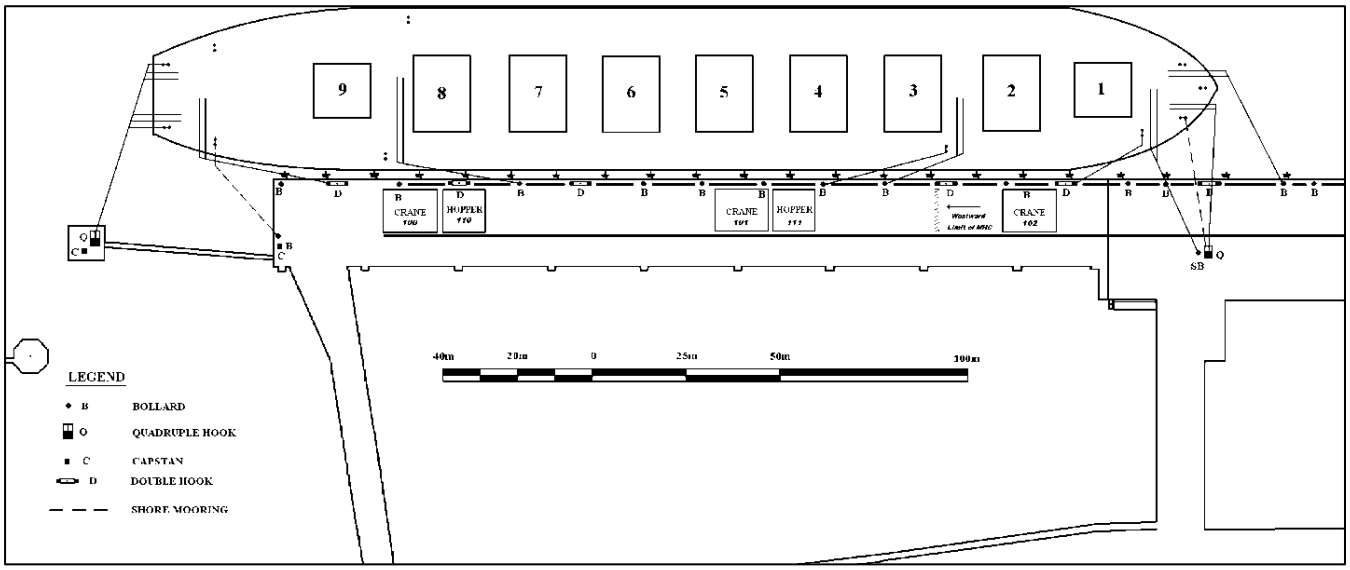
8.8.2.3 HIT1 Berth Handy max size 190 mtr LOA



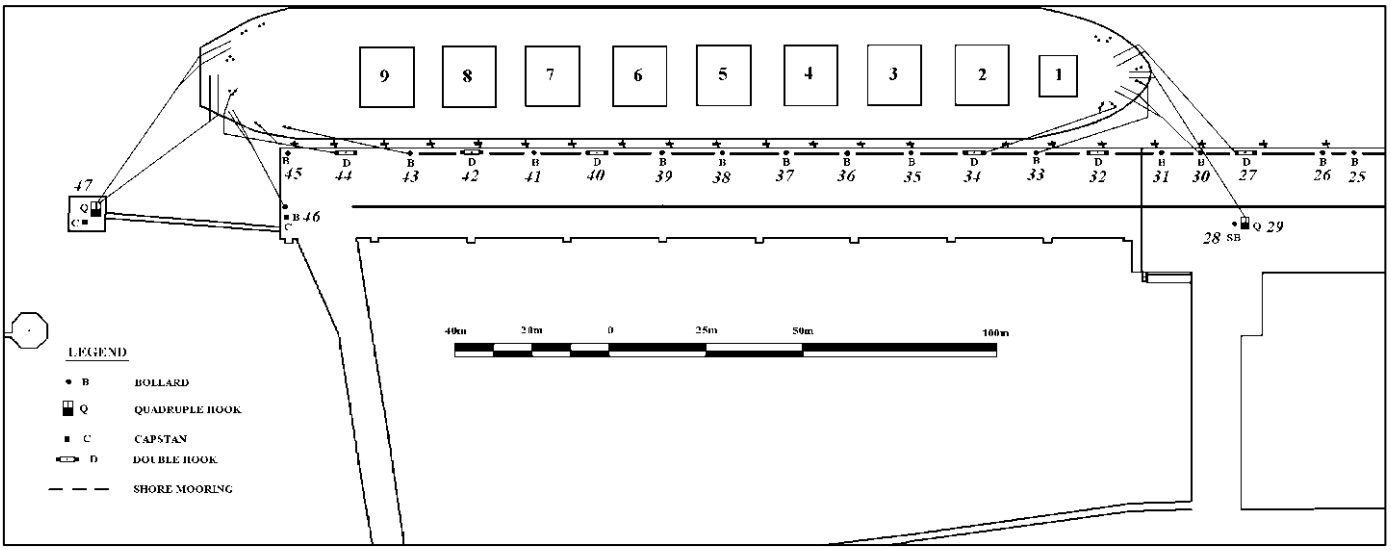
8.8.2.4 Hit 1 Berth Panamax Size vessel LOA 225m



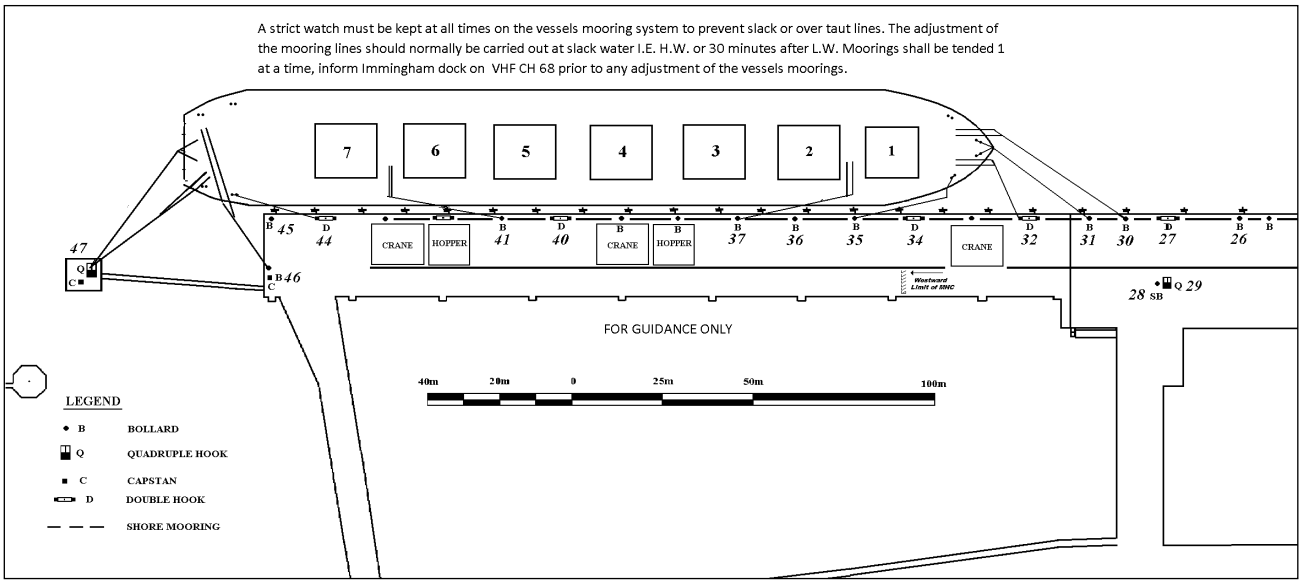
8.8.2.5 Hit 2 Berth Cape size vessel 290m LOA



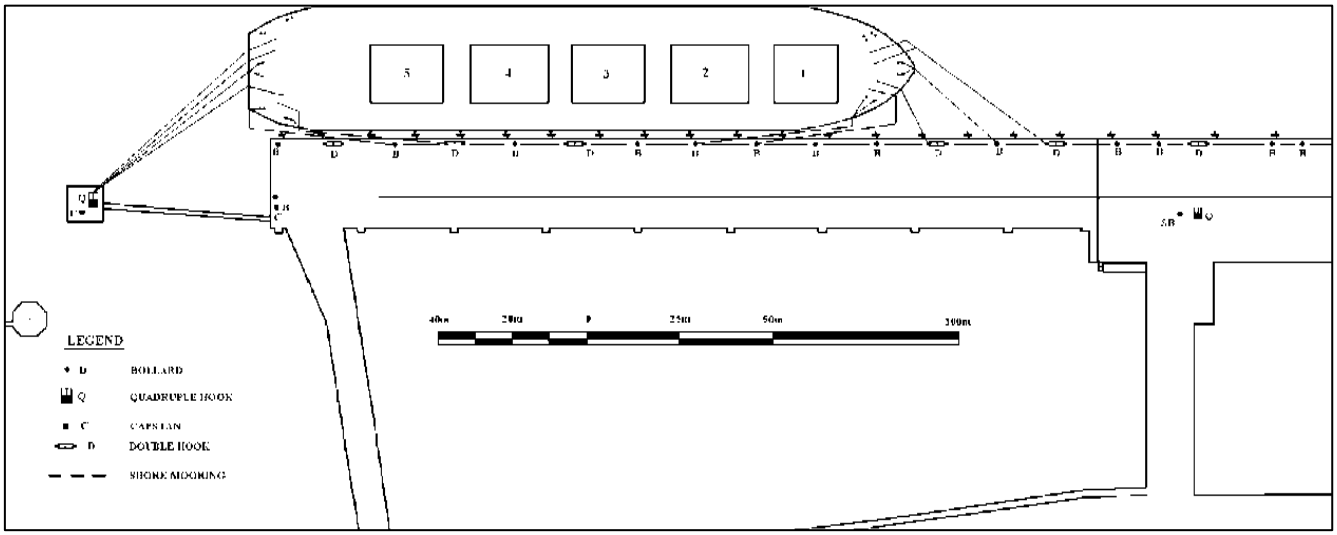
8.8.2.6 HIT Berth 2 – OBO Size vessel LOA 243m



8.8.2.7 HIT2 Panamax vessel 225 mtr LOA



8.8.2.8 HIT2 Handy max 190 mtr LOA



8.8.3 Arrival and Sailing advice

8.8.3.1 Berthing at HinT at LW

- Draft permitting, a PPV can berth PST on the last of the ebb tide at LW.
- Alternatively, PPV in the range of 60,000 DWT can swing and berth SST on the first of the flood tide at LW + 1hr (HW – 5½ hrs).
- If berthing PST the vessel will normally arrive off the berth at LW with the correct attitude to the berth and stopped relative to it. Until this stage has been reached no attempt should be made to land the vessel onto the jetty. Berthing should be carried out as a separate manoeuvre.
- If berthing SST the vessel should arrive off the berth at LW slack.

8.8.3.2 Sailing

- Pilot to board outward vessel not later than 1 ½ hours before the time of HW or agreed safe sailing time and prepare for sailing.
- The vessel should be singling up with tugs in attendance not later than 1 hour before agreed safe sailing time.
- The Pilot to advise VTS Humber of the status of the berth for onward transmission to the incoming vessel.
- When the incoming vessel clears the SDC normal Pilot to Pilot communications should be established.
- In cases where the shore moorings are deployed Pilots should be ordered on board 2 hours to HW or agreed safe sailing time with tugs ordered to be alongside at the same time.

8.8.3.3 Sailing from HinT if SST

- Pilots can be ordered on board as early as 3hrs before HW to prepare for sailing but exact ordering time should be determined after full consideration of programmed inbound PPV which will be using SDC between HW – 2hr 20mins and HW – 45mins making it necessary for the outbound vessel to use main channel. Therefore, earliest time for leaving the berth (safe sailing time) will be determined by the draft of the vessel in relation to available water in the main channel at Grimsby Middle, unless pilots can guarantee being clear of SDC before the inbound PPV is due to enter.
- Singling up should only commence when all three tugs (Detugging Trials 07/07/2007) are in attendance and pushing up.
- The tugs should continue to push up until all mooring lines are clear of the water.
- The earliest the vessel will leave the berth is approximately 2hrs before HW but in the event that the tide is considered too strong for the tugs to keep the vessel firmly alongside the berth whilst singling up, pilots should delay the singling-up process until the tide has eased.
- Under no circumstances should shore moorings be let go before pilots are on board and tugs in attendance and only then in accordance with the pilots' orders.

8.8.3.4 Sailing at Low Water if PST

- Pilots will board at LW Immingham to prepare for sailing, leaving the berth at LW slack, any time between LW and LW +1 hr.

8.8.3.5 Sailing at Low Water if SST

- Pilots will board at LW Immingham to prepare for sailing leaving the berth any time between LW slack and LW +2 hrs (HW – 4 ½ hrs).
- Singling-up should only commence when all three tugs (Detugging Trials 07/07/2007) are in attendance and pushing up.
- The tugs should continue to push up until all mooring lines are clear of the water.

8.8.4 Boatman

All berthing and mooring operations on the HinT jetty are carried out by the Port Authority Staff as servants of the vessel. Marine trained third party contracted labour such as terminal employees may be used.

Management of Health and Safety and the Safety in Ports Guidance Notes requires that all mooring operations carried at within a port be properly planned.

Commercial vessels are not permitted to carry out their own mooring operations following relevant safety assessments.

8.8.5 Minimum Mooring Requirements

The table below is based on winds up to Force 7 (51.5m/s or 30 kts). In the event of stronger wind forecasts during the vessels visit additional moorings may be required.

Vessel LOA	No of Breast Lines	Min Breaking strain per line	No of Spring lines	Min Breaking strain per line	Total No Lines
243 LOA to 290 LOA	6	59t	4	62t	20
190 LOA to 243 LOA	6	49t	3	34t	18
Up to 190 LOA	5	33t	3	23t	18

In addition, vessels over 260m LOA will be required to take a shore mooring line, fore and aft, made fast on board.

8.8.6 Mooring Equipment & Maintenance

Mooring equipment on the berths are shown on the mooring plans outline in the Berthing and Mooring section of the manual.

Bollards and hooks are inspected prior to use, and a regular maintenance is carried out on mooring hook assemblies.

Type	Identification Mark	Safe Working Load (T)
Storm Bollard	SB	120
Double Mooring Hook	DMH	100 per hook, 200 total unit
Bollard (single)	B	100
Quadruple Mooring Hook	QMH	100 per hook, 400 total unit

Capstans and winches are provided to give assistance when mooring and retrieving shore mooring. Shore moorings are provided and are Ultraline Dyneema SK75 Length 120m Diameter 44mm Min Breaking Strain 145.18T.

Shore mooring inspections must be undertaken in line with the rope management system below and records maintained. Mooring equipment will be maintained as set out in ABP's Mooring Equipment Procedures.

8.8.7 Fendering

Berth fendering is designed not only to resist berthing forces from vessels but also to provide jetty restraint to aid vessels in dealing with the mooring forces encountered during the period of being berthed at HinT.

The fendering of the HinT berths are made of synthetic panels with back restraint fenders. The fendering runs from jetty top to around LAT.

The berth fendering is designed to absorb the impact of vessels landing parallel to the berth and will accept a 20,000 DWT vessel landing with a velocity of 0.3m per second or a 100,000 DWT vessel landing with a velocity of 0.16m per second.

8.9 Explosives

Explosives (Class 1) can be handled at the Terminal. The Health & Safety Executive (HSE) Explosives Inspectorate, under the Dangerous Goods in Harbour Areas Regulations 2016 (DGHAR) has granted an explosive licence to ABP Immingham. ABP Port of Immingham undertakes audits of terminal operators handling explosives under this licence.

ABP has trained and appointed explosive officers to oversee explosive shipments. Stevedores handling explosives are also required to have trained and appointed explosive officers to oversee explosive shipments. The security of explosives in transit through the port will be carried out following the guidelines set out in the HSE guidance.

Explosives are handled on a last on/first off basis, with just in time arrival and direct departure from the port to minimise on-dock holding time.

Explosives will not be allowed to be held on the dock estate beyond 24 hours as agreed by the HSE. Due to shipping delays, if an explosive shipment needs to be held, it will be done so at an authorised magazine.

ABP's response to incidents involving explosives is outlined in the Explosives supplement of the Port Emergency Plan.

8.9.1 Notification of explosive shipments

Any shipment of explosives must be pre-notified to the Port Authority. This should be done by email to ImmHazard@abports.co.uk

The Duty ADM will confirm that the shipment is acceptable to the Port Authority and if any berth restrictions are involved. Any pre-notification will require full details of the shipment involved and must include:

- Description, class and division of explosive
- UN Number
- Net explosive quantity
- Number and kind of packages.
- Details of vessel involved
- Shipment date

Any concerns over a proposed explosives shipment must be passed to a Marine Manager.

The acceptance by the Port Authority does not preclude the Terminal operators carrying out their own safety assessment prior to acceptance.

Pre-arrival acceptance is not confirmation of shipment.

Following acceptance, confirmation of shipment to the Port Authority is by means of a copy of the vessel's Bill of Lading and SITPRO Dangerous Goods Note or similar certification either faxed to the Duty ADM or attached to the Agents on Line notification. The above is in addition to the notification required by the River Authority and Government Agencies. A packing certificate must also be supplied to the shipper if not covered by the shipping note.

A record of explosives shipped through the port is held both by the Port Authority and Terminal Operator.

A summary guide to the amounts of explosives that can be handled at different berths is provided below.

ABP Explosives Licence Summary of Maximum Permitted NEQ's

Place/Berth	Category

	Maximum Aggregate Nett Explosive Quantity (NEQ) (Kgs)				
	1.1	1.2	1.3	1.4	1.5
HinT 1	12000	65000	U/L	U/L	12000
HinT 2	1600	1600	30000	U/L	1600

LICENCE CONDITION: The total amount of explosives on these berths shall not exceed the equivalent of 700Kg of 1.1.

For sub-category A, B and F the licensed NEQ should be reduced to 1/3

From License No 3/13

For Limiting Distances to Occupied Buildings, Passenger Vessels, Persons in the Open, and Other Explosives, along with Safeguarding Distances, see schedule attached to Explosives Licence

8.10Cranage

The berths have the following cranage:

- Berth 1 is equipped with 2 x Continuous Ship Unloaders (CSU).
- Berth 2 is equipped with 2 x Gottwald HSK360 rail-mounted cranes, each with a maximum lift capacity of 60 tonnes and a maximum radius of 48m and 1 x Gottwald HSK7416B rail-mounted crane with a maximum lift capacity of 100 tonnes and radius of 51m.
    - The average discharge rate for each crane is approximately 650 tonnes per hour (in the case of coal). This is split unevenly across the 3 cranes at approximately 800tph aft, 700tph midships and 500tph forward.

Ships deck crane jibs should be lowered to a horizontal position and slewed offshore so as to clear all hatchways. During discharging/loading they may not be operated without the prior agreement of the Terminal Manager.

Berth 2 hoppers are fitted with spill trays which must be left inside the line of the berth face during berthings and sailings.

Please see Appendix 9 – Crane Positioning Procedure – Reason For Procedure.

8.11Gangways

Under the Health & Safety legislation and guidance it is the Ports responsibility to provide and maintain safe means of access to every part of the dock premises. However, it remains the responsibility of vessels to provide the safe means of access on board vessels and from the dockside to the vessels as covered by MGN 532 - Safe Movement on Board which replaces Merchant Shipping (Safe Movement on Board) Regulations 1988 and MGN 533 - Means of Access which replaces Merchant Shipping (Means of Access) Regulations1988.

Use of the shore gangway is compulsory. Adequate watch must be maintained on the gangway at all times to ensure that it is not abused or damaged by tidal and ship's movement. The cost for use of this facility is available on request.

Gangways and accommodation ladders must be properly tended, fitted with a safety net and illuminated during the hours of darkness. It is the vessel's responsibility to provide safe means of access from the head of the shore

gangway onto the deck of the vessel. The vessel should provide a lifebuoy with heaving line onboard close to the gangway.

8.12Other

Ore-oil and OBO vessels must be able to provide a valid gas-free certificate for the duration of the time being under pilotage or alongside the discharge berth covering all compartments including slop tanks and be fitted with an inert gas system. All slop tanks must be inerted.

The Vessel should have gas testing equipment on board to ensure all cargo spaces and hold access trunking are free from methane gas and oxygen deficiency. The results of these tests should be passed to the Terminal prior to berthing

8.13Tide Flow Patterns

Tidal flow patterns following the lunar cycle but are affected by freshwater drainage into the river and tidal surges caused by weather patterns.

Due to the freshwater flow within the River Humber, local slack water occurs around high water and at approx. 30-40 mins after low water.

Guidance on tidal flow patterns can be found on the local chart.

The flow direction and speed isovels charts form part of the Mooring study and reviews and are available from the Dock Master.

8.14Stores/Vehicular Access

8.14.1 Bunkering And Stores

By Road:

Small deliveries of bunkers/stores by road may be undertaken provided that:

- They are agreed with the Terminal Manager in advance.
- Drivers book in/out on arrival/departure.
- Hazard lights and/or flashing beacon applied whilst on the Jetty.
- Vehicles do not obstruct the jetty and cargo operations are not delayed.
- Chandlers are responsible for the removal of all pallets and associated waste.

From Craft Alongside:

Deliveries of bunkers/stores by craft alongside may be undertaken provided that:

- All bunkering follows the Humber Port bunkering procedures and guidelines (see Appendix 7 – Humber Estuary Services and ABP Humber Ports Bunkering Procedures and Guidelines).
- They are agreed with the Terminal Manager and Dock Master in advance.
- VTS Humber (VHF CH14) and the Dock Master (VHF CH19) must be informed when the craft arrive/depart in order to arrange speed restrictions of passing vessels.
- In the event of a pollution incident, VTS Humber and Dock Master must be advised immediately in order that the Harbour Authority Counter Pollution Plan can be activated.

8.14.2 Restrictions

Vehicular access to the Terminal is restricted to a height of 5.1m. There is a weight restriction on the Jetty equal to 10 mtns/m^2.

8.14.3 Parking

No vehicle should be parked on the jetty without the permission of the Terminal Manager or his representative. Vehicles should be parked on the East End of Berth 1 or West End of Berth 2 and should not obstruct access/egress, designated walkways or mooring points. All vehicles are parked at the Owner's risk.

8.15Visitors And Ship's Personnel

The Terminal should be notified in advance of any visitors. Only persons with legitimate business onboard the vessel, on the Terminal or in connection with cargo operations are permitted on the premises. All visitors are to sign in on entry to the terminal.

All visitors should carry valid ID and be willing to produce it if requested. Any visitors will also be required to sign in and out on entry and exit to the terminal.

Visitors and ship's crew must wear the appropriate personal protective equipment, including hard hat and high visibility clothing, when on the Terminal. The Terminal reserves the right to cease operations should any member of the crew or any other person connected with the Vessel fail to comply with this requirement. Any costs and consequences resulting from such stoppages will be for the Vessel's account.

Marine staff are required to sign in at the Permit office at the HIT before attending a mooring operation. They must sign out on departure.

9 Immingham Gas Jetty (IGJ)

Immingham Gas Jetty (IGJ) is leased by HOTT (Humber Oil Terminal Trusties) and owned by ABP. The Jetty is operated by Associated Petroleum Terminals Ltd (APT), who are a 50/50 joint venture between Prax Lindsey Oil Refinery and Phillips 66 Humber Oil Refinery. Humber LPG Terminals (HLPGT) operate from IGJ. HLPGT is a 50/50 joint venture between P66 and Calor Gas.

ABP Immingham is the Statutory Harbour Authority.

All river movements are coordinated by Associated British Ports through Humber Estuary Services. However, all berthing, sailing and shifting position operations are under the direct control of the APT Berthing Master.

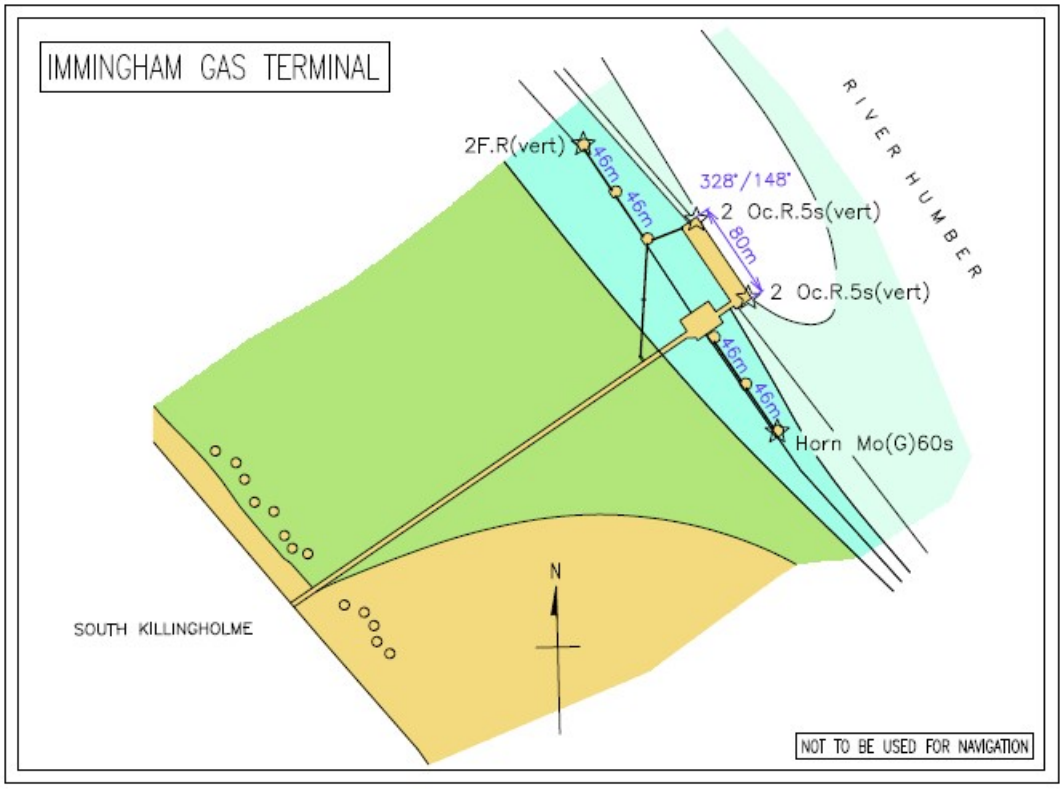
APT have a Terminal Information and Jetty Regulation booklet, which contains general information, available services and Terminal Regulations and should be consulted. APT require lifejackets to be worn by all persons on the jetty.

9.1 Allocation of Berths

At IGJ there is a single berth used for discharge/loading liquid petroleum gas and discharge/loading of white oils.

Pipelines connect to adjacent underground LPG storage caverns (HLPGT), Humber Refinery and Lindsey Oil Refinery.

The IGJ berth is operated by APT, who control all shipping movements.



Before acceptance vessels are vetted by the oil companies and accepted by APT. During the vessels visit, APT undertakes a basic inspection of the vessel and this is supplied to ABP, along with any noted defects.

When allocating a berth the following factors are among those considered:

a) Available space

b) Separation Distance
c) Vessel's Draft
d) Vessel requirements
e) Cargo requirements
f) Ships Length
g) Bow to Centre Manifold
h) Flat Side

9.2 Depth of Water At Berth

Approx. 10.0 metres at Chart Datum subject to dredging. Maximum draft will be advised by the APT Berthing Master in consultation with the Dock Master, Immingham.

9.3 Ordering Procedure

APT organises the berthing and sailing of vessels with the relevant ship's agent. Berthing and sailing times are agreed with the Port and River Harbour Authority. Ship's agents are expected to use Agents on Line to notify the Port and River Harbour Authority of berthing and sailing times and to provide pilot orders.

9.4 Arrival / Sailing Parameters

No Vessel or Barge may Berth, Sail or Shift Position without an APT Berthing Master being in Attendance.

9.4.1 Passage Plan Vessels

Humber Passage Plan available at [redacted]

9.4.1.1 Definition Of A Humber Passage Plan Vessel

A Humber Passage Plan vessel for the purposes of the Plan is any vessel of over 40,000 DWT capacity, whether laden, part laden, or light, or with a draft of 11 metres or over, and Gas Carriers of over 20,000 cubic metres capacity irrespective of draft.

9.4.2 Berthing And Sailing Restrictions

Vessels less than 9,000 tonnes S.Dwt:	No berthing or sailing restrictions apply except during Half Tide period of large Spring Tides, draft permitting.
Vessels 9,000 tonnes S.Dwt to 39,999 tonnes S.Dwt.	Berthing and sailing limited to between 1½ hours either side of High or Low Water Immingham dependent on draft, subject to Berthing Masters requirements.
Vessels over 40,000 tonnes S.Dwt or 11.0 m draft LPG vessels over 20,000m³	Subject to Humber Passage Plan. Requirements, any variation by Berthing Master to be cleared with VTS Humber

9.4.3 Weather Restrictions

Berthing and Sailing in Fog – All Berths

All vessels carrying a Dangerous Good (as defined in the Dangerous Goods in Harbour Regulations 2016) in bulk, or in ballast are prohibited movement in visibility of 0.5 mile or less.

Any vessel encountering visibility of 0.5 mile or less between berths and/or the Harbour Limits shall be allowed to proceed at the discretion of the Master and/or Pilot with the agreement of the Harbour Master, his Deputy or Assistants.

In exceptional circumstances, following consultation with the Harbour Master, his Deputy or Assistants, Pilot(s), Ship's Master and Berthing Master, shipping movements may be permitted in lower visibility.

9.4.4 Wind Speed Restriction

9.4.4.1 Berthing Operations

Under normal circumstances berthing will not be allowed if the mean wind is forecasted, at four hours before the berthing time, to exceed 40 mph (Force 8 – Gale) if tug assisted (minimum 2 tugs) or 30 mph (Force 6) if not tug assisted.

For vessels of less than 9,000 tonnes S.Dwt, the situation is to be reviewed before the vessel berths.

9.4.4.2 Sailing Operations

If the mean wind speed exceeds 30 mph (Force 6), sailing will be reviewed with the Master/Pilot of the vessel at the proposed sailing time with due consideration being given to possible jetty damage, the safety of the mooring gang/ship's crew and the vessel's ability to swing round where applicable. Should sailing be permitted 1 tug, as a minimum, shall be employed.

(For vessels of less than 9,000 tonnes S.Dwt, the situation is to be reviewed by APT before the vessel commences singling up.)

If the mean wind speed exceeds 40 mph (Force 8), sailing will not be permitted.

9.4.4.3 Electrical Storms

Cargo and Bunker operations will be stopped during local electrical storms.

All tank openings, cargo valves and pressure vacuum valves in the gas vent line risers shall be closed.

9.5 Jetty Emergency Procedures

For any emergency aboard ship, the ship's personnel shall immediately advise the jetty operator handling the cargo operations.

The jetty operator will immediately notify the Terminal Representatives, then:

- Close the jetty valve when advised that the loading pump(s) have stopped.
- When discharging, close the jetty valve immediately after being advised that the ship's pumps have stopped.

The Master of the vessel or his deputy will determine action to be taken by the vessel's crew and will keep the jetty operator advised of these actions.

The jetty operator will operate the fire alarm and start the jetty fire system. He will obtain further support for the vessel as required.

For an emergency on the jetty, the jetty operator will carry out the same shutdown valve procedure. The Ship's Master or his deputy will stand by for any action required of the vessel or crew.

9.5.1 Loading Arm Emergency Disconnection

This facility is activated from the Jetty Control Panel or automatically if the ship moves outside the loading arm operating envelope.

When the system is activated both pairs of ball valves in the liquid and vapour lines of the loading arm, near the ship/shore connection, close then each line separates between the pair of ball valves.

9.5.2 Emergency Shutdown

The shore UHF radio, for loading, is fitted with an Emergency Shutdown button which shuts down both LPG Cavern sites including loading pumps and closes the head valve on the loading arm.

Note: The ESD does not shut down the refinery loading pumps.

(For LPG Discharges, consult the ship/shore checklist for Emergency Shut Down procedure.)

If you are berthed at a Terminal not operated by ABP, that the Terminal will have emergency arrangements in addition to those above.

See Appendix 2 – Notice to Ships Masters (Emergencies Information etc.) for map of port emergency sectors.

Any suspicious persons, items or activities should be reported immediately to the Marine Control Centre.

9.6 Priority berths

Conoco have priority berth agreement for the use of IGT.

9.7 Mooring Boats

Two mooring launches are available, normally based at IOT. In the event of mooring launches being unable to operate in adverse weather conditions, ship mooring may be carried out using shore messenger ropes with agreement between the Master/Pilot and APT Berthing Master.

9.8 Boatman

Mooring services at all APT operated berths are provided by the Contracted Port Services Department. (Brigg Marine Ltd)

The ship's agent arranges mooring services.

APT reserves the right to require the use of Assistant Mooring Masters on any vessel if deemed necessary boarded from a tug at Sunk Spit buoy to assist in arrangement of moorings fore and aft.

9.9 Minimum Mooring Requirements Principles

The Terminals plan moorings on the principle of tying a vessel up within its own length i.e. spring lines to maintain the vessel's position longitudinally and breast lines to keep the vessel alongside. In practice due to the constraints of both Terminal and ship mooring arrangements to ensure that systems are not overstrained, a mixture of mooring duties are used. (Head and stern lines can be considered as a lead running at approximately 45° to the ship's longitudinal axis from the fore or aft end of a vessel to a shore side restraint.

Terminal mooring requirements are based on both experience and full mooring studies undertaken to fully understand the forces encounter by vessels alongside the berths (Wind, tide, passing vessels, jetty forces.) Terminal mooring requirements are based on dealing with the known forces normally experienced by vessels alongside. Abnormal weather conditions are not addressed and extra mooring may need to be considered if such conditions are expected. (Normal winds are based on a 1: year wind return with winds up to Force 7 (15.5m/s or 30 kts)

Moorings are arranged to be symmetrical to efficiently spread the mooring forces encountered.

9.9.1 Mooring Requirements

Berth	Summer Deadweight	Moorings Forward	Moorings Aft
Immingham Gas Terminal	Up to 6, 000	3 – 1 - 2	3 – 1 - 2
	6,000 to 20,000	4 & 3	4 & 3
	20,000 to 40,000	2 – 3 - 3	2 – 3 - 3
	40,000+	2 – 4 - 3	2 – 4 - 3

General Information

- Mooring patterns may be altered to take account of the position and type of the ship's equipment.
- Where appropriate, Mooring Plans will be forwarded to the vessel by their agent.
- Mooring Plans will be supplied to Pilots before they board the vessel, where required.
- At APT operated berths moorings are run by either mooring boat or shore messenger.
- Any Tension winches must have their brakes screwed up hard and be left out of gear.
- 'Loose' wires are not permitted.
- APT does not accept 'mixed' moorings, in the same service, on vessels over 40,000 tonnes.
- Moorings on bitts should ideally be turned up in a figure of eight. But may be 'singled horned' in exceptional circumstances.

9.9.2 Mooring Equipment & Maintenance.

Quick Release Mooring Hooks are capable of withstanding 100 tonnes load. Mooring Bollards can withstand 100 tonnes load.

A bollard capable of withstanding 30 tonnes load is provided on the jetty face.

Mooring equipment will be maintained as set out in ABP's Mooring Equipment Procedures.

9.9.2.1 Safe Mooring And Working Guide

Masters of vessels are responsible for the following mooring practices:

- If an anchor is used for berthing, it must be hove up upon completion of mooring.
- An efficient deck watch must be maintained throughout the vessel's stay alongside.
- Ensure that their vessels are properly secured alongside the jetty with adequate ropes or wires. All mooring ropes and wires should be made of the same material and must be in good condition. All mooring equipment must be in good repair, i.e. winches, bitts and fairleads.
- Ensure that the vessel mooring ropes or wires are fastened only to the proper fixtures for this purpose.
- Ensure that a strict watch is kept on their vessel's mooring system to prevent slack or very taut lines and undue movement of the vessel. If adjustment of moorings is required the APT Berthing Master must be consulted.
- Provide full power or steam on deck to all mooring winches throughout the period vessels are alongside the jetty.
- As soon as the vessel is positioned, positively secure the manual brakes on all mooring winches.

- Winches must not be left on automatic tension. (See Mooring System Technology)
- Back Springs should be as long as possible, and it is recommended that wires are used with adequate rope tails of a breaking strain 125% of the wire. Rope tails shall be connected to the wire using a Mandel Type Shackle only, 'D' type shackles or 'Cow Hitches' are not acceptable.
- The terminal will require cargo operations to be ceased and tugs summoned, if the vessel's movement will endanger loading arms/hoses, or in the absence of an alert and efficient deck watch.

ALL DELAYS/CHARGES caused by the ship's failure to observe the above precautions will be for the ship's account.

9.9.2.2 Fire Wires

Following assessment and advice from OCIMF (Oil Companies International Marine Forum), it has been decided that Fire Wires (ETOPS) will not be required to be rigged.

Copy of Humber Notice To Mariners – No. 57/2010 Removal of Requirement for Emergency Tow-Off Pennant Systems (ETOPS)

The **Oil Companies International Marine Forum** (OCIMF) Risk Assessment has concluded that Emergency Tow-Off Pennant Systems, (or Fire Wires as they are otherwise known) are no longer necessary for tankers whilst berthed alongside in a dock or at a riverside jetty.

Following consultation with tanker berth operators on the Humber and the Dock Master, Humber, it has been agreed that the findings of the risk assessment are accepted.

Accordingly and with immediate effect, **MARINERS ARE ADVISED** that it will no longer be a requirement for vessels berthed at Immingham Oil Terminal, Immingham East and West Jetties, Immingham Gas Terminal, South Killingholme Jetty and Saltend Jetties to rig such wires.

9.9.2.3 Mooring System Technology & mooring plans

Instances of damage to loading arms/ships equipment, minor oil spills and costly delays have occurred in the past when vessels have moved away from berths whilst cargo operations were in progress.

Investigations carried out after these incidents have invariably indicated that they were caused by mooring winch brakes slipping at low loads, by mooring lines parting, by inefficient tending of the moorings or by a combination of these factors.

As there are currently only limited standard codes governing mooring equipment either in material, size, number or layout, conditions vary greatly from ship to ship.

However, a mooring pattern has been designed to give the most effective protection against movement of the vessel in any direction. It is dependent upon the mooring lines being in good condition, kept taut, and properly tended and the mooring winches properly maintained.

For Passage Plan vessels and for most vessels over 10,000 tonnes S.Dwt a mooring plan will be faxed to the vessel via the Pilots. This plan should be adhered to if practicable. If the vessel anticipates a problem, the Master should communicate his concerns to the APT Berthing Master as soon as possible to enable a satisfactory compromise to be arrived at.

9.10Fendering

Fendering is provided by synthetic panel supported by either cone or pneumatic back fendering to provide resistance to berthing forces from vessels but also to provide jetty restraint to aid vessels in dealing with the mooring forces encountered during the period of being berthed at IGT.

9.11Bollard Pull

No bollard test pulls will be permitted on the IGJ.

9.12Watering

A metered supply is available. Vessels are to supply their own water hoses.

9.13Ships Waste

Ship's Waste facilities are provided by APT under direct authorisation by the MCA.

Under the Merchant Shipping & Fishing Vessel (Port Waste Reception Facilities) Regulations 2003 prior notice is required from vessels giving details of waste to be landed.

Waste skips are available at each main berth and finger pier.

If excessive quantities of garbage need to be landed then this should be arranged through the vessel's Agent. Under no circumstances is garbage to be landed unless is can be placed in the skips provided.

No refuse, old wires, etc. shall be thrown overboard.

The Marine Supervisor and Immingham Dock Master must be notified of any article lost overboard.

Promptly after arrival, adequate soil boards must be fitted on the jetty side of all vessels when the soil outlets are above Jetty Deck level.

9.14Deballasting Facilities

One de-ballasting tank is available and will accept a maximum flow rate of 800m3 per hour of ballast water. Ballast water which contains oil with a pour point greater than 5°C will not be accepted.

Vessels at IGT will be charged for each cubic metre of ballast/slops discharged ashore. The Terminal, via the Agent, will advise vessel of the prevailing rates for using this facility.

APT regulations prohibit the discharge of ballast water or cargo slops containing chemical cleaning agents, emulsifying agents or petrochemicals from past operations or cargoes. Samples of your ballast water/slops will be taken before and during its discharge ashore to analyse for prohibited substances.

On completion of de-ballasting hoses/loading arms must not be blown with air.

Nitrogen can be used, or if not available, the front part of the hose/arm must be drained to the vessel's slop tank.

Facilities for the discharge of engine room and pump room bilges are not available on the berths. Disposal of such material will be undertaken by barge (subject to cargo operations), which must be ordered by the ship's agent prior to the vessel's arrival.

9.15Incineration

Please note that MARPOL 73/78 Annex VI (Air Pollution) also prohibits the incineration on board ship of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs).

The disposal of incinerator ashes from plastic products which may contain toxic or heavy metal residues - It is recommended that as the heavy metal content of plastic is not known, then the ash residue from any burning of plastics on board ship should not be disposed of into the sea. It should be retained on board to land to appropriate waste reception facilities.

Cargo tank washings, or hatch washings, and whether they can be disposed of at sea -

Cargo washings can be defined as the material left after the cargo residues have been removed and disposed of accordingly, which is entrained in washwater resulting from the cleaning of cargo spaces and hatches. After unloading some bulk cargoes many ships will wash their holds or decks to remove this excess or spilt material as it could contaminate the next cargo. In such cases this material can be disposed of at sea so long as it is inert, has been minimised by removing as much cargo residue as possible and any disposal complies with the 2008 Regulations and any other relevant legislation. If the material is a marine pollutant, a hazardous or noxious material, or a material that could cause secondary pollution on contact with the sea (such as petroleum coke, which if disposed of at sea, can cause a sheen on the surface, which will put the ship in contravention of Annex 1 of MARPOL 73/78), then any washings should be disposed of on shore through appropriate reception facilities.

9.16Explosives

Immingham Gas Jetty is not licensed to handle explosives.

9.17Cranage / Stores

There is no carnage on the berth. Stores as per IOT section.

9.18Gangways

Only authorised persons will be allowed into the jetty and terminal area.

No person who appears to be under the influence of drugs or alcohol will be allowed on the jetty.

Small vessels: two low level gangway landings are provided at the downstream end of the jetty head. A vertical ladder with access to the jetty head is provided on the edge of the breasting fender immediately upstream and downstream of the loading arm position.

Larger vessels are to provide their own gangway.

No access will be permitted until the ship's gangway is safe and secure with safety net in position.

9.19Fire Fighting Systems

Firefighting equipment should be kept in good order, tested regularly and be available for immediate use at all times.

When the ship is berthed, the responsible officer should familiarise himself with the availability of the shore fire fighting services and with the means of communicating with the appropriate authorities.

Immediately prior to commencing cargo transfer, the ships fire fighting system should be made ready. If practicable, a pump should maintain pressure on the fire water main, but in any case it should be on standby.

Fire hoses should be uncoiled and connected to the main and at least two placed near the manifold, one forward and one aft of it.

Fixed monitors should be adjusted to protect the manifold before operations begin.

Portable dry powder extinguishers should be placed conveniently for use near the manifold or a hose from a fixed dry powder monitor should be uncoiled and placed upwind of the manifold.

If fitted, the water spray system should be set to protect the manifold and should be tested.

Should fire break out on his vessel, the Master shall make an immediate signal by all available means, including:

- Prolonged sounding of the vessel's whistle.
- By sounding the ship's fire alarm.
- Call the Control Room by the UHF radio provided for cargo operations or use the telephone located in the berth operators hut.
- Advise VTS HUMBER on VHF Channel 12 and APT Berthing Master on VHF Channel 69. The APT Berthing Master must contact the Port Authority Control.

The Jetty Operator will report any signs of fire or emergency via the jetty alarm system. Terminal Representative will call local Fire Brigade.

9.19.1 Fire Fighting Facilities

Two fire monitors are sited on the jetty head towers with an additional low level monitor situated near the electrical switch room.

Each monitor can be operated in the jet or spray mode. Three electric fire pumps, each with a capacity of 6,810 litres per minute, are sited at the rear of the Jetty Head.

Fire hydrants for hand-held fire fighting appliances are available at the berth with an International Ship/Shore connection sited near the upstream Monitor Tower.

9.20Portable Electrical Equipment / Smoking

All such equipment must be approved for use in hazardous areas.

Smoking is strictly prohibited in the Jetty and Terminal areas except in designated smoking shelters. This includes tugs, barges and mooring boats when in the vicinity of jetties or vessels berthed alongside.

On board vessels, smoking is strictly prohibited except in locations determined by the Master and approved by the Terminal Representative.

The agreed smoking places will be confined to locations abaft the cargo tanks.

The agreed smoking places will not have doors or ports that open directly onto or over the cargo deck, or onto decks overlooking cargo spaces or shore connections.

Smoking notices, specifying the selected places and times, clearly indicated, must be exhibited in conspicuous places onboard during the time that the vessel is alongside.

Where smoking is permitted, it may be stopped at any time by the Terminal Representative if, in his opinion, the existing circumstances so warrant.

Vessels are requested to provide a non-smoking area in which business involving APT employees can be conducted.

If you are unable to provide a non-smoking area it will be necessary for all business involving APT employees to be conducted ashore.

No matches, mechanical lighters or any other appliance for producing ignition may be carried by persons engaged in the handling of cargo hoses, bunkers, ballast, and the gas freeing of vessels or in any other duty on the weather decks of tankers or in the jetty area.

Visitors and contractors representatives and labour shall not carry matches, mechanical lighters or any other appliance for producing ignition whilst in the berth area or on board any vessel.

Any such means of ignition must be left at the Terminal Office at South Killingholme.

9.21Tide Flow Patterns

Tidal flow patterns following the lunar cycle but are affected by freshwater drainage into the river and tidal surges caused by weather patterns.

Due to the freshwater flow within the River Humber, local slack water occurs around high water and at approx. 30-40 mins after low water.

Guidance on tidal flow patterns can be found on the local chart.

9.22Loading Arm/Hose Wind Restrictions

Wind speed forecasts relate to those for the River Humber. Mean wind speeds are those recorded/advised by APT.

Cargo operations may be restricted when the recorded mean wind speed reaches 35 ph.

If the mean wind speed is forecast to reach 40 mph (Force 8): - All product and de-ballasting operations will be reviewed, but will CEASE when the mean wind speed reaches 40 mph.

Loading arms/hoses will then be drained down/de-pressured.

If the situation dictates loading arms/hoses may be prepared for disconnection. If the mean wind speed is forecast to 45 mph (Force 9) or over: -

a) All product and deballasting operations to cease.

b) Loading arms/hoses to be disconnected immediately if safe to do so.

c) Additional moorings may be run at APT Berthing Masters request.

d) If necessary, the vessel to take on ballast to reduce windage area.

Operations will resume when the average wind speed has been less than 40 mph for 30 minutes

9.23Bunkering

In addition to the river and port bunkering procedures.

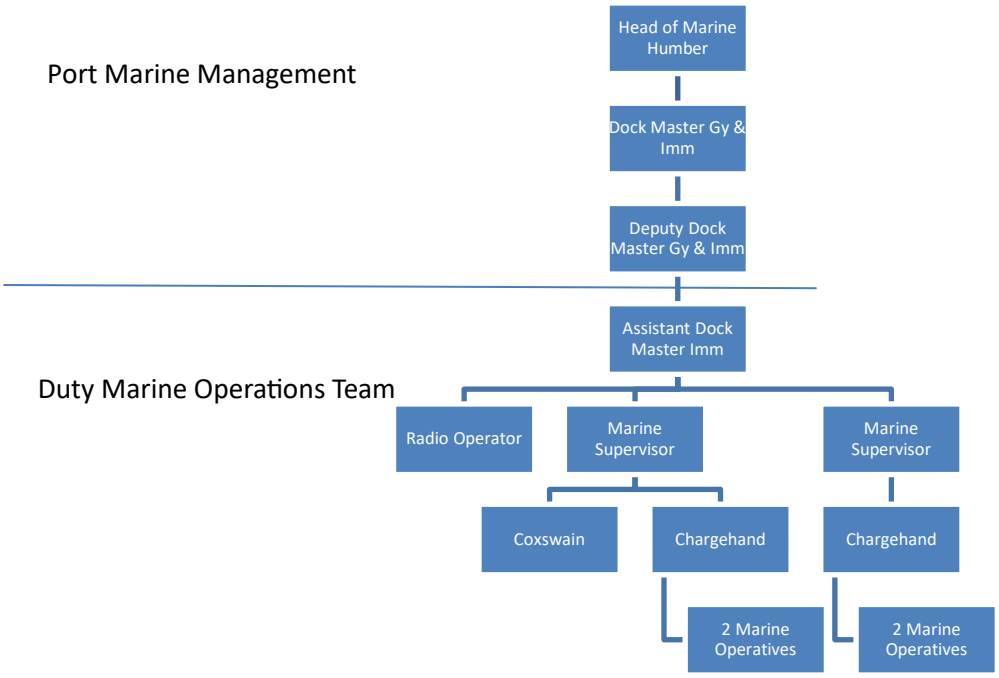
- Bunkers are available by barge only
- Bunkers must be arranged BEFORE the arrival of a vessel in port.
- Lubricating Oil
    - Delivery by road tanker is not permitted.
    - Delivery may be made by drums or barge by prior arrangement with the Marine Supervisor.
    - The vehicle delivering drums must NOT obstruct the entrance to the berth, with only one vehicle being allowed on the jetty.
    - The maximum permitted weight of the vehicle is 44 tonnes.

10 General

10.1Watch Compositions & Responsibilities

The Immingham Dock Master is responsible for all aspects of marine activities at Immingham. They act as the Dock Master for the Statutory Harbour of the Port of Immingham.

- The Dock Master reports to the Head of marine Humber who reports directly to the Port director.
- The Deputy Dock Master, Grimsby & Immingham supports the Dock Master in their duties.
- In addition to the marine managers above, other port authorised marine managers provide 24hr on call coverage for emergencies and to support staff below.
- There is a duty shift on permanent duty at Immingham overseeing the marine activities of the port.
- Each watch is under the control of an Assistant Dock Master (ADM) and consists of two Marine Supervisors, a Radio Operator (RO) and six persons under a composite manning agreement. The number of staff in a shift may vary depending on workloads and staff changes.
- Marine Supervisors supervise the berthing of vessels on the East and West Jetties, the mooring of vessels entering the lock, the berthing and mooring of vessels in the enclosed dock, and HinT as well as ensuring berths are prepared for arriving vessels. Marine Supervisors attend the berthing of vessels in the Outer Harbour. Both these Supervisors ensure that Safe Systems of Work are complied with and that Port Authority Bye Laws and Merchant Shipping regulations are adhered to. Both report to the ADM who is responsible to the Dock Master for the shift to shift running of Marine aspects of the Port operations.
- The Radio Operator is responsible to the ADM for all communications with vessels on passage to Immingham, for liaison with VTS Humber for logging arrival and departure data and general telephone enquiries as well as the remote operation of the lock machinery.
- The six men work to the instructions of the Marine Supervisors.



10.2VTS & Local Port Services

VTS Humber and the Marine Control Room, Immingham liaise with each other to regulate the arrivals and departures at Immingham in order to prevent congestion in the Port approaches in accordance with standing Humber Notices to Mariners SH.22.

Once vessels arrive within the Port limits of Immingham, control of their movements passes to the ADM and the Immingham Port Authority.

The Port of Immingham provides a Local Port Service in line with the requirements set out in MGN 401 to ensure safe and efficient port operations.

ABP Immingham and VTS Humber share several important information systems. PAVIS – Port and Vessel Information System (Computer based), Radar and AIS monitoring.

10.3Communications

Centred on the Marine Control Centre, Immingham, these consist of fixed land lines, VHF marine band mains powered sets, similar portable handsets and microwave links for the exchange of information.

Immingham Dock Marine Control Room	00 44 (0)1469 571555 Ext 1610
After Hours " " "	00 44 (0)1469 571505
Immingham Dock Assistant Dock Master	00 44 (0)1469 571555 Ext 1608
After Hours " " "	00 44 (0)1469 570505
E-mail address -	marine@abports.co.uk
Radio Operator	00 44 (0)1469 570506 Ext 1610
Immingham Dock Fax Machine	00 44 (0)1469 570499
VHF call sign – Immingham Dock Continuous watch – calling information and docking instructions.	CH 68 + 19
Additional Channels available	CH17 – Immingham Bulk Terminal
	CH69 – Immingham Oil Terminal (primary)
	CH71 – Immingham Oil Terminal (secondary)
	CH73 – HinT, Coastguard, Imm Dock (secondary)
	CH74 – Grimsby Dock
	CH9 – Grimsby Dock

	CH12 – (RX only) VTS Humber

To assist with incident investigation, the four selected radio channels and phone lines to the Marine Control Room are recorded.

10.4Port Security

The Port of Immingham operates under the International Ship and Port Facility Security Code (ISPS)

The Port of Immingham is made up of several Terminals including CRR, COG and OBC designated Terminals.

The areas of the Port of Immingham under the security control of ABP has a Port Security Plan authorised by Maritime Security and Resilience Division - Formerly Transec.

The PFSO is Mr Martin Clark, The Dock Masters also act as deputy PFSO's.

Immingham		
Port UN Id Number	28490	
Port UN Locator Code	GBIMM-Immingham	
IMO Port Facility Codes	Assigned Port Facility Nos	
Immingham ABP, Common User Berths	GBIMM-0001	0149
Immingham ABP, Freshney Cargo Services	GBIM-0057	1009
Immingham ABP, (Hydro) Fertiliser Terminal		0152
Immingham ABP, ABP Connect (Exxtor Terminal)	GBIMM-0004	0458
Immingham ABP, Associated Petroleum Terminals	GBIMM-0005	0157
Immingham ABP, Conoco Philips		0178
Immingham ABP, DFDS Nordic Terminal (Dockside)	GBIMM-0008	0595
Immingham ABP, DFDS Riverside Terminal	GBIMM-0014	1564
Immingham ABP, Humber International Terminal		0150
Immingham ABP, Immingham Bulk Park		0151
Immingham ABP, Exolum – Immingham East	GBIMM-0011	0180
Immingham ABP, Exolum – Immingham West	GBIMM-0012	0181
ABP Immingham, British Steel (Immingham Bulk Terminal)	GBIMM-0056	0498

The ISPS Code introduces an international system of three Security Levels

- Level 1: Normal
- Level 2: Heightened
- Level 3: Exceptional

These Security Levels reflect the likelihood that a security incident will occur.

At Level 1 port facilities are required to have baseline security measures in place. Level 2 represents a heightened level of threat, and port facilities are required to increase their levels of protective security. Level 3 represents an imminent and specific threat, and port facilities are required to increase security provision still further and respond to instructions from the Maritime Security and Resilience Division.

The ISPS requirements apply to passenger ships (including high-speed craft), cargo ships over 500 gross tonnes and Mobile Off-Shore Drilling Units (MODUs) engaged on international voyages, and the port facilities that service them and required that vessel's under the ISPS Code pre-notify to the port.

Vessels must respond to all sections of the ISPS PAN pro-forma and return to gyimmsecurity@abports.co.uk or via Agents on line. A Marine Supervisor checks that a PAN form is received from each expected vessel and has been completed correctly in line with DfT requirements. Any problems with PAN form will be reported to the port PFSO.

10.4.1 Photography

A photographic permit system now exists covering the whole port estate and photographs must not be taken unless in possession of a permit. This includes photography via mobile phone cameras.

10.4.2 C.C.T.V.

Various areas of the port and approaches are covered by Closed Circuit Television, which is recorded.

10.5 Marine manager

The Duty ADM at Grimsby, Immingham, Hull and Goole will normally be informed at 1000 Friday, by email, of which Marine Manager is on duty for the following week. The Duty ADM must ensure that a printout is made of the duty list, and that following duty ADM's are informed of who the Duty Marine Manager is. The duty list contains details of relevant contact details.

The Duty Marine Manager and Duty Operations Manager should be advised, as soon as possible, when there is:

- Extensive damage to vessels, installations, bridges, berth facilities, river structures and quayside equipment or involve the legal management of damage claims i.e. requiring vessel guarantees etc.
- An incident which involves the acceptance of vessel casualty as per the Marine Operations Manual
- Any Emergency incident, which may impact on the activities of the port, whether or not the Port Emergency Plan is activated. These include death or serious injury to any number of people or extensive damage or contamination to the environment.
- Any Marine Incident in the river, which may impact on the Marine or operational activities of the port, whether or not the Humber Serious Marine Emergency Plan is activated.
- Any engineering problem, which may adversely affect the Marine Operations of the port.
- Adverse weather conditions, which may cause a marine operational problem, particularly when this involves the cancellation of, or aborted arrival or sailing of a tidally restricted vessel.
- A detention of a vessel within the port by either the MCA or Admiralty Marshal.

The Duty Marine Manager should be advised, as soon as possible, when there is:

- Any oil pollution incident as per Oil Spill Contingency Plan.
- Any incident involving a prolonged grounding in the River Ouse
- Any mooring problems experienced by large vessel on the external jetties of the port.
- Any incident relating to ship's crew with regards to Drug & Alcohol offences covered by the Railways and Transport Safety Act 2003.
- Any time when the Duty ADM requires advice on Marine matters, which are outside his normal experience.
- Any manning problems, which may affect the safe marine operation of the port, particularly if staff are likely to go home or to hospital during their shift due to an accident and ABP's Drug & Alcohol Policy needs to be implemented.
- Any problem, which may adversely affect the safe and normal running of the Marine Department: or present serious disruption to the Marine Operations of the port; such as collisions, groundings, sinking/capsize, serious impacts, serious striking, fire/explosions, and oil pollution.
- Any flood risk, which may affect the port and/or surrounding area.

At all times, the incident procedure as laid out in the Port Safety Management System should be followed.

Whilst this list is not exhaustive, if in doubt call the Duty Marine Manager. If a security incident occurs, the PFSO or Deputy PFSO should be informed.

If a serious safety incident or serious injury to any personnel, on the dock estate occurs, the Safety Manager should be advised.

Serious marine or other incidents will be reported by the Marine Manager to Head of Marine, Port Director and Port Manager as required.

10.6Casualty Procedure

Operating Procedures for the Receipt of Vessel Casualties

1 Contact should be made immediately with the Duty Marine Manager upon notification of the casualty.

2 All decisions relating to a vessel handled under the Dangerous Vessels Act 1985 will fully involve the Dock Master or his deputy.

3 Although the Act does not apply to vessels stated in Section 6, of the Dangerous Vessels Act, the following procedures will also be followed for those vessels.

4 Commence and maintain a log of all communications and actions.

5 All possible information on the vessel will be obtained, particularly that relating to the nature of the casualty, so a full assessment of the situation can be made.

6 The Dock Master will have due regard to all the circumstances and to the safety of any person or vessel.

7 A full risk assessment will be carried out including a pollution potential assessment.

8 The Dock Master will liaise, were possible, with all interested parties in particular with the MCA, Harbour Master Humber and emergency services.

9 The vessel will not be accepted for any of the factors stated in Section 1 of the Act if the Dock Master considers it necessary. I.e.

i) Grave and immediate danger to safety of any vessel or property: or,

ii) Grave and immediate risk that the vessel may, by sinking or foundering, prevent or seriously prejudice use of the port by other vessels.

10 Media contact will only be via the Dock Master or authorised ABP Press Liaison Officer.

10.7 Procedure For Handling Drug And Alcohol Concerns Involving Ship's Crew

The legal provisions for dealing with ship's crew and pilots lie under the Railways and Transport Safety Act 2003 and applies to

- a professional master of a ship,
- a professional pilot of a ship, and
- a professional seaman in a ship while on duty.

A person to whom this regulation applies commits an offence if his ability to carry out his duties is impaired because of drink or drugs or if the proportion of alcohol in his breath, blood or urine exceeds the prescribed limit.

For the purposes of this regulation a master, pilot or seaman is professional if (and only if) he acts as master, pilot or seaman in the course of a business or employment.

This regulation applies to a professional seaman in a ship at a time when he is not on duty, but in the event of an emergency he would or might be required by the nature or terms of his engagement or employment to take action to protect the safety of passengers.

The regulation also applies to applies to a nonprofessional person who is on board a ship which is under way, and is exercising, or purporting or attempting to exercise, a function in connection with the navigation of the ship.

10.7.1 Detention Pending Arrival Of Police

A marine official may detain a ship if he reasonably suspects that a person who is or may be on board the ship is or has committed an offence detailed above.

The power of detention is conditional upon the marine official making a request, either before the detention or as soon as possible after its commencement, for a constable in uniform to attend, and lapses when a constable in uniform has decided whether or not to exercise a power by virtue of section 83 and has informed the marine official of his decision.

"Marine official" means—

(a) a harbour master, or an assistant of a harbour master, appointed by a harbour authority,

(b) a person listed in section 284(1)(a) to (d) of the Merchant Shipping Act 1995 (c. 21)(detention of ship), and

(c) a person falling within a class designated by order of the Secretary of State.

10.7.1.1 Procedure

1. On receipt of report, of a possible offence detailed above, call the duty Marine Manager.

2. If it is considered that a request for the police to attend the vessel is required, this will be done through the VTS Data Centre at Hull. (Attending police will likely be from the Traffic section of Humberside Police)

3. Provide all details known to VTS Data Centre i.e.

   a. Name of person

   b. Position onboard

   c. Actions of person giving concern

   d. Name of vessel

   e. Position or expect position of vessel.

4. Request VTS Data centre to obtain ETA of police.

5. As soon as practicably possible a supervisor or manger should attend the vessel, to either relieve the pilot or stand witness to the actions of the person of concern. The supervisor or manager should remain until the police attend or until the vessel is released.

6. If the person of concern is detained by the police, inform VTS Date Centre who will inform the MCA.

10.8In Dock Pilotage

General Notice To Pilots – No. 7/2008

Please find below a Memorandum of Understanding which has been drawn up between the Competent Harbour Authority and the Dock Masters of Grimsby & Immingham and Hull & Goole. This Memorandum of Understanding has been brought about following a review of our responsibilities for in-dock pilotage following an incident involving a vessel being manoeuvred by a PEC holder.

“Associated British Ports, Humber Estuary Services (HES) is the Competent Harbour Authority (CHA) for the Humber under the provisions of the Pilotage Act 1987. The CHA area of responsibility includes the enclosed docks and locks within the Humber.

Further to a review of the CHA responsibilities, and after consultation with the dock masters of Grimsby, Immingham, Hull and Goole, the following is to be the agreed procedure for movements of vessels within the enclosed dock system in relation to pilotage. The only exception being where a vessel is exempt due to a pilotage exemption certificate holder being on board:

Vessels moving from one berth to another within the dock (other than when warping along a quay)

- Any vessel of 100m or more length overall (LOA) will be required to use the services of an authorised dock pilot.

- Any vessel of less than 100m LOA may move from one berth to another without the services of an authorised dock pilot but only with the expressed permission of the dock master. An authorised dock pilot will be available should the master require this service.

Any vessel of less than 100m LOA which requires the services of a tug should also consider using the services of an authorised dock pilot unless the master is completely familiar with the control of tugs and towage procedures.

Vessels moving from lock to Berth or vice versa

- Vessels over 60m in LOA transiting from lock to berth or vice versa will require the services of an authorised dock pilot unless a CHA authorised river pilot is on board.
- Where a vessel is being moved from a berth to a lock for the purpose of proceeding into the river, by an authorised pilot, he will remain with the vessel to exchange information with the joining CHA river pilot.

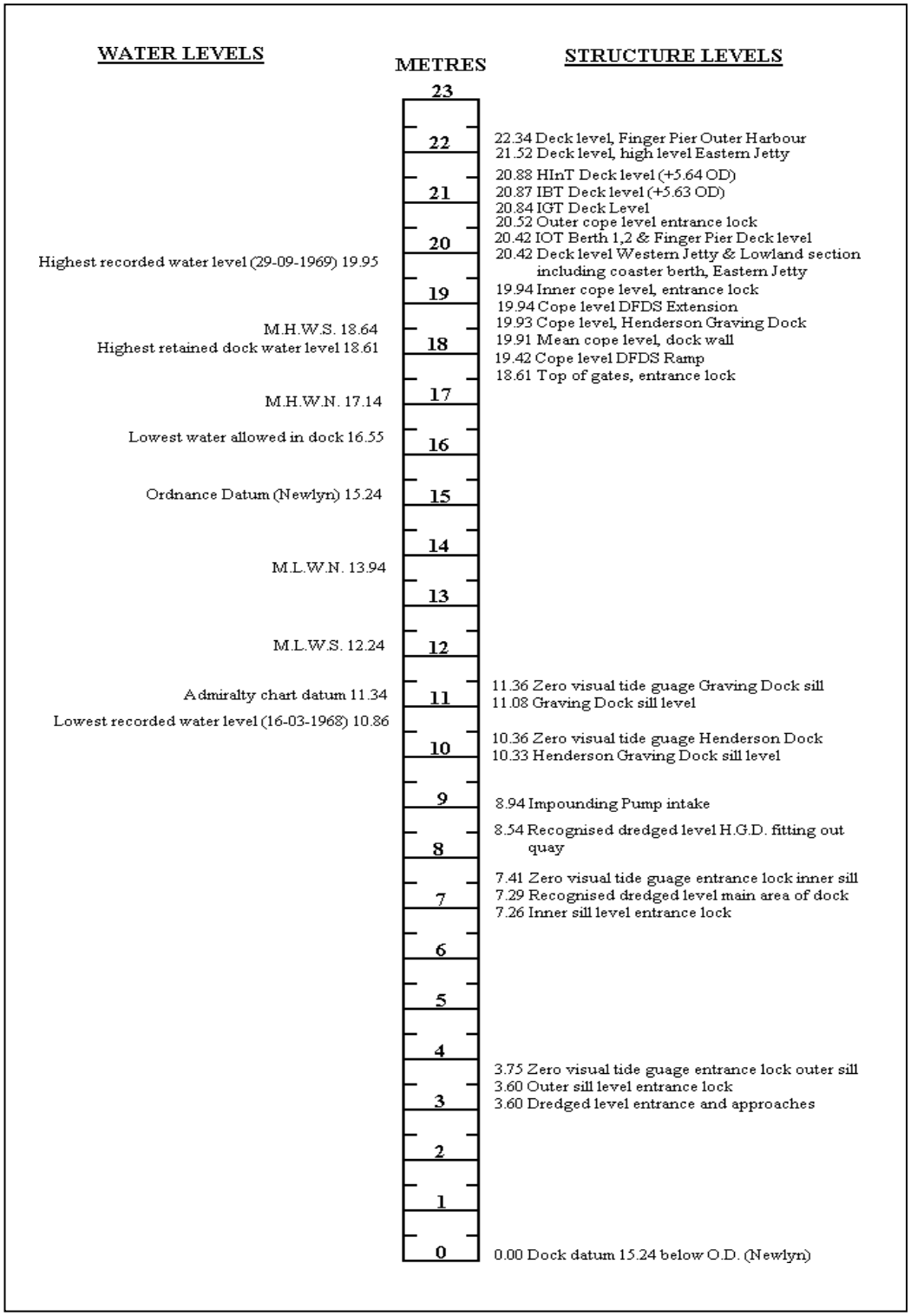
An authorised dock pilot is defined as a person approved by the relevant dock master on behalf of the SHA and the Harbour Master Humber on behalf of the CHA. The dock pilot will have been satisfactorily assessed by a CHA pilot and have completed an approved Bridge Resource Management training course as well as two trips on a tug engaged on towage operations within the relevant dock prior to authorisation."

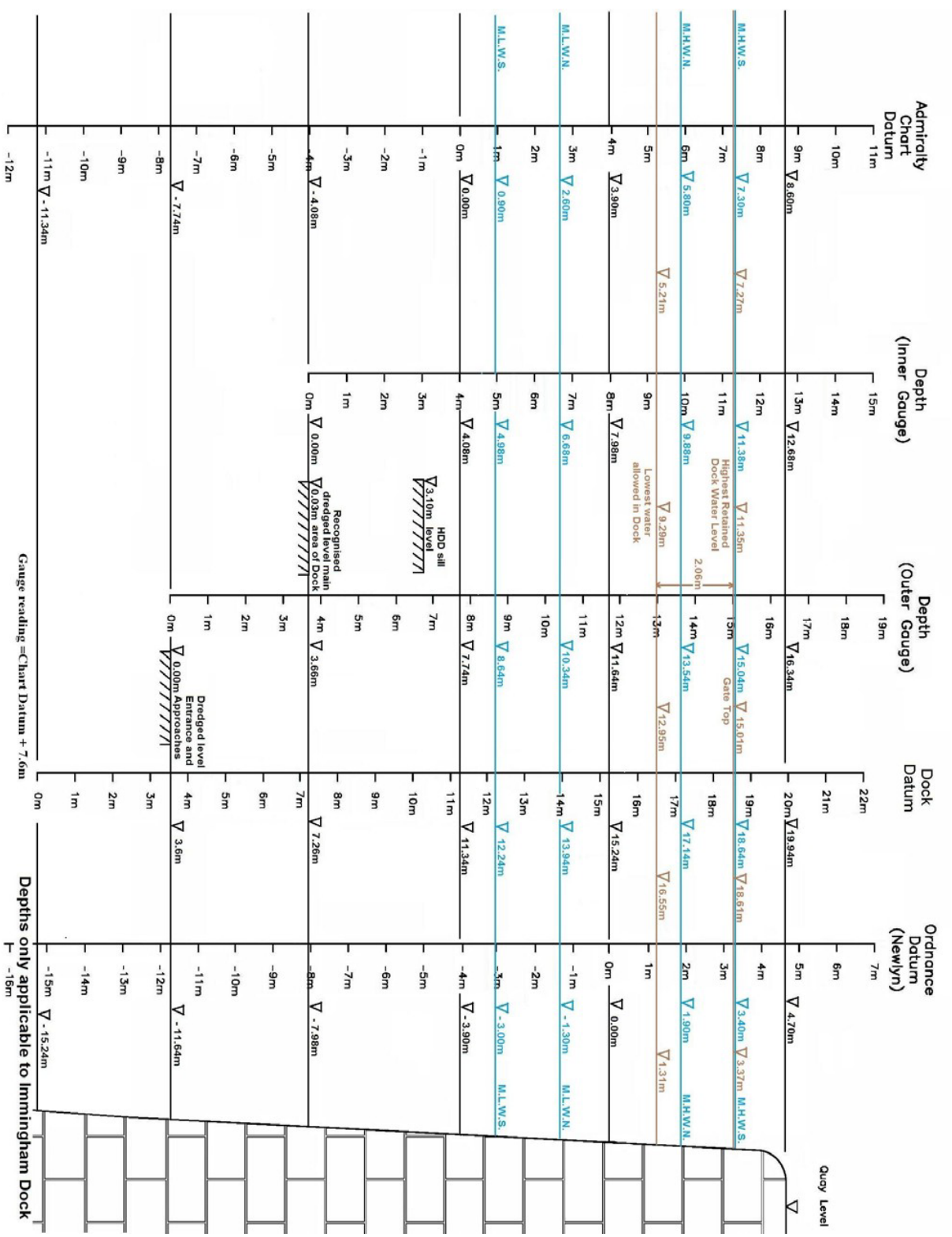
I would like to make it very clear that pilots should not leave any vessel until she is securely moored on her berth within the dock unless relieved in the lock by a dock pilot authorised by the CHA.

Presently there are no dock pilots authorised by the CHA at Immingham.

11 Dock Data – General Information

Gauge reading = Chart Datum + 7.6m




Admiralty Chart Datum
Depth (Inner Gauge)
Depth (Outer Gauge)
Dock Datum
Ordnance Datum (Newlyn)
M.H.W.S.
M.H.W.N.
M.L.W.N.
M.L.W.S.
Highest Retained Dock Water Level
2.06m
Lowest water allowed in Dock
Gate Top
HDD sill level
Recognised dredged level main area of Dock
Dredged level Entrance and Approaches
Quay Level
Gauge reading =Chart Datum + 7.6m
Depths only applicable to Immingham Dock

11.1 Immingham Lock/Dock

Location 53º 37.8' N 00º11.4' W

Full Lock	
Length of Full lock (Mitre-mitre)	256.03m
Length of Full lock between gates	239.04m
Effective length of Full lock	232.5m
Big Lock	
Length of Big lock (Mitre-mitre)	160.02m
Lock quayage of Big lock	143.03m
Maximum length of vessel for Big lock	130.0m
Small Lock	
Length of Small lock (Mitre-mitre)	96.01m
Lock quayage of Small lock	79.02m
Maximum length of vessel for Small lock	75.0m
Width of Lock	27.43m
Maximum beam of vessel	26.2m
Maximum beam of vessel (Dock Master's Acceptance)	26.8m
Lock Invert	0.61 x 0.61 above sill
Lock Heading	036º / 216º
Under keel clearance for lock	
Non Ferries	1.5m rising tide 2.0m falling tide
Ferries	1.0m rising tide 1.5m falling tide
Maximum draft in dock -	10.36m
Dock Density	1017
Maximum retained water in dock	11.2m on inner sill 14.86m on outer sill

Maximum draft Henderson Dry Dock (H.D.D.)	7.2m for entry 7.4m whilst working
Maximum beam of vessel for H.D.D	26.8m
Length of H.D.D.	175m
Breadth of H.D.D	29.87m
North West Arm	
Width – West end	105m
Width – East end	120m
Stone bank	155m x 16m
Old Container crane (West end)	25.5m above quay
New Container crane (East end)	37.5m above quay, extension 37.5m
South West Arm	
Width – West end	105m
Width – East end	120m
Width off Coal Appliance	105m
Coal Appliance	
Length of buttress	45m
Flat side	15m
Maximum travel of outloader	75m
Maximum height of outloader	11m
Maximum outreach of loader	19m
'Square'	
East to West	332m
North to South	335m
3Q Ext	
Fender line sits 0.71m off front face (not load bearing) but pile cap is 1.21m from fender line. Bottom of fender panel is at 10.947m to dock datum.	
Mooring Boats	
'ABP Progress'	(Year of Build - 2005)
Weight	9.16 GRT

Length (LOA)	9.25m
Beam (Moulded)	3.7m
Depth (Moulded)	1.75m to main deck

11.2Immingham East & West Jetties

Location West Jetty 53º 38.02' N 00º11.37' W

Line of Berth Face 301.5º/121.5º

Berth 1	
Max LOA	120m (Dependent on BCM and direction of berthing)
Max Dwt	15,000t approx (Arrival Dwt*)
Max Draft	Fwd 6.0m Aft 9.0m
Berth 2	
Max LOA	213m
Max Dwt	50,000t (Arrival Dwt*)
Max Draft	9.5 to 11.0m (Dependent on tide)
Berth 3	
Max LOA	100m
Max Dwt	15,000t approx. (Arrival Dwt*)
Max Draft	9.5 to 11.0m (Dependent on tide)
Berth 4	
Max LOA	120m (Max BCM 55m)
Max Dwt	15,000t (Arrival Dwt*)
Max Draft	7.0m

Location of East Jetty 53º 37.84' N 00º10.90' W

Line of Berth Face 300.5º/120.5º

Main Berth	
Max LOA	213m
Max Dwt	50,000t (Arrival Dwt*)
Max Draft	9.5 to 11.0m (Dependent on tide)
Extension Berth	
Max LOA	100m
Max Dwt	5,000t (Arrival Dwt*)

Max Draft	9.8m

11.3Immingham Oil Terminal (IOT)

Location 53 º 37.8'N, 00 º10.0'W

Line of berths 292 º /112 º

Berth Faces	
1 & 2	150m
3	75m
Finger Pier	157m
Size Of Vessel	
Berth 1	
Minimum	approx. 12,000 tonnes Summer Deadweight
Maximum load displacement on arrival	172,720 tonnes
Minimum flat side of vessel	73 metres. (With manifold at centre of flatside)
Maximum draft	14.0 metres
Maximum bow/stern manifold distance	190 metres
(Minimum limitation is usually length of flat side associated with bow to centre manifold)	
Berth 2	
Minimum	approx. 5,000 tonnes Summer Deadweight
Maximum	284,480 tonnes Summer Deadweight
Maximum load displacement on arrival	172,720 tonnes.
Minimum flat side of vessel	55 metres. (With manifold at centre of flatside)
Maximum draft	14.0 metres
(Minimum limitation is usually length of flat side associated with bow to centre manifold)	
Berth 3	
Minimum	approx. 2,000 tonnes Summer Deadweight
Maximum	80,000 tonnes Summer Deadweight.
Maximum load displacement on arrival	110,000 tonnes
Maximum draft	12.8 metres Minimum flat side of vessel
Minimum flatside of the vessel (With manifold at centre of flatside)	
No 2 arm (Upstream)	42 metres
No 3 arm (Centre)	42 metres

No 4 arm (Downstream)	46 metres
(Minimum limitation is usually length of flat side associated with bow to centre manifold) Depth of Water	
Berth 1	Approx. 16.0 metres at Chart Datum
Berth 2	Approx. 19.0 metres at Chart Datum
Berth 3	Approx. 18.0 metres at Chart Datum

Minimum distance between vessel on No 1 & 2 and No 2 & 3 is 61m (200ft)

Minimum distance between vessel berthing on adjacent berths on same tide is 120m, to allow for safe tug operation.

Finger Pier – Berths 6,7,8, & 9

Maximum Size	Berth 6 & Berth 8 8,500 tonnes load displacement with maximum 5,500 tonnes arrival displacement
Maximum Length	104 metres with manifold amidships
Maximum Draft Approximately	7.0m at Chart Datum. (Actual draft will be advised.)

Vessels with a greater load displacement of 8,500 tonnes may be considered. This will be on a case by case basis and must be approved by the Terminal Manager or deputy.

Maximum arrival displacement, LOA and draft restrictions, as stated above, must be complied with. Cargo intake will be restricted to ensure maximum sailing displacement of 8,500 tonnes is not exceeded.

Vessels berth head east. Flood tide berthing and sailing only.

	Berth 7	Berth 9
Maximum Size	1,000 S. Dwt	1,000 S. Dwt
This may be increased to 1,300 S. Dwt but only by the express permission of the Terminal Manager and additional safety precautions which will be dependent on the conditions and the type of vessel		
Maximum Length	61 metres	61 metres
Maximum Draft	5.0 metres	5.0 metres

Normally Berths 7 & 9 are used by vessels of less than 750 tonnes S. Dwt.

Vessels with a S. Dwt. in the range 750-1,000 may use these berths when these berths when vessels are berthed at 6/8 respectively subject to: -

i) the vessel having operational twin independent propulsion and steering systems.

ii) berthing and sailing times as per APT Terminal information and Jetty Regulations booklet

iii) a manoeuvring distance of 1.5 x the LOA of the vessel berthing when berthed.

iv) there is at least 10m clearance from any adjacent vessel when berthed.

11.4 Immingham Outer Harbour (IOH)

Length of jetty	256.4 metres
Maximum vessel sizes*	
Berth 1	230m* x 32.3m* (Vessels with a beam of 38m may be acceptable)
Berth 2	230m* x 32.3m*
Berth 3	230m* x 27m*
Max load	125t

Dredged to 10 metres below CD

Maximum draft 8.0m (Up to 9.5m subject to tidal restrictions and Dock Masters Approval).

11.5Immingham Bulk Terminal (IBT)

Location 53 º 38.28'N, 00 º 11.68'W

Line of berth 315.5 º /135.5 º

Length of jetty	525m
Maximum LOA	303 metres
Maximum beam	47 metres
Maximum draft	14.0 metres (Subject to alteration due to siltation and tidal conditions)
Maximum height of hatch covers from waterline at high water spring tides	
i.e. fresh air draft	15.8m
Maximum working length	260 metres
Minimum underkeel clearance	0.6m at low water

11.6Humber International Terminal (HinT)

Location 53 º 38.47'N, 00 º 11.97'W (Middle berth 1)

Line of berth 320 º /140 º

Length of jetty	430.4 metres
Two berths	
Maximum combined length of vessels	240m & 290m Minimum separation between vessels to be at least 30 metres
Maximum beam	45 metres
Maximum draft	14.2metres (Dependant on siltation and tidal conditions)

Maximum air draft	17.0 metres Berth pocket 50m wide x 14.7m below chart datum.

11.7Immingham Gas Jetty (IGJ)

Location 53 º 38.7'N, 00 º 12.2'W

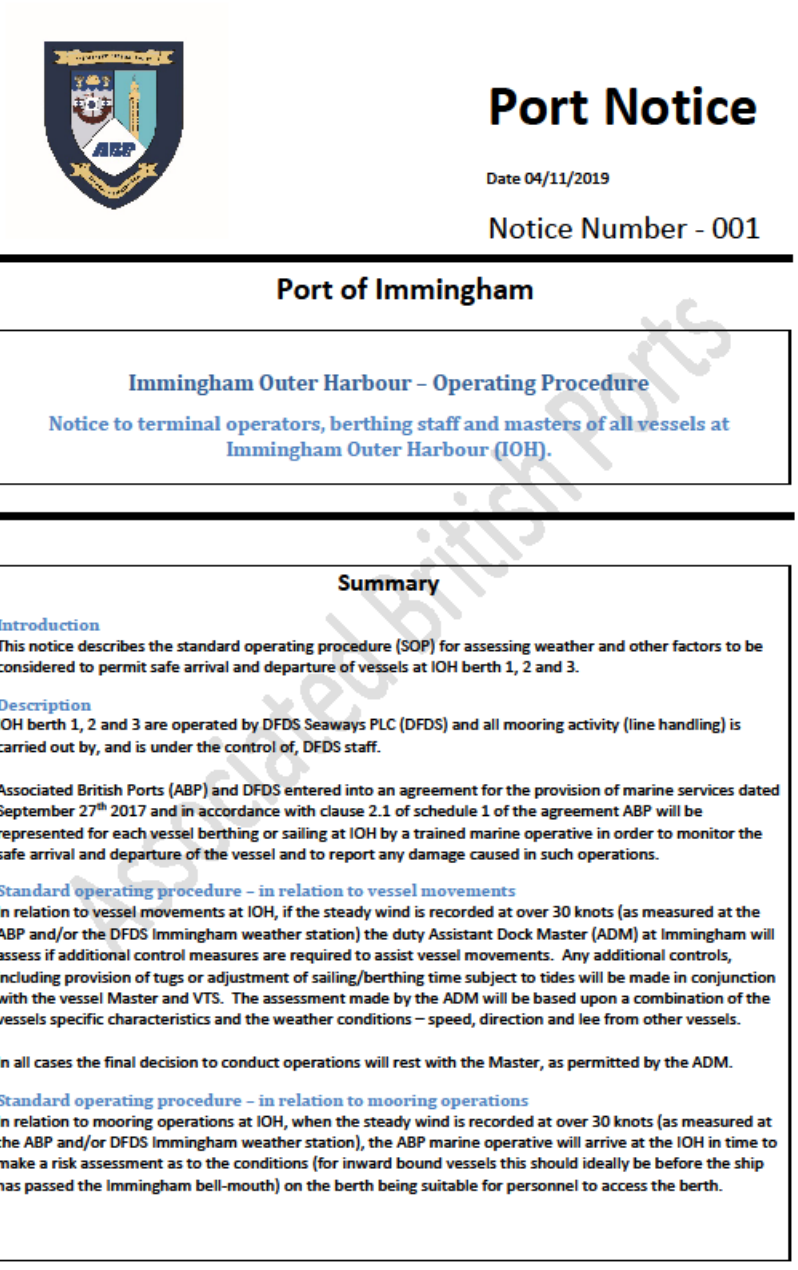
Line of berths 328 º /148 º

Berth face	80 metres
Size Of Vessel	
Maximum Size	LPG 87,000 cubic metres subject to draft. White Oil 55,000 S. dwt subject to draft. (Permission to berth a larger vessel is required from the Dock Master, Immingham.)
Maximum Length	280 metres
Minimum length of flatside	32 metres with manifold at centre of flatside.
Depth of water at Berth	Approx. 10.0 metres at Chart Datum subject to dredging Maximum draft will be advised.

12 Appendices

12.1 Appendix 1 – Immingham Port Notices

12.1.1 Port notice number 1: Wind parameters for mooring staff working in the IOH



Port Notice

Date 04/11/2019

Notice Number - 001

Port of Immingham

Immingham Outer Harbour – Operating Procedure

Notice to terminal operators, berthing staff and masters of all vessels at Immingham Outer Harbour (IOH).

Associated British Ports

Summary

Introduction

This notice describes the standard operating procedure (SOP) for assessing weather and other factors to be considered to permit safe arrival and departure of vessels at IOH berth 1, 2 and 3.

Description

IOH berth 1, 2 and 3 are operated by DFDS Seaways PLC (DFDS) and all mooring activity (line handling) is carried out by, and is under the control of, DFDS staff.

Associated British Ports (ABP) and DFDS entered into an agreement for the provision of marine services dated September 27th 2017 and in accordance with clause 2.1 of schedule 1 of the agreement ABP will be represented for each vessel berthing or sailing at IOH by a trained marine operative in order to monitor the safe arrival and departure of the vessel and to report any damage caused in such operations.

Standard operating procedure – in relation to vessel movements

In relation to vessel movements at IOH, if the steady wind is recorded at over 30 knots (as measured at the ABP and/or the DFDS Immingham weather station) the duty Assistant Dock Master (ADM) at Immingham will assess if additional control measures are required to assist vessel movements. Any additional controls, including provision of tugs or adjustment of sailing/berthing time subject to tides will be made in conjunction with the vessel Master and VTS. The assessment made by the ADM will be based upon a combination of the vessels specific characteristics and the weather conditions – speed, direction and lee from other vessels.

In all cases the final decision to conduct operations will rest with the Master, as permitted by the ADM.

Standard operating procedure – in relation to mooring operations

In relation to mooring operations at IOH, when the steady wind is recorded at over 30 knots (as measured at the ABP and/or DFDS Immingham weather station), the ABP marine operative will arrive at the IOH in time to make a risk assessment as to the conditions (for inward bound vessels this should ideally be before the ship has passed the Immingham bell-mouth) on the berth being suitable for personnel to access the berth.

If the ABP marine operative assesses it safe to access the berth, the DFDS Foreman will make a further assessment using the DFDS weather station, taking into account any other affecting factors, to confirm the berth is safe to access AND conduct mooring operations.

Even if the ABP marine operative has assessed the berth as safe to access, the DFDS Foreman will have the final decision as to whether the mooring operation is conducted particularly if the wind speed is causing concern and is close to the maximum allowable 41 knots.

In the event that the DFDS Foreman assesses it unsafe to carry out mooring operations the vessel will not be permitted to approach the berth / depart.

If the ABP marine operative assesses it unsafe to access the berth, then the movement will be delayed until conditions are such that it is safe to do so.

Limiting weather conditions

When the steady wind speed is recorded at over 41 knots (as measured at the ABP and/or DFDS Immingham weather station) then all movements in IOH will be suspended and ABP will discuss requirements for the vessels alternative positioning i.e. anchorage.

Associated British Ports

Capt. Phil Christy

Dock Master, Grimsby & Immingham

12.1.2 Port notice number 2: Tug Requirements all vessels over 60m who require the use of a tug must use a tug classes C or above.

Port Notice

Date 04/06/2019

Notice Number - 002

Port of Immingham

Tug Requirements

Notice To all Vessels engaging in towage operations and vessels over 60m LOA within the Immingham harbour limits.

Associated British Ports

Summary

1. Following a recent post incident review of our Marine Risk Assessments for all activities involving harbour towage as required by the Port Marine Safety Code It has been agreed in association with the pilots and with advice from towage professionals that a minimum Class C tug will be required for commercial vessels over 60m LOA.

2. Any lines that are to be used in towage activities, from the vessel itself or provided by tugs must be certified for the specific purpose of towing. Standard mooring lines must not be used unless they are also certified for use in towage. Any lines that are not certified for towing are not permitted to be used within the Immingham Harbour limits. Vessels using own towing lines must keep records of inspection and ensure lines are fit for purpose.

Capt. Phil Christy

Dock Master, Grimsby & Immingham

04th June 2019

12.1.3 Port notice number 3: Mooring operations for small craft

Port Notice

Notice Number - 003

Port of Immingham

Mooring Operations

Notice To all River Craft such as Bunker Barges, Pleasure craft, Catamarans and Work Boats undergoing mooring operations at the Port of Immingham.

Summary

River Craft such as Bunker Barges and Tugs may use their own crew for mooring operations provided that they have the correct PPE and relevant safety risk assessments have been carried out. The crew must be able to moor the vessel from on-board without having to step ashore. If this cannot be achieved then boatmen should be used. As a guide vessels over 30m generally not encompassed within the above description require boatmen.

If Vessels are found to be practicing unsafe mooring operations IE- Stepping ashore before any mooring lines are made fast, then they will be required to make use of boatmen to assist in any further mooring operations.

Capt. Phil Christy

Dock Master, Grimsby & Immingham

11th June 2019

Capt Phil Christy | Dock Master Grimsby & Immingham | Associated British Ports Humber

12.1.4 Port notice number 4. Reporting procedures

Port Notice

Marine Department Internal

Grimsby & Immingham

Reporting Procedures MCA - MAIB

Incidents which require reporting to the MCA and or the MAIB
03/12/2019

Summary

The following incidents must be reported to the MCA/MAIB or both as soon as practicably possible or within a maximum of 24 hours of the event.

Pollution entering the Dock or River (POLREP) – MCA

Injury to ships crew, material damage to ship which would involve classification society any damage which compromises a vessels watertight integrity including ballast tank, hold or hatch damage – MCA/MAIB

Material Damage to Port Marine Infrastructure - MAIB

SOLAS equipment damaged out of date or non operational – MCA

Non compliant/dangerously weighted heaving lines – MCA

The above list is meant as a guide and is not exhaustive. The MARNIS programme will also identify any incidents which require notification to the MAIB.

Please ensure that the DM/DDM are copied in on all reports to the MCA/MAIB

Capt Phil Christy | Dock Master Grimsby & Immingham | Associated British Ports Humber

12.1.5 Port Notice number 5. Ships Cranes

Port Notice

Date 06/09/2021

Notice Number - 005

Port of Immingham

Ships Cranes

Notice to all vessels berthed alongside in Immingham with ships cranes on board.

Associated British Ports

Summary

1. As per ABP Humber Ports - Notice to Ships Masters – General and Environmental Information – see attached.
   a. **"IMMINGHAM VESSELS USING No 3 Coal Hoist, No 4,5,6 & 7 QUAYS, No 9A, 9B AND 9C BERTHS and HENDERSON QUAY.**
   b. 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."
2. All other vessels that have ships cranes on board must ensure that prior to the swinging the cranes outboard over the water, permission be obtained from the ADM.
3. On receiving permission to swing the cranes outboard, the Master must ensure they have a list of planned vessel movements past their berth to ensure their cranes are swung inboard prior to other vessels passing.

Your assistance with ensuring the continued safety of navigation is appreciated.

Capt. Mark Collier

Dock Master, Grimsby & Immingham

06 September 2021

12.2Appendix 2 – Notice to Ships Masters (Emergencies Information etc.)

ASSOCIATED BRITISH PORTS
IMMINGHAM DOCK AND JETTIES

NOTICE TO SHIP MASTERS

GENERAL Associated British Ports is the Port Authority for the Port of Immingham. The Duty Assistant Dock Master at the Port Marine Control Centre can be contacted by telephone 01469-570505 or 570506, fax 01469-570499 or VHF Channel 68 or 19 or e-mail marine@abports.co.uk and is available 24hrs.

EMERGENCIES In the event of any emergency requiring Police, Fire Brigade or medical assistance contact Immingham Dock as directed above.

Your vessel is berthed at _____ No. _____

EMERGENCY ARRANGEMENTS

INCIDENT ABOARD SHIP In the event of an emergency requiring Police, Fire Brigade or Ambulance call Immingham Dock as above or 'VTS Humber' on Channel 12 or 16. If no contact is possible by radio then dial '999' on the ship's telephone or nearest public call box. No money is required.
In all cases: -

1. Say which emergency service you need.
2. Give the **vessel's name and berth.**
3. Also inform Port Security, Telephone 01469-571556 or 01469 571557

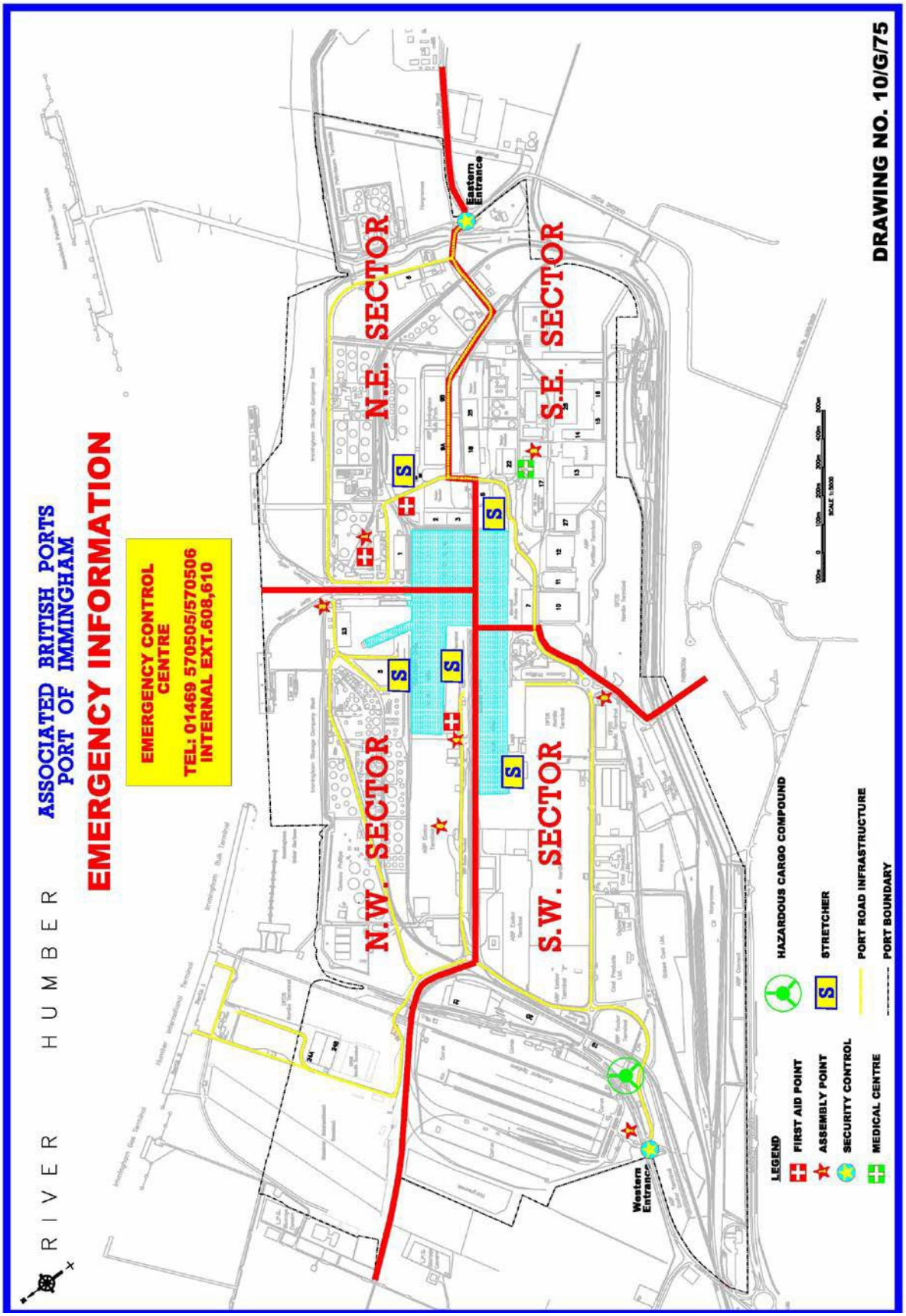
Keep a listening watch on any of the above channels until emergency service arrives. If the Port Emergency Plan is activated Channel 68 will be used for marine communications.

INCIDENTS ASHORE If a major emergency occurs within the Port which may affect your vessel, you will be informed as soon as possible and advised what to do.
Be prepared to stop cargo operations, keep people indoors and move your ship. Keep a listening watch on VHF 68 until further notice.

Notes: - You are required to report to the Duty Assistant Dock Master (ADM) any serious incident involving dangerous substances which might have caused serious personal injury or a risk to the safety of your vessel. You must keep your vessel in a state of readiness to be moved at any time unless the ADM agrees otherwise.
If you are berthed at a Terminal not operated by ABP, that the Terminal will have emergency arrangements in addition to those above.

Any suspicious persons, items or activities should be reported immediately to the Marine Control Centre.

Revised 01/10/2012


RIVER HUMBER
ASSOCIATED BRITISH PORTS
PORT OF IMMINGHAM
EMERGENCY INFORMATION
EMERGENCY CONTROL CENTRE
TEL: 01469 570505/570506
INTERNAL EXT.608,610
DRAWING NO. 10/G/75
N.E. SECTOR
S.E. SECTOR
N.W. SECTOR
S.W. SECTOR
Eastern Entrance
Western Entrance
LEGEND
FIRST AID POINT
ASSEMBLY POINT
SECURITY CONTROL
MEDICAL CENTRE
HAZARDOUS CARGO COMPOUND
STRETCHER
PORT ROAD INFRASTRUCTURE
PORT BOUNDARY

12.3Appendix 3 – Notice to Ships Master (Waste)

ASSOCIATED BRITISH PORTS

NOTICE TO SHIP MASTERS

DISPOSAL OF SHIP GENERATED WASTE

(GRIMSBY & IMMINGHAM)

TO: MASTER OF VESSEL / SHIP AGENT

DISPOSAL OF SHIP GENERATED WASTE

THE PORTS OF GRIMSBY & IMMINGHAM HAVE A COMPREHENSIVE WASTE MANAGEMENT PLAN INCLUDING A PRE-NOTIFICATION SYSTEM (https://abpnotify.co.uk) FOR VISITING VESSELS AS FOLLOWS:

1.	**TERMINALS**	ALL TERMINAL WITHIN THE DOCK ESTATES HAVE THEIR OWN IN-HOUSE WASTE MANAGEMENT PLANS, CONTACT THE TERMINAL SUPERINTENDENT
2.	**COMMON USER BERTHS / GENERAL CARGO QUAYS**	VESSELS VISITING THESE BERTHS / QUAYS SHOULD CONTACT FOR THE FOLLOWING WASTE:
	OILY WASTE	USING AUTHORISED WASTE DISPOSAL CONTRACTOR – CONTACT YOUR AGENT FOR THIS SERVICE
	NOXIOUS LIQUID	USING AUTHORISED WASTE DISPOSAL CONTRACTOR – CONTACT YOUR AGENT FOR THIS SERVICE
	SEWAGE	USING AUTHORISED WASTE DISPOSAL CONTRACTOR – CONTACT YOUR AGENT FOR THIS SERVICE
	GENERAL SHIP'S GARBAGE	*RED BINS ARE POSITIONED AT THE SITES SHOWN SHOWN ON THE ACCOMPANYING PLANS FOR SHIPS' DOMESTIC WASTE. SPECIAL WASTE SUCH AS USED PAINT CONTAINERS, PYROTECHNICS AND OPERATIONAL WASTE SHOULD BE DISPOSED OF USING AN AUTHORISED WASTE DISPOSAL CONTRACTOR – CONTACT YOUR AGENT FOR THIS SERVICE*

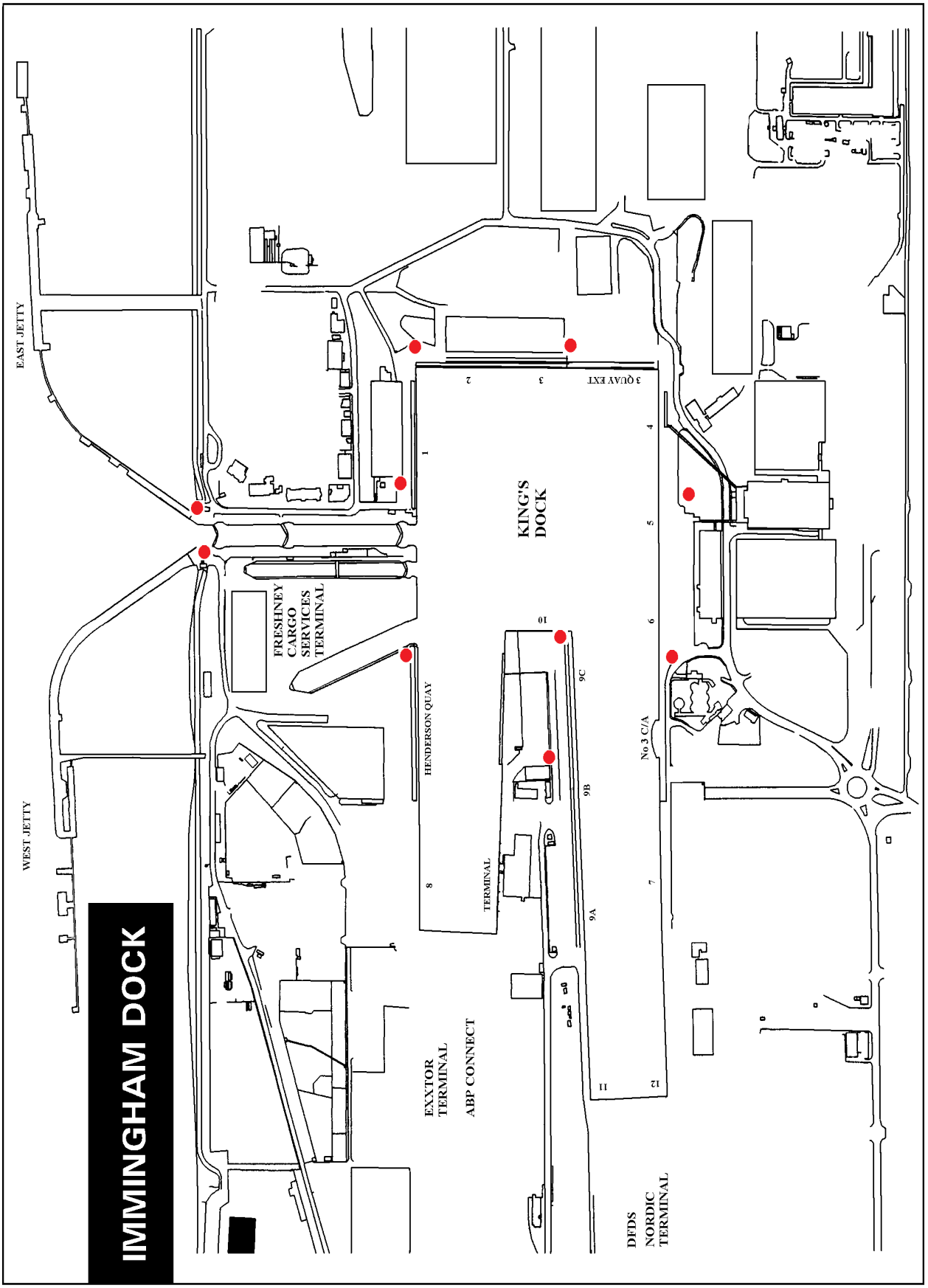
SHOULD THERE BE ANY PROBLEMS WITH ANY WASTE FACILITIES OR A REPORT NEEDS TO BE MADE OVER ALLEGED INADEQUACIES OF WASTE FACILITIES,
PLEASE CONTACT IN OFFICE HOURS: -
DEPUTY DOCK MASTER (HUMBER)
IMMINGHAM MARINE CONTROL CENTRE
IMMINGHAM
N E LINCOLNSHIRE
DN40 2LZ
TEL +44 (0) 1469 570507
FAX +44 (0) 1469 570499

OUT OF OFFICE HOURS PLEASE CONTACT: -
DUTY ASSISTANT DOCK MASTER
GRIMSBY
TEL +44 (0) 1472 263509
VHF CHANNEL 74

IMMINGHAM
TEL +44 (0) 1469 570505
VHF CHANNEL 68 OR 19

IF THE INADEQUACIES HAVE BEEN NOT ADDRESSED BY THE PORT AUTHORITY, DETAILS OF THE INADEQUACIES CAN BE REPORTED DIRECTLY TO THE GOVERNMENT AGENCIES RESPONSIBLE, THE MARINE AND COASTGUARD AGENCY; USING THE FORMAT OUTLINED IN SECTION 6.3 OF THE PORT WASTE MANAGEMENT PLAN.

1 2014


IMMINGHAM DOCK
EAST JETTY
WEST JETTY
FRESHNEY CARGO SERVICES TERMINAL
HENDERSON QUAY
KING'S DOCK
3 QUAY EXT
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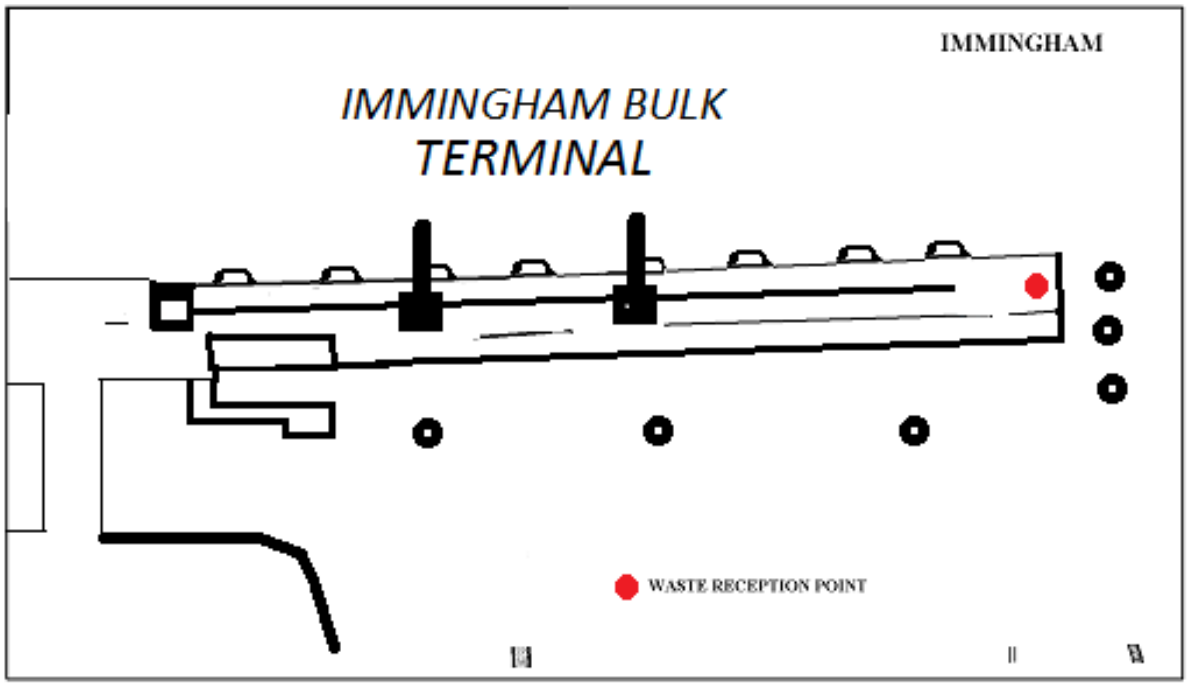
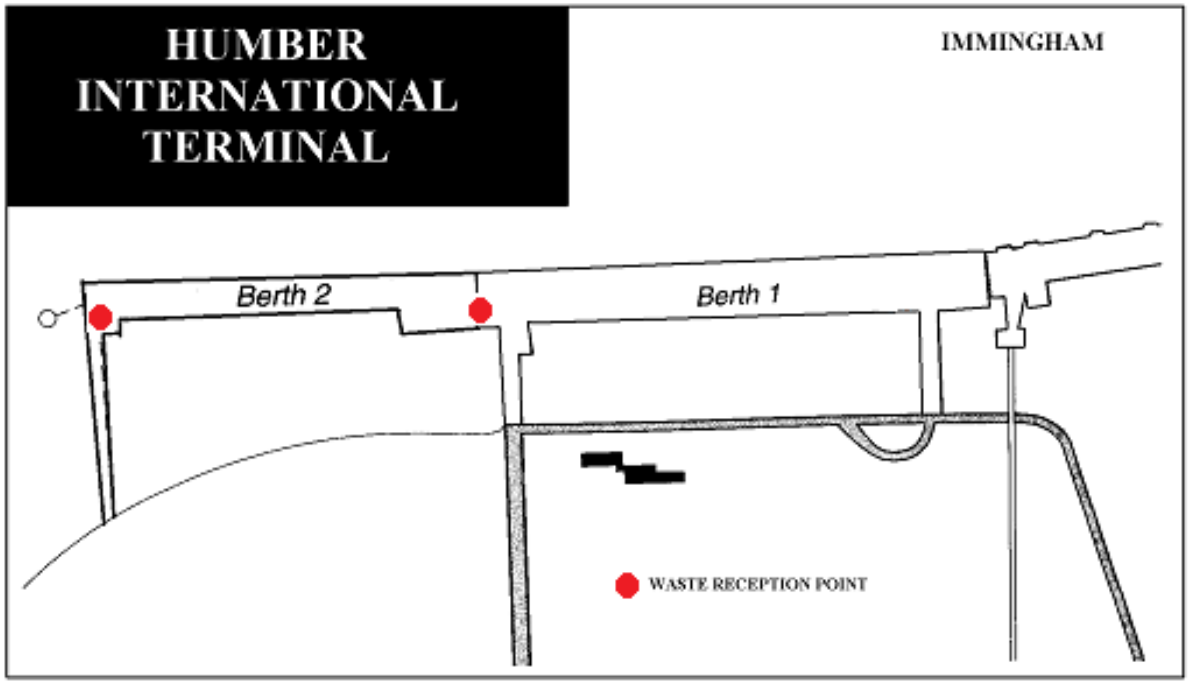
EXXTOR TERMINAL
ABP CONNECT
TERMINAL
DFDS NORDIC TERMINAL
WASTE RECEPTION POINT





Legislation

Merchant Shipping And Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 And As Amended

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016 (hereafter

called the 2003 Regulations as amended) transpose the requirements of Directive 2000/59/EC of the European Parliament and Council on reception facilities for ship-generated waste and cargo residues, as amended, into UK law. Under these regulations every harbour authority and terminal operator (including marinas) is required to:

- Provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal in question, without causing undue delay to ships.
- Produce Waste Management Plans detailing the provisions made and to submit them to the Secretary of State for Transport for his approval.
- Impose mandatory charges to visiting vessels to cover the costs of waste reception facilities for ship-generated waste.

In summary, the requirements of ships under the 2003 regulations as amended are:

- Ships must provide notification before entry into port of the waste they will discharge, including information on types and quantities
- Ships must deliver their waste to port reception facilities before leaving port, unless they have sufficient dedicated storage capacity for the waste and for it to be accumulated until the next port of call
- Ships must pay a mandatory charge to significantly contribute to the cost of port reception facilities for ship-generated waste, whether they use them or not.

Vessels which satisfy certain criteria – that they operate a 'scheduled', 'frequent' and 'regular' service between ports, according to the definitions contained in Marine Guidance Note 563 – will be exempted from the requirements relating to advance notification of waste, mandatory discharge of waste and payment of a charge to cover the provision of reception facilities. See MGN 563 sections 15 – 18 and appendix B for further detail.

Below is a list of berths along with whom the returns should be made. (Does not count temporary berths):

Enclosed Dock Immingham		
No 1 Quay	ABP	[redacted]
No 2, 3, 3Q Ext	ABP	[redacted]
South Quay No 4,5, 6, 3C/A	ABP	[redacted]
No 7 Q	DFDS Seaways	
No 11, 12 Quays	DFDS Seaways	
9A, 9B, & 9C Mineral Q	ABP	[redacted]
10 Q (300ft Q)	ABP	[redacted]
ABP Immingham Container Terminal	ABP	[redacted]
Immingham Terminal Henderson Quay	ABP	[redacted]
Henderson Dock	RMS	
NE Quay	RMS	
River Jetties		

Immingham Oil Terminal	Associated Petroleum Terminals	
East Jetty	ABP	[redacted]
West Jetty	ABP	[redacted]
Immingham Outer Harbour	DFDS Seaways	
Immingham Bulk Terminal	ABP	[redacted]
Humber International Terminal	ABP	[redacted]
Immingham Gas Jetty	Associated Petroleum Terminals	
S Killingholme Jetty	Associated Petroleum Terminals	

12.4 Appendix 4 - Notice to Masters - Mooring Ropes and Wires

ASSOCIATED
BRITISH PORTS
HUMBER PORTS

www.abports.co.uk

GOOLE
MARINE CONTROL CENTRE
OCEAN LOCK
EAST PARADE
GOOLE
DN14 5RB

TEL +44 (0) 1405 721128
FAX +44 (0) 1405 766109

GRIMSBY
MARINE CONTROL CENTRE
ROYAL DOCK ISLAND
GRIMSBY DOCK
N.E. LINCOLNSHIRE
DN31 3PA

TEL +44 (0) 1472 263509
FAX +44 (0) 1472 242499

HULL
MARINE CONTROL CENTRE
LOCKHEAD
KING GEORGE DOCK
HULL
HU9 5PR

TEL +44 (0) 1482 617291
FAX +44 (0) 1482 701529

IMMINGHAM
MARINE CONTROL CENTRE
DOCK OFFICE
IMMINGHAM
N.E. LINCOLNSHIRE
DN40 2LZ

TEL +44 (0) 1469 570505
FAX +44 (0) 1469 570499

NOTICE TO MASTER USING THE PORTS AND JETTIES OPERATED BY ABP GOOLE, ABP GRIMSBY, ABP HULL, & ABP IMMINGHAM.

MOORING ROPES AND WIRES

1. The number of mooring lines required must be agreed with the Duty Berthing Master, licensed boatmen and Duty ADM* due to the frequent number of large ship movements within the ports and river.
2. Mooring ropes must be in good condition and loose ropes correctly turned up on mooring bitts – figure of eight style – not left on winch drums. Previously damaged ropes must be correctly re-spliced. **Mooring ropes in poor condition will not be accepted.**
3. Mooring wires must be in good condition, fitted to winches and fitted with rope pendants, which must be attached using Mandrel type shackles or similar. Ordinary shackles and direct coupling (cow hitches) are not acceptable and will be refused. **Loose wires and mooring wires in poor condition will not be accepted.**
4. Rope tails fitted to the eye of a rope or wire to add handling must not be too long to present a hazard to the line handlers.
5. Combination mooring ropes and wires must not be used to warp vessels.
6. Tension winches must not be used, unless operation has been agreed between the Port Authority and ships representative. Mooring winches must be left out of gear with brakes applied.
7. No mixed moorings of ropes and wires are allowed in the same duty, i.e. mixing of wires and ropes together as springs or head/sternlines.
8. The ends of heaving lines must not contain metal or other weights. The 'Monkeys First' must be made up in accordance with the *"Code of Safe Working Practices for Merchant Seaman"* - To prevent personal injury, the 'fist' should be made only with rope and should not contain added weighting material.
9. Mooring ropes must be passed ashore under control and the sudden release of ropes must be avoided, especially during lock transit when shore staff may be at risk from being pulled into the lock.
10. A warning must be given to shore personnel if it is suspected that mooring winches may have riding or trapped turns.
11. Mooring ropes/wires must not be tightened until shore personnel have given a clear signal that the line is secure on a bollard.
12. Ships Officers and crew should be aware of the position of shore personnel during mooring and unmooring operations.

Please see additional mooring requirements for large vessels mooring at Immingham Jetty Terminals.
*Where applicable

01/11/12

12.5 Appendix 5 - Mooring Requirements and Guidelines for Large Vessels Mooring at Immingham

Mooring Requirements And Guidelines For Large Vessels Mooring At Immingham Terminals

South Killingholme Jetty (SKJ) – *Operator APT*
Immingham Gas Terminal (IGT) – *Operator APT*
Humber International Terminal (HInT) – *Operator & Mooring Contractor ABP*
Immingham Bulk Terminal (IBT) – *Operator British Steel Mooring Contractor*
Immingham Outer Harbour (Car Carriers) (IOH) – *Operator & Mooring Contractor DFDS*
Immingham Oil Terminal (IOT) – *Operator APT*

Principles

The Terminals plan moorings on the principle of tying a vessel up within its own length i.e. springlines to maintain the vessel's position longitudinally and breastlines to keep the vessel alongside. In practice due to the constraints of both Terminal and ship mooring arrangements to ensure that systems are not overstrained, a mixture of mooring duties are used. (Head and stern lines can be considered as a lead running at approximately 45° to the ship's longitudinal axis from the fore or aft end of a vessel to a shore side restraint).

Terminal mooring requirements are based on both experience and full mooring studies undertaken to fully understand the forces encounter by vessels alongside the berths (Wind, tide, passing vessels, jetty forces.) Terminal mooring requirements are based on dealing with the known forces normally experienced by vessels alongside. Abnormal weather conditions are not addressed, and extra mooring may need to be considered if such conditions are expected. Normal winds are based on a 1: year wind return with winds up to Force 7 (15.5m/s or 30 kts).

Moorings are arranged to be symmetrical to efficiently spread the mooring forces encountered.

General

Be aware of the Terminal mooring plans. Prior to berthing, the vessel's Master and terminal representatives will agree a mooring plan. The agreed plan must not be deviated from without agreement of the Terminal. By accepting the mooring plan without comment, the vessel has accepted the mooring plan and is responsible for the failure to comply with the Terminal Mooring requirements.

Some Terminals require larger vessels to take shore moorings. These moorings are in addition to the ships moorings and are taken onboard upon arrival, made fast to bitts and tended by the ship's crew during its stay. The shore moorings will be the first to be removed prior to departure.

Ship's Masters are responsible for ensuring the following: -

1. The ship is held firmly against the fenders at all times by means of adequate ropes or wires. It is unnecessary and dangerous to slack away lines, even if they appear to be taut, if the ship is not hard against the fenders.
2. Whilst undertaking mooring operation on behalf of a vessel, the mooring staff effectively become 'servants of the vessel', so the vessel is partially responsible for their safety.
3. A strict watch is kept at all times on the vessel's mooring system to prevent slack or very taut lines and undue movement of the vessel. The adjustment of moorings should normally be carried out at slack water i.e., High Water or ½ Hr after Low Water. If adjustment is required outside of slack water permission must be sought from Duty Assistant Dock Master or Berthing Master on relevant VHF channels. Adjustment of moorings must take into account the Mean Spring tidal range of 6.4m

11 November 2021

and the Mean Neap tidal range of 3.2m. Where Terminals require, moorings should only be tended after due notice to the Terminal representative. After each adjustment to the moorings, it is important that the winch brakes are properly reset, and the handbrake fully applied.

4. All mooring equipment is in good operational condition, i.e., winches, bitts, and fairleads. Provision of full power or steam on deck to all mooring winches throughout period vessels are alongside.
5. Mooring ropes must be in good condition and if not directly led from a designated winch must be correctly turned up on mooring bitts, figure of eight style and not left on drum ends of winches. Mooring ropes in poor condition will be refused. APT on the SKJ, IGT and IOT, under certain conditions, may accept single horn bollard moorings, if the bollard is suitable.
6. The required numbers of moorings refer to the number of ends of moorings. A mooring 'on the bight' only counts as one end. In practice, rope bights will not be accepted as suitable moorings at the Terminals.
7. Mooring wires must be in good condition, fitted to winches and fitted with rope pendants, which must be attached using an approved mechanical shackle. Direct coupling of the rope tail to the wire will not be accepted. Loose wires and mooring wires in poor condition will be refused. Rope pendants must have a MBL, which is 25% greater than that of the wire to which it is attached.
8. Tension winches must not be used. Mooring winches must be left out of gear with brakes correctly applied.
9. No mixed moorings of ropes and wires are permitted in the same duty i.e., the mixture of wires and ropes together as springs or breastlines.
10. If an anchor is used for berthing, it must be hove up upon completion of mooring.
11. Where required, provide and rig 'fire-wires' of sufficient length and strength to the off-shore bow and quarter bollards, with the towing eyes maintained just above the water line with enough slack maintained on board and prevented from running out by an easily broken rope yarn to enable the tugs to tow effectively. Note, APT no longer require 'fire wires' to be rigged at any of their operated berths.
12. Mooring lines on bollards or mooring hooks where the rope has the ability to release itself under extreme angles of elevation are **not** allowed. In addition, any angle exceeding the critical angle of 30° from a horizontal plane drawn between the mooring bollard and the ships fairlead is considered to compromise the safe working capacity of the restraint system.
13. Winch brake holding capacities are as required, normally at a minimum of 60% of the mooring lines breaking load. It should be born in mind that the following items have a direct effect on the brake holding capacity of a winch.
    a) Amount of torque applied to brake.
    b) Number of layers of wires/ropes on the drum; split drums are generally rated for a single layer of wire/rope.
    c) Direction of wire turns on the drum; pull of wire/rope and pull of band brakes should operate in same direction.
    d) Condition of winch.

    Annually dated inspections with SWL / rope MBL and wire direction pointers marked on the winches indicate that good mooring practises may exist onboard.
14. The terminal will cease cargo operations and tugs may be summoned, if the vessel's movement endangers the cargo operations, or in the absence of an alert and efficient deck watch. All DELAYS/CHARGES, including tug costs, caused by ship's failure to observe the above precautions will be for the ship's account.

Captain Mark Collier	ABP Immingham Dock Master
Captain Neal Keena	APT Marine Superintendent IBT Marine Operation Manager
Captain Andrew Firman	ABP Humber Harbour Master

11 November 2021

12.6Appendix 6 – General Notice to Pilots No. 02/2021

PIL 109-98-21 GENERAL NOTICE TO PILOTS – NO 02/2021(2)

HUMBER ESTUARY SERVICES

GENERAL NOTICE TO PILOTS

NO. 02/2021 (Issue 2)

Also Issued as: General Notice to PECs No. 02/2021 (Issue 2)

Gentlemen & Ladies,

Please be advised that the tugs in use on the Humber, as at 01 March 2021, are as follows:

SVITZER HUMBER LIMITED Tel 0345 6081344

Name	*Drive*	*LOA*	*Bollard Pull*		*Class*	*A D*
Svitzer Laura	ASD	30.6	70T		A	5
Svitzer Valiant	ASD	24.47	70T		A	5
Svitzer Stanford	ASD	32.2	67T		A	5
Svitzer Josephine	2XVS	30.58	50T		A	5
Svitzer Kathleen	2XVS	30.58	50T		A	5
Innovation	RSD	24.73	75T		A	5
Svitzer Castle	ASD	32.2	67T		A	5
Svitzer Victory	ASD	33.7	75T		A	5

SMS TOWAGE LIMITED Tel 01482 350999/01469 540350
Ops@smstowage.com

Name	*Drive*	*LOA*	*Bollard Pull*	*Class*	*Approx Draft*
Superman	ASD	24.4	77T	A	5.7m
Manxman	ASD	24.72	72T	A	5.6m
Serviceman	ASD	28.69	60T	A	4.5m
Nobleman	ASD	24.4	53T	A	5.0m
Pullman	ASD	22.4	51T	A	4.7m
Statesman	ASD	24.39	50T	A	4.4m
Yeoman	ASD	23.9	40T	B	3.5m
Englishman	ASD	24.4	50T	A	4.4m

Continued .....

Page 1 of 2

JOHN DEAN TUGS (01482 219277 and 07860 301116)

Name	*Drive*	*BHP*	*Bollard Pull*	*Approx Draft*
Gillian Knight	Single Screw	500	6T	
Lashette	Twin Schottle	1000	10T	2.9m
Shovette	Twin Schottle	1200	12T	2.9m
Beamer	2XVS	1800	19T	4.2m
Gwen D	Single voith	600	8T	3.0m
Sarah D	Twin Screw	800	8T	1.5m

HARVEY'S TUGS, GRIMSBY (07836 310384)

Name	*Drive*	*BHP*	*Bollard Pull*	*Approx Draft*	*Class*
Knap	2XC Nozzle and bow thrust	500	8T	2.9m	-
Lady Jane	VS	1000	12T	3.8m	-
Lady Susan	2XVS	-	32T	4.2m	C

Stirling Scott
PILOTAGE OPERATIONS, HUMBER
04 March 2021

www.humber.com

12.7 Appendix 7 – Humber Estuary Services and ABP Humber Ports Bunkering Procedures and Guidelines

Spillages and leakages during bunkering operations are a primary source of oil pollution from ships. Experience has shown that many of the bunker spill incidents are attributed to human error.

These procedures and guidelines are to control bunkering operations and transfer of slops between vessels or road tankers. They do not cover other cargo oil transfers.

Definitions

- "Bunker barge" is a bunker vessel certified to supply bunkers with a narrow beam capable of transiting UK inland waterway system.
- "Bunkering operation" means the transfer between ships of a substance consisting wholly or mainly of oil for consumption by the engines of the ship receiving the substance. It also includes a liquid intended for lubricating the vessel's engine or other machinery and transfer of slops.
- "Bunker Vessel" is any vessel certified to supply bunkers
- "Harbour Authority" means the Statutory Harbour Authority for the area where the bunkering operation will take place and has the meaning given to it in Section 57(1) of the Harbours Act 1964.
- "Harbour Authority waters" means waters regulated or managed by a harbour authority excluding any areas outside a harbour over which a harbour authority exercises control in accordance with the Pilotage Act 1987 by virtue of an order of the Secretary of State made under section 1(3) of that Act.
- "Harbour Master" as defined in the Harbours, Docks and Piers Clauses Act 1847.
- "Humber Notice to Mariners" means a notice to mariners published by the Harbour Master.
- "Jetty" means any jetty, quay, pier, wharf or landing place.
- "Master" in relation to a vessel means the master or other person for the time being having or taking charge or command of the vessel.
- "Oil" has the meaning given to it by section 151 of the Merchant Shipping Act 1995.
- "River craft" means a vessel used in navigating the Humber and not passing from the Humber to sea.
- "Road Tanker" means a tanker lorry designed and capable of delivering, carrying and receiving bulk liquids by road.
- "Terminal operator" means the legal operator who has control of the marine operation of the jetty or berth.
- "VTS Humber" means Vessel Traffic Services, Humber

Nothing in these procedures and guidelines shall be deemed to take away or affect any statutory rights of Dock Masters, Pier Masters, Harbour Masters, Marina Masters or Lockkeepers within the prescribed areas in which they exercise their respective statutory jurisdictions.

Terminal operators have the right to prohibit bunkering operations. Terminal operators may require specific vetting of bunker vessels before allowing bunkering to proceed.

Within the Harbour Authority Waters please refer to the following General Directions with specific reference to Bunkering and the Carriage of Dangerous Goods in Harbour Areas: -

No. S.H.6 The Dangerous Goods In Harbour Areas Regulations 2016 – Annex 1

No. S.H.9 Bunkering Operation and Transfer of Slops Operations – Annex 2

No. S.H.10 Dangerous Goods in Harbour Areas Regulations 2016 – Annex 3

No. S.H.11 The Merchant Shipping (Oil Pollution Preparedness, Response and Co-Operation Convention) Regulations 1998 – Annex 4

Masters of vessels are reminded that bunkering operations in Harbour Authority waters are subject to Harbour Authority conditions, in addition to all relevant national and international legislation and the provisions of ISGOTT.

All bunkering operations must be risk assessed both by the Harbour Authority, Terminal Operator and the company providing the bunkers and all reasonable safety precautions must be taken to safeguard persons and the environment including all those included in this document but should not exclude other precautions required by other companies and terminals.

It is normal practice for vessels to receive bunkers whilst alongside their berth. Maximum control of the operation is afforded when such berth is in an enclosed dock. If a request is received from an agent to bunker in the river, the following points should be taken into consideration: -

i. The reason for the request:

(a) Is it a routine operation?

- V/l departing an upriver berth where it has not been possible to receive bunkers alongside due to tidal restrictions.

(b) Is it non-routine operation?

- V/l arriving/departing lower Humber berth. Consideration to be given to any alternative option (alongside jetty or in dock etc.). This will only be permitted in extenuating circumstances, where there is good reason for not bunkering alongside and should not become the norm.
- V/l's normally exempt from Pilotage due to length may require a Pilot if they are not a regular runner.

(c) Is it an exceptional operation*?*

Please note that for all bunkering operations that are considered exceptional operations, Agents and Masters should refer to Annex 5 for the procedure in applying to complete bunkering operations within the Humber.

- V/l entering the river for the purpose of taking bunkers only
- V/l (non regular) entering the river for the purpose of supplying bunkers only
- V/l bunkering can only take place at the Ridge.
- V/l regardless of length to have a Pilot or PEC on board.

All bunkering operations taking place as an exceptional operation will be assessed for safety prior to the bunkering operation on the following criteria:

1. The place

2. The size of vessel
3. The draft of vessel
4. The state of tide
5. The expected length of time that bunkering operation will take and what time is it expected to commence.
6. The weather forecast
7. The type of bunker oil to be transhipped *(HFO will require Barge to be fitted with booming equipment)*.
8. Has Duty Manager approved if a non-routine or exceptional operation?

Vessels may carry out bunkering operations and the transfer of slops in the areas defined below subject to the agreement of the Harbour Master, Humber. Vessels given permission to anchor and carry out bunkering operations or the transfer of slops will be directed by VTS Humber to a suitable anchorage in one of the following areas:

- The Hawke anchorage.
- Holme Ridge between the Holme Ridge & 7A buoys for large vessels only. Vessels will be required to have a tug or tugs, as necessary, made fast during the operation.
- Holme Hook Anchorage at one of the lettered anchorage circles.

Notification

The Master/ Manager / Agent of a vessel of more than 50gt (other than one, which normally navigates solely within the Port) intending to receive bunkers, whether alongside on a tidal berth or enclosed in a dock system or lying at anchor in River Humber shall give notification and seek permission from the relevant Harbour/Dock Master, not less than 24 hours in advance of the intention to bunker.

Planning

All bunkering operations must be carefully planned and executed in accordance with MARPOL regulations. Pollution caused when heavy fuel oil is spilt is particularly damaging and difficult to clean up.

Checklist

BEFORE any transfer of bunkers or slops commences a checklist must be completed by the bunker vessel or road tanker, and the receiving/transferring vessel. The checklist must contain all the details contained in the checklist provided in SH9 but does not preclude the usage of the bunkering company/ road tanker checklists.

On completion of the checklist, the Harbour Authority must be informed by VHF that the checklist has been completed and is available for inspection by any representative of the Harbour Authority or Terminal Operator. A copy of the completed checklist should be forwarded to the relevant Harbour Authority and Terminal Operator as soon as practicably possible.

Precautions

The Master of a bunker barge/ vessel, the driver of a road tanker or a terminal providing bunkers, or taking slops is not to begin bunkering until it has been assured that the following precautions have been met.

Precautions to be taken by the Master of all receiving vessels or road tankers prior to bunkering or transfer of slops where relevant: -Scuppers are firmly closed

Vessel is securely moored or safely at anchor

1. Any special instructions issued by the Harbour Authority have been complied with
2. Bunker pipes, which are not in use, are effectively blanked. Unused valves in the bunker slop system closed and lashed.
3. Bunker hoses have sufficient play and are adequately supported
4. Bunker hose connections have been provided with a good seal *
5. That all bolts are in place on the bunker hose connection flange and well tightened*
   Where a pistol grip delivery system is used, conditions f) & g) will be considered to have been met if a properly maintained nozzle is used, which conforms to BS71 17 or equivalent.
6. There is a sufficiently large overflow container under the bunker hose connection(s)
7. Cargo handling or other operations in progress will not hazard the bunker operation, or vice versa.
8. There is an agreed communication system established between the vessel receiving the bunkers and the bunkering barge/ tanker/ road tanker/ terminal.
9. There is an agreed communication system established between the visual watch personnel on deck and the engineering staff responsible for loading the bunkers.
10. A nominated Officer(s) should be in charge throughout the bunkering operation.
11. It is essential that a visual watch be maintained on the side of the vessel away from the point of supply.
12. Fire fighting equipment to hand.
13. Emergency shutdown procedure been agreed.
14. Tanks gauged prior to transfer. Any alarms operational.
15. Sufficient capacity in tanks to take nominated quantity.
16. Agreed quantities involved, transfer rates and pressures.

Points to be considered prior to bunkering

Bunker vessels

1. All bunker vessels must be properly certified.
2. All bunker vessels must have suitable and sufficient trained crew onboard.
3. Have a written safety and bunkering procedures in English as part of the vessel's Safety Management System.
4. Have suitable oil spill procedures and equipment on board.
5. When underway the bunker vessel must have a PEC on board or take a pilot.

Size of Bunkering vessels.

When alongside a jetty, the size of the bunkering vessel should not be more than: -

1. In Summer Deadweight – 25% of the vessel it is bunkering or maximum deadweight of 5000t, whichever is least*.
2. In length overall - 60% of the vessel it is bunkering or maximum LOA of 80m, whichever is least*.

This does not include bunker barges.

*All vessels subject to relevant Harbour Authority who will assess vessels that wish to undertake delivery of bunkers for the first time within Harbour Authority waters.

Bunkering alongside jetties will not be permitted if the combined summer displacement of both the bunkering vessel and the bunkered vessel exceeds the jetty design criteria.

At Anchor

When at anchor, vessel should use a minimum of 5 shackles. More cable or use of additional anchor should be considered if vessel commences to yaw excessively during bunkering operations. The ships engines and manoeuvring equipment should be immediately available.

Personnel

A senior engineer should be appointed and take charge of the bunker operation on the receiving vessel.

Personnel involved in the bunkering operation should have no other tasks and must remain at their workstations during topping-off. This is particularly important when bunkers are being loaded concurrent with cargo operations, in order to avoid conflicts of interest for operational personnel. Spillages often occur when staff are distracted by another task.

Cargo Operations

In certain circumstances, bunkering may not be permitted during cargo operations. Bunkering is not permitted during the loading or discharge of dangerous substances.

Harbour Authority

A bunkering operation may be suspended or cancelled by the Harbour Authority for any reasonable reason. The Harbour Authority may impose any reasonable requirements on a bunkering operation as it sees fit. If the requirements laid down cannot be fulfilled during the operation, bunkering operations are to be immediately suspended and relevant Harbour Authority advised accordingly, together with the reasons for such action.

Bunkering Operation

Prior to the bunkering operation, all pre-loading checks should be carried out and communication system verified as working.

The loading rate should be agreed, recorded and checked regularly.

When changing out from one tank to another, care should be taken to ensure that an excessive back pressure is not put on the hose or loading lines.

When topping-off tanks, the loading rate should be decreased to reduce the possibility of air locks in the tank causing overflow or mist carry over through the vents, and to minimise the risk of the supplier not stopping quickly enough.

On completion of loading, all hoses and lines should be drained to the tank or if applicable back to the barge or road tanker, prior to disconnection. The practise of blowing lines with air into bunker tanks is a common one, but has a high risk of causing a spillage unless the tank is only part full and has sufficient ullage on completion of loading.

Safety

Entry into hazardous areas should be strictly controlled.

Smoking and naked lights are prohibited in the vicinity of bunkering operations, including sounding and air vent pipes.

Lamps and torches used at bunkering positions should be of an approved type.

Weather

Weather can be variable throughout the Humber region and limitations are difficult to impose, as weather effects are dependent on place of bunkering, direction of wind and lee provision by vessel or surrounding vessels and structures. Should the weather endanger any bunkering operation then it must not be permitted.

Bunkering vessels (not barges), are only permitted to enter the IOH if the wind speed is 21kts (Force 5) or less.

State of Tide

Consideration must be made of expected tidal flows and movement of vessels particularly when at anchor. If the Master of either vessel considers that the tidal flow is too strong for the bunker barge/vessel to berth/moor safely alongside the receiving vessel, then such operations should be delayed until the tidal flow has eased sufficiently.

Time of Day.

Bunkering and transfer of slops is permitted by day or night. All vessels that undertake night time bunkering operations must have been separately assessed the relevant Harbour Authority and given permission. (MS Act 1995 s135)

Type of Bunkers.

All types of bunkers are permitted. Any vessel undertaking Heavy Fuel Oil bunkering is required to have self-booming capability.

Fendering

Bunkering vessels should provide the fendering when alongside other vessels. 'Yokohama' type floating fenders are considered to be most suitable.

Access

Safe access between the bunker vessel and vessel being bunkered must be organised by both vessels.

Moorings

Any vessel undertaking bunkering operations must be safely moored. It is the responsibility of the Master of the bunker vessel to achieve this. As a minimum mooring 2 & 2 should be considered each end. All moorings must be made fast properly to suitable mooring points.

Communication

- Communication for vessels within an enclosed dock should be with the relevant Harbour Authority Marine Control.

- Communication for vessels made fast to jetties should be with both the Harbour Authority Marine Control and VTS Humber.
- Communication for vessels at anchor should be with VTS Humber.
- The barge must communicate with the relevant control, before going alongside another vessel.
- The barge or road tanker must communicate with the relevant control, before and on completion of bunkering operation.
- The barge must communicate with the relevant control, prior to departing alongside another vessel.
- Communication channels are detailed below.

Barrels and other containers.

If bunker vessels carry barrels or other containers of oil, the carriage area must be bunded.

Oil Spills

1. If a spillage occurs, the Master of any vessel involved in bunkering operations must inform the relevant Harbour or Dock Master immediately.
2. The Master of any vessel involved in bunkering operations, which results in an oil spill, must provide a written report to the relevant Harbour or Dock Master at the earliest opportunity, as required by Statute. Failure to do so may result in the vessel's sailing being delayed.
3. In the first instance, any costs involved in any subsequent oil clean up will be to the account of the vessel receiving the bunkers.

Tetney Mono Buoy

Tetney Mono Buoy is a Harbour Authority within the Humber Harbour Authority Area.

Bunkering is not permitted at the Tetney Monobuoy Terminal by P66 the Terminal operators.

Contact Details

Humber Harbour Authority

Harbour Master, Humber

Associated British Ports, Port Office, Cleethorpes Road, Grimsby, N. E. Lincolnshire. DN31 3LL.

Telephone 01482-327171; facsimile 01482-608432

hesharbourmaster@abports.co.uk

VTS Humber

Radio call-sign "VTS HUMBER"; operating frequency channel 12/14/15 VHF;

Telephone 01482-212191; facsimile 01964-650164.

ahmspurn@abports.co.uk

ABP Grimsby Harbour Authority

Radio call-sign "ROYAL DOCK"; operating frequency channel 74/18 VHF;

Telephone 01472-263509; facsimile 01472-242499

gbyadm@abports.co.uk

ABP Goole Harbour Authority

Radio call-sign “GOOLE DOCK”; operating frequency channel 14 VHF;

Telephone 01405-721128; facsimile 01405-766109

oceanlock@abports.co.uk

ABP Hull Harbour Authority

Radio call-sign “KING GEORGE DOCK”; operating frequency channel 11/9 VHF;

Telephone 01482-617291/0; facsimile 01482-701529

kgdock@abports.co.uk

ABP Immingham Harbour Authority

Radio call-sign “IMMINGHAM DOCK”; operating frequency channel 68/19 VHF;

Telephone 01469-507505; facsimile 01469-570499

marine@abports.co.uk

Immingham Oil Terminal/Immingham Gas Terminal/ South Killingholme Jetty

Associated Petroleum Terminals

Radio call-sign “OILBASE”; operating frequency channel 69/71 VHF;

Telephone 01469-570314; facsimile 01469- 576587

Immingham Bulk Terminal

British Steel Ltd

Radio call-sign “IBT”; operating frequency channel 17 VHF;

Telephone 01469-504155; facsimile 01469-504127

Grimsby Fish Dock Enterprises (GFDE)

Radio call-sign “FISH DOCK”; operating frequency channel 74 VHF;

Telephone 01472-267240; facsimile 01472

12.7.1 Annex 1

ASSOCIATED BRITISH PORTS

PORT OFFICE, CLEETHORPE ROAD, GRIMSBY,
NORTH EAST LINCOLNSHIRE, DN31 3LL

STANDING NOTICE TO MARINERS

(No. S.H.6)

THE DANGEROUS GOODS IN HARBOUR AREAS REGULATIONS 2016

H U M B E R

The above Regulations require Masters or Agents of vessels carrying dangerous substances to give **NOTICE OF ENTRY OF DANGEROUS GOODS** into the Humber Harbour area to the Harbour Master, Humber.

Masters and Agents should, by reference to the Regulations, determine their obligations.

Principal requirements of the Regulations are abridged as follows (numbers are paragraph numbers in these Regulations). Mariners are advised to acquaint themselves fully with the requirements of these Regulations.

3. **MEANING OF "DANGEROUS GOODS"**

"Dangerous Goods" means goods or cargoes, whether packaged or in bulk, which meet the criteria in the IMDG Code for classification as dangerous goods.

6. **NOTICE OF ENTRY OF DANGEROUS GOODS**

Dangerous goods shall not be brought into the Humber area unless **NOTICE** has been given to the Harbour Master, Humber not less than **24 HOURS** before the substance is brought in, unless this is impracticable in which case the notice must be given before the vessel navigates the Humber. (see definition of HUMBER).

/continues .....

8. **FLAGS AND LIGHTS TO BE DISPLAYED BY VESSELS**

Vessels carrying Dangerous Goods to which these Regulations apply are required by the Harbour Master Humber to display a red flag during the daytime and, when moored or anchored, an all round red light at night. The use of the red light at night when a vessel **is underway or moving within the Humber will not be permitted.**

9. **VESSELS TO KEEP A SAFE DISTANCE FROM MOORED OR ANCHORED VESSELS DISPLAYING THE FLAG OR LIGHT REQUIRED BY REGULATION 8**

A Master shall not bring his vessel alongside a moored or anchored vessel which is displaying any flag or light required by Regulation 8 without permission, and shall otherwise keep his vessel at a safe distance from that vessel.

12. **UNTOWARD INCIDENTS**

(1) The Master of a vessel carrying dangerous goods must immediately inform the Harbour Master, or if the vessel is at a berth, the berth operator and the Harbour Master Humber of any untoward incident which occurs or has occurred on the vessel.

(5) In these regulations, "untoward incident" means an incident involving or threatening the containment of a dangerous substance which might, irrespective of where such incident occurs, create in the harbour area a risk of serious personal injury or a risk to the safety of a vessel.

Further to the Regulations listed above, **MASTERS AND OPERATORS ARE ADVISED** for the purposes of vessels navigating within the Humber Harbour Area, the Harbour Master **additionally** requires all vessels to comply with the following:

MARKING OF BARGES

PERSONS IN CHARGE of barges should ensure the display of hazard warning panels as appropriate.

ANCHORING AND MOORING OF VESSELS

(1) The Master of a vessel which is carrying dangerous goods or on board which dangerous goods are to be loaded shall anchor or moor his vessel only at such places and at such times as the Harbour Master may from time to time direct and shall ensure that any conditions the Harbour Master may impose with regard to anchoring or mooring are complied with.

/continues .....

ASSOCIATED BRITISH PORTS

FITNESS OF VESSELS

Masters of vessels should ensure that the vessel has a valid certificate of fitness appropriate to the carriage of dangerous goods therein.

NOTIFICATION required under these regulations insofar as the Humber is concerned should be given to Vessel Traffic Services, Humber (Call sign "VEE TEE ESS HUMBER"), either by telephone 01482-212191, telex 597222, fax 01482-218773, or by VHF Channel 14 for vessels in the Humber Approaches up to the meridian of longitude which passes through the No. 4A Clee Ness Light Float and VHF Channel 12 upstream of this meridian or by other radiotelephonic means.

It is not intended that the instructions contained in this Notice to Mariners should in any way alter any arrangements for giving notice to this Authority's individual Humber Ports or Berth Operators of the nature and quantity of dangerous substances carried or to be carried in a vessel.

This Notice does not affect the requirement to report under the Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995) and amendments.

For the purposes of The Dangerous Goods in Harbour Areas Regulations 2016 the **"HUMBER"** includes the Lower Trent from the south side of the stone bridge at Gainsborough, the Ouse from 100 yards below the Skelton Railway Bridge and the Humber River and Estuary from the confluence of the Rivers Trent and Ouse seawards to the outer Pilotage limits, *i.e.* so much of the sea as lies within the straight lines drawn:

> From Easington Church Lat. 58° 39' N, Long. 0° 07' E in a direction 090°(T) to the geographical position Lat. 53° 39' N, Long. 0° 25' E; thence
>
> In a direction 180°(T) to the geographical position Lat. 53° 37'.25 N, Long. 0° 24' E, and thence
>
> In a direction 224½°(T) to the site of the former Donna Nook Beacon in Lat. 53° 28'.38 N, Long. 0° 09'.33 E.

This notice comes into effect from 01 October 2016.

Standing Notice to Mariners S.H. 6 dated 04 July 2007 issued by Associated British Ports is hereby cancelled.

CAPT. A FIRMAN,
HARBOUR MASTER, HUMBER

28 September 2016

12.7.2 Annex 2

ASSOCIATED BRITISH PORTS

P O BOX 1, PORT HOUSE, NORTHERN GATEWAY,
HULL HU9 5PQ

STANDING NOTICE TO MARINERS

(No. S.H.9)

RIVER HUMBER

BUNKERING OPERATION AND TRANSFER OF SLOPS OPERATIONS

OWNERS, SHIP AGENTS, MASTERS AND PILOTS are advised that vessels may carry out bunkering operations and the transfer of slops in the areas defined below SUBJECT to the agreement of the Harbour Master, Humber.

Vessels given permission to anchor and carry out bunkering operations or the transfer of slops can do so in the following areas:-

a) The Hawke anchorage;
b) Holme Ridge (bunkering only) for very large tankers ONLY, who will be required to have a tug or tugs, as necessary, made fast during the operation.
c) Whitebooth Road;

BEFORE any transfer of bunkers or slops commences the attached CHECK LIST will be completed by the bunker vessel, or vessel transferring slops, and the receiving vessel. VTS Humber is then to be informed on VHF Channel 12 that the check list has been completed and is available for inspection by any representative of Associated British Ports. On completion of transfer a copy of the check list is to be forwarded to the Harbour Master, Humber at Associated British Ports, Port House, PO Box 1, Northern Gateway, Hull, HU9 5PQ. Fax No. 01482 218773

ANY SPILLAGE will be immediately reported to VTS Humber and all operations will cease and may not be allowed to recommence. This operation may then be required to be completed alongside or in an enclosed dock under supervision.

Standing Notice to Mariners S.H. 9 dated 1st January 2001 issued by Associated British Ports is hereby cancelled.

CAPT. P.J. COWING,
HARBOUR MASTER, HUMBER

20th January 2006

ABP

HAWKE ANCHORAGE, HOLME RIDGE, WHITEBOOTH ROADS

(Delete as necessary)

MV_____ **DATE OF OPERATION :**_____

BUNKER/SLOP TRANSFER CHECKLIST **Date/Time** / / @

	TO BE COMPLETED BY THE OFFICER IN CHARGE ON THE BUNKER VESSEL AND THE OFFICER IN CHARGE ON THE RECEIVING VESSEL BEFORE COMMENCING BUNKERING/ SLOP OPERATIONS	Bunker or Slop Vessel	Receiving Vessel
1	Is the bunker/slop vessel securely moored and equipped with adequate fendering?	Yes/No	Yes/No
2	Are the bunker/slop hoses properly rigged and in good condition? (Cert available)	Yes/No	Yes/No
3	Does the bunker connection have the correct gasket?	Yes/No	Yes/No
4	Are all the bolt holes of the connecting flange fitted with well tightened bolts?	Yes/No	Yes/No
5	Is a drip tray provided under the connection?	Yes/No	Yes/No
6	Are unused bunker/slop connections properly blanked?	Yes/No	Yes/No
7	Are scuppers of both vessels effectively plugged?	Yes/No	Yes/No
8	Is fire fighting equipment to hand on both vessels?	Yes/No	Yes/No
9	Is a supply of sawdust / absorbent material readily available on both vessels?	Yes/No	Yes/No
10	Is the agreed communication system between the two vessels operative?	Yes/No	Yes/No
11	Has the emergency shutdown procedure been agreed?	Yes/No	Yes/No
12	Have the tanks to be bunkered/ or slops transferred been gauged prior to transfer starting?		Yes/No
13	Is there sufficient capacity in the tanks to lift the nominated quantity without any tank being filled beyond 98% capacity?		Yes/No
14	Have all unused valves in the bunker/slop system been checked closed and lashed?	Yes/No	Yes/No
15	Will a constant visual watch be maintained throughout the operation?	Yes/No	Yes/No
16	At what intervals will the receiving tanks be gauged during the transfer operation?		Mins

Who will supervise the transfer operation and be responsible for ensuring that all safety and pollution prevention measures are adhered to?

Receiving Vessel Name: Rank:
Supply Vessel Name: Rank:

No valves are to be closed which will restrict the flow of the product without adequate notice.
Crew to remain on duty close to hose connection throughout.

How much bunker/or slop will be transferred? Tons/m³
What is the agreed maximum transfer rate? Tons/m hr
OR What is the agreed maximum back pressure? Bar

(ABOVE NOT TO BE EXCEEDED)

For Receiving vessel	For Supplying Vessel
Name	Name
Rank	Rank
Signature	Signature

12.7.3 Annex 3

ASSOCIATED BRITISH PORTS

PORT OFFICE, CLEETHORPE ROAD, GRIMSBY,
NORTH EAST LINCOLNSHIRE, DN31 3LL

STANDING NOTICE TO MARINERS

(No. S.H.10)

NOTICE TO BARGE OWNERS AND OPERATORS

DANGEROUS GOODS IN HARBOUR AREAS REGULATIONS 2016

OWNERS AND OPERATORS ARE ADVISED for the purposes of barges, navigating solely within the Humber Harbour Area, that these regulations do apply and the Harbour Master **additionally** requires all vessels to comply with the following:

The operator of a vessel which is a barge shall ensure that the barge does not carry, load or unload any liquid dangerous substance in bulk in a harbour or harbour area unless either:-

a. the barge
   i. has been approved for the carriage of the substance in question by a recognised classification society, a naval architect or some other person who, by reason of his qualifications, training and experience is competent to do so, and
   ii. complies with any conditions imposed by the harbour authority,

OR

b. the Harbour Master has given his permission in writing.

In order to comply with this Notice all barge owners and operators working within the Humber Harbour area as defined in Byelaw 4 of "THE HUMBER NAVIGATION BYELAWS 1990" shall provide evidence to the Harbour Master, Humber, in the form of a copy of the relevant Classification Society certificate or Naval Architect's certificate, that the barge complies with these requirements. Subject to satisfactory compliance the Harbour Master, Humber will give written permission for the vessel to trade.

This notice comes into effect from 01 October 2016.

Standing Notice to Mariners S.H. 10 dated 01 January 2001 issued by Associated British Ports is hereby cancelled.

CAPT. A FIRMAN,
HARBOUR MASTER, HUMBER

08 September 2016

12.7.4 Annex 4

ASSOCIATED BRITISH PORTS

P O BOX 1, PORT HOUSE, NORTHERN GATEWAY,
HULL HU9 5PQ

STANDING NOTICE TO MARINERS

(No. S.H.11)

RIVER HUMBER

THE MERCHANT SHIPPING (OIL POLLUTION PREPAREDNESS, RESPONSE AND CO-OPERATION CONVENTION) REGULATIONS 1998

INTERPRETATION

These regulations implement the Contingency Planning and Reporting obligations of the International Convention on oil Pollution Preparedness, Response and Co-operation, 1990 which came into force on 15th May, 1998.

In these regulations, unless the context requires otherwise:-

"Oil" means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products;

"Oil handling facility" means a facility which presents a risk of an oil pollution incident and includes, inter alia, an oil terminal, pipeline and any other facility handling oil;

"Oil pollution incident" means an occurrence or series of occurrences having the same origin, which results or may result in a discharge of oil and which poses or may pose a threat to the marine environment, or to the coastline and which requires emergency action or other immediate response;

"Operator" means, in relation to an oil handling facility a person having, for the time being, the management of such facility.

REPORTING OF INCIDENTS

THE MASTER OF ANY VESSEL operating in those areas of the Humber, Ouse and Trent under the jurisdiction of the Harbour Master, Humber, who observes or otherwise becomes aware of any event involving discharge of oil, **SHALL REPORT IT WITHOUT DELAY TO VTS HUMBER ON VHF AS**

DEFINED IN STANDING NOTICE TO MARINERS S.H. 2 AS APPROPRIATE, OR BY TELEPHONE ON 01482 212191 OR BY FACSIMILE ON 01482 218773.

THE OPERATOR OF AN OIL HANDLING FACILITY situated in that area of the Humber, Ouse and Trent under the jurisdiction of Harbour Master, Humber, who observes or is made aware of any event involving a discharge of or probable discharge of oil, or the presence of oil in the river **SHALL WITHOUT DELAY REPORT THE EVENT, OR THE PRESENCE OF OIL, AS THE CASE MAY BE, TO VTS HUMBER ON VHF AS DEFINED IN STANDING NOTICE TO MARINERS S.H. 2 AS APPROPRIATE OR BY TELEPHONE ON 01482 212191 OR BY FACSIMILE ON 01482 218773.**

THE DOCK MASTER OR HARBOUR MASTER of an enclosed dock who observes or is made aware of any event involving a discharge of or probable discharge of oil, or the presence of oil **SHALL WITHOUT DELAY REPORT THE EVENT, OR THE PRESENCE OF OIL, AS THE CASE MAY BE, TO H.M. COASTGUARD AT BRIDLINGTON AND INFORM VTS HUMBER ON VHF AS DEFINED IN STANDING NOTICE TO MARINERS S.H. 2 AS APPROPRIATE, OR BY TELEPHONE ON 01482 212191, OR BY FACSIMILE ON 01482 218773, SO THAT THE EVENT MAY BE RECORDED.**

Any person required to make a report, who without reasonable cause, fails to comply with that requirement in all respects shall be guilty of an offence punishable on summary conviction by a fine not exceeding the statutory maximum or on conviction on indictment by a fine.

This notice comes into effect from 9th July 2007.

Standing Notice to Mariners S.H. 11 dated 1st January 2001 issued by Associated British Ports will then be cancelled.

CAPT. P.J. COWING,
HARBOUR MASTER, HUMBER

4th July 2007

12.8Appendix 8 – Dangerously Weighted Heaving Lines

Ships crews using dangerously weighted heaving lines have been a safety issue for a number of years. MGN 592 section 4.9 advises how a monkeys fist should be constructed. The MCA have also issued safety bulletin number 2 highlighting the difference between an approved monkey's fist and an illegal one.

12.8.1 Extract From MGN 592: Section 4.9: Use Of Weighted Heaving Lines

4.9 **Use of weighted heaving lines**

4.9.1 Where weighting of heaving lines is used to facilitate the transfer of larger, heavier lines to prevent personal injury to those receiving heaving lines, the "monkey's fist" at the weighted end should be made with rope only and must not contain added weighting material.

4.9.2 Safe alternatives include a small high-visibility soft pouch, filled with fast-draining pea shingle or similar, with a weight of not more than 0.5kg.

4.9.3 Under no circumstances is a heaving line to be weighted by items such as shackles, bolts, nuts, or twist locks.

4.9.4 Prior to the operation, the person in charge at the mooring stations should check that lines are not dangerously weighted. If any dangerously weighted lines are found, these should be removed and replaced with appropriate heaving lines. (Code of Safe Working Practices for Merchant Seafarers, section 26.3.5).

On the 23rd of April 2018 ABP issued a notice to all stakeholders advising them of ABP's new procedure and the issuance of a £1,000 charge to offending vessels.

Dear valued stakeholders and customers,

Dangerously Weighted Heaving Lines

ABP has a significant focus upon our safety responsibilities and continual improvement, you may be aware of the Beyond Zero programme which is focussed upon an environment that our staff and port users feel empowered to make the right safety choices and speak up when they observe unsafe practices.

One such practice that is becoming an increasing concern is that of the use of dangerously weighted heaving lines. ABP has replaced our own staff and licenced linesmen's heaving lines with safer alternatives such as quoits and bean bags, but we are faced with increasing reports of dangerously weighted heaving lines thrown to shore from ships.

Some UK ports have experienced some very serious injuries to port marine personnel as a result of these items being used during mooring operations. At the end of September 2017 in an effort to deter ships from conducting these dangerous practices, the ABP Harbour Authority board decided to take a strong line whenever a ship was found to be using a dangerously weighted heaving line in an ABP port:

- Upon identification of an unsuitable / dangerous weight at Hull and Goole, Grimsby and lmmingham the weight will be immediately removed and confiscated;
- The weight will be replaced with a suitable replacement ("bean bag");
- The Master will be invited to the Dock Master's office to discuss why the action has been taken, and issued with a charge for the replacement bag;
- 4. A charge will be of £1,000 will be made to the ship. The proceeds from these charges will be donated to a suitable Marine/Seafarers charity, as ABP does not wish to profit from a safety initiative.

ABP continues to lobby the MCA in an effort to highlight this dangerous practice to the wider shipping industry. ABP provides information and guidance to vessels that enter our ports.

ABP reserves the right to charge £1,000 every time a ship is found to use a dangerously weighted heaving line(s) from 12th February 2018.

ABP hopes that you will support this initiative in a similar spirit and update your own information to vessels so as to help eliminate the use of dangerously weighted heaving lines.

The following is extracted from the Code of Safe Working Practices for Merchant Seafarers 2015 edition - Amendment 2, December 2017

26.3.5 to prevent personal injury to those receiving heaving lines, the 'monkeys fist' should be made with rope only and must not contain added weighting material. Safe alternatives include a small high- visibility soft pouch, filled with fast- draining pea shingle or similar, with a weight of not more than 0.5 kg. Under no circumstances is a line to be weighted by items such as shackles, bolts or nuts, or twist locks'

Capt Phil Christy

Dock Master Grimsby & lmmingham Associated British Ports Humber

12.8.2 Weighted Heaving Line Procedure

- Berthing staff to remove the offending weighted heaving line and replace with an approved bean bag type

- Marine Supervisor to inform the Master/ Pilot of the occurrence and that the Master will be required to visit the Dock Master or his Deputies prior to departure.
- Supervisor to take a photograph of the weighted heaving line and tag it with the name of vessel and date
- ADM to Email: MCA Beverley, ships agency, Dock Master and ABP insurance department including the photograph as proof. An entry must also be made in MARNIS.
- ADM to arrange with the vessels agent a convenient time to visit the MCC and to provide the vessels DPA contact details.
- MCA have advised if a vessel sends a dangerously weighted heaving line ashore on three occasions they will then carry out a port state inspection.

12.9Appendix 9 – Crane Positioning Procedure – Reason For Procedure

Procedure for positioning shore side cranes and operational plant within Immingham dock and the Humber International Terminal to ensure vessels can arrive and depart without causing damage to the equipment.

This procedure requires the close co-operation between the operations department, HInT Operations, Immingham Container Terminal, marine department and pilots. Critical shore equipment needs to be considered by the relevant operations department for every arrival and sailing.

In dock the request for berthing positions comes from the operations department, at the HIT terminal a berthing plan is created by the marine department and agreed with the terminal and the arriving vessel.

12.9.1 Mobile plant

To prevent damage to susceptible mobile plant the operations department, HInT Operations, Immingham Container Terminal will ensure the plant is positioned >Sm from the quay edge or as per the requirements for rail mounted cranes if closer than Sm from the quay edge. The marine department are to be contacted if this is not achievable.

12.9.2 Rail Mounted Cranes

The following cranes and plant are considered to be at risk in Immingham

- The rail mounted cranes on 2/3 quay
- Container cranes on 8 / Henderson quay
- HIT 1 CSU's / Cranes
- HIT 2 Cranes/ Hoppers

For all arrivals and departures from the above berths the operations department, HInT Operations, Immingham Container Terminal will consider the default positioning for this equipment to be >40m clear from the requested berthing position, 40m clearance will not be required if the equipment is positioned within the protection of the bow/ stern of an adjacent vessel. Consideration will be given to the sailing time of the adjacent vessel.

If this clearance is not possible/ practical the critical plant will be positioned amidships to the arriving/ sailing vessel.

If neither of the above default positions can be achieved the operations department, HInT Operations, Immingham Container Terminal will contact the marine department to consider alternative positioning of the equipment/ vessel.

This consideration will include

- The proximity of the crane to the quay
- The structure of the vessel concerned with particular attention to the flare of the bow/ stern and the height/ characteristics of the bridge wing.
- Weather forecast, both force and direction.

The Marine department will liaise with Pilotage Managers so that the pilot's perspective is taken into consideration.

In these circumstances the following mitigation should be considered by the operations, HInT Operations, Immingham Container Terminal and marine department:

- Berthing out of position
- Additional tugs
- Additional fendering

When the operations department, HInT Operations, Immingham Container Terminal become aware that a crane is unable to travel due to a breakdown this will be brought to the marine departments attention by operations as soon as possible and marked on the control room in dock plan by the ADM.

The marine department will further consider the positioning of cranes in the following circumstances and contact the quay foreman for assistance if required:

- If a vessel is to arrive/ depart in extreme weather conditions
- If on arrival into the lock an angle of heel or protrusion from the vessels flat side is observed

Pilots/PEC's must be informed by Marine of any existing obstructions whilst in the lock inwards or before departing the berth.

Regardless of the control measures taken by the operations, HInT Operations, Immingham Container Terminal and marine department. If a pilot considers any shore side plant is at risk he will advise the berthing master/ ADM immediately.