WGS 84 POSITIONS can be plotted directly on this chart

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RIVER HUMBER
IMMINGHAM ROADS

DEPTHS IN METRES
SCALE 1 : 5000
SURVEYED BY
HARBOUR MASTER, HUMBER
ASSOCIATED BRITISH PORTS
11th to 13th July 2016

Depths are in metres and decimetres reduced to the chart datum given below
Underlined figures are drying heights in metres and decimetres above chart datum
Overhead clearance heights are above Highest Astronomical Tide

TIDAL LEVEL AND CHART DATUM

PLACE	Heights in metres above Chart Datum				Chart Datum and remarks
	M.H.W.S.	M.H.W.N.	M.L.W.N.	M.L.W.S.	
IMMINGHAM	7.3	5.8	2.6	0.9	3.9m below O.D. Newlyn Being approx. L.A.T.

Projection :- Transverse Mercator. National Grid references are given along borders of chart.

Light stars without legends represent two fixed lights displayed vertically and are seen as red to port and green to starboard when proceeding upriver.

Whilst every care was taken in the preparation of this Chart, which is intended to provide Mariners with the data which Associated British Ports possessed at the time of its preparation, ABP gives notice that thereafter, on account of the quickly shifting character of the river bed, no warranty is afforded that such data can be relied upon and, further, no responsibility can be accepted by ABP for any inaccuracy in the Chart or omissions therefrom

TIDAL STREAMS REFERRED TO H.W. IMMINGHAM

Position
Lat. 53°38'.22 N
Long. 0°10'.65 W

Hours	SPRINGS Dirn	SPRINGS Rate Kn	NEAPS Dirn	NEAPS Rate Kn	Hours
BEFORE H.W. 6	132°	2.59	106°	0.76	6 BEFORE H.W.
5	239°	0.20	004°	0.21	5
4	303°	2.24	310°	1.13	4
3	305°	3.25	313°	1.68	3
2	314°	3.23	308°	1.68	2
1	315°	2.95	319°	1.06	1
H.W.	319°	1.27	341°	0.30	H.W.
1 AFTER H.W.	122°	1.25	135°	0.70	1 AFTER H.W.
2	133°	3.26	134°	1.40	2
3	129°	3.96	128°	2.43	3
4	132°	4.36	132°	2.83	4
5	135°	3.50	135°	2.62	5
6	132°	2.86	136°	1.56	6

(Normal River Current Included)

SATELLITE - DERIVED POSITIONS

Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), are normally referred to the World Geodetic System 1984 Datum. Such positions can be plotted directly on this chart.

NATIONAL HORIZONTAL DATUM

Positions read from this chart must be adjusted by 0.02 minutes SOUTHWARD and 0.10 minutes EASTWARD before plotting on documents referred to Ordnance Survey of Great Britain 1936 (OSGB 36 Datum).

Example:

Position on chart	53° 38'.50N,	000° 12'.50W
lat/long adjustments	0'.02S	0'.10E
OSGB 36 position	53° 38'.48N,	000° 12'.40W

D
E
F

400m Line

DEPOSIT GROUND

Horn(3)60s
Dmn
2Q.R(vert)
2Q.R(vert)
S. KILLINGHOLME OIL JETTY
Dn
Dn
2 QCR.5s(vert)
2 Gp.R.5s(vert)
Horn Mo(G)60s
2F.R(vert)
GAS TERMINAL
HUMBER INTERNATIONAL TERMINAL
BULK TERMINAL
South Killingholme Haven
Iso.G.2s
No 15 Holme Hook
Fl.G.4s
FH4
Fl.R.4s
FH5
Fl.G.4s
No 13 Clay Huts
Iso.2s
No 11A
Fl(3)G.9s
No 11 Holme
Fl.G.4s
FH1
Fl.G.2s
FH2
Fl.R.2s
Obstn
WRG.3M
IMMINGHAM
Horn(1)25s
Fl.Bu.3s
Tug Berths
Fl.Bu.3s
Tr "A" SS(INT)
IMMINGHAM DOCK
Horn(2)120s
A1.Dn 2Q.R(vert)
Horn Mo(A)30s
Tr "B" SS(Traffic)
IMMINGHAM OIL TERMINAL
IOT MB
IOT MB
Dn
Dn
Dn