

Acceptance Tables- Port Talbot Tidal Harbour- June 2014

Maintenance levels				
Channel and Harbour	South Pocket	North Pocket		
11.2m	17.2m	14.9m		
All vessels require a predicted High Water Height equal to or more than		DRAFT PLUS 10% PLUS 0.3M (DRAFT PLUS 10% PLUS 0.6M for first visit at 17.0m) MINUS 11.2M		
At the following Low Water the predicted depth in the pocket should be		EQUAL TO OR MORE THAN ARRIVAL DRAFT PLUS 5%		
The Normal MAXIMUM SIZE is 190,000 Tonnes DISPLACEMENT and 17.0m DRAFT . Subject to being confirmed as having a Continuous Service Rating of 20000hp (14900KW) and not being previously discounted for 17.0m loading by assessment.				
Vessels meeting the agreed criteria above are permitted to load to 17.0m Draft on a first visit. These vessels require a predicted HIGH WATER of 8.1m for this first visit. Subject to a satisfactory berthing and resolution of any issues raised they will subsequently be accepted at 17.0m on a 7.8m tide Vessels at 17.0m Draft will require a following LOW WATER of 0.7m or more				
ENTRY TIMING	DRAFT (m)	POB	BERTH CLEAR	POCKET TIME
	Cape Size Or Over 13m Draft	HW -2h 30m	HW -2h 30m	HW +0h 30m
	Non Cape Size and < 244m LOA & <13m Draft	3Hrs before pocket time	3Hrs before pocket time	1H 30m before tide falls to draft +2.0m
DEPARTURE TIMING	On a falling tide vessel must be clearing the berth 1H before the tide level will fall to draft +3.0. The exception to this is when the vessel is "capsize" with a draft of 15m or greater in which case the berth clear time is HW. This could impact on "changeover" timings for docking non "cape size" vessels.			
NOTES ON CHANGEOVER PROCEDURES	Berth clear times are set to allow sufficient time for the outbound vessel to clear the approach channel before the inbound vessel is committed. When a changeover is declared "on" by the Agent, the sailing Pilot will board the vessel by 30 min before berth clear time latest. At 30 min to berth clear time all stevedoring activities must be completed with the crane booms either raised or being raised, and the vessel in all aspects ready for sea. If this is not the case the Sailing Pilot will contact the Docking Pilot and cancel the changeover.			