

## Associated British Ports South Wales and River Usk (Newport Harbour)

### Passage Planning, Navigation & Ordering of Services Guidelines

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## 1. Introduction

### Control of Documentation

The electronic version of this document is controlled on the SW Marine SharePoint site and copied to the SW Ports Website in accordance with the document control procedure. Printed versions of this document will be “Non Controlled” and should not be used for reference.

### Amendments

All amendments and document history are recorded by sharePoint.

### Legal Authorisation

Associated British Ports South Wales is the Statutory Harbour Authority (SHA) and the Competent Harbour Authority (CHA) pursuant to the Pilotage Act 1987, for several ports and Harbours in South Wales including:

- Barry
- Cardiff
- Newport
- Swansea
- Port Talbot

The Newport Harbour Commissioners are the Statutory Harbour Authority (SHA) and the Competent Harbour Authority (CHA) for their area of jurisdiction.

By formal agreement, the Newport Harbour Commissioners arranged for all of their functions relating to Pilotage, other than their duty under section 2(1) of the 1987 Act, to be executed on their behalf by Associated British Ports South Wales.

Newport Harbour Commissioners retain their responsibilities as set out in Section 2(1) of the Pilotage Act 1987.

Newport Harbour Authority has contracted out the provision (but not the duty) of Harbour Master functions in their area of jurisdiction. The agreement between Newport Harbour Authority and ABP was made in 2005 and confirmed and renewed in 2010.

The information contained in this booklet is intended as a guide to commercial vessels navigating in the South Wales and Usk SHA and CHA areas of Jurisdiction and aims to aid compliance with local rules and national legislation.

Section 52 of the Harbours, Docks and Piers Clauses Act 1847 is incorporated within the relevant enabling legislation for all the ports covered by this guide

- a)** For regulating the time at which and the manner in which any vessel shall enter into, go out of, or lie in or at the Harbour Dock or Pier, and within the prescribed limits, if any, and its position mooring or unmooring, placing and removing whilst therein.
- b)** For removing unserviceable vessels or other obstructions from the Harbour, Dock, Pier and keeping the same clear.

The local Byelaws are published separately and should be used in conjunction with these guidelines.

## 2. Local Port Services LPS

Cardiff LPS. Based in Cardiff QA House, as well as providing local port services for the port of Cardiff is a regional booking, coordination emergency point of contact / response service for the Marine and Port activities in the South Wales Ports and the River Usk with the following aims;

- To assist with the discharge of ABP's and (via the contract to provide Harbour Master functions) Newport Harbour Authorities responsibilities for navigational safety.
- To co-ordinate and facilitate the supply of pilots to vessels In South Wales Ports
- To provide pilots with the necessary information to allow a passage plan to be formulated for the vessel to which they are assigned.
- To act as a first point of contact and inform the relevant managers as per the Regional Port Emergency Plan and the Regional Oil Spill Contingency Plan in the event of an incident within the jurisdiction of Associated British Ports or Newport Harbour Commissioners which may or may not require the involvement of other organisations, services or authorities.
- To disseminate appropriate information to relevant managers and departmental heads in relation to situations and incidents that may not necessarily come under the title of 'emergency' but are deemed noteworthy.
- To perform a co-ordination role between pilots, rope men, agents, tug services and pilot cutters in the SE Wales area in order to help facilitate the docking and undocking of vessels and associated services.
- To act as the ABP's and (via the contract to provide Harbour Master functions) Newport Harbour Authorities, central point of contact outside normal office hours for all incoming marine inquiries or information, and for the provision of essential advice, co-ordination and information to the shipping and port community.
- To provide a Port Information service to meet the information requirements of port users in a timely and accurate manner.

Cardiff LPS is continuously manned 24 hours a day.

**VHF:** Ch 68  
**Telephones:** 02920835023  
**Fax:** 02920835006  
**Email:** [Southwalesradio@abports.co.uk](mailto:Southwalesradio@abports.co.uk)  
**Web:** [www.southwalesports.co.uk](http://www.southwalesports.co.uk)

In addition to the services of Cardiff LPS, the individual ports of

- Barry
- Cardiff
- Newport
- Newport Harbour (River Usk)
- Swansea
- Port Talbot

Are manned tidally by local port services situated at the relevant pier heads. Working details can be found in Admiralty List of Radio Signals (ALRS Vol 6 (1))

### 3. Navigation Guidelines for South East Wales and the River Usk

#### General note to Guidelines.

#### Port Passage Planning Guidance note (Ref Port Marine Safety Code / IMO resolution A.285 (VIII))

The Harbour Authority and Harbour Masters' powers to regulate the time and manner of ships entry to, departure from and movement within their Waters serve to complement port passage planning. Passage plans are therefore to be operated and enforced as an adjunct to the powers of direction.

The object of port passage planning guidance as required by the Port Marine Safety Code is to ensure that:

- All parties know relevant details of any particular port passage in advance.
- There is a clear, shared understanding of potential hazards, margins of safety, and the ship's characteristics.
- Intentions and required actions are agreed for the conduct of the port passage – including the use of tugs and their availability – and any Significant deviation should it become necessary.

The Port Marine Safety Code requires the exchange of certain information between the Master of the ship and the pilot in conjunction with any VTS /LPS that may be in operation.

The careful planning of the movements of every ship in the confines of the Port areas are an essential element of the ABP South Wales and NHC Safety Management Systems.

Pilots make a significant contribution to the safety of navigation in the confined waters and port approaches of which they have up to date knowledge, but it must be stressed that the responsibilities of the vessel's navigational team and the officer of the watch do not transfer to the pilot.

**Attention is drawn to the following extract from IMO Resolution A.285 (VIII):**

*"Despite the duties and obligations of a pilot, his presence on board does not relieve the officer of the watch from his duties and obligation for the safety of the vessel. He should co-operate closely with the pilot and maintain an accurate check on the vessel's position and movements. If he is in any doubt as to the pilot's actions or intentions, he should seek clarification from the pilot and if doubt still exists he should notify the master immediately and take whatever action is necessary before the master arrives."*

The Pilot / Master exchange of information needs to be both detailed and structured. The LPS supplied information in conjunction with the pilot and vessel's passage plan are to be integrated to ensure that both the Pilot and Master have the information needed for an agreed Port Passage Plan. It should include as a minimum:

- The provision by the Pilot of relevant planned traffic information, detailed local navigational knowledge, including his recommended passage plan. Such details will assist the master to update his own passage plan.
- The provision by the Master of precise information, about the ship, its manoeuvring characteristics, its equipment, including details of any defects.

## **Guideline No 1**

### **Compulsory Pilotage**

Pilotage is compulsory as described in the Pilotage Directions for the ABP South Wales Ports and River Usk. All Pilot boarding and landing is undertaken to the standards of the [Pilotage Code of Practice](#)

The Harbour Master publishes Pilotage Directions on the ABP South Wales website [Pilotage Directions](#)

If the Master of a compulsory piloted vessel chooses not to accept the Pilotage, of the already embarked authorised Pilot, who has been charged with the conduct of the navigation the Harbour Master may choose to use his powers to direct the Master of the vessel accordingly

## Guideline No 2

### Towage Guidelines

The Harbour Master publishes towage guidelines on the ABP South Wales website [Towage Guidelines](#). The guidelines clearly describe the formal provision for deviation from the guidelines. If the master of a vessel chooses not to accept the recommendations of the published guidelines he must inform the Harbour Master of his intentions. The Harbour Master will risk assess the intended manoeuvre, if necessary, consulting with one or more authorised Pilots.

The Harbour Master may choose to use his powers to direct the Master of the vessel accordingly.

## Guideline No 3

### Allowances to Chart Datum

Across the ABP SE Wales Ports, a regular Survey program ensures that up to date soundings are available to Marine staff and Pilots. The frequency of the surveys have been established in response to historical siltation patterns and the experience of the Hydrography department.

PEC holders and Masters of Pilotage exempt Vessels. Should make time to regularly view the latest soundings at QA House in Cardiff.

The Harbourmaster publishes, in the form of a permanent Notice to Mariners, stemming allowances, where appropriate for ports and facilities within the jurisdiction set out previously. The allowances are generally used for "stemming" purposes and do not guarantee a vessel can berth on any given tide.

The Harbour Master issues survey charts and a table of controlling soundings to marine staff together with procedures setting out minimum Under Keel clearances to be employed.

Minimum UKC is generally set 10% of maximum draft in inner channels and 5% of draft in belmouths and enclosed docks. Certain river facilities have specified UKC requirements that may apply to specific sizes of vessels. If vessels require a greater UKC than this amount then they should account for any extra required when considering stemming allowances and determining the maximum draft to load the vessel.

The berths on the river Usk are privately owned and conserved. The ABP South Wales and Newport Harbour Authorities are not responsible for monitoring or maintaining siltation levels at these private berths and Wharfs.

The allowances are determined by survey evidence and will be reviewed by the Harbour Master after periodic surveys are commissioned by the responsible persons. From time to time the Harbour Master, in response to evidence or concerns, may change allowances pending a further survey.

The published allowances are to be applied negatively to the actual height of tide to determine the maximum draft or positively to the actual draft to determine the height of tide required.

It should be noted that in stemming a vessel for one of the South Wales Ports or berths on the River Usk, consideration should be given to conditions that may have an effect on the actual height of tide in relation to the predicted height of tide. The Harbour Master, though setting stemming allowances designed to accommodate small tide cuts and draft variation, cannot be held responsible for any cut in the actual tide height nor be expected to provide a draft for a vessel to load to.

In respect to ABP South Wales Docks, in addition to the above procedure that sets out the determination for maximum draft for access channels on a given tide, the Harbour Master publishes acceptance tables for each operational berth. The tables set out the maximum dimensions that a vessel can be accepted without referral. If any parameter is exceeded Cardiff LPS will refer the vessel to the Harbour master to confirm or otherwise.

## Guideline No 4

### Adverse Weather Conditions

The Harbour Master has not set definitive parameters for navigating and berthing / un-berthing in adverse weather conditions due to the varying constraints of the individual vessels, berths and manoeuvres involved.

The following will all have a bearing on the ability of a vessel to navigate within the ABP South Wales and Newport Harbour Authority areas in adverse weather conditions.

- The configuration and limitations of the vessel and its equipment
- The particular limitations imposed by the intended manoeuvre
- The particular limitations imposed by the topography of the intended berth (with special regard to the prevailing conditions)
- The experience of the Master/ Pilot /tugs crews.
- Limitations imposed by lock operations and or other traffic programmed for the tide
- The availability of tugs and crews
- The boarding and landing of pilots within the operational limitations of the pilot vessels.

On compulsory piloted vessels, the pilot who is charged with the conduct of navigation, after a full assessment of the situation, (including but not limited to the above points) will make a recommendation to the Master regarding the proposed manoeuvre(s) If The Master of a compulsory piloted vessel chooses not to accept the recommendations of the authorised Pilot the Harbour Master may choose to use his powers to direct the Master of the vessel accordingly.

On non compulsory piloted vessels, non piloted vessels and on PEC holder vessels, the Harbour Master may also use his powers to direct the Master of that vessel if he feels that the proposed manoeuvres in adverse weather conditions are not safe.

## Guideline No 5

### Ordering of Services

#### Pilots

- All Pilotage and Pilot Cutter Services for ABP South Wales ports and the River Usk are coordinated by Cardiff LPS.
- All Pilotage Services must be ordered through an appointed agent who is registered on the Agents Online portal [www.abpnotify.co.uk](http://www.abpnotify.co.uk)
- The notification email that is generated by Agents Online (AOL) and sent automatically to Cardiff LPS does not constitute an order for a pilot.
- To Make an order for a Pilot, an appointed Agent must ring Cardiff LPS directly,

#### Procedure

- In order for the pilot rota to work efficiently, LPS need to collate the orders to make best use of the pilots, availability of locks, tugs and associated services then send the orders out at a time that is convenient and allows for pilots to get sufficient rest. It follows that LPS will try to accommodate timings for boarding's / sailings where possible but a particular time cannot be guaranteed nor is the tidal program formulated on a first come first served basis.
- All orders received by Cardiff LPS to be given out at 4 hours ebb of the preceding tide, or 1800 hours, whichever is the earlier.
- Where High Water of the next day's PM tide falls on, or before, 1430 hours then any orders for that tide shall be given out at 1800 hours.
- Where High Water of the next day's PM tide falls on, or after, 1431 hours then any orders for that tide shall be given out at 0900 hours on that day.

#### Late order and Cancellation charging criteria

- The Criteria for determining if an order is a chargeable late order or a chargeable cancellation is based on Low Water at Barry
- The South Wales Tariff document should be consulted for up to date information and charging criteria

#### Notes on Cancellations and late ordering

- There may be situations that pilots will need to be ordered late or cancelled. This is undesirable but unavoidable.
- Unnecessary late ordering, or cancelling after Pilot orders go out, detracts from the efficiency of the rota system and should be avoided wherever possible, even where such an order or cancellation is not chargeable under the criteria

- contrary to ensuring a pilot will be available, a speculative pilot order, made with the intention of cancelling it before the LW charging cut off has a negative effect on pilot availability

## Towage, Ropemen and Boatmen Services

All the above services are either third party suppliers or, in the case of River Usk Ropemen, engaged by the individual berth operators. Cardiff LPS are not responsible for the ordering of the above services, it is for each vessel / agent to make the necessary arrangements.

## Guideline no 6 The Pilot Boarding Areas

The Pilot Boarding Areas are marked on Admiralty charts and detailed in Admiralty sailing directions

Mariners are advised to use extreme caution while navigating in the Pilot boarding and landing areas as both inbound and outbound vessels may be manoeuvring to embark /disembark their pilots.

There are strong tidal streams the boarding and landing areas, the effect of which are accentuated by the slower speeds of vessels getting underway and manoeuvring for the pilot boarding area

## Guideline no 7 Anchorages

**Note:** - Cardiff LPS or the local function at Newport, Cardiff, Barry, Swansea and Port Talbot **do not** designate anchorage positions for vessels using the South Wales ports. This is an onboard decision to be made by the Master in consideration of up to date publications.

There follows below, some anchorage information that Mariners may find useful. **However** the decision as to the suitability of a particular anchorage for a particular vessel is a **decision for the Master of the Vessel**. Details are available in the Admiralty publication NP37 West Coast of England and Wales Pilot.

### Barry

The principal anchorage for compulsory piloted vessels is at Breaksea (close to Barry)

Larger vessels up to 10.5m draft have found suitable anchorage to the SW of the Breaksea Buoy. Smaller vessels up to 6.5m draft have found suitable anchorage to the west of the Merkur buoy and are close to the Pilot boarding area.

The area is not always suitable for larger vessels over 10.5 M and better holding ground can be found in the vicinity of Swansea Bay.

Smaller vessels have sometimes found the anchorage unsuitable for longer periods over spring tides and / or strong West to South winds and have chosen to anchor in Blue Anchor Road 15 miles to the SW of Barry off the North Somerset Coast. **Vessels Masters and agents should note that there are subsea cables in the vicinity of Blue Anchor Bay and should consult up to date and appropriate nautical publications and charts before determining their anchor position**

Non compulsory piloted vessels and / or PEC vessels bound for Cardiff have found good anchorage in Cardiff Roads, to the north of the Mid Cardiff Buoy and clear of the Cardiff Wrach approach channel.

Non compulsory piloted vessels and / or PEC vessels bound for Newport Dock or the Newport Harbour (River Usk) have found good anchorage in Anchorages "A" or "B" to the West and North of the English and Welsh Buoys respectively

### Swansea and Port Talbot

The principal anchorage for deep drafted vessels is situated approximately 7 Miles SSW of Mumbles head and is marked on Charts

BA 1195

BA 1179

The Anchorage is Marked by a Magenta box and encloses the Pilotage boarding area for Port Talbot

Larger vessels bound for Swansea have found good anchorage in marked anchorage in the vicinity of the Swansea Pilot Boarding area, SE of Mumbles head

Smaller vessels bound for Swansea or Port Talbot Dock have found good anchorages off Mumbles Roads and the Green Grounds

## Guideline No 8

### Passage planning

The start of this section gives general Port Passage Planning Guidance based on the Port Marine Safety Code / IMO resolution A.285 (VIII)

As per this guidance it is for the Mariner to ensure that passage planning is completed berth to berth and to ensure that the plan is suitable for the specific passage of the specific vessel at the specific time.

ABP South Wales and Newport Harbour CHA Pilots will complete a Pilots passage plan & Master / Pilot Exchange record form for each act of Pilotage that they perform.

There follows below some generic passage planning guidance for the area between Barry Roads / Cardiff and Barry Roads/ River Usk that the Mariner may find useful.

The following British admiralty charts are available for the intended passage

- BA 1179 The Bristol Channel
- BA 1182 Barry and Cardiff roads with approaches
- BA 1176 Severn estuary – Steep Holm to Avonmouth

The following publications should be consulted:-

- Admiralty tidal streams Atlas NP256 – Irish sea and Bristol Channel
- Admiralty sailing Directions NP 37- West Coast of England & Wales Pilot
- Admiralty List of Light and Fog Signals NP74 – Vol A
- Admiralty List Of Radio signals NP287 (1) Vol 6
- ABP South Wales [Notices to Mariners](#)

For SWW

The following British admiralty charts are available for the intended passage

- BA 1179 The Bristol Channel
- BA 1161 Swansea Bay
- BA 1165 The Bristol Channel, Worms Head to Watchet

The following publications should be consulted :-

- Admiralty tidal streams Atlas NP256 – Irish sea and Bristol Channel
- Admiralty sailing Directions NP 37- West Coast of England & Wales Pilot
- Admiralty List of Light and Fog Signals NP74 – Vol A
- Admiralty List Of Radio signals NP287 (Vol6 part 1)
- ABP South Wales [Notices to Mariners](#)

## Guideline 9

### The Bristol Channel Tides

The Bristol Channel has the second largest range in the world. There are several factors that have an effect on our tides as follows:

- The shape of the land
- The Mass of water to the west (Atlantic ocean)
- Topography of the land
- Influential permanent and semi permanent pressure systems

#### Pressure systems

During the summer the most influential pressure system is the Azores high, once established this high pressure system is relatively constant and the high pressure influence will have the result of a decrease in tidal range. When the Azores high subsides (Autumn) the main influence is from Atlantic and Polar frontal depressions that track from West to east across the Atlantic having the dual effect of reduced air pressure (increasing tidal range) and moving a body of water eastward(storm surges) causing an increase in tidal range.

#### Tidal Rates

Spring rates of **6 knots** can be experienced in the region of Lavernock Point and the Rannie shoal

## Guideline No 10 Port information

### Port of Barry

The Port of Barry operates on a tidal basis (nominally 4 hrs before to 4hrs after HW)

Vessels should not proceed to or from the Lady Windsor lock or the No 3 dock Basin entrance without the permission of the Barry Marine lock controller. Full procedures are available in ALRS volume 6 (1)

Admiralty Publication NP 37 gives local Pilotage and anchorage information

Commercial vessels are usually berthed on the flood tide, vessels that are entering the docks via the basin (no 3 dock) are required to be secured alongside with the outer gates closed before HW.

Ebb tide dockings of vessels bound for Lady Windsor Locks will be considered on an individual basis by the HM and, if necessary, the Pilot who is (or is to be) charged with the conduct of the navigation.

Commercial vessels are locked in and out within the tidal window according to a tidal plan that is collated by Cardiff LPS with input from Barry Lock Controllers, the Harbour Master and Pilots. The tidal plan is not based upon a first come first served basis but will consider many parameters including but not limited to:

- Draft of Vessel
- Weather conditions
- Range of tide (spring / Neap)
- Availability of tugs
- Considerations of owners/agents
- Ordering and availability of pilots and to make best use of those available pilots

There are strong currents in the vicinity of Barry Outer Harbour entrance. There is an omnipresent South westerly running flow, close to the harbour entrance.

The outer Harbour and lock / Basin entrance are very exposed to Easterly and South Easterly winds.

## Port of Cardiff

The Port of Cardiff operates on a tidal basis (nominally 4 hrs before to 4hrs after HW)

Vessels should not proceed inwards of the outer Wrach buoy or outwards from the Queen Alexander Lock without the permission of Cardiff LPS. Full procedures are available in ALRS volume 6 (1)

Admiralty Publication NP 37 gives local Pilotage and anchorage information

Commercial vessels are locked in and out within the tidal window according to a tidal plan that is collated by Cardiff LPS with input from the Harbour Master and Pilots. The tidal plan is not based upon a first come first served basis but will consider many parameters including but not limited to:

- Draft of Vessel
- Weather conditions
- Range of tide (spring / Neap)
- Availability of tugs
- Considerations of owners/agents
- Ordering and availability of pilots and to make best use of those available pilots

When vessels are in the locks outbound or reporting inbound, they will be advised of other known traffic movements by Cardiff LPS. It is then the responsibility of each vessel to ensure that they have made suitable arrangements for passing. The following should be considered.

- Vessels will not usually pass in the Wrach Channel
- Vessels waiting for an outbound vessel should remain sufficiently clear of the entrance of the Wrach Channel so as not to impede the outbound vessel.

An inbound vessel that is not capable of turning and exiting the Wrach Channel should not pass the point of no return (a position to the South of the Wrach Channel that it can safely turn around given the constraints of the vessel, weather and tide) until it has been advised that the lock is ready in all respects and the QA bridge fully pulled back.

The approach to Cardiff Lock is particularly open to winds from the NW, and from E through to SW

There are various flows across the Wrach Channel and approaches at different states of tide. Sluicing from the Impounded water of Cardiff Bay often takes place on the Ebb tide and sometimes on the flood tide when levels are high. Occulting amber light denotes sluicing from the barrage.

## Newport Dock

Newport Dock operates on a tidal basis (nominally 4 hrs before to 4hrs after HW)

Vessels should not proceed inwards of the Newport No1 buoy or outwards from the Lock without the permission of Newport radio (LPS). Full procedures are available in ALRS volume 6 (1)

Admiralty Publication NP 37 gives local Pilotage and anchorage information

Commercial vessels are locked in and out within the tidal window according to a tidal plan that is collated by Cardiff LPS with input from the Harbour Master, Newport LPS and Pilots. The tidal plan is not based upon a first come first served basis but will consider many parameters including but not limited to:

- Draft of Vessel
- Weather conditions
- Range of tide (spring / Neap)
- Availability of tugs
- Considerations of owners/agents
- Ordering and availability of pilots and to make best use of those available pilots

When vessels are in the locks outbound or reporting inbound, they will be advised of other known traffic movements by Newport Radio (LPS). It is the responsibility of each vessel to ensure that they have made suitable arrangements for passing, the following should be considered.

- The most constrained vessel to decide on the manner of the passing and at which one of the established passing places to perform it established passing places as follows
  - On the Channel straight between 2 and 4, 3 and 5 Buoys
  - To the North of Uskmouth PowerStation
- Vessels waiting for an outbound vessel should remain sufficiently clear of the entrance of the Newport approach Channel so as not to impede the outbound vessel.

Any vessel inbound for Newport Dock that is not capable of turning and exiting the River Usk should not pass the point of no return (a position nominally between the Newport Deeps Buoy and the Newport No1 buoy that it can safely turn around given the constraints of the vessel, weather and tide) until it has been advised that the lock is ready in all respects.

The entrance to Newport Lock is on the bend of the river at the confluence of the rivers Ebbw and Usk. There are lead in jetties to the East and West of the

lock entrance. These Jetties are piled and therefore the tide flows through them. Large vessels are stemmed for a HW entry so as to, not only ensure sufficient water, but to also make their approach to the lock in fairly slack conditions. The prevailing winds are from the South West.

## Port Talbot

Port Talbot Tidal Harbour operates on a tidal basis

Vessels should not proceed inwards or outwards from the tidal harbour without the permission of Port Talbot Lock Controllers. Full procedures are available in ALRS volume 6 (1)

Admiralty Publication NP 37 gives local Pilotage and anchorage information

Commercial vessels are berthed and un-berthed within the tidal window according to a tidal plan that is collated by Cardiff LPS, berthing order considers the following points :

- Draft of Vessel
- Weather conditions
- Range of tide (spring / Neap)
- Availability of tugs
- Considerations of owners/agents
- Ordering and availability of pilots and to make best use of those available pilots

There are strong cross currents in the approach Channel and harbour entrance

The Harbour entrance and approach channel are exposed to Winds from West through to South

## Port Talbot Docks

Port Talbot Dock operates on a tidal basis (nominally 4 hrs before to 4hrs after HW) Though in practice, vessels will be stemmed to transit the lock and channel around HW

ABP South Wales publish acceptance tables on the south Wales ports website. [Port Talbot Dock](#)

Vessels should not proceed inwards of the Stalheim wreck buoy or outwards from the Lock without the permission of Port Talbot Lock controllers. Full procedures are available in ALRS volume 6 (1)

Admiralty Publication NP 37 gives local Pilotage and anchorage information

Commercial vessels are locked in and out within the tidal window according to a tidal plan that is collated by Cardiff LPS. The tidal plan is not based upon a first come first served basis but will consider many parameters including but not limited to:

- Draft of Vessel
- Weather conditions
- Range of tide (spring / Neap)
- Availability of tugs
- Considerations of owners/agents
- Ordering and availability of pilots and to make best use of those available pilots

An inbound vessel that is not capable of turning and exiting the approach Channel should not pass the point of no return (a position to the West of the Stalheim wreck buoy that it can safely turn around given the constraints of the vessel, weather and tide) until it has been advised that the lock is ready in all respects.

The approach to Port Talbot Lock is particularly open to winds from the West Through to South the following controlling factors will dictate entry and exit

- Sufficient height of tide in relation to draft and swell conditions
- The ability to maintain steerage way at a suitable speed for safe entry

## Port of Swansea

The Port of Swansea operates on a tidal basis (nominally 4 hrs before to 4hrs after HW) Though in practice, most vessels will be stemmed to transit the lock and channel around HW. There is a ferry RO-RO berth in the outer harbour that is serviceable on a 24hr basis provided the draft of the vessel provides sufficient UKC for both Channel passage and Low water Lay over on the berth

ABP South Wales publish acceptance tables on the south Wales ports website

Vessels bound for the lock should not proceed inwards of the SWIGG (South West Inner Green Grounds) buoy or outwards from the Lock without the permission of Swansea Port Control. Full procedures are available in ALRS volume 6 (1)

Admiralty Publication NP 37 gives local Pilotage and anchorage information

Commercial vessels are locked in and out within the tidal window according to a tidal plan that is collated by Cardiff LPS. The tidal plan is not based upon a first come first served basis but will consider many parameters including but not limited to:

- Draft of Vessel
- Weather conditions
- Range of tide (spring / Neap)
- Availability of tugs
- Considerations of owners/agents
- Ordering and availability of pilots and to make best use of those available pilots

An inbound vessel that is not capable of turning in the outer harbour and exiting the approach Channel should not pass the point of no return (a position to the South of the SWIGG buoy that it can safely turn around given the constraints of the vessel, weather and tide) until it has been advised that the lock is ready in all respects.

The approach to Swansea Port is particularly open to winds from the South West Through to South East

### Newport Harbour (River Usk)

Newport Harbour operates on a tidal basis (nominally 4 hrs before to 4hrs after HW)

Vessels should not proceed inwards of the Newport No1 buoy or outwards from the independent berths of the River Usk without the permission of Newport radio (LPS). Full procedures are available in ALRS volume 6 (1)

Admiralty Publication NP 37 gives local Pilotage and anchorage information

Commercial vessels transit the river within the operational constraints of the Individual tidal berths according to a tidal plan that is collated by Cardiff LPS The tidal plan is not based upon a first come first served basis but will consider many parameters including but not limited to:

- Draft of Vessel
- Weather conditions
- Range of tide (spring / Neap)
- Availability of tugs
- Considerations of owners/agents
- Ordering and availability of pilots and to make best use of those available pilots

When vessels are alongside one of the Independent berths (intending to sail) or reporting inbound, they will be advised of other traffic movements by Newport Radio (LPS). It is the responsibility of each vessel to ensure that they have made suitable arrangements for passing, the following should be considered.

- The most constrained vessel to decide on the manner of the passing and at which one of the established passing places to perform it.  
Established passing places as follows

- On the Channel straight between 2 and 4, 3 and 5 Buoys
  - To the North of Uskmouth PowerStation
- Vessels waiting outside the Newport Channel for an outbound vessel should remain sufficiently clear of the entrance of the Newport approach Channel so as not to impede the outbound vessel.

Any vessel inbound for one of the Independent berths on the River Usk that is not capable of turning and exiting the River Usk should not pass the point of no return (a position nominally between the Newport Deeps Buoy and the Newport No1 buoy, that it can safely turn around given the constraints of the vessel, weather and tide) before it is clear that the tide is on track to reach a tidal height that is sufficient to safely berth the vessel.

Independent River Usk berth operators publish and provide their own berth information to vessels.