



RIVER NEATH - VESSEL ACCEPTANCE & PILOTAGE INFORMATION

Wharf Operators, Ships Agents looking to book a vessel for the River Neath will firstly require the nominated vessel to be accepted by the Harbour Master.

Operators/Agents are requested to email the Harbour Master at harbourmasterneath@outlook.com cc: neathpilotage@outlook.com and supply the following information:

1. Name of the vessel
2. PDF of ships particulars
3. Intended Berth
4. Cargo
5. Last port
6. ETA Neath

Once HM has confirmed acceptance of the vessel, further arrangements can be made to book a Pilot and berthing arrangements. Vessel acceptance tables and tide heights for each working wharf/berth within the River Neath are sub joined.

Pilotage is compulsory for all vessels within the Port Limits, contact can be made with 'Neath Pilots' approximately two hours before HW on VHF CH. 77. Vessels must arrive off Neath Pilot Station no later than 2 hours before HW. Please note that the Pilotage service is not manned on a 24-hour basis.

Vessels requiring to anchor can use the area 0.5nm south of the Pilot boarding position which is 51°35.00N 003°53.00W (See B.A Chart 1161-Swansea Bay).

Vessel Acceptance Table

BERTH	TURN AREA	LOA (Without Bowthruster)	LOA (With Bowthruster)	BEAM	TIDE DIFFERENCE Subtract from Neath Tide Tables (Includes -0.5m UKC)	MAX AIR DRAFT
Neath Abbey	Blue Lights	NA	90M	16M	-3.1M	25M
BFS (1,2+3)	Blue Lights	80M	90M	16M	-2.0M	25M
BFS (1,2+3)	Down stream	80M	90M	16M	-2.0M	25M
BFS (1,2+3)	Down stream		100M-Contact Pilot	16M	-2.0M	25M
Iron Works Wharf	Down Stream	80M	90M	16M	-2.6M	25M
Old Wharf	OLD DOCK	NA	70M	14M	-2.6M	25M
New Wharf	OLD DOCK	NA	70M	14M	-1.5M	N/A
NPTCBC Wharf	OLD DOCK	NA	70M	14M	-1.9M	N/A

Water Density: Approximately (1020) for guidance.

All berths within the river are NAABSA (Not Always Afloat But Safe Aground)

BFS Wharfs – Maximum working vessel draft chart.

All heights are given in metres. Tide heights are taken from Neath Tide Tables. Readings taken from BF Dock Cill level -2.99m below OD Newlyn.

Subtract 1.5m for berth height then subtract 0.5m for safe UKC working (-2.0m).

TIDE	BFS	MAX DRAFT	TIDE	BFS	MAX DRAFT	TIDE	BFS	MAX DRAFT	TIDE	BFS	MAX DRAFT
5.0	3.5	3.0	6.0	4.5	4.0	7.0	5.5	5.0	8.0	6.5	6.0
5.1	3.6	3.1	6.1	4.6	4.1	7.1	5.6	5.1	8.1	6.6	6.1
5.2	3.7	3.2	6.2	4.7	4.2	7.2	5.7	5.2	8.2	6.7	6.2
5.3	3.8	3.3	6.3	4.8	4.3	7.3	5.8	5.3	8.3	6.8	6.3
5.4	3.9	3.4	6.4	4.9	4.4	7.4	5.9	5.4	8.4	6.9	6.4
5.5	4.0	3.5	6.5	5.0	4.5	7.5	6.0	5.5	8.5	7.0	6.6
5.6	4.1	3.6	6.6	5.1	4.6	7.6	6.1	5.6			
5.7	4.2	3.7	6.7	5.2	4.7	7.7	6.2	5.7			
5.8	4.3	3.8	6.8	5.3	4.8	7.8	6.3	5.8			
5.9	4.4	3.9	6.9	5.4	4.9	7.9	6.4	5.9			

Note: The maximum drafts quoted are based upon tides reaching predicted heights, therefore it is necessary when consulting maximum draft tables to bear in mind that atmospheric pressure and force and direction of wind exert considerable influence. South Westerly & Southerly winds can add to their height whilst Northerly and easterly winds cut them off.

Neath Abbey Wharfs – Maximum working vessel draft chart.

All heights are given in metres. Tide heights are taken from Neath Tide Tables. Readings taken from BF Dock Cill level-2.99m below OD Newlyn.

Subtract 2.6m for berth height then subtract 0.5m for safe UKC working (-3.1m).

TIDE	Neath Abbey	MAX DRAFT	TIDE	Neath Abbey	MAX DRAFT	TIDE	Neath Abbey	MAX DRAFT	TIDE	Neath Abbey	MAX DRAFT
5.0	2.4	1.9	6.0	3.4	2.9	7.0	4.4	3.9	8.0	5.4	4.9
5.1	2.5	2.0	6.1	3.5	3.0	7.1	4.5	4.0	8.1	5.5	5.0
5.2	2.6	2.1	6.2	3.6	3.1	7.2	4.6	4.1	8.2	5.6	5.1
5.3	2.7	2.2	6.3	3.7	3.2	7.3	4.7	4.2	8.3	5.7	5.2
5.4	2.8	2.3	6.4	3.8	3.3	7.4	4.8	4.3	8.4	5.8	5.3
5.5	2.9	2.4	6.5	3.9	3.4	7.5	4.9	4.4	8.5	5.9	5.4
5.6	3.0	2.5	6.6	4.0	3.5	7.6	5.0	4.5	8.6	6.0	5.5
5.7	3.1	2.6	6.7	4.1	3.6	7.7	5.1	4.6			
5.8	3.2	2.7	6.8	4.2	3.7	7.8	5.2	4.7			
5.9	3.3	2.8	6.9	4.3	3.8	7.9	5.3	4.8			

Note: The maximum drafts quoted are based upon tides reaching predicted heights, therefore it is necessary when consulting maximum draft tables to bear in mind that atmospheric pressure and force and direction of wind exert considerable influence. South Westerly & Southerly winds can add to their height whilst Northerly and easterly winds cut them off.

New Wharf (Sheet Piled Jetty) – Maximum working vessel draft chart.

All heights are given in metres. Tide heights are taken from Neath Tide Tables. Readings taken from BF Dock Cill level-2.99m below OD Newlyn.

Subtract 1.0m for berth height then subtract 0.5m for safe UKC working (-1.5m).

TIDE	New wharf	MAX DRAFT	TIDE	New wharf	MAX DRAFT	TIDE	New wharf	MAX DRAFT	TIDE	New wharf	MAX DRAFT
5.0	4.0	3.5	6.0	5.0	4.5	7.0	6.0	5.5	8.0	7.0	6.5
5.1	4.1	3.6	6.1	5.1	4.6	7.1	6.1	5.6	8.1	7.1	6.6
5.2	4.2	3.7	6.2	5.2	4.7	7.2	6.2	5.7	8.2	7.2	6.7
5.3	4.3	3.8	6.3	5.3	4.8	7.3	6.3	5.8	8.3	7.3	6.8
5.4	4.4	3.9	6.4	5.4	4.9	7.4	6.4	5.9	8.4	7.4	6.9
5.5	4.5	4.0	6.5	5.5	5.0	7.5	6.5	6.0	8.5	7.5	7.0
5.6	4.6	4.1	6.6	5.6	5.1	7.6	6.6	6.1	8.6	7.6	7.1
5.7	4.7	4.2	6.7	5.7	5.2	7.7	6.7	6.2			
5.8	4.8	4.3	6.8	5.8	5.3	7.8	6.8	6.3			
5.9	4.9	4.4	6.9	5.9	5.4	7.9	6.9	6.4			

Note: The maximum drafts quoted are based upon tides reaching predicted heights, therefore it is necessary when consulting maximum draft tables to bear in mind that atmospheric pressure and force and direction of wind exert considerable influence. South Westerly & Southerly winds can add to their height whilst Northerly and easterly winds cut them off.

Iron Works Wharf (TARMAC) – Maximum working vessel draft chart.

All heights are given in metres. Tide heights are taken from Neath Tide Tables. Readings taken from BF Dock Cill level-2.99m below OD Newlyn.

Subtract 2.1m for berth height then subtract 0.5m for safe UKC working (-2.6m)

TIDE	New wharf	MAX DRAFT	TIDE	New wharf	MAX DRAFT	TIDE	New wharf	MAX DRAFT	TIDE	New wharf	MAX DRAFT
5.0	2.9	2.4	6.0	3.9	3.4	7.0	4.9	4.4	8.0	5.9	5.4
5.1	3.0	2.5	6.1	4.0	3.5	7.1	5.0	4.5	8.1	6.0	5.5
5.2	3.1	2.6	6.2	4.1	3.6	7.2	5.1	4.6	8.2	6.1	5.6
5.3	3.2	2.7	6.3	4.2	3.7	7.3	5.2	4.7	8.3	6.2	5.7
5.4	3.3	2.8	6.4	4.3	3.8	7.4	5.3	4.8	8.4	6.3	5.8
5.5	3.4	2.9	6.5	4.4	3.9	7.5	5.4	4.9	8.5	6.4	5.9
5.6	3.5	3.0	6.6	4.5	4.0	7.6	5.5	5.0	8.6	6.5	6.0

5.7	3.6	3.1	6.7	4.6	4.1	7.7	5.6	5.1			
5.8	3.7	3.2	6.8	4.7	4.2	7.8	5.7	5.2			
5.9	3.8	3.3	6.9	4.8	4.3	7.9	5.8	5.3			

Note: The maximum drafts quoted are based upon tides reaching predicted heights, therefore it is necessary when consulting maximum draft tables to bear in mind that atmospheric pressure and force and direction of wind exert considerable influence. South Westerly & Southerly winds can add to their height whilst Northerly and easterly winds cut them off.

From Tide Tables 2023		
NPTCBC Wharf	44.5m	1.4m Less
New Wharf	69.5m	1.0m Less
Old Wharf	42.7m	2.1m Less
Iron Works Wharf	182.8m	2.1m Less
Briton Ferry Wharf	275.5m	1.5m Less
Neath Abbey Wharf	168m	2.6m Less

PILOTAGE

The main channel has a width of 76m at the widest points, excluding the stone embankments the channel has a width of 50m. There is a stone training wall running on either side East & West, which gradually increases in height. The main channel from the fairway buoys to the sewer outfall is approximately 2.14 Nautical miles at a course of 042° T. The passage inward on the port hand side there are three steel posts which have flashing red lights. On the starboard hand side there are three main Green posts which have flashing Green lights, in between these are 14 intermediate green posts which are unlit. The main sewer outfall exhibits a Blue LED Leading light, the sewer is also lit with 2 fixed vertical Red lights.

Entry from the port limits through the outer channel buoys:

- A green conical buoy exhibiting a Green light, giving one flash every 5 seconds in a position 222° T 1500 metres from the Outer light.
- A Red buoy flashing one every 5 seconds north west training wall.
- The Outer light post (Starboard) Green post FL.(2) G Every 6 seconds Positioned approx. 1500 metres upstream of entrance buoy.
- The Outer light post (Port) Red Post FL.R Every 6 seconds Positioned approx. 2000 metres upstream of entrance buoy.
- The Middle light post (Starboard) Green post FL.G Every 1.5 seconds positioned approx. 1077 metres upstream of outer light post.
- The Middle light post (Port) Red Post FL.R Every 1.5 seconds positioned approx. 800 metres upstream of outer light.
- The Inner light post (Starboard) Green Post FL.(3) G Every 10 seconds positioned approx. 1077 metres upstream of Middle light.
- The Inner light post (Port) Red Post FL.R Every 10 seconds positioned approx. 900 metres upstream of middle light post.
- Sewer Outfall Fitted with 2no Blue Leading lights, in addition fitted with 2no Red lights.

Passage from the sewer outfall upstream will follow the natural meander of the river with the deepest to the east embankment.

- South of demolished BP Jetty (Starboard) Green Post FL.(3)G Every 10 seconds.
- North BP Jetty area (Starboard) Green Post FL.(4) Every 12 seconds.
- Old Dock entrance (Starboard) Green Post FL (6) Every 15 seconds.

- Entrance to Briton Ferry Shipping (Starboard) Green Post FL.2) G Every 10 seconds.
- Upstream of above light (turning area Starboard) Green Post FL.(3) G Every 15 seconds.
- Upstream of BFS Wharf (turning area Starboard) White posts fitted with fixed blue lights positioned upstream & downstream of the turning area.

BRIDGES

The M4 Road Bridge has a vertical clearance of 29 metres and a width of 61 metres below the centre of the central span. A red flashing light is exhibited from the west pier.

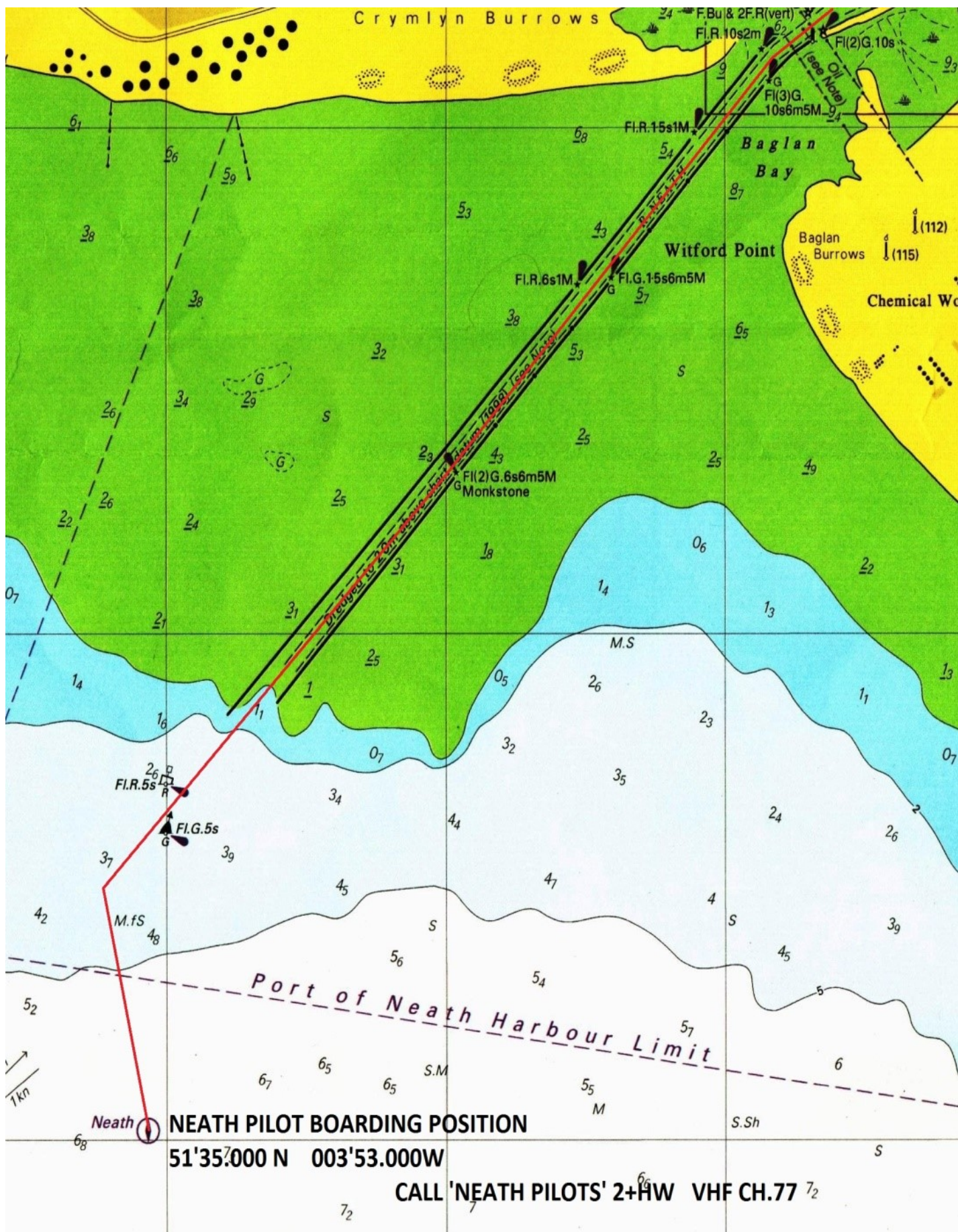
Neath By-Pass Bridge spans the river upstream of the new M4 bridge. It has a vertical clearance of 27 metres over a width of 65 metres below the centre of the central span. The maximum permissible air draft is 26 metres, and the width of the navigable channel under the centre span is 74.5 metres. The main clearance at each end of the main span is 25.8 metres.

For vessels travelling up and down the river, there will be exhibited on the superstructure at the same height, three fixed lights: Green on the Starboard, Red on the Port and White in the Centre.

Note: ALL Vessels to call 'Monkstone Marina' on VHF CH.77 when inbound passing the sewer outfall. Outbound when leaving berth.

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VESSEL TO BE UNDERWAY **(2) HOURS BEFORE HW** – PILOT WILL BOARD AT THE PILOT BOARDING POSITION APPROXIMATELY **(1) Hr (40) Min BEFORE HW**. CONTACT 'NEATH PILOTS' VHF CH. 77, FURTHER INSTRUCTIONS ON COURSE, SPEED & BOARDING SIDE WILL BE GIVEN. PILOT LADDER RIGGED TO 2M ABOVE THE WATER.



Neath Pilotage

WALES - SOUTH COAST

RIVER NEATH

SCALE 1:12 500

Projection: Transverse Mercator
Mag Var: 2°05'W 2016 (9'E)
Linear Scale: See Plan(B)

DREDGED CHANNELS

Neath Harbour Master should be consulted for the latest information on channel depths in the approaches to Neath. See Admiralty List of Radio Signals for communication details

TIDAL INFORMATION

For details of Tidal Levels and Streams refer to the tables on the reverse of sheet 5608-14.



Layout of Navigable entrance channel & location of all private berths.



Neath Abbey Wharf
- 2 berths

Turning circle
(2 - steady
burn blue lights)

Briton Ferry
Stevedoring
3 - Berths

River Neath

3F.G.
15 Secs
FL.3.G. 15 Sec

2F.G.
10 Secs
FL.2.G. 10 Sec

River Neath Road Bridge
(RW & G)

M4 Road
Bridge
(RLTS)

Monkstone
yacht basin

Lafarge Wharf
(Ex Iron Works)

Old Wharf

New Wharf

Outer basin
old Dock
FL.6.G. 15 Sec

6F.G.
15 sec

Albion Wharf
(Leisure Only)

River Neath

4 F.G.
12 secs
FL.4.G. 12 Sec

3 F.G.
10 secs
FL.3.G. 10Sec

2 F.G.
10 secs

on flat
ling

FAIRWAY BUOY
FL.R. 5 Sec

OUTER POST
FL.R. 6 Sec

MIDDLE LIGHT
FL.G. 1.5 Sec

INNER LIGHT
FL.3.G. 10 Sec

Outer light (monkstone)
F1 (2) G
6 secs

Middle light
F1. G
1.5 secs

Inner light (Whitford Point)
F1. 3G
10 secs

2 F.G. 10 secs

3 F.G. 10 secs

4 F.G. 12 secs

FL.4.G. 12 Sec

FL.3.G. 10Sec

FL.2.G. 10 Sec

Aberavon dunes

Albion Wharf (Leisure Only)

River Mersey

Navigable channel

Buoy FR 5 secs

Buoy F.G. 5 secs

FAIRWAY BUOY
FL.G. 5 Sec

OUTER LIGHT
FL.2.G. 6 Sec

