



Forth Ports Limited

Ruling Depths & Under Keel Clearances - Forth

Vessels are scheduled into / out of ports on the Forth & Tay in accordance with the under keel clearance criteria specified in this section of the Marine Guidelines & Port Information.

Vessel operators who require increased under keel clearance margins, over and above those published in the Marine Guidelines & Port Information must ensure that these requirements are specified to FTNS at the time of booking the vessel's arrival / departure. This is to ensure that vessels are booked for the correct height of tide, and to ensure that delays / impacts to the shipping schedule are avoided.

Agents are advised to ascertain vessel specific under keel clear requirements prior to making arrival / departure bookings through FTNS.

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

LIST OF AMENDMENTS

July 2018	Update to Container Berth depths following Plough dredge.
July 2018	Berth dimensions for all berths in Leith added, changes to some ruling depths in Leith & Rosyth
November 2018	Methil depths updates (all depths now in relation to chart datum)
January 2019	Rosyth ruling depths updated and removal of reference to floating fenders on T Berth
February 2019	Burntisland Key Information Grangemouth J3 & LPG berth depths updated.
May 2019	Leith approach channel remarks & ruling depths within the port Burntisland key information and ruling depths North Imperial cut depth Grangemouth J3 & LPG berths. Methil approach. Rosyth approach
July 2019	Change of UKC for Imperial dock Leith Grangemouth LPG berth Grangemouth Grange Dock- North Grange, North & South Tongue
October 2019	New layout to include the reference chart name and date of the survey Crane pad location added to Rosyth Key information Rosyth ruling depths updated
January 2020	Rosyth ruling depths updated
March 2020	Inverkeithing Harbour depths updated
April 2020	Grange Dock Rosyth North Wall Newhaven Harbour and approaches
August 2020	Grangemouth ruling depth & Rosyth information
December 2020	Rosyth Ruling Depths Removal of berthing details from Fife ports which have been put in MPCI document Kirkcaldy UKC North Imperial Cut – update regarding vessels with LOA of 111m - 119m
May 2021	Grangemouth Ruling Depths Leith Ruling Depths Rosyth Ruling Depths Methil Energy Park Ruling Depths Methil Energy Park Key Information updated
November 2021	Leith Approach and Depths Grangemouth Depths Rosyth Depths Babcock Approach and Depths Methil Dock Entry and Depths Kirkcaldy Approach and Depths
December 2021	Babcock Approach and Depths Methil Approach and Depths
March 2022	Methil Approaches UKC updated Grangemouth Diversionary Channel included Rosyth Ruling Depths Babcock Ruling Depths
April 2022	Grangemouth Approach RD updated
May 2022	Full review of Grangemouth, Rosyth, Inverkeithing, Burntisland, Kirkcaldy, and Hound Point

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

GRANGEMOUTH - RULING DEPTHS AND UNDER KEEL CLEARANCE

Data is based on a broad interpretation of current surveys and is only intended as a general guide.

Original surveys should always be consulted especially for detailed operational planning.

The following Ruling Depths apply to the berths, ports and approach channels. The depths indicated are the least depth in the channel or on the berth. Deeper water may be available in certain parts of the channel and conversely shallower water may exist just outside of the channel.

The depths given below are an indication of the least depth, which maybe encountered in the channel, however a close examination of the latest soundings should be made when preparing a passage plan.

For areas not included in the tables below an under keel clearance of 10% of the vessels maximum draft with a minimum under keel clearance of 0.5m should be used.

1. Average Grangemouth Dock Density: **1020**
2. Maximum Ship size normally accepted at Grangemouth: **187m * 27.4m.**
3. All berths in Grange and Carron Dock – average height of quay above waterline **1.0m**
4. Outreach of #4 & #5 transporter cranes **34.5m**, height from quay to gantry **30m.**

Grangemouth Lock Dimensions

	Overall length	Chamber Length	Max LOA	Width between fenders
Outer	108m	90m	82m	29.1m
Inner	129.6m	112m	104m	
Full	237.6m		187m	

Grangemouth Berth Dimensions

Berth	Length	Remarks
North Grange 1 - 2	170m	
North Grange 3 - 7	440m	Distance between #7 and #8 is 84m
Tongue N Grange 8 - 11	365m	
Tongue S Grange 12 - 15	365m	
South Grange	630m	
East Wall	215m	
East Cut Width	36m	
West Cut Width	18.3m	
Carron Dry Dock	105m x 16m	Cill 4.8m

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
<i>Grangemouth Approach Channel</i>	0.6m	6.1 m	In Bellmouth	Grangemouth Bellmouth – Surveyed Monthly
<i>Grangemouth Diversionary Channel</i>	0.6m	4.7m		Grangemouth Roads – 15.06.20
<i>Grangemouth Cill</i>	0.6m	6.15 m		
EASTERN CHANNEL			Depths may be less off the berths – latest sounding chart to be consulted for vessel approach and swinging	Eastern Channel - 01.11.21
Common User Oil Jetty (Jetty 1 North)	0.3m	9.9 m		
Jetty E 1	0.3m	11.8 m	Daughter vessel operations – depth is 10.5m	
Jetty E 2	0.3m	10.6 m		
Jetty J 2	0.3m	11.3 m		
Jetty J 3	0.3m	11.0 m		
Jetty J 4	0.3m	7.9 m		
EOL LPG Berth	0.3m	8.5 m		
East Cut Width = 36 metres	0.5m	8.2m	NB maximum draft for Grange Dock determined by RD at East Cut	
GRANGE DOCK				Grange Dock - 01.11.21
North				
Grange 1-2 knuckle (Bollard 16-22)	0.3m	7.3m		
Grange 3 (13-16 Bollard)	0.3m	7.2m		
Grange 3-6 (5-13 Bollard)	0.3m	7.7m	(Bollards 8 & 9 Missing/Out of Use) 7.2m on approach to berth – South of bollard 16	
Grange 7 (2-5 Bollard)	0.3m	7.3m	7.2m on approach to berth – South of bollard 16	
Tongue North				
Grange 8 (2-6 Bollard)	0.3m	7.2m		
Grange 8-9 (6-10 Bollard)	0.3m	7.2m		
Grange 10-11 (10-16 Bollard)	0.3m	7.4m		
Tongue South				
Grange 15 (1-5 Bollard)	0.3m	7.4m	(Bollard 7 & 11 Missing/Out of Use). Vessels required to use fenders	
Grange 14 -12 (5-13 Bollard)	0.3m	7.3m		
South				
1 – 3 Bollard	0.3m	7.1m	Max Draft – 6.8m	
3 – 6 Bollard	0.3m	7.4m	Max Draft – 7.1m	
6 – 20 Bollard	0.3m	8.2m	Max Draft – 7.7m (dictated by max draft able to pass through the East Cut)	
20-21 Bollard	0.3m	8.0m	Max Draft – 7.7m. Shallows east of bollard 21	
East Wall				
1-8 Bollard	0.3m	7.8m	Max Draft – 7.5m	
<i>Western Channel</i> Maximum ship normally 90m * 14m	0.5m	6.4m	Deepest water at centre of channel, shallows to north and south.	Western Channel – 31.03.21
<i>West Cut</i> Width = 18.3m Maximum ship normally 90m * 14m	0.5m	7.4m	For vessels which exceed max. ship dimensions and for dead ship movements detailed planning is required including consultation between Duty Assistant Harbourmaster and Duty Pilot	

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

CARRON DOCK				Carron Dock –11.01.21
North				
Rankins - no commercial traffic		N/A	Shallows at west end of berth	
Amsterdam - no commercial traffic		N/A		
Curries - no commercial traffic	0.3m	N/A		
Stevens	0.3m	6.8m	Shallower to south of berth.	
Cross Berth	0.3m	6.3m	(Between West Cut and Drydock)	
South				
Conveyor & Old Hoist	0.3m	6.6m		
Watsons Lower	0.3m	6.6m		
Watsons Middle	0.3m	6.0m		
Watsons Upper	0.3m	5.0m	Not in use	
New Quay Wall Lower - Tug Berth	0.3m	5.8m		
New Quay Wall Upper	0.3m	4.6m	Shallows to west of berth – uncharted.	

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

LEITH - RULING DEPTHS AND UNDER KEEL CLEARANCE

The following Ruling Depths apply to the berths, ports and approach channels. The depths indicated are the least depth which may be encountered in the channel or on the berth. Deeper water may be available in certain parts of the channel and conversely shallower water may exist just outside of the channel. A close examination of the latest soundings should be made when preparing a passage plan.

For areas not included in the tables below an under keel clearance of 10% of the vessels maximum draft with a minimum under keel clearance of 0.5m should be used.

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3. All Depths quoted are in metres

Leith Key Information

- Average Dock Density: **1010 (Brackish, dependant on rain fall vs impounding)**
- Maximum size ship normally accepted at Leith 210m x 30m. Vessels out with these dimensions will be dealt with on a case-by-case basis.
- Lockside is approximately 2m above MHWS.
- Quaysides are approximately 2.2m above dock level and 1.5m at OT the Cruise Liner Berth.

Leith Lock Dimensions

	Overall length	Max LOA	Width between fenders
Short Lock	92m	85m	31.6m
Intermediate	159m	150m	
Full	259m	210m	

Leith Dock General Dimensions

Berth	Length	Remarks
Imperial Cut		Entrance width 31.6m
Albert Cut		Entrance width 18.2m
Edinburgh Cut		Entrance width 18.2m
Cruise Liner Berth	375m	
Ocean Terminal	175m	Length of usable quayside ahead of Britannia
West Wall	220m	
Ranks	150m	
North Imperial	570m	
1-4 South Imperial	315m	
5-6 South Imperial	230m	
6 Harbour	150m	
8 – 12 Harbour	305m	
North Side Albert	300m	
4 Albert Cross Berth	85m	
North Edinburgh	440m	
10-13 Edinburgh	290m	
2 Edinburgh	130m	
1 Edinburgh	85m	
Imperial Dry Dock	167.6 x 21.3 x 7.3m	
Edinburgh Dry Dock	91.4 x 12.2 x 5.6m	

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

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Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Port of Leith			Sill height 6.71m below ACD	
<i>Leith Approach Channel</i>	1.0m Flood 1.5m Ebb	6.0m	Ruling depth of Lock = 6.0m	Leith Approach Channel – 02.02.2022
All Berths except North Imperial	0.5m			
North Imperial	0.4m		With prior agreement from the vessel	
Outer Harbour				
Common User Oil Jetty		9.4m	Alongside timber structure, otherwise 9.8m. Depths reduce to 8.2m towards Old Imperial Passage. Useable Quay 150m from East End. Max LOA – 120m	Western Harbour – 04.03.2021
Western Harbour		10.3m	Area South east of West Wall to corner of Ranks and CLB	
		6.5 to 7.2m	Area South of the two Red Buoys	
West Wall		7.7m		
Cruise Liner Berth (Ocean Quay)		10.3m	Reduces 30m from east end	
Ocean Terminal		6.5m		
Ranks Berth		8.3m	No vehicles allowed on wharf. Max Beam = 25m Consult survey chart before berthing on Ranks Berth	
Imperial Dock				
Imperial Passage		10.2m	Consult survey chart before berthing in the Imperial Passage.	Imperial Dock – 04.03.2021
North Imperial Cut (Yellow Cranes/ Old Lock)		7.8m	Gantry Clearance 20m (boom down) Maximum length of vessel normally permitted = 110m. Vessels with LOA of 111m - 119m with Harbour Master's approval. Width = 20.3m, Beam = 19m. NOTE: Gate protruding no exit into Western Harbour	
Imperial Dock North		9.4m	Shallows of 9.3m 40m from dry dock Consult latest sounding chart	
7 North Imperial		9.5m	Consult latest sounding chart	
South Imperial (1-2)		9.3m	9.1m West of bollard 75, Consult Sounding Chart	
South Imperial (3-4)		9.4m	Shallows to 8.4m at extreme eastern end of berth	
South Imperial 5		9.1m		
South Imperial 6		8.8m		
Cross Berth		8.8m	8.5m patch at Southern End Consult survey chart before berthing in the Cross Berth	

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

Harbour Berths		Fenders required for deep draft vessels.		
Head Office Pontoon		2.5m		Outer Harbour – 04.03.2021
4 Harbour		4.0m	Depths reduce towards Water of Leith Berth only for use by HMS Archer Class	
6 Harbour		7.6m		
8 Harbour		9.5m	Shallows to 8.7m 50m off east of berth	
10 Harbour		9.6m		
12 Harbour		9.3m		
Albert Dock				
Albert Cut		7.3m		Albert Dock – 04.03.2021
Albert Dock North – (Measured from East to West) 0m – 230m 230m – West End		8.0m Unknown	Shallows to 7.2m at extreme eastern end Vessel on Berth	
Albert Dock East Wall/Cross Berth		7.0m	Shoaling in Extreme SE corner	
Edinburgh Dock				
1 Edinburgh (90m)		6.8m		Edinburgh Dock – 04.03.2021
2 Edinburgh (145m)		7.3m	Max LOA = 100m Shallows at east end	
3 Edinburgh (80m)		6.8m		
Edinburgh Dock South Arm – (280m) 10 to 11 Edinburgh 12 to 13 Edinburgh		7.6m 7.5m	Max LOA = 100m	
Edinburgh Dock North Arm (440m)		7.2m	Shallows to 6.8m , 30m from East End Consult latest sounding chart	

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

ROSYTH & FIFE PORTS – RULING DEPTHS AND UNDER KEEL CLEARANCE

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Rosyth

Rosyth Key Information

- Height of quayside above CD is 7.522m
- Maximum length normally accepted at the North Wall is 250m. Vessels out with these dimensions, and for all other berths, will be dealt with on a case-by-case basis.
- Rosyth traffic is subject to aircraft restrictions due to the Forth Bridges. Ref: Marine Procedure, Guidelines and Information section 1.1
- North Wall strengthened quay 200-400m marks – operating area for the Liebherr crane

Berth	Length	Remarks
North Wall	540m	450m fendered at 15m intervals from the west end. White rectangle painted at 530m mark. Berth Box = 35m wide.
T Berth	220m	Ferry berth with Links-span 143m of quayside ahead of the linkspan Fixed Fenders – Protrude 3.7m to seaward and 2m above quayside.
S	160m	
R	170m	
Q	150m	
P	150m	Small pontoon in NE corner
O	170m	

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Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Rosyth Approach Channel	0.5m	7.9m		Port of Rosyth – 18.05.22
Rosyth Swing Area	0.5m	8.0m		Port of Rosyth – 18.05.22
Port of Rosyth				
North Wall 0-30m 30-50m 50-350m 350-500m 500-530m 530-550m	0.5m	6.2m 8.8m 9.0m 9.1m 8.7m 6.0m	White rectangle at 530m.	Port of Rosyth – 18.05.22
T Berth		7.8m	7.5m on approach and 6.7m near South dolphin	
S Berth		2.2m	2.0m on approach	

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

Approaches to OPQR berths		2.3m	Shallows to in vicinity of No.5a Buoy, and to west of approaches.	
O Berth		3.8m	Shallows north of berth – consult latest sounding chart	
P Berth		3.2m	Shallows north of berth – consult latest sounding chart	
Q Berth		4.2m		
R Berth		4.7m		

Babcock

Babcock – consult H.M for latest information	0.6m		N.B. UKC for warships = 1.0m.	
Non Tidal Basin		9.7m	Basin maintained CD + 4.2m.	Main Basin – 08.01.19
Middle Jetty N		3.4m	Depths vary, check chart. Shallows to West	Port of Rosyth – 18.05.22
Middle Jetty S		6.1m	Depths vary, check chart. Shallows to West	
South Arm		7.7m	Fenders required to find deepest water in dredged box - Depths vary, check chart. Shallows to West	
Approaches to Direct Entrance		5.9m		
Approaches to the lock		5.2m		
Sills (Lock and Direct Entrance)		6.57m		

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

Burntisland

Burntisland Key Information

- Entrance to harbour between breakwaters is 76m wide.
- Maximum size ship normally accepted at the East Dock 100m x 16m. Vessels out with these dimensions will be dealt with on a case-by-case basis.
- Maximum size ship normally accepted at the West dock 100m x 27m.
- An estimated water loss of up to 1m per tide can be experienced in the East dock while the West dock can lose up to 0.5m per tide.
- West dock based on an impounded dock height of 4.48m

Berth	Width	Remarks
Entrance to East Dock	18.2m	Sill height 3.09m below CD – mitre gate.
Entrance to West Dock	29.5m	Sill height 0.81m below CD – folding gate

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Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Burntisland				
Outer Approaches	0.5m	3.5m	Dock approaches less.	Burntisland Approach – 15.02.22
East Dock Approach		2.2m	Consideration to be given to the shallow water west of the east dock approach and towards the island jetty during inclement weather or during approach manoeuvres	Burntisland Docks – 13.05.22
East Dock		2.1m	Shallows towards the South West corner of the dock	
No1 Berth – West		2.7m	Shallows towards East end of the berth.	
No2 Berth - East		2.6m	Shallows towards East end of the dock	
West Dock Approach		-0.8m		
West Dock west wall			Shoals 0.6m from quay face fenders required to remain clear of this	
North/East/South wall			Consult sounding chart – area leased to Briggs marine	

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

Methil

Methil Key Information

- Main Entrance to No.2 Dock is 15.2m wide
- Maximum size vessel normally accepted is 100m x 14.0m beam. Vessels out with these dimensions will be dealt with on a case-by-case basis.
- Dock gates normally open three hours before high water.
- Depth over the outer sill (No.2 dock) is 2.6m below chart datum (No.1 dock is 1.22m above the sill at No.2)
- No entry is permitted to No.1 Dock.

Berth	Length	Remarks
Number 2 Dock		15.2m wide, sill 2.6m below ACD
Cross berth	85m	
No.1 (Hard Pad)	130m	
No.2 (Central Farmers)*	82m	
NE Corner	213m	Travelling crane
No.6		
Distance across dock between Hard Pad and South side is 121m		
Distance across dock between Central Farmers and South side is 109m		
Number 1 Dock		No entry to No.1 Dock
South side	173m	
North side	136 + 58m	
West (North)	43m	
West (South)	43m	
East side	82m	
Distance across dock North to South side is 103m		

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Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Methil Approaches	0.5m	0.8m	Shallows along outer West pier end	Methil Harbour – 22.11.21
Methil Berths (within No.2 dock)	0.5m			Methil Harbour – 22.11.21
No2 dock out with berth area		1.3m		
Cross/Stone Berth		1.5m		
#1 (Hard Pad)		1.4m		
#2 (Central Farmers)		1.6m		
North East Corner		1.6m		
#6		1.4m		

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

Methil Energy Park

Methil Energy Park Key Information

- Berths owned by Scottish Enterprise
- Maximum sized barges/vessels dictated by draft & mooring analysis carried out by tenant

For further information, please refer to latest edition of Energy Park Fife Quayside Regulations.

Berth	Length	Remarks
East Quay 1	184m	Mooring dolphins & offshore mooring buoys used
West Quay 2	178m	140m of surveyed quayside

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Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Methil (Energy Park Fife)	0.5m			Methil BiFab – 07.08.18
East Berth (Quay 1) 0 to 70m 70 – 100m 100 – 180m	0.5m	1.6m 3.0m 3.7m	With stand-off fendering. Distance given from northern end of East Berth Quay 1.	
West Berth (Quay 2) 0 to 80m 80 - 140m	0.5m	3.2m 3.9m	With stand-off fendering. Distance given from corner of Quay 1 and Quay 2. A patch of 3.4m exists 25m off the berth at the 30m mark.	

Kirkcaldy

Kirkcaldy Key Information

- Main entrance is 15.2m wide.
- Sill height 0.65m below Chart datum.
- Maximum size vessel normally accepted is 85m x 14m. Vessels out with these dimensions will be dealt with on a case by case basis.
- Port Side is the preferred side alongside at Carrs Milling.
- The berth is a NAABSA Berth (Not Always Afloat but Safely Aground).
- Lock gates are no longer in use.

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Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Kirkcaldy				
Approaches	0.5m	-0.1m	Area subject to siltation – latest sounding chart to be consulted.	Kirkcaldy Harbour – 11.04.22
Outer Harbour	0.4m	0.0m	Shallows to west – consult latest sounding chart	
Inner Harbour	0.4m	-0.4m	Shallows at SW corner	
NE Berth	0.4m*	0.0m*		
* Vessels usually take bottom and stated to be NAABSA Berth (Not Always Afloat but Safely Aground). by the berth operators – stated UKC are for berthing operations				

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

Inverkeithing

Inverkeithing Key Information

- Berths in Inverkeithing are managed by either RM Recycling or Forth Bridge Stevedoring Limited.
- All berths designated NAABSA by berth operators.

Berth	Length	Remarks
Deepwater Berth	130m	Max vessel length 110m
No 1 Berth	140m	
No 2 + No 3 Berths		Berths not used for commercial traffic
Stone Berth (Quarry)	30m	Max LOA 110m
Old Sea Plane Berth		Berth not used for commercial traffic
East Ness Berth	20m	Max vessel LOA = 100m

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Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Inverkeithing Approaches	0.5m	0.4m		Inverkeithing Approach – 20.11.19
Inverkeithing				
Deep Water Berth	*0.3m	1.0m	Restricted to 0.4m owing to approaches: consult sounding chart for depths alongside berth.	Inverkeithing Harbour – 30.03.22
No 1	*0.3m	-2.0m	Shoals 20m north of berth,	
Stone Berth (Quarry)	*0.3m	-0.4m	0.0m in approaches PST preferred.	
East Ness Berth	*0.3m	-0.4m	-0.1m in approaches Maximum LOA 100m.	
* Vessels usually take bottom and stated to be “Not Always Afloat But Safe Aground” (NAABSA) by the berth operators – stated UKC are for berthing operations				

Hound Point

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
HP1 and HP2	2.1m	18.5m	See Marine Guidelines & Port Information for calculating maximum draft.	Hound Point Oil Terminal – 09.12.20

Braefoot

	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
East Out	2.0m	10.0m	See Braefoot Tide tables.	Mortimers Deep – 16.09.20
West Out	2.5m	10.5m	See Braefoot Tide tables.	

Crombie

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
South Jetty	1.0m	12.0m	Reported by DM Crombie	Aspect A7773 DM Crombie – 22.06.21
North Jetty		7.5m		

FORTH PORTS LIMITED	Document ID FPS PMSC OP 23_30	Authorised By HMFT	Original Date January 2014
Ruling Depths & Under Keel Clearances	Date Revised May 2022	Revised By HMFT	Review Due December 2022

Newhaven

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Newhaven Anchorage	0.5m	8.0m	Shallows to SE and NW corners.	Middle Bank to Leith - 24.11.21
Newhaven Approaches	0.3m	1.0m	Area subject to siltation, consult latest sounding chart	Newhaven – 02.02.22
Newhaven Harbour	0.3m	1.0m	Area subject to siltation, consult latest sounding chart	

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