



## **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.

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## LIST OF AMENDMENTS

<b>July 2018</b>	Update to Container Berth depths following Plough dredge.
<b>July 2018</b>	Berth dimensions for all berths in Leith added, changes to some ruling depths in Leith & Rosyth
<b>November 2018</b>	Methil depths updates (all depths now in relation to chart datum)
<b>January 2019</b>	Rosyth ruling depths updated and removal of reference to floating fenders on T Berth
<b>February 2019</b>	Burntisland Key Information Grangemouth J3 & LPG berth depths updated.
<b>May 2019</b>	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
<b>July 2019</b>	Change of UKC for Imperial dock Leith Grangemouth LPG berth Grangemouth Grange Dock- North Grange, North & South Tongue
<b>October 2019</b>	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
<b>January 2020</b>	Rosyth ruling depths updated
<b>March 2020</b>	Inverkeithing Harbour depths updated
<b>April 2020</b>	Grange Dock Rosyth North Wall Newhaven Harbour and approaches
<b>August 2020</b>	Grangemouth ruling depth & Rosyth information
<b>December 2020</b>	Rosyth Ruling Depths Removal of berthing details from Fife ports which have been put in MPGI document Kirkcaldy UKC North Imperial Cut – update regarding vessels with LOA of 111m - 119m
<b>May 2021</b>	Grangemouth Ruling Depths Leith Ruling Depths Rosyth Ruling Depths Methil Energy Park Ruling Depths, Methil Energy Park Key Information updated
<b>November 2021</b>	Leith Approach and Depths Grangemouth Depths Rosyth Depths, Babcock Approach and Depths Methil Dock Entry and Depths Kirkcaldy Approach and Depths
<b>December 2021</b>	Babcock Approach and Depths Methil Approach and Depths
<b>March 2022</b>	Methil Approaches UKC updated Grangemouth Diversionary Channel included Rosyth Ruling Depths, Babcock Ruling Depths
<b>April 2022</b>	Grangemouth Approach RD updated
<b>May 2022</b>	Full review of Grangemouth, Rosyth, Inverkeithing, Burntisland, Kirkcaldy, and Hound Point
<b>July 2022</b>	Rosyth ruling depths, Inverkeithing East Ness note
<b>July 2022</b>	Grangemouth Approach ruling depths, Leith Ruling Depths
<b>October 2022</b>	Leith Locks, Albert Cut and Albert Dock ruling depths updated. Rosyth approaches, and Babcock ruling depths updated. Methil Energy Park ruling depths updated.
<b>October 2022</b>	Leith – Albert Cut ruling depth updated
<b>October 2022</b>	Grangemouth – Note added to Grangemouth Approach
<b>October 2022</b>	New row added for Grangemouth Lock ruling depth Note added to Grangemouth Cill
<b>November 2022</b>	Update to Grangemouth Lock Ruling Depth
<b>November 2022</b>	Grangemouth – Update to Eastern Channel Berths, Grange Dock, Tongue North & South ruling depths Rosyth – North Wall & Swing Area Ruling Depths updated Kirkcaldy – Approaches Ruling Depth updated Braefoot – West Out Ruling Depth updated.
<b>December 2022</b>	Update to Grangemouth Lock Ruling Depth Update to Albert & Edinburgh Dock Remarks Rosyth Ruling Depths Babcock – Tidal Ruling Depths Kirkcaldy - Approaches Ruling Depth

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	Inverkeithing – East Ness Ruling Depth
<b>January 2023</b>	Grangemouth – Update to Eastern Channel Berths Rosyth approaches, and Babcock ruling depths updated.
<b>March 2023</b>	Grangemouth – Update to Bellmouth, Eastern Channel Jetties and Grange Dock Berths Ruling Depth Leith – Update to Albert Cut Ruling Depth Rosyth – Updates to the Ruling Depths for Rosyth Berths, Approaches & Swing Area Inverkeithing Ruling Depths
<b>April 2023</b>	Methil – Update to Ruling Depths
<b>May 2023</b>	Kirkcaldy – Update to Ruling Depths Rosyth – Update to Ruling Depths Grangemouth – Update to Eastern Channel, Grange Dock ruling depths. Leith- Update to Ruling Depths
<b>June 2023</b>	Burntisland – Update to Ruling Depths Inverkeithing UKC amended Leith approach channel RD updated Grangemouth Eastern Channel RDs updated Methil Energy Park RDs updated Rosyth RDs updated
<b>July 2023</b>	Grangemouth Eastern Channel RD Updated
<b>Sep 2023</b>	Methil – Update to Ruling Depths Babcock – Update to Ruling Depths Grangemouth – Eastern Channel Updated, Container Terminal updated
<b>Oct 2023</b>	Rosyth – Update to Ruling Depths Kirkcaldy – Update to Ruling Depths – 02/10/23 Kirkcaldy – Update to Ruling Depths – 23/10/23 – Post Storm Survey Methil- Update to Ruling Depths-23/10/23- Post Storm Survey
<b>Jan 2024</b>	Methil Energy Park- Update to Ruling Depths- 20/11/23- Post Storm Survey Rosyth – Update to Ruling Depths Babcock – Update to Ruling Depths Grangemouth – Grange Dock/Eastern Channel Updated
<b>Feb 2024</b>	Rosyth – Update to Ruling Depths Babcock – Update to Ruling Depths Newhaven Harbour and Approaches– update to Ruling Depths
<b>March 2024</b>	Kirkcaldy – Update to Ruling Depths Grangemouth – Easter Channel, Grange Dock Ruling Depths updated.
<b>April 2024</b>	Rosyth – Update to Ruling Depths
<b>July 2024</b>	Methil- Update to expected water loss Burntisland- Update to Ruling Depths Rosyth- Update to Ruling Depths
<b>July 2024</b>	<b>Grangemouth – Grange Dock Ruling Depths updated</b>

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## GRANGEMOUTH - RULING DEPTHS AND UNDER KEEL CLEARANCE

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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

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
<i>Grangemouth Approach Channel</i>	0.6m	6.2m	Depths of 6.0 metres in the vicinity of Grangemouth lock entrance.	<b>Grangemouth Bellmouth – Surveyed Monthly</b>
<i>Grangemouth Diversionary Channel</i>	0.6m	4.7m		<b>Grangemouth Roads – 29.11.23</b>
<i>Grangemouth Cill</i>	0.6m	6.15 m	The lesser value of the Cill/Lock to be used for vessel scheduling	
<i>Grangemouth Lock</i>	0.6m	5.7 m		<b>Grangemouth Lock – 14.12.22</b>
<b>EASTERN CHANNEL</b>			Depths may be less off the berths – latest sounding chart to be consulted for vessel approach and swinging.	
Common User Oil Jetty (1 North)	0.3m	9.6m		<b>Eastern Channel – 14.03.24</b>
Jetty E 1	0.3m	11.3m	Daughter vessel operations – depth 10.7m.	

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Jetty E 2	0.3m	10.6m		
Jetty J 2	0.3m	10.9m		
Jetty J 3	0.3m	10.7m		
Jetty J 4	0.3m	7.5m	Shallows towards the SW in the vicinity of Jetty 5.	
EOL LPG Berth	0.3m	8.2m		
East Cut Width = 36 metres	0.5m	8.2m	NB maximum draft for Grange Dock determined by RD at East Cut	
<b>GRANGE DOCK</b>				
<b>North</b>				<b>Grange Dock – 05.07.24</b>
Grange 1-2 (Bollard 18-22)	0.3m	7.8m		
Knuckle (Bollard 15- 18)	0.3m	6.7m		
Grange 3-4 (11-15 Bollard)	0.3m	7.7m		
Grange 4 -6 (6-11 Bollard)	0.3m	7.5m	(Bollards 8 & 9 Missing/Out of Use)	
Grange 7 (2-5 Bollard)	0.3m	7.1m	6.9m on approach to berth	
<b>Tongue North</b>				
Grange 8 (2-6.5 Bollard)	0.3m	6.8m		
Grange 8-11 (6.5-16 Bollard)	0.3m	7.8m	Shallower patches down to 7.6m off the Eastern end of Tongue	
<b>Tongue South</b>				
Grange 15 (1-5 Bollard)	0.3m	7.1m	(Bollard 5, 7 & 11 Missing/Out of Use). Vessels required to use fenders	
Grange 14 -12 (5-13 Bollard)	0.3m	7.1m		
<b>South</b>				
1 – 3 Bollard	0.3m	6.9m	<b>Note: No vessels to berth West of bollard 5.5</b>	
3 – 5.5 Bollard	0.3m	6.4m		
5.5 – 21 Bollard	0.3m	8.0m		Max Draft – 7.7m (dictated by max draft able to pass through the East Cut)
<b>East Quay Wall</b>				
1-8 Bollard	0.3m	8.0m	Max Draft – 7.7m	
<i>Western Channel</i> <b>Maximum ship normally 90m * 14m</b>	0.5m	6.4m	Deepest water at centre of channel, shallows to north and south.	
<i>West Cut</i> Width = 18.3m  <b>Maximum ship normally 90m * 14m</b>	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	
<b>CARRON DOCK</b>				
<b>North</b>				<b>Carron Dock – 20.11.23</b>
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)	
<b>South</b>				
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.	

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## LEITH - RULING DEPTHS AND UNDER KEEL CLEARANCE

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**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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### **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	

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<b>Location</b>	<b>UKC</b>	<b>RD</b>	<b>Remarks</b>	<b>Reference Chart</b> (Name and date of last survey)
<b>Port of Leith</b>			<b>Sill height 6.71m below ACD</b>	
<i>Leith Approach Channel</i>	1.0m Flood 1.5m Ebb	6.1m	Ruling depth of Lock = 6.4m	<b>Leith Approach Channel – 13.12.23</b> <b>Leith Locks – 13.05.23</b>
All Berths except North Imperial	0.5m			
North Imperial	0.4m		With prior agreement from the vessel	
<b>Outer Harbour</b>				
Common User Oil Jetty		9.2m	Alongside timber structure, otherwise 9.8m. Depths reduce to 8.2m towards Old Imperial Passage. Useable Quay 150m from East End. Max LOA – 120m	<b>Western Harbour – 11.12.23</b>
Western Harbour		10.1m	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)		10.1m	Reduces 30m from east end	
Ocean Terminal		6.5m		
Ranks Berth		8.3m	<b>No vehicles allowed on wharf.</b> Max Beam = 25m Consult survey chart before berthing on Ranks Berth	
<b>Imperial Dock</b>				
Imperial Passage		10.2m	Consult survey chart before berthing in the Imperial Passage.	<b>Imperial Dock – 11.12.23</b>
North Imperial Cut (Yellow Cranes/ Old Lock)		7.7m	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 40m from dry dock Consult latest sounding chart	
7 North Imperial		9.4m	Consult latest sounding chart	
South Imperial (1-2)		9.2m	8.7m 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		9.3m	8.5m patch at Southern End Consult survey chart before berthing in the Cross Berth	

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<b>Harbour Berths</b>			<b>Fenders required for deep draft vessels.</b>	
Head Office Pontoon		2.5m		<b>Imperial Dock – 11.12.23</b>
6 Harbour		7.6m	Shallows at Eastern End of Berth.	
8 Harbour		9.2m	Consult survey chart	
10 Harbour		9.2m	Consult survey chart	
12 Harbour		9.9m		
<b>Albert Dock</b>				
Albert Cut		7.5m	Reference Albert Dock Chart 11.12.2023	<b>Albert Dock – 11.12.23</b>
Albert Dock North – (Measured from East to West) 0m – 230m 230m – West End		7.8m* 7.4m*	*Max sailing / berthing draft as per Albert Cut ruling depth  Shallows to 7.0m at extreme eastern end Shallow to 6.3m at extreme west end	
Albert Dock East Wall/Cross Berth		7.0m*	*Max sailing / berthing draft as per Albert Cut ruling depth  Shoaling in Extreme SE corner approx. 15m from south side	
<b>Edinburgh Dock</b>				
1 Edinburgh (90m)		6.8m*	*Max sailing / berthing draft as per Albert Cut ruling depth	<b>Edinburgh Dock – 11.12.23</b>
2 Edinburgh (145m)		7.2m*	*Max sailing / berthing draft as per Albert Cut ruling depth  Max LOA = 100m Shallows at east end	
3 Edinburgh (80m)		6.8m*	*Max sailing / berthing draft as per Albert Cut ruling depth	
Edinburgh Dock South Arm – (280m) 10 to 11 Edinburgh 12 to 13 Edinburgh		7.5m* 7.4m*	*Max sailing / berthing draft as per Albert Cut ruling depth  Max LOA = 100m  Sunken Vessel at East End of Berth, consult survey chart.	
Edinburgh Dock North Arm (440m)		7.1m*	*Max sailing / berthing draft as per Albert Cut ruling depth  Shallows to 6.6m , 30m from East End Consult latest sounding chart	

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## 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)
<b>Rosyth Approach Channel</b>	0.5m	7.8m	Shallows in vicinity of No.5 buoy	<b>Rosyth Approaches – 02.07.24</b> <b>Port of Rosyth – 02.07.24</b>
<b>Rosyth Swing Area</b>	0.5m	<b>8.0m</b>	Shallows South of the Dolphins and towards the far East of the Swing Area, consult chart.	<b>Port of Rosyth – 02.07.24</b>
<b>Port of Rosyth</b>				
North Wall 30-50m 50-150m 150-325m 325-490m 490-530m	0.5m	<b>8.0m</b> <b>9.3m</b> <b>9.1m</b> <b>9.2m</b> <b>7.0m*</b>	Shallows towards dolphins  *Shallows towards the East end of the berth – consult latest chart White rectangle at 530m.	<b>Port of Rosyth – 02.07.24</b>

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T Berth 20m -S.Dolphin		7.9m	Shallows towards South of dolphin – shallows towards the RoRo pontoon.	
S Berth		2.0m	2.0m on approach – shallows towards North of berth	
Approaches to PQR berths		3.4m	Shallows in vicinity of No.5a Buoy, and to west of approaches.	
<b>Approaches to O berth</b>		3.2m		
O Berth		3.7m	Shallows North of berth – always consult latest sounding chart	
P Berth		2.6m	Shallows north of berth – consult latest sounding chart	
Q Berth		4.0m		
R Berth		4.5m	Shallows towards South of berth - consult latest sounding chart	

## **Babcock**

<b>Babcock – consult H.M for latest information</b>	0.5m		N.B. UKC for warships = 1.0m.	
Non Tidal Basin		9.7m	Basin maintained CD + 4.2m.	<b>Main Basin – 08.01.19</b>
Middle Jetty N		3.0m	Depths vary, check chart. Shallows to West	<b>Port of Rosyth – 23.04.24</b>
Middle Jetty S		6.8m	Depths vary, check chart. Shallows to West – Fenders required to reach deeper water	
South Arm		9.7m	Fenders required to find deepest water in dredged box - Depths vary, check chart. Shallows to West	
Approaches to Direct Entrance		6.0m		
Approaches to the lock		7.3m*	*6.7m depths in the outer approaches beyond Babcock limits – consult the survey chart	
Sills (Lock and Direct Entrance)		6.57m		

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# 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)
<b>Burntisland</b>				
Outer Approaches	0.5m	3.5m	Dock approaches less.	<b>Burntisland Approach – 21.06.24</b>
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	<b>Burntisland Docks – 21.06.2024</b>
East Dock Swing Area		1.9m	Shallows towards the South West corner of the dock	
No1 Berth – West		2.8m	Shallows towards East end of the berth.	
No2 Berth - East		2.4m	Shallows towards East end of the dock	
West Dock Approach		-0.9m		
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	

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# 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.
- **An estimated water loss of up to 1.0m per tide can be experienced**
- 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
<b>Number 2 Dock</b>		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 East side is 121m		
Distance across dock between Central Farmers and East side is 109m		
<b>Number 1 Dock</b>		No entry to No.1 Dock
East side	173m	
West side	136 + 58m	
South (West)	43m	
South (East)	43m	
North side	82m	
Distance across dock West to East side is 103m		

**Caution:** this table is a general summary only. Original sounding surveys are to be consulted for navigation and passage planning.

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
<b>Methil Approaches</b>	0.5m	0.9m	Shallows along outer West pier end	<b>Methil Harbour – 23.10.23</b>
Methil Berths (within No.2 dock)	0.5m			<b>Methil Harbour – 14.09.23</b>
No2 dock out with berth area		1.2m		
Cross/Stone Berth		1.3m		
#1 (Hard Pad)		1.3m		
#2 (Central Farmers)		1.6m		
North East Corner		1.5m		
#6		1.5m	Shallows in SE corner	

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# Methil Energy Park

## Methil Energy Park Key Information

- Berths owned by Scottish Enterprise.
- Vessel suitability will be dealt with on a case by case basis.

Berth	Length	Remarks
Quay 1 East	184m	Leased by Harland & Wolff
Quay 2 West	177m	Leased by Cesscon Decom

**For further information, please refer to latest edition of Energy Park Fife - Marine Safety Management System.**

**Caution:** This table is a general summary only. Original sounding surveys are to be consulted for navigation and passage planning.

Location	UK C	RD	Remarks	Reference Chart (Name and date of last survey)
<b>Methil (Energy Park Fife)</b>				
Quay 1 (East berth) 0 – 20m 20 – 80m 80 – 140m 140 – 180m	0.5m	1.7m 2.2m 2.7m 4.1m	Fendering may be required. Distance given from northern end of Quay 1. Depth vary along berth, consult survey chart before berthing. Deepest water on the approaches is to the South East of the berth.	<b>Methil Energy Park – 20/11/23</b>
Quay 2 (West berth) 30 - 150m  0 – 30m, and 150 – 178m	0.5m	7.0m  *See remarks	With stand-off fendering of 7.6m. Distance given from northern end of Quay 2. Deepest water on the approaches is to the South East of the berth. * Dredge box shallows to southerly and northerly limits of berth, see sounding chart.	

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## 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.

**Caution:** The following table is a general summary only. Original sounding surveys are to be consulted for navigation and passage planning.

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
<b>Kirkcaldy</b>				<b>Kirkcaldy Harbour 12.03.24</b>
Approaches	0.5m	0.1m	Area subject to siltation – latest sounding chart to be consulted.	
Outer Harbour	0.4m	0.2m	Shallows to west – consult latest sounding chart	
Inner Harbour	0.4m	0.1m	Shallows at SW corner – Consult latest sounding chart	
NE Berth	0.4m*	0.4m*		

\* 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

## 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	

**Caution:** this table is a general summary only. Original sounding surveys are to be consulted for navigation and passage planning.

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
<b>Inverkeithing Approaches</b>	0.5m	0.4m		<b>Inverkeithing Approach – 08.12.22</b>
<b>Inverkeithing</b>				<b>Inverkeithing Harbour – 07.02.23</b>
Deep Water Berth	*0.4m	1.0m	Restricted to 0.3m owing to approaches: consult chart for depths alongside berth.	
No 1	*0.4m	-2.0m	Shoals 20m north of berth.	
Stone Berth (Quarry)	*0.4m	-0.4m	-0.1m in approaches PST preferred.	
East Ness Berth	*0.4m			
Up to 85m LOA		-0.3m		
Up to 90m LOA		-0.4m		

\* 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.

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## 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.	<b>Hound Point Oil Terminal – 09.12.20</b>

## Braefoot

	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
East Out	2.0m	10.0m	See Braefoot Tide tables.	<b>Mortimers Deep – 16.08.22</b>
West Out	2.5m	10.4m	See Braefoot Tide tables.	

## Crombie

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
South Jetty	1.0m	12.0m	RDs reported by DM Crombie	<b>Crombie to Blackness – 10.08.22</b>
North Jetty		7.5m		

## 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.	<b>Middle Bank to Leith - 24.11.21</b>
Newhaven Approaches	0.3m	1.0m	Area subject to siltation, consult latest sounding chart	<b>Newhaven – 07.03.24</b>
Newhaven Harbour	0.3m	1.0m	Area subject to siltation, consult latest sounding chart	<b>Newhaven – 07.03.24</b>

## South Queensferry

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
South Queensferry Cruise Ship Anchorage	0.5m	24.0m		<b>Rosyth to Hound Point – 29.08.23</b>
South Queensferry Cruise Ship Anchorage Approaches	0.5m	12.6m		<b>Rosyth to Hound Point – 29.08.23</b>

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