

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	Authorised By	Original Date
	FPS PMSC OP 23_65	SHM	January 2014
Ruling Depths & Under Keel Clearances	Date Revised	Revised By	Review Due
	February 2025	MMGM	December 2025

LIST OF AMENDMENTS

	LIST OF AMEN						
July 2018		Berth depths following		-11			
July 2018	Berth dimensions for Leith & Rosyth	or all berths in Leith add	ied, changes to some ru	uing depths in			
November 2018		es (all depths now in re	lation to chart datum)				
January 2019		s updated and removal		fenders on T			
Sundary 2017	Berth	· · · · · · · · · · · · · · · · · · ·	ее	,			
February 2019	Burntisland Key Inf						
	Grangemouth J3 &	LPG berth depths upda	ted.				
May 2019		nel remarks & ruling d prmation and ruling dep					
	North Imperial cut of		in the second seco				
	Grangemouth J3 &						
	Methil approach.						
I_1_ 0010	Rosyth approach						
July 2019	Grangemouth LPG	Imperial dock Leith					
	Grangemouth Grange Dock- North Grange, North & South Tongue						
October 2019	New layout to inclu	de the reference chart n	ame and date of the su	rvey			
		added to Rosyth Key in	formation				
	Rosyth ruling depths updated						
January 2020	Rosyth ruling depth						
March 2020	Inverkeithing Harbo	ur deptns updated					
April 2020	Grange Dock Rosyth North Wall						
	Newhaven Harbour	and approaches					
August 2020		g depth & Rosyth inforr	nation				
December 2020	Rosyth Ruling Dept	hs					
	Removal of berthing	g details from Fife ports	s which have been put	in MPGI			
	document						
	Kirkcaldy UKC	- update regarding vess	sels with IOA of $111m$	- 119m			
May 2021	Grangemouth Rulin			I - 117m			
	Leith Ruling Depths						
		Rosyth Ruling Depths					
		Ruling Depths, Methil	Energy Park Key Info	rmation			
November 2021	updated	Denths					
November 2021	Grangemouth Depth	Leith Approach and Depths Grangemouth Depths					
		Rosyth Depths, Babcock Approach and Depths					
	Methil Dock Entry a	and Depths					
D 1 4041	Kirkcaldy Approach						
December 2021	Babcock Approach Methil Approach an						
March 2022	Methil Approaches						
		sionary Channel includ	led				
		hs, Babcock Ruling De	pths				
April 2022	Grangemouth Appro	-					
May 2022		gemouth, Rosyth, Inver	rkeithing, Burntisland,	Kirkcaldy, and			
Inly 2022	Hound Point Rosyth ruling depth	s, Inverkeithing East N	ess note				
July 2022 July 2022		bach ruling depths, Leit					
October 2022	<u> </u>	v i	v				
OCIUDEI 2022		Leith Locks, Albert Cut and Albert Dock ruling depths updated. Rosyth approaches, and Babcock ruling depths updated.					
	Methil Energy Park	ruling depths updated.	• ···· • • • • • • • • • • • • • • • •				
October 2022	Leith – Albert Cut r	uling depth updated					
October 2022		e added to Grangemout					
October 2022		Grangemouth Lock rul	ing depth				
N	Note added to Gran		1.				
November 2022	- ÷	outh Lock Ruling Dept		Toner M. d			
November 2022	Grangemouth – Upc & South ruling dept	late to Eastern Channel	Berths, Grange Dock,	Iongue North			
		ns ll & Swing Area Ruling	Depths undated				
		ches Ruling Depth upd					
	Braefoot – West Ou	Braefoot – West Out Ruling Depth updated.					
December 2022	Update to Grangeme	outh Lock Ruling Dept	h				
		Edinburgh Dock Rema	rks				
		Rosyth Ruling Depths Babcock – Tidal Ruling Depths					
	Kirkcaldy - Approa						
		Dopui		_			
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Ruling Depths & Under Keel Clearances

Date Revised February 2025 Revised By MMGM Review Due December 2025

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February 2025 MMGM December 2025					

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	
Inner	129.6m	112m	104m	29.1m
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	365m	
Grange 8 - 11		
Tongue S	365m	
Grange 12 - 15		
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	e of last survey)
Grangemouth Approach Channel	0.6m	6.2m	Depths of 6.	0 metres in the vicin	ity of	Grangemou	1th Bellmouth –
			Grangemout	h lock entrance.		Surveyed M	onthly
Grangemouth Diversionary	0.6m	4.7m				Grangemou	th Roads – 29.11.23
Channel							
Grangemouth Cill	0.6m	6.15 m	The lesser v	alue of the Cill/Lo	ck to		
			be used for v	vessel scheduling			
Grangemouth Lock	0.6m	5.8 m				Grangemou	10.02.25 10.02.25
FORTH PORTS LIMITE	D	Documen FPS PMS	*		0	nal Date ry 2014	
Ruling Depths & Under Keel Clearance	es				w Due mber 2025		

EASTERN CHANNEL			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		Eastern Channel – 05.09.24
Jetty E 1	0.3m	11.2m		
Jetty E 2	0.3m	10.4m		
Jetty J 2	0.3m	10.4m 10.9m		
Jetty J 3	0.3m	10.9m 10.7m		
Jetty J 4	0.3m	7.5m	Shallows towards the SW in the vicinity	
July J 4	0.5111	7.5111	of Jetty 5.	
EOL LPG Berth	0.3m	8.2m		
East Cut	0.5m	8.2m	NB maximum draft for Grange Dock	
Width $=$ 36 metres			determined by RD at East Cut	
GRANGE DOCK				
North				Grange Dock – 22.08.2024
Grange 1-2 (Bollard 18-22)	0.3m	8.0m		
Knuckle (Bollard 15-18)	0.3m	7.0m		
Grange 3-4 (11-15 Bollard)	0.3m	7.6m		
Grange 4 -6 (6-11 Bollard)	0.3m	7.5m	(Bollards 8 & 9 Missing/Out of Use)	
Grange 7 (2.5 Bollard)	0.3m	7.2m		
Grange 7 (2-5 Bollard) Tongue North	0.5m	7.2m		
Grange 8 (2-6.5 Bollard)	0.3m	6.9m		
Grange 8-11 (6.5-16 Bollard)	0.3m	7.8m		
Tongue South	0.5111	7.0111		
Grange 15 (1-5 Bollard)	0.3m	7.1m	(Bollard 5, 7 & 11 Missing/Out of	
Grange 14 -12 (5-13 Bollard)	0.3m	7.0m	Use). Vessels required to use fenders	
South	oteni	, 10111	1	
1-3 Bollard	0.3m	6.9m		
3-5 Bollard	0.3m	7.2m		
5-6.5 Bollard	0.3m	7.6m	Max draft – 7.3m	
6.5 – 21 Bollard	0.3m	8.0m	Max Draft – 7.7m (dictated by max	
			draft able to pass through the East	
			Cut)	
East Quay Wall				
1-8 Bollard	0.3m	8.0m	Max Draft – 7.7m	
Western Channel	0.5m	6.4m	1	
Maximum ship normally 90m *			shallows to north and south.	
14m West Cut	0.5m	7.4m	For vessels which exceed may ship	Western Channel – 20.11.23
West Cut Width = 18.3 m	0.5111	7.4m	For vessels which exceed max. ship dimensions and for dead ship	western Channel – 20.11.23
			movements detailed planning is	
Maximum ship normally 90m *			required including consultation	
14m			between Duty Assistant	
			Harbourmaster and Duty Pilot	
CARRON DOCK				
North				Carron Dock – 20.11.23
Rankins - no commercial traffic		N/A	Shallows at west end of berth	$\mathbf{Carrow} = 20.11.23$
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.	

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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 maybe 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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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
Leith Outer Berth	300m	
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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passage planning.		_					
Location	UKC	RD		Remarks			Reference Chart (Name and date of last survey)
Port of Leith					1m below ACD		
Leith Approach Channel	1.0m Flood 1.5m Ebb	6.4m	l	Ruling depth of Lock = 6.4m Deeper water in "White" sector of sector light. Consult latest survey chart.			Leith Approach – 16.10.24 Leith Locks – 16.10.24
Leith Outer Berth	0.5m	9.0m	l	Dredge Box = UKC for arriv 1.5m Ebb	300m x 60m al / departure = 1.0	m Flood	Leith Approach – 28.08.24
All Berths except North Imperial	0.5m						
North Imperial	0.4m			With prior agr	eement from the ves	ssel	
Outer Harbour		-					
Common User Oil Jetty		8.8m		LOA – 120m	50m from East End. 1		Western Harbour – 04.12.24
Western Harbour		10.0	ı to	Ranks and CL	of the two Red		Imperial Dock – 28.08.24 (also shows CUOJ)
		9.0m		Consult latest	chart.		
West Wall		7.6m		Del 20	······································		
Cruise Liner Berth (Ocean Quay)		9.9m		Reduces 30m f	rom east end		
Ocean Terminal		6.6m					
Ranks Berth		7.8m	L	No vehicles allowed on wharf. Max Beam = 25m Consult survey chart before berthing on Ranks Berth. Shallow water on approach.			
Tug Basin		5.8m 6.0m			`	•	
Imperial Dock							
Imperial Passage		10.0	m	Consult surve the Imperial Pa	y chart before ber assage.	thing in	Imperial Dock – 04.12.24
North Imperial Cut (Yellow Cranes/ Old Lock)		7.4m	l	Gantry Clearanc Maximum lengt = 110m. Vessels with I Harbour Master Width = 20.3m,	e 20m (boom down) h of vessel normally OA of 111m - 11 's approval.	9m with	
Imperial Dock North		9.3m	l	Shallows 50m Consult latest			
7 North Imperial		9.3m		Consult latest	<u> </u>		
South Imperial (1-2)		9.2m	1	8.4m West of bollard 75, Consult Sounding Chart			
South Imperial (3-4)		9.3m	1	Shallows at extreme eastern end of berth. Consult sounding chart.			
South Imperial 5		8.9m	1				
South Imperial 6		8.8m	1				
Cross Berth		8.5m	1	Shallows at extreme southern end of berth. Consult sounding chart.			
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Harbour Berths		Fenders required for deep draft vessels.	
6 Harbour	7.9m	Shallows at Eastern End of Berth.	Imperial Dock – 04.12.24
8 Harbour	9.1m		
10 Harbour	9.2m	Consult survey chart	
12 Harbour	9.7m		
Albert Dock			
Head Office Pontoon	2.5m	On approach	Albert Dock – 28.08.24
Albert Cut	7.7m		
Albert Dock North – (Measured from East to West) 0m – 40m	7.4m*	*Max sailing / berthing draft as per Albert Cut ruling depth	
40m - 170m 170m - 270m	7.9m* 7.3m*	Shallows to 6.9m at extreme eastern end Shallows 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. 20m from south side 	
Edinburgh Dock			
Edinburgh Cut	7.5m		Edinburgh Dock
1 Edinburgh (90m)	7.1m		-28.08.24
2 Edinburgh (145m)	7.1m	Max LOA = 100m Shallows at east end	
3 Edinburgh (80m)	6.9m		
Edinburgh Dock South Arm – (280m)		Max LOA = 100m	
10 to 11 Edinburgh	7.5m	Sunken Vessel at East End of Berth,	
12 to 13 Edinburgh	7.3m	consult survey chart.	
Edinburgh Dock North Arm (440m)	7.2m	Shallows to 6.5m , 50m from East End Consult latest sounding chart	

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ROSYTH & FIFE PORTS – 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 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.

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 airdraft 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	
Р	150m	Small pontoon in NE corner
0	170m	

Location	UKC	RD	Remarks		Reference Char (Name and date of last s	
Rosyth Approach Channel	0.5m	8.1m	Shallows in vicin and No.5 buoy	ity of No 3, No 4	Rosyth Approaches Port of Rosyth – 31	
Rosyth Swing Area	0.5m	8.1m	and towards the	Shallows South of the Dolphins and towards the far East of the Swing Area, consult chart.		/01/25
Port of Rosyth						
North Wall 30m-50m 50-425m 425-510m 510-530m	0.5m	8.0m 9.1m 9.0m 7.0m*	Shallows towards *Shallows toward the berth – consul White rectangle a	ls the East end of lt latest chart	Port of Rosyth – 31	/01/25
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T Berth		Shallows towards South of dolphin	
20m -S.Dolphin	8.0m	 shallows towards the RoRo 	
		pontoon.	
S Berth	2.0m	2.0m on approach – shallows towards North of berth	
Approaches to QR berths	3.0m	Shallows in vicinity of No.5a Buoy,	
		and to west of approaches.	
Approaches to P,O berth	3.0m		
O Berth	3.6m	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	4.4m	Shallows towards South of berth -	
		consult latest sounding chart	

Babcock

Babcock – consult H.M for latest information	0.5m		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		4.7m	Depths vary, check chart. Shallows to West	Port of Rosyth – 20-09-24
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.	
Approaches to Direct Entrance		6.0m		
Approaches to the lock		6.7m*	*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

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Burntisland				
Outer Approaches	0.5m	3.5m	Dock approaches less.	Burntisland Approach – 21.06.24
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 – 21.06.2024
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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<u>Methil</u>

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			
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	012				
No.6	213m	Travelling crane			
Distance across dock between	n Hard Pad and East side	is 121m			
Distance across dock between	n Central Farmers and Ea	ast side is 109m			
Number 1 Dock	Number 1 Dock 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				

Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Methil Approaches	0.5m	1.1m	Shallows along outer West pier end	Methil Harbour – 22.01.25
Methil Berths (within No.2 dock)	0.5m			
No2 dock out with berth area		1.3m		Methil Harbour – 22.01.25
Cross/Stone Berth		1.5m		
#1 (Hard Pad)		1.2m		
#2 (Central Farmers)		2.0m		
North East Corner		2.0m		
#6		1.7m		
No1 Dock		1.3m	Shallows towards South West 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.

Location	UK C	RD	Remarks	Reference Chart (Name and date of last survey)
Methil (Energy Park Fife)				
Quay 1 (East berth) 0–100m 100-140m	0.5m	2.0m 3.0m	Fendering may be required. Distance given from northern	Methil Energy Park – 19.09.24
140-140m		4.0m	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.	
Quay 2 (West berth) 30 - 150m	0.5m	7.0m	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.	
			* Depths shallows towards south	
			and north limits of the berth, see	
0 - 30m, and $150 - 178m$		*See	sounding chart.	
		remarks		

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<u>Kirkcaldy</u>

Kirkcaldy Key Information

- Main entrance is 15.2m wide.
- Sill height 0.65m below Chart datum.
- Maximum size vessel normally accepted is 90m x 14m.
- 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)	
Kirkcaldy				Kirkcaldy Harbour 12.09.24	
Approaches	0.5m	-0.1m	Area subject to siltation – consult the latest sounding chart		
Outer Harbour	0.4m	0.2m	Shallows to west – consult the latest sounding chart		
Inner Harbour	0.4m	0.1m	Shallows at SW corner – Consult the 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

- The Deep Water berth is operated by RM Recycling
- The East Ness Berth is operated by Forth Bridge Stevedoring Ltd.
- 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 sur	rvey)
Inverkeithing	0.5m	0.4m		Inverkeithing App	roach –
Approaches				08.12.22	
Inverkeithing					
Deep Water Berth	*0.4m	1.0m	Restricted to 0.3m owing to approaches:	Inverkeithing H	Harbour –
			consult chart for depths alongside berth.	07.02.23	
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 bot	tom and st	ated to be	e "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	18.6m	See Marine Guidelines & Port Information for calculating maximum draft.	Hound Point Oil Terminal – 16.09.2024

<u>Braefoot</u>

	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
East Out	2.0m	10.0m	See Braefoot Tide tables.	Mortimers Deep – 16.08.22
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 North Jetty	1.0m	12.0m 7.5m	RDs reported by DM Crombie	Crombie to Blackness – 10.08.22

<u>Newhaven</u>

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 – 07.03.24
Newhaven Harbour	0.3m	1.0m	Area subject to siltation, consult latest sounding chart	Newhaven – 07.03.24

South Queensferry

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

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