



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

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 MPGI 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
July 2022	Rosyth ruling depths, Inverkeithing East Ness note
July 2022	Grangemouth Approach ruling depths, Leith Ruling Depths
October 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 ruling depth updated
October 2022	Grangemouth – Note added to Grangemouth Approach
October 2022	New row added for Grangemouth Lock ruling depth Note added to Grangemouth Cill
November 2022	Update to Grangemouth Lock Ruling Depth
November 2022	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.
December 2022	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
January 2023	Grangemouth – Update to Eastern Channel Berths Rosyth approaches, and Babcock ruling depths updated.
March 2023	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
April 2023	Methil – Update to Ruling Depths
May 2023	Kirkcaldy – Update to Ruling Depths Rosyth – Update to Ruling Depths Grangemouth – Update to Eastern Channel, Grange Dock ruling depths. Leith- Update to Ruling Depths
June 2023	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
July 2023	Grangemouth Eastern Channel RD Updated
Sep 2023	Methil – Update to Ruling Depths Babcock – Update to Ruling Depths Grangemouth – Eastern Channel Updated, Container Terminal updated
Oct 2023	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
Jan 2024	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
Feb 2024	Rosyth – Update to Ruling Depths Babcock – Update to Ruling Depths Newhaven Harbour and Approaches– update to Ruling Depths
March 2024	Kirkcaldy – Update to Ruling Depths Grangemouth – Easter Channel, Grange Dock Ruling Depths updated.
April 2024	Rosyth – Update to Ruling Depths
July 2024	Methil- Update to expected water loss in dock Burntisland- Update to Ruling Depths Rosyth- Update to Ruling Depths
August 2024	Grangemouth – Eastern Channel, Grange Dock Ruling Depths updated Rosyth- Update to Ruling Depths Babcock – Update to Ruling Depths
August 2024	Hound Point – update to ruling depth
September 2024	Kirkcaldy – Update to Ruling Depths Leith – update to ruling depths Grangemouth – Eastern Channel, Grange Dock Ruling depths updated Methil- Update to Ruling Depths Methil Energy Park- Update to Ruling Depths Rosyth- Update to Ruling Depths
October 2024	Leith – Update to Outer Berth quayside length
October 2024	Grangemouth – Update to container vessel ruling depths Methil- Update to expected water loss
October 2024	Grangemouth – Update to locks and container terminal ruling depths Hound Point – Update to ruling depth Leith Approach - Update to ruling depth Leith Locks – Update to ruling depth Rosyth – Update to ruling depth
December 2024	Rosyth – Update to ruling depth Leith – update to ruling depths
January 2025	Kirkcaldy- Max vessel size update Methil- Water loss update Methil- Update to ruling depths
February 2025	Rosyth- Update to ruling depths Kirkcaldy- Update to ruling depths Grangemouth Locks – Update to ruling depth

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March 2025

Rosyth- Update to ruling depths (North Wall only)
Kirkcaldy- Update to ruling depths
Inverkeithing- Update to ruling depths
Grangemouth Locks – Update to ruling depth

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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

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.	Grangemouth Bellmouth – Surveyed Monthly
<i>Grangemouth Diversionary Channel</i>	0.6m	4.7m		Grangemouth Roads – 29.11.23
<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	5.9 m		Grangemouth Lock – 24.02.25
EASTERN CHANNEL			Depths may be less off the berths – latest sounding chart to be consulted for vessel	

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			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	10.9m		
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	
GRANGE DOCK				
North				
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		
Tongue North				
Grange 8 (2-6.5 Bollard)	0.3m	6.9m		
Grange 8-11 (6.5-16 Bollard)	0.3m	7.8m		
Tongue South				
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	7.0m		
South				
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	
<i>Western Channel</i> Maximum ship normally 90m * 14m	0.5m	6.4m	Deepest water at centre of channel, shallows to north and south.	
<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	Western Channel – 20.11.23
CARRON DOCK				
North				Carron Dock – 20.11.23
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.	

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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
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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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	6.4m	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	Dredge Box = 300m x 60m UKC for arrival / departure = 1.0m Flood 1.5m Ebb	Leith Approach – 28.08.24
All Berths except North Imperial	0.5m			
North Imperial	0.4m		With prior agreement from the vessel	
Outer Harbour				
Common User Oil Jetty		8.8m	Useable Quay 150m from East End. Max LOA – 120m	Western Harbour – 04.12.24
Western Harbour		10.0m	Area South East of West Wall to corner of Ranks and CLB	Imperial Dock – 28.08.24 <i>(also shows CUOJ)</i>
		6.2m to 9.0m	Area South of the two Red Buoys. Consult latest chart.	
West Wall		7.6m		
Cruise Liner Berth (Ocean Quay)		9.9m	Reduces 30m from east end	
Ocean Terminal		6.6m		
Ranks Berth		7.8m	No vehicles allowed on wharf. Max Beam = 25m Consult survey chart before berthing on Ranks Berth. Shallow water on approach.	
Tug Basin		5.8m to 6.0m		
Imperial Dock				
Imperial Passage		10.0m	Consult survey chart before berthing in the Imperial Passage.	Imperial Dock – 04.12.24
North Imperial Cut (Yellow Cranes/ Old Lock)		7.4m	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		9.3m	Shallows 50m from dry dock Consult latest sounding chart	
7 North Imperial		9.3m	Consult latest sounding chart	
South Imperial (1-2)		9.2m	8.4m West of bollard 75, Consult Sounding Chart	
South Imperial (3-4)		9.3m	Shallows at extreme eastern end of berth. Consult sounding chart.	
South Imperial 5		8.9m		
South Imperial 6		8.8m		
Cross Berth		8.5m	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	Consult survey chart	
10 Harbour		9.2m		
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 40m – 170m 170m – 270m		7.4m* 7.9m* 7.3m*	*Max sailing / berthing draft as per Albert Cut ruling depth 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 – 28.08.24
1 Edinburgh (90m)		7.1m		
2 Edinburgh (145m)		7.1m	Max LOA = 100m Shallows at east end	
3 Edinburgh (80m)		6.9m		
Edinburgh Dock South Arm – (280m) 10 to 11 Edinburgh 12 to 13 Edinburgh		7.5m 7.3m	Max LOA = 100m Sunken Vessel at East End of Berth, 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

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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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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	8.1m	Shallows in vicinity of No 3, No 4 and No.5 buoy	Rosyth Approaches – 31/01/25 Port of Rosyth – 31/01/25
Rosyth Swing Area	0.5m	8.1m	Shallows South of the Dolphins and towards the far East of the Swing Area, consult chart.	Port of Rosyth – 31/01/25
Port of Rosyth				
North Wall 30m-40m 40m-425m 425-510m 510-530m	0.5m	8.9m 9.1m 9.0m 7.0m*	Shallows towards dolphins *Shallows towards the East end of the berth – consult latest chart White rectangle at 530m.	Port of Rosyth – 31/01/25

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T Berth 20m -S.Dolphin		8.0m	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 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

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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 – 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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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
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 East side is 121m		
Distance across dock between Central Farmers and East side is 109m		
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		

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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			Methil Harbour – 22.01.25
No2 dock out with berth area		1.3m		
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.

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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 140-180m	0.5m	2.0m 3.0m 4.0m	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.	Methil Energy Park – 19.09.24
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. * Depths shallows towards south and north limits of the 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 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 11.03.25
Approaches	0.5m	0.2m	Area subject to siltation – consult the latest sounding chart	
Outer Harbour	0.4m	0.3m	Shallows to west – consult the latest sounding chart	
Inner Harbour	0.4m	0.3m	Shallows at SW & NW 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	Max LOA 90m

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Location	UKC	RD	Remarks	Reference Chart (Name and date of last survey)
Outer approaches to Inverkeithing	0.5m	0.4m	Shallows to the north	Inverkeithing Approach – 13.02.25
Approaches to Deepwater Berth and Swing Area	0.5m	-0.2m	RD of 0.1m for departure from Deep Water Berth when SST.	
Inverkeithing				
Deep Water Berth	0.4m*	0.1m	RD of Swing Area should be taken into consideration	Inverkeithing Harbour – 13.02.25
No 1	0.4m*	-1.8m	Shallows 90m for east end of quayside.	
Stone Berth (Quarry)	0.4m*	-1.2m		
East Ness Berth	*0.4m		RD of Swing Area should be taken into consideration when arriving PST or	
Up to 75m LOA		-0.1m		

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Up to 85m LOA		-0.4m	departing SST.	
Up to 90m LOA		-0.5m		
* 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	18.6m	See Marine Guidelines & Port Information for calculating maximum draft.	Hound Point Oil Terminal – 16.09.2024

Braefoot

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