

Ruling Depths and Under Keel Clearances - Tay

Vessels are scheduled into / out of ports on the Tay in accordance with the under keel clearance criteria specified in this document and 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.

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. Data based on a broad interpretation of current surveys and is only intended as a general guide
2. Original surveys should always be consulted; especially for detailed operational planning
3. All Depths quoted are in metres.

All berths at Dundee are dredged boxes. Shoals lie outside these boxes. The depths of which are listed under 'Controlling depth'.

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

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Location	Available Length	UKC Flood/Ebb	RD		Remarks	Reference Chart (Name and date of last survey)
River Tay						
The Bar		0.5m/0.75m	6.4m		In vicinity of middle buoys, during periods of E or SE gales swell of 4-5m and more can be experienced at The Bar. During these periods no traffic to cross bar during hours of darkness or on ebb tide or as per Harbormaster's instructions.	Tay Bar Routine – 02.08.24
Lady Shoal		0.5m/0.75m	5.2m		Ruling depth within the virtual channel (between virtual AIS buoys) is 5.6m	Monifeith to Tentsmuir Point Routine – 31.07.24
Berths	Available Length	UKC Flood/Ebb	RD	Controlling Depth	Remarks	Reference Chart (Name and date of last survey)
King George V Wharf	445m	0.5m	0-100m: 8.1m 100-300m: 8.5m 300-400: 9.0m Shallows west of 420m	5.0m SST approach 5.6m PST approach	Box 40m width. Height of quay above CD - 7.2m	Dundee Berths Routine West – 13.6.25
Caledon West Wharf	76m	0.5m	9.4m	4.5m SST approach 5.6m PST approach	Box 190 x 40m. Height of quay above CD: 7.2m	Dundee Berths Routine West - 13.6.25
Prince Alexandra Wharf	256m	0.5m	0-140m: 8.4 140-180m: 8.1m Shallows west of 180m	4.5m	Ships are not to be berthed outside the box. Box Width 35m. Height of quay above CD: 7.0m	Dundee Berths Routine Middle – 13.6.25
Eastern Wharf	213m	0.5m	0-40m: 7.5m 40-200m: 8.7m Shallows west of 200m	4.5m	Box Width 30m. Height of quay above CD 7.0m No cargo operations east of 40m mark. Shallows towards RORO ramp and west corner of the berth.	Dundee Berths Routine Middle – 13.6.25
DunEco Quay	170m	0.5m	0-140m: 9.0m 140-170m: 8.7m	4.5m	Width of box: 30m	Dundee Berths Routine East – 7.4.25
Prince Charles Wharf and Extension – Ruling Depths are applicable to vessels with a beam less than 35m.	312m	0.5m	0-100m: 7.4m 100m-280m: 8.5m Variable depths throughout dredge box. Always consult the latest survey chart.	4.8m (in vicinity of SE corner of box) 5.2m (deep drafted vessels for west end, berthing on flood tide)	Width of box: 60m Extended box to 100m width at west end of berth. Extended width box has depths of 7.2m. Height of quay above CD: 7.0m.	Dundee Berths Routine East – 7.4.25 Note: Vessels in excess of 35m beam to confirm with Marine Management Team

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