



## **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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| <b>FORTH PORTS LIMITED</b>            | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| Ruling Depths & Under Keel Clearances | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

## 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<br>Grangemouth J3 & LPG berth depths updated.   |
| <b>May 2019</b>      | Leith approach channel remarks & ruling depths within the port<br>Burntisland key information and ruling depths<br>North Imperial cut depth<br>Grangemouth J3 & LPG berths.<br>Methil approach.<br>Rosyth approach                                    |
| <b>July 2019</b>     | Change of UKC for Imperial dock Leith<br>Grangemouth LPG berth<br>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<br>Crane pad location added to Rosyth Key information<br>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<br>Rosyth North Wall<br>Newhaven Harbour and approaches   |
| <b>August 2020</b>   | Grangemouth ruling depth & Rosyth information   |
| <b>December 2020</b> | Rosyth Ruling Depths<br>Removal of berthing details from Fife ports which have been put in MPG1 document<br>Kirkcaldy UKC<br>North Imperial Cut – update regarding vessels with LOA of 111m - 119m  |
| <b>May 2021</b>      | Grangemouth Ruling Depths<br>Leith Ruling Depths<br>Rosyth Ruling Depths<br>Methil Energy Park Ruling Depths, Methil Energy Park Key Information updated  |
| <b>November 2021</b> | Leith Approach and Depths<br>Grangemouth Depths<br>Rosyth Depths, Babcock Approach and Depths<br>Methil Dock Entry and Depths<br>Kirkcaldy Approach and Depths  |
| <b>December 2021</b> | Babcock Approach and Depths<br>Methil Approach and Depths   |
| <b>March 2022</b>    | Methil Approaches UKC updated<br>Grangemouth Diversionary Channel included<br>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.<br>Rosyth approaches, and Babcock ruling depths updated.<br>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<br>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<br>Rosyth – North Wall & Swing Area Ruling Depths updated<br>Kirkcaldy – Approaches Ruling Depth updated<br>Braefoot – West Out Ruling Depth updated. |
| <b>December 2022</b> | Update to Grangemouth Lock Ruling Depth<br>Update to Albert & Edinburgh Dock Remarks<br>Rosyth Ruling Depths<br>Babcock – Tidal Ruling Depths<br>Kirkcaldy - Approaches Ruling Depth<br>Inverkeithing – East Ness Ruling Depth                        |

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|                       |   |
|-----------------------|---|
| <b>January 2023</b>   | Grangemouth – Update to Eastern Channel Berths<br>Rosyth approaches, and Babcock ruling depths updated.   |
| <b>March 2023</b>     | Grangemouth – Update to Bellmouth, Eastern Channel Jetties and Grange Dock Berths Ruling Depth<br>Leith – Update to Albert Cut Ruling Depth<br>Rosyth – Updates to the Ruling Depths for Rosyth Berths, Approaches & Swing Area<br>Inverkeithing Ruling Depths  |
| <b>April 2023</b>     | Methil – Update to Ruling Depths  |
| <b>May 2023</b>       | Kirkcaldy – Update to Ruling Depths<br>Rosyth – Update to Ruling Depths<br>Grangemouth – Update to Eastern Channel, Grange Dock ruling depths.<br>Leith- Update to Ruling Depths  |
| <b>June 2023</b>      | Burntisland – Update to Ruling Depths<br>Inverkeithing UKC amended<br>Leith approach channel RD updated<br>Grangemouth Eastern Channel RDs updated<br>Methil Energy Park RDs updated<br>Rosyth RDs updated  |
| <b>July 2023</b>      | Grangemouth Eastern Channel RD Updated  |
| <b>Sep 2023</b>       | Methil – Update to Ruling Depths<br>Babcock – Update to Ruling Depths<br>Grangemouth – Eastern Channel Updated, Container Terminal updated  |
| <b>Oct 2023</b>       | Rosyth – Update to Ruling Depths<br>Kirkcaldy – Update to Ruling Depths – 02/10/23<br>Kirkcaldy – Update to Ruling Depths – 23/10/23 – Post Storm Survey<br>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<br>Rosyth – Update to Ruling Depths<br>Babcock – Update to Ruling Depths<br>Grangemouth – Grange Dock/Eastern Channel Updated  |
| <b>Feb 2024</b>       | Rosyth – Update to Ruling Depths<br>Babcock – Update to Ruling Depths<br>Newhaven Harbour and Approaches- update to Ruling Depths   |
| <b>March 2024</b>     | Kirkcaldy – Update to Ruling Depths<br>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 in dock<br>Burntisland- Update to Ruling Depths<br>Rosyth- Update to Ruling Depths  |
| <b>August 2024</b>    | Grangemouth – Eastern Channel, Grange Dock Ruling Depths updated<br>Rosyth- Update to Ruling Depths<br>Babcock – Update to Ruling Depths  |
| <b>August 2024</b>    | Hound Point – update to ruling depth  |
| <b>September 2024</b> | Kirkcaldy – Update to Ruling Depths<br>Leith – update to ruling depths<br>Grangemouth – Eastern Channel, Grange Dock Ruling depths updated<br>Methil- Update to Ruling Depths<br>Methil Energy Park- Update to Ruling Depths<br>Rosyth- Update to Ruling Depths |
| <b>October 2024</b>   | Leith – Update to Outer Berth quayside length   |
| <b>October 2024</b>   | Grangemouth – Update to container vessel ruling depths<br>Methil- Update to expected water loss   |
| <b>October 2024</b>   | Grangemouth – Update to locks and container terminal ruling depths<br>Hound Point – Update to ruling depth<br>Leith Approach - Update to ruling depth<br>Leith Locks – Update to ruling depth<br>Rosyth – Update to ruling depth                                |
| <b>December 2024</b>  | Rosyth – Update to ruling depth<br>Leith – update to ruling depths  |
| <b>January 2025</b>   | Kirkcaldy- Max vessel size update<br>Methil- Water loss update<br>Methil- Update to ruling depths   |
| <b>February 2025</b>  | Rosyth- Update to ruling depths<br>Kirkcaldy- Update to ruling depths<br>Grangemouth Locks – Update to ruling depth   |
| <b>March 2025</b>     | Rosyth- Update to ruling depths (North Wall only)<br>Kirkcaldy- Update to ruling depths   |

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|                       |   |
|-----------------------|---|
|                       | Inverkeithing- Update to ruling depths<br>Grangemouth Locks – Update to ruling depth  |
| <b>April 2025</b>     | Rosyth- Update to ruling depths   |
| <b>June 2025</b>      | Rosyth- Update to ruling depths   |
| <b>July 2025</b>      | Rosyth- Update to ruling depths   |
| <b>July 2025</b>      | Grangemouth – Update to ruling depths in Grange Dock and Eastern Channel  |
| <b>September 2025</b> | Grangemouth – Update to ruling depths in Grange Dock and Eastern Channel<br>Leith – Update to ruling depth for Charles Hammond Berth, Imperial Dock, Outer Harbour, Albert Dock                                   |
| <b>October 2025</b>   | Rosyth- Update to ruling depths<br>Grangemouth – update to Bellmouth Ruling Depth   |
| <b>November 2025</b>  | Kirkcaldy- Update to ruling depth<br>Methil- Update to ruling depth<br>Leith – update to Western Harbour, Imperial Dock and Albert Dock   |
| <b>December 2025</b>  | Rosyth - Update to ruling depth<br>Burntisland - Update to ruling depth<br>Kirkcaldy - Update to ruling depth<br>Methil - Update to ruling depth  |
| <b>January 2026</b>   | Methil - Update to ruling depth<br>Leith – Update to Leith Approach and Charles Hammond Berth, Western Harbour, Imperial Dock, Locks and Albert Dock<br>Grangemouth – Eastern Channel updated                     |
| <b>February 2026</b>  | Rosyth- Update to Rosyth Ruling Depths<br>Central Farmer declared suitable as NAABSA<br><b>Kirkcaldy- Post storm update</b><br><b>Methil- Post storm update</b><br><b>Inverkeithing- Update to ruling depths.</b> |

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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<br>Grange 8 - 11  | 365m       |                                   |
| Tongue S<br>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<br>(Name and date of last survey) |
|---|------|--------|---|---|
| <b>Grangemouth Approach Channel</b>     | 0.6m | 6.1m   |   | <b>Grangemouth Bellmouth – Surveyed Monthly</b>   |
| <b>Grangemouth Diversionary Channel</b> | 0.6m | 4.7m   |   | <b>Grangemouth Roads – 10.12.24</b>               |
| <b>Grangemouth Cill</b>                 | 0.6m | 6.15 m | The lesser value of the Cill/Lock to be used for vessel scheduling  |   |
| <b>Grangemouth Lock</b>                 | 0.6m | 5.9 m  |   | <b>Grangemouth Lock – 19.12.25</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 | 10.0m  |   | <b>Eastern Channel – 19.12.25</b>                 |
| Jetty E 1                               | 0.3m | 11.2m  | Max vessel length 184.7m  |   |
| Jetty E 2                               | 0.3m | 10.8m  |   |   |

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|  |      |       |  |                                   |
|--|------|-------|--|-----------------------------------|
| Jetty J 2  | 0.3m | 10.9m | Max vessel length 184.7m   |                                   |
| Jetty J 3  | 0.3m | 10.9m | Max vessel length 184.7m   |                                   |
| Jetty J 4  | 0.3m | 6.8m  | Max vessel length 97.6m  |                                   |
| EOL LPG Berth  | 0.3m | 8.5m  |  |                                   |
| East Cut<br>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 – 18.09.25</b>     |
| Grange 1-2 (Bollard 18-22)   | 0.3m | 7.2m  |  |                                   |
| Knuckle (Bollard 15- 18)   | 0.3m | 6.9m  |  |                                   |
| Grange 3-4 (11-15 Bollard)   | 0.3m | 8.0m  |  |                                   |
| Grange 4 -6 (6-11 Bollard)   | 0.3m | 7.7m  | (Bollards 8 & 9 Missing/Out of Use)  |                                   |
| Grange 7 (2-6 Bollard)   | 0.3m | 7.0m  |  |                                   |
| <b>Tongue North</b>  |      |       |  |                                   |
| Grange 8 (3-6 Bollard)   | 0.3m | 8.1m  |  |                                   |
| Grange 8-11 (6-15 Bollard)   | 0.3m | 8.2m  |  |                                   |
| <b>Tongue South</b>  |      |       |  |                                   |
| Grange 15 (1-8 Bollard)  | 0.3m | 7.0m  | (Bollard 5, 7 & 11 Missing/Out of Use). Vessels required to use fenders  | <b>Western Channel – 19.03.25</b> |
| Grange 14 -12 (8-13 Bollard)   | 0.3m | 8.0m  |  |                                   |
| <b>South</b>   |      |       |  |                                   |
| 1 – 3 Bollard  | 0.3m | 6.7m  |  |                                   |
| 3 – 5 Bollard  | 0.3m | 7.2m  | Max draft – 6.9m   |                                   |
| 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)   |                                   |
| <b>East Quay Wall</b>  |      |       |  |                                   |
| 1-8 Bollard  | 0.3m | 8.0m  | Max Draft – 7.7m   |                                   |
| <i>Western Channel</i><br><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><br>Width = 18.3m<br><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>Carron Dock – 19.03.25</b>     |
| <b>North</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.**

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

### **Leith Key Information**

- Average Dock Density: **1010** (Brackish, dependant on rain fall vs impounding)
- Maximum size ship normally accepted within impounded dock: 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

|              | <b>Overall length</b> | <b>Max LOA</b> | <b>Width between fenders</b> |
|--------------|-----------------------|----------------|------------------------------|
| Short Lock   | 92m                   | 85m            | 31.6m                        |
| Intermediate | 159m                  | 150m           | 31.6m                        |
| Full         | 259m                  | 210m           | 31.6m                        |

### Leith Dock General Dimensions

| <b>Berth</b>          | <b>Length</b>       | <b>Remarks</b>                               |
|-----------------------|---------------------|--|
| Charles Hammond Berth | 300m                | 122m quayside                                |
| 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                |  |
| 3 Edinburgh           | 130m                |  |
| 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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**Caution:** this table is a general summary only. Original sounding surveys are to be consulted for navigation and passage planning.

| <b>Location</b>                              | <b>UKC</b>                   | <b>RD</b> | <b>Remarks</b>   | <b>Reference Chart</b><br>(Name and date of last survey) |
|--|------------------------------|-----------|--|--|
| <b>Port of Leith</b>                         |                              |           | <b>Sill height 6.71m below ACD</b>   |  |
| Leith Approach Channel                       | 1.0m<br>Flood<br>1.5m<br>Ebb | 8.7m      | Deeper water in "White" sector of sector light.<br>Consult latest survey chart.  | <b>Leith Approach</b> – 13.01.26                         |
| Leith Locks                                  | 0.5m                         | 6.4m      |  | <b>Leith Locks</b> – 11.12.25                            |
| Charles Hammond Berth                        | 0.5m*                        | 12.6m     | Dredge Box = 300m x 70m<br><br>*UKC for arrival / departure = 1.0m Flood<br>1.5m Ebb   | <b>Leith Approach</b> – 13.01.26                         |
| All Berths except North Imperial             | 0.5m                         |           |  |  |
| North Imperial                               | 0.4m                         |           | With prior agreement from the vessel and approval of Harbour Master.   |  |
| <b>Outer Harbour</b>                         |                              |           |  |  |
| Common User Oil Jetty                        |                              | 9.1m      | Useable Quay 150m from East End. Max LOA – 120m  | <b>Western Harbour</b> – 01.12.25                        |
| Western Harbour                              |                              | 10.2m     | Area South East of West Wall to corner of Ranks and CLB  | <b>Harbour Berths</b> – 27.11.25<br>(also shows CUOJ)    |
| West Wall                                    |                              | 8.4m      |  |  |
| Cruise Liner Berth (Ocean Quay)              |                              | 10.2m     | Reduces 30m from east end  |  |
| Ocean Terminal                               |                              | 6.7m      | Due to UKC restrictions with Harbour Towage, ensure towage provider is aware of berth when booking towage.   |  |
| Ranks Berth                                  |                              | 7.7m      | <b>No vehicles allowed on wharf.</b><br>Max Beam = 25m<br>Consult survey chart before berthing on Ranks Berth. Shallow water on approach.  |  |
| Tug Basin                                    |                              | 6.1m      |  |  |
| <b>Imperial Dock</b>                         |                              |           |  |  |
| Imperial Passage                             |                              | 10.0m     | Consult survey chart before berthing in the Imperial Passage.  | <b>Harbour Berths</b> – 27.11.25                         |
| North Imperial Cut (Yellow Cranes/ Old Lock) |                              | 7.6m      | Gantry Clearance 20m (boom down)<br>Maximum length of vessel normally permitted = 110m.<br>Vessels with LOA of 111m - 119m with Harbour Master's approval.<br>Width = 20.3m, Beam = 19m.<br>NOTE: Gate protruding no exit into Western Harbour |  |
| Imperial Dock North                          |                              | 9.3m      | Shallows 50m from dry dock<br>Consult latest sounding chart  |  |
| 7 North Imperial                             |                              | 9.3m      | Consult latest sounding chart  |  |
| South Imperial (1-2)                         |                              | 9.3m      | Shallows at western end, consult latest sounding chart.  |  |
| South Imperial (3-4)                         |                              | 9.2m      | Shallows at extreme eastern end of berth.<br>Consult sounding chart.   |  |
| South Imperial (5-6)                         |                              | 8.8m      |  |  |
| Cross Berth                                  |                              | 8.6m      | Shallows at extreme southern end of berth.<br>Consult sounding chart.  |  |
| <b>Harbour Berths</b>                        |                              |           | <b>Fenders required for deep draft vessels.</b>  |  |
| 6 Harbour                                    |                              | 7.7m      | Shallows at Eastern End of Berth.  | <b>Harbour Berths</b> – 27.11.25                         |
| 8 Harbour                                    |                              | 9.4m      |  |  |
| 10 Harbour                                   |                              | 9.2m      | Consult survey chart   |  |
| 12 Harbour                                   |                              | 9.7m      |  |  |

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|---------------------------------------|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>            | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| Ruling Depths & Under Keel Clearances | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

|   |  |              |  |                                  |
|---|--|--------------|--|----------------------------------|
| <b>Albert Dock</b>  |  |              |  |                                  |
| Head Office Pontoon   |  | 2.4m         | On approach  | <b>Albert Dock – 01.12.25</b>    |
| Albert Cut  |  | 7.7m         | Shallows 7.4m on southern side of east end of Albert Cut.  |                                  |
| Albert Dock North   |  | 7.2m*        | *Max sailing / berthing draft as per Albert Cut ruling depth<br>Shallows to 6.4m at extreme west end   |                                  |
| Albert Dock East Wall / Cross Berth   |  | 6.9m         | *Max sailing / berthing draft as per Albert Cut ruling depth<br><br>Shallower depths in the south side of the dock. Consult latest sounding chart. |                                  |
| <b>Edinburgh Dock</b>   |  |              |  |                                  |
| Edinburgh Cut   |  | 7.5m         |  | <b>Edinburgh Dock – 29.05.25</b> |
| 1 Edinburgh (90m)   |  | 7.1m         |  |                                  |
| 2 Edinburgh (145m)  |  | 7.1m         | Max LOA = 100m<br>Shallows at east end   |                                  |
| 3 Edinburgh (80m)   |  | 6.9m         |  |                                  |
| Edinburgh Dock South Arm – (280m)<br>10 to 11 Edinburgh<br>12 to 13 Edinburgh |  | 7.5m<br>7.3m | Max LOA = 100m<br><br>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<br>Consult latest sounding chart  |                                  |

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|--|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>                       | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| <b>Ruling Depths &amp; Under Keel Clearances</b> | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

## 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.**

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.

### **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.<br>White rectangle painted at 530m mark.<br>Berth Box = 35m wide.                      |
| T Berth    | 220m   | Ferry berth with Links-span<br>143m of quayside ahead of the linkspan<br>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   |  |

**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<br>(Name and date of last survey)                       |
|--|------|----------------------|---|---|
| <b>Rosyth Approach Channel</b>                 | 0.5m | 7.9m                 | Shallows in vicinity of No 3, No 4 No.5 and No. 6 buoy                                    | <b>Rosyth Approaches – 27.01.26</b><br><b>Port of Rosyth – 27.01.26</b> |
| <b>Rosyth Swing Area</b>                       | 0.5m | 7.9m                 | Shallows South of the Dolphins and towards the far East of the Swing Area, consult chart. | <b>Port of Rosyth – 11.12.25</b>  |
| <b>Port of Rosyth</b>                          |      |                      |   |   |
| North Wall<br>30m-40m<br>40m-180m<br>180m-500m | 0.5m | 8.6m<br>8.8m<br>8.9m | Shallows towards dolphins<br>Depth varies east of 500m consult-consult latest chart       | <b>Port of Rosyth – 27.01.26</b>  |
| T Berth<br>20m - S. Dolphin                    |      | 7.8m                 | 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                        |      | 3.2m                 | Shallows in vicinity of No.5a Buoy, and to west of approaches.                            |   |

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|---------------------------------------|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>            | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| Ruling Depths & Under Keel Clearances | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

|                          |      |   |  |  |
|--------------------------|------|---|--|--|
| Approaches to P, O berth | 2.6m |   |  |  |
| O Berth                  | 4.4m | 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                                      | 4.7m  |  | Depths vary, check chart. Shallows to West  | <b>Port of Rosyth – 20-09-24</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.   |                                  |
| 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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|--|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>                       | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| <b>Ruling Depths &amp; Under Keel Clearances</b> | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

## 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 |

**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<br>(Name and date of last survey) |
|-----------------------|------|-------|---|---|
| <b>Burntisland</b>    |      |       |   |   |
| Outer Approaches      | 0.5m | 3.5m  | Dock approaches less.   | <b>Burntisland Approach</b> – 09.12.25            |
| 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</b> – 09.12.25               |
| 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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|---------------------------------------|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>            | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| Ruling Depths & Under Keel Clearances | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

# 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.
- Central Farmers is a NAABSA Berth (Not Always Afloat but Safely Aground).

| 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<br>(Name and date of last survey) |
|----------------------------------|------|-------------|--|---|
| <b>Methil Approaches</b>         | 0.5m | <b>0.6m</b> | Shallows along outer West pier end                       | <b>Methil Harbour – 13.02.26</b>                  |
| Methil Berths (within No.2 dock) | 0.5m |             |  | <b>Methil Harbour -13.02.26</b>                   |
| No2 dock out with berth area     |      | 1.3m        |  |   |
| Cross/Stone Berth                |      | 1.4m        |  |   |
| #1 (Hard Pad)                    |      | 1.4m        |  |   |
| #2 (Central Farmers)             |      | <b>1.9m</b> |  |   |
| North East Corner                |      | 2.0m*       | *Consult Marine Team for berthing position               |   |
| #6                               |      | 1.4m        |  |   |
| No1 Dock                         |      | 1.0m        | Shallows towards South West corner. Consult survey chart |   |

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|---------------------------------------|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>            | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| Ruling Depths & Under Keel Clearances | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

## **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   |                           |

**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<br>(Name and date of last survey) |
|--|------|--------------------------|---|---|
| <b>Methil (Energy Park Fife)</b>                             |      |                          |   |   |
| Quay 1 (East berth) 0-100m<br>100-140m<br>140-180m           | 0.5m | 2.0m<br>3.0m<br>4.0m     | Fendering may be required.<br>Distance given from northern end of Quay 1.<br>Depth varies along berth, consult survey chart before berthing<br>Deepest water on the approaches is to the South East of the berth.                         | <b>Methil Energy Park – 04.11.25</b>              |
| Quay 2 (West berth) 40 - 150m<br><br>0 – 30m, and 150 – 178m | 0.5m | 6.9m<br><br>*See remarks | With stand-off fendering of 7.6m. Distance given from northern end of Quay 2.<br>Deepest water on the approaches is to the South East of the berth.<br>* Depths shallows towards south and north limits of the berth, see sounding chart. |   |

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|---------------------------------------|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>            | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| Ruling Depths & Under Keel Clearances | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

## 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<br>(Name and date of last survey) |
|------------------|-------|--------------|--|---|
| <b>Kirkcaldy</b> |       |              |  | <b>Kirkcaldy Harbour 12.02.26</b>                 |
| Approaches       | 0.5m  | <b>-0.6m</b> | 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  | 0.2m         | 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                            |

**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<br>(Name and date of last survey) |
|--|-------|--------------|---|---|
| Outer approaches to Inverkeithing            | 0.5m  | 0.4m         | Shallows to the north   | <b>Inverkeithing Approach – 13.02.26</b>          |
| Approaches to Deepwater Berth and Swing Area | 0.5m  | <b>-0.3m</b> | RD of <b>-0.2m</b> for departure from Deep Water Berth when SST.                        |   |
| <b>Inverkeithing</b>                         |       |              |   |   |
| Deep Water Berth                             | 0.4m* | <b>-0.2m</b> | RD of Swing Area should be taken into consideration                                     | <b>Inverkeithing Harbour – 13.02.26</b>           |
| 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 departing SST. |   |
| Up to 75m LOA                                |       | -0.1m        |   |   |
| Up to 85m LOA                                |       | -0.4m        |   |   |
| Up to 90m LOA                                |       | -0.5m        |   |   |

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|---------------------------------------|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>            | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| Ruling Depths & Under Keel Clearances | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |

\* 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<br>(Name and date of last survey) |
|-------------|------|-------|---|---|
| HP1 and HP2 | 2.1m | 18.6m | See Marine Guidelines & Port Information for calculating maximum draft. | <b>Hound Point Oil Terminal – 16.09.2024</b>      |

## Braefoot

|          | UKC  | RD    | Remarks                   | Reference Chart<br>(Name and date of last survey) |
|----------|------|-------|---------------------------|---|
| East Out | 2.0m | 10.0m | See Braefoot Tide tables. | <b>Mortimers Deep – 05.11.25</b>                  |
| West Out | 2.5m | 10.4m | See Braefoot Tide tables. |   |

## Crombie

| Location    | UKC  | RD    | Remarks                    | Reference Chart<br>(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<br>(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<br>(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>           |

|  |                                  |                      |                               |
|--|----------------------------------|----------------------|-------------------------------|
| <b>FORTH PORTS LIMITED</b>                       | Document ID<br>FPS PMSC OP 23 77 | Authorised By<br>SHM | Original Date<br>January 2014 |
| <b>Ruling Depths &amp; Under Keel Clearances</b> | Date Revised<br>February 2026    | Revised By<br>AMMRFD | Review Due<br>Continuous      |