

# NOTICE TO MARINERS

## Berth Depths

All depths are given in metres above chart datum based on the most recent hydrographic survey (Q2 2026). **Design Depth** represents the maximum permissible depth based on the quay wall structure. **Survey Depth** is the minimum depth recorded within the berth pocket, **Approach Depth** is the minimum depth leading to the berth and is used for calculating tidal windows. Depths highlighted in **red** indicate areas that are shallower than in previous editions of this Notice to Mariners.

| Area                             | Survey Depth (m)                                   |
|----------------------------------|----------------------------------------------------|
| Outer Fairway to VTS             | 9.1                                                |
| VTS to North Wall Quay Light     | 9.3                                                |
| Alexandra Basin East             | 7.8                                                |
| Alexandra Basin West             | North of RoRo Berth 7.0<br>South of RoRo Berth 6.8 |
| North Wall Quay Light to Buoy 20 | 7.1                                                |
| Buoy 20 to East Link Bridge      | 6.1                                                |
| River west of East Link Bridge   | 3.5                                                |
| Dun Laoghaire Harbour            | 5.1                                                |

**The Master remains responsible for maintaining a safe Under Keel Clearance (UKC) at all times.**

**Minimum UKC for a manoeuvring vessel in the channel, fairway or basins is 1.0m**

**Minimum UKC for a vessel alongside a berth is 0.5m over all stages of the tide.**

The latest sounding charts are published on  
[www.dublinport.ie/information-centre/soundings/](http://www.dublinport.ie/information-centre/soundings/)

| Berth               | Length (m) | Bollards | Berth Pocket (m) | Berth Design (-m) | Berth Survey (-m) | Approach Depth | Berth            | Length (m) | Bollards      | Berth Pocket (m) | Berth Design (-m) | Berth Survey (-m)          | Approach Depth |
|---------------------|------------|----------|------------------|-------------------|-------------------|----------------|------------------|------------|---------------|------------------|-------------------|----------------------------|----------------|
| <b>SJRQ 6&amp;7</b> |            |          |                  | 6.5               | <b>3.8</b>        | <b>3.7</b>     | <b>OB1</b>       | 185        |               | 30<br>35         | 10.4              | <b>10.1</b>                | <b>7.8</b>     |
| <b>SJRQ 8</b>       |            |          |                  | 6.5               | <b>5.0</b>        | <b>3.7</b>     | <b>OB2</b>       | 185        |               | 30<br>35         | 10.7              | <b>10.5</b><br><b>10.4</b> | <b>7.6</b>     |
| <b>SJRQ 9</b>       |            |          |                  | 6.5               | <b>4.5</b>        | <b>3.7</b>     | <b>OB3</b>       | 185        |               | 30               | 10.1              | <b>10.0</b>                | <b>7.6</b>     |
| <b>SJRQ 10</b>      |            |          |                  | 6.5               | <b>4.1</b>        | <b>3.7</b>     | <b>OB4</b>       | 160        |               | 25               | 6.5               | <b>6.2</b>                 | <b>6.2</b>     |
| <b>NWQ 17</b>       |            | Pontoons |                  | 6.5               | <b>2.4</b>        | <b>2.4</b>     | <b>41</b>        | 150        | 1-9<br>9-10.5 | 24               | 7.4               | <b>7.2</b>                 | <b>7.2</b>     |
| <b>18</b>           | 200        |          | 25               | 6.5               | <b>6.5</b>        | <b>6.5</b>     | <b>42</b>        | 110        | 10.5-17       | 30               | 11.0              | <b>10.8</b>                | <b>7.8</b>     |
| <b>19</b>           | 180        |          | 25               | 6.5               | <b>6.4</b>        | <b>6.4</b>     | <b>43</b>        | 130        | 17-25         | 30               | 11.0              | <b>10.8</b>                | <b>7.8</b>     |
| <b>20</b>           |            |          | 25               | 6.5               | <b>6.4</b>        | <b>6.4</b>     | <b>44</b>        | 80         | 25-29.5       | 30               | 11.0              | <b>10.8</b>                | <b>7.8</b>     |
| <b>21/22</b>        | 200        |          | 25               | 6.5               | <b>6.4</b>        | <b>6.4</b>     |                  | old ramp   | 29.5 – 36.5   |                  | 8.0               | <b>6.8</b>                 |                |
| <b>26</b>           | 220        | Dolphins |                  |                   | <b>7.1</b>        | <b>6.8</b>     | <b>45</b>        | 160        | 37-48         | 25               | 8.7               | <b>7.5</b>                 | <b>7.5</b>     |
| <b>27</b>           | 220        | Dolphins |                  |                   | <b>6.8</b>        | <b>6.8</b>     | <b>46</b>        | 360        | 0-12          | 30               | 11.0              | <b>10.4</b>                | <b>9.1</b>     |
| <b>CBQ</b>          | 70         | 1-6      | -                | -                 | <b>6.1</b>        | <b>6.1</b>     | <b>47</b>        |            | 12-23         | 30               | 11.0              | <b>10.4</b>                | <b>9.1</b>     |
| <b>28</b>           | 120        | 1-9      | 30               | 7.9               | <b>7.7</b>        | <b>7.0</b>     | <b>48</b>        |            |               | 30               | 11.0              | <b>10.1</b>                | <b>7.6</b>     |
| <b>29</b>           | 100        | 10-18    | 35               | 10.3              | <b>8.7</b>        | <b>7.0</b>     | <b>49</b>        | 210        |               | 34               | 11.0              | <b>9.6</b>                 | <b>7.8</b>     |
| <b>30</b>           |            |          |                  |                   | <b>8.3</b>        | <b>7.0</b>     | <b>49a</b>       | 80         |               | 27               | 8.0               | <b>7.8</b>                 | <b>7.8</b>     |
| <b>31</b>           |            |          |                  |                   | <b>8.3</b>        | <b>7.0</b>     | <b>50a</b>       | 170        |               | 30               | 11.0              | <b>10.1</b>                | <b>7.7</b>     |
| <b>32</b>           | 370        | Ramp-9   | 50               | 9.5               | <b>9.1</b>        | <b>7.4</b>     | <b>50N</b>       | 370        | 2-11          | 35               | 9.5               | <b>9.2</b>                 | <b>7.7</b>     |
| <b>33</b>           |            | 9-20     | 50               | 9.5               | <b>8.7</b>        | <b>7.4</b>     | <b>50S</b>       |            | 11-23         | 35               | 9.5               | <b>9.2</b>                 | <b>7.7</b>     |
| <b>34</b>           |            | 20-30    | 50               | 9.5               | <b>8.5</b>        | <b>7.4</b>     | <b>51</b>        | 200        |               | 35               | 8.0               | <b>7.5</b>                 | <b>7.5</b>     |
| <b>35</b>           | 100        | 30-37    | 25               | 9.5               | <b>9.1</b>        | <b>9.1</b>     | <b>51a</b>       | 180        |               | Basin            | 8.0               | <b>7.5</b>                 | <b>7.5</b>     |
| <b>36</b>           | 200        | Corner-8 | 30               | 10.3              | <b>10.0</b>       | <b>7.8</b>     | <b>52</b>        | 200        |               | 30               | 8.0               | <b>7.1</b>                 | <b>7.1</b>     |
| <b>37</b>           |            | 8-1      | 30               | 10.3              | <b>10.0</b>       | <b>7.8</b>     | <b>53</b>        |            |               |                  |                   |                            |                |
| <b>38</b>           | 300        | 2-8      | 30               | 10.3              | <b>10.2</b>       | <b>7.8</b>     | <b>New 53</b>    |            |               |                  |                   |                            |                |
| <b>39</b>           |            | 8-14     | 30               | 10.3              | <b>10.0</b>       | <b>7.8</b>     | <b>Pilot Stn</b> |            |               |                  |                   | <b>1.3</b>                 |                |
| <b>40</b>           |            | 14-20    | 30               | 10.3              | <b>10.0</b>       | <b>7.8</b>     | <b>Port Ops</b>  |            |               |                  |                   | <b>5.1</b>                 |                |

Note: All depths are accurate at the time of survey but are subject to change due to ongoing sediment movement, operations, and environmental conditions.

**Captain Michael McKenna** | Harbour Master | 15 July 2026

Masters, owners, agents, charterers, marinas, yacht clubs and recreational boaters should ensure that the contents of this notice are made known to the persons in charge of their vessels or craft. All notices to mariners can be found at [www.dublinport.ie/information-centre/notice-to-mariners/](http://www.dublinport.ie/information-centre/notice-to-mariners/)



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