



Notice to Mariners No. 09 of 2025

Waterford Estuary Chart No. 2046

To all shipowners, shipmasters, agents, stevedores, fishing vessels, pleasure craft users, seafarers and fishery organisations.

Draught and Under Keel Clearance

Mariners are reminded that the Master of a vessel remains at all times responsible for assessing a suitable draught for their vessel to transit the navigation channel and to access the relevant berth whilst ensuring a sufficient Under Keel Clearance (“UKC”) is maintained at all times. In assessing the sufficiency of a vessel’s UKC, the Port recommends a minimum UKC allowance of 10% of the vessel’s static draught be applied. However, all Masters in assessing the suitable UKC for their particular vessel should also take into account any vessel owner policy regarding UKC, together with the particular dynamic features and characteristics of the vessel including, but not limited to, squat calculations, and the actual tidal heights and weather conditions.

Notwithstanding the above, a draught of greater than 9.0m will not be accepted at the Port.

Any maximum draught proposed by the Port does not detract from the Master’s overriding obligation to ensure, at all times, the safety of their vessel and to make their own assessment as to a suitable draught for their particular vessel in the prevailing conditions. Any maximum draught proposed by the Port is not in any respect a representation by the Port as to the suitability of that proposal and/or the available depth of water.

The Port may provide an update to the maximum draught proposal if the underlying circumstances giving rise to the proposal have changed, such as by the influence of intervening weather conditions or tidal heights. Any updated maximum draught proposal similarly is not in any respect a representation by the Port as to the suitability of that recommendation and/or the available depth of water. The Master of a vessel must at all times assess for themselves the suitable draught for their vessel taking into account the particular characteristics of the vessel and the actual available depth of water.

Masters should ensure that cargo discharge and/or loading operations are managed in such a way so as to prevent their vessel taking ground at any stage of the operation.

Captain Darren Doyle
Harbour Master