

NOTICE TO MARINERS

SCAPA DEEPWATER BERTH, ORKNEY ISLES

Mariners are advised that over water survey investigations are underway from 2nd June 2025 to 15th June 2025 (weather dependant). The investigation will involve 1 vessels across the site.

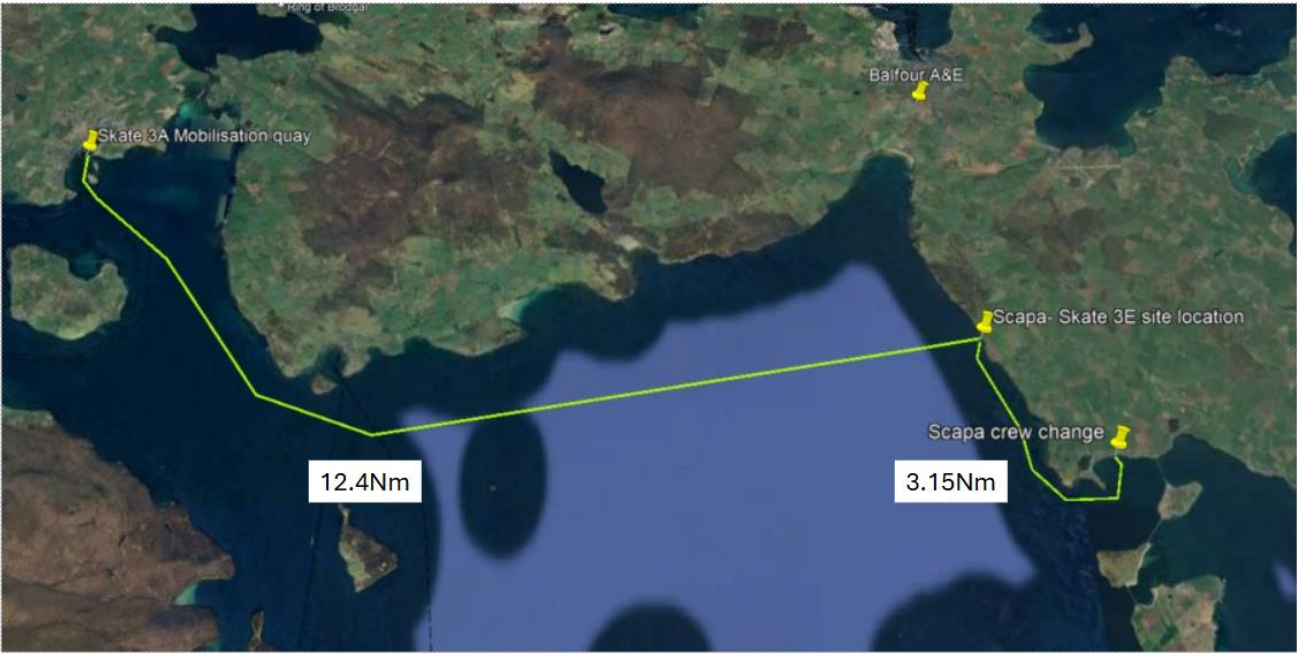
1.1 Description of Works:

Fugro has been contracted to provide a Marine Survey and Ground Investigation for the Orkney Island Council

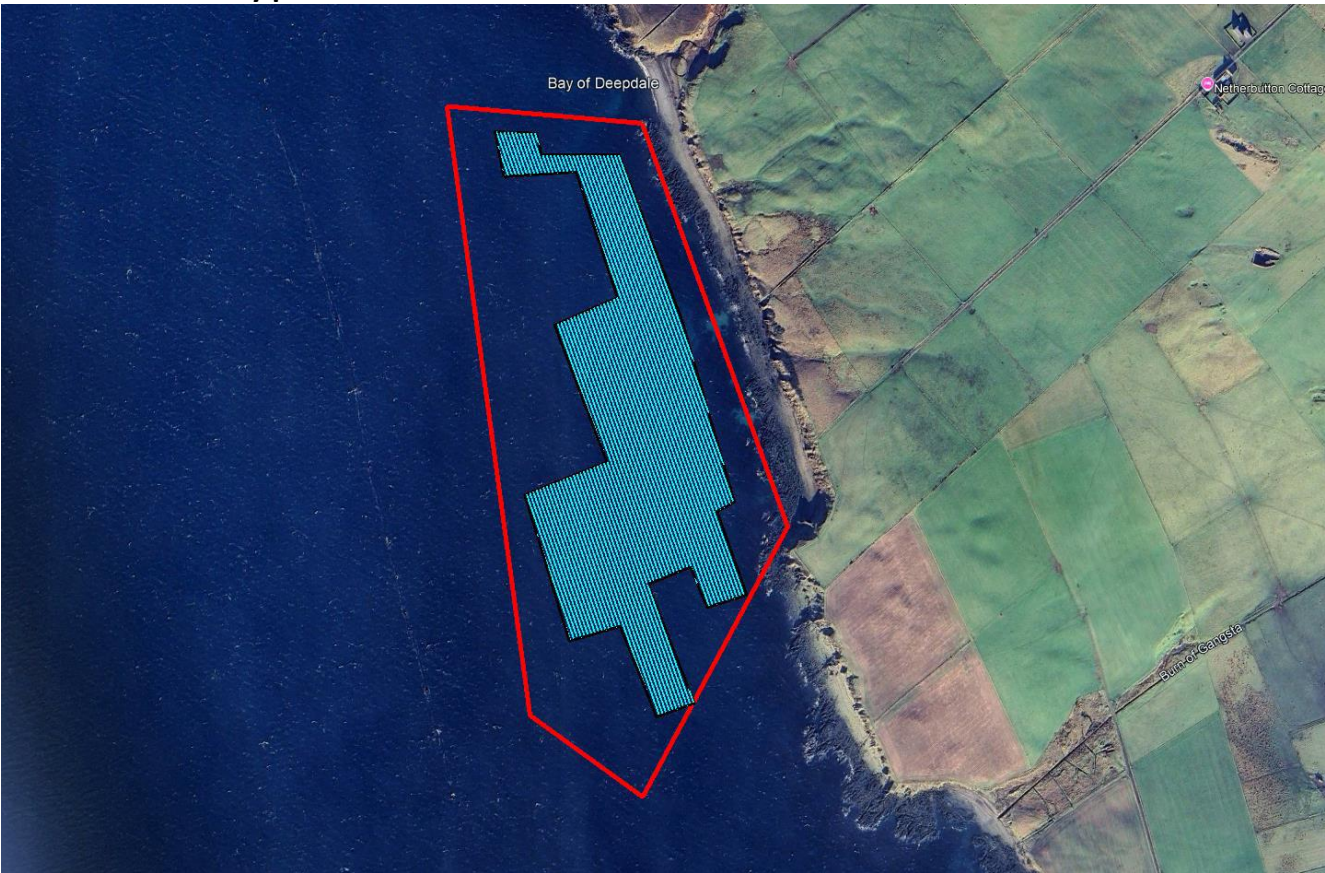
The fieldwork consists:

- Nearshore Geotechnical boreholes completed from a jack up barge (JUB). Acquisition of geotechnical data to infer for construction of the proposed Scapa Deep water Quay.
- Twice Daily crew transfers from the Skate 3A to Holm pier using a small 6.5m RHIB.
- Towing of the jack-up to/from the Stromness to work site using the Kirkwall Bay at the start and end of project.
- Skate 3A will move around the area between locations on-site during the works period.
- These fieldworks are expected to take approximately 8 days to complete (not including weather delays).

Tow and crew change points



Work site boundary plan and coordinates -



	Northing (m)	Easting (m)	Latitude	Longitude
Point	OSGB1936	OSGB1936	WGS84	WGS84
1	1004518.046	1004518.046	58°55'27.93"N	2°57'16.61"W
2	1004384.255	344683.283	58°55'23.26"N	2°57'44.93"W
3	344934.900	1003533.626	58°54'55.89"N	2°57'28.40"W
4	345427.543	1003704.275	58°55'1.55"N	2°56'57.38"W

Geotechnical operations at the site are expected to be carried out from the Jack Up Barge (JUB), Skate 3A and will be operational 24 hours per day unless stood down by weather conditions.

JUB crew will not be living on board and a RHIB will be operational between the adjacent Holm pier quayside stairs and the JUB twice per day to crew change.

The JUB will also be supported for the tow by the Kirkwall Bay.

Exclusion Zones

- When Skate 3A is jacked to safe working height it requires a 50m exclusion zone for all other marine traffic wherever possible. Should it be necessary for a vessel to make a planned entry into the exclusion zone vessels are requested to contact the Barge Master and/or OIC VTS.
- When Skate 3A is in the water or under tow or moving under self-propelled thruster, it requires a 100m exclusion zone wherever possible and a speed reduction for all vessels who wish to pass it to minimise wake and wash.

The Jack-up barge will be lit to allow night time operations and display **RED_WHITE_RED** lighting and shapes to indicate that it is **a vessel restricted in its ability to manoeuvre**.

Crew will transfer twice a day in the support RHIB, from the jack up barge directly to the Holm quayside stairs.

- Expected transfer Distance: <3.15 Nautical Miles
- Transfer Duration: 20 minutes

For any questions or queries regarding the above project please contact:

Name	Contact Information	Role
Callum Murphy	+44 (0)7500082874 c.murphy@fugro.com	Fugro Project Manager


Note: All general queries shall be directed to the appropriate contact above.

Note: All contact directly to the project vessels shall be via VHF.

Vessels will monitor CH.16 and can be hailed by vessel name.


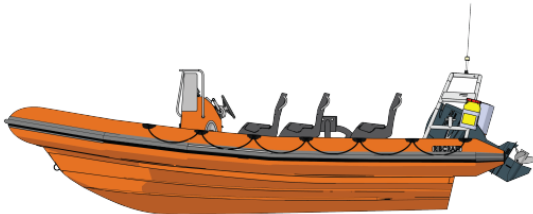
Stromness VTS shall also be provided with additional contact details should Vessels/Persons wish to contact the vessels mentioned within this Notice.

1.2 Vessel Information

	General Information	
	Name	Fugro Skate 3A
	Flag	St Vincent and the Grenadines
	Call Sign	J8B5323
	Class	Class A Passenger
	Dimensions	
	Length	19.54m
	Beam	12.19m
	Draught (loaded)	1m (with legs raised)
	Gross Tonnage	83 t
	Communication	
	Master	Jimmy Wilson (Days) Mark Heims (nights)
	Vessel Phone	Days 07896697278 Nights 07512989995
	Email:	c.murphy@fugro.com

	General Information	
	Name	MV-Kirkwall Bay
	Flag	United Kingdom
	Call Sign	MPRG5
	Class	Class A Pilot Vessel
	Dimensions	
	Length	17.25m
	Beam	5.2m
	Draught (loaded)	2m
	Gross Tonnage	145
	Communication	
	Leask Marine	Oliver Bethwaite
	Phone	+44 (0)1856 874 725
	Email:	info@leaskmarine.com

Crew Transfer Vessel

<p>EQUIPMENT FLYER</p>   <p>FUGRO OYSTER RIB</p> <p>Fugro's Oyster Rib is designed as an all-weather boat. It is used as both a safety and a crew change boat for our jack-up platforms for the marine crew and support staff. It is used worldwide in a variety of different marine/sea conditions and transports its passengers with confidence.</p> <p>With a long steep sheer towards the bow and a generous 2.7 m overall beam they are true workhorses of the sea.</p> <p>Oyster is capable of extended long distance cruising, her fuel tanks are located under-deck, maximising deck space and lowering the centre of gravity thus improving trim and handling.</p> <p>Oyster has either four or six sprung seats for the skipper and passengers, making the onboard ride more comfortable and safe.</p> <p>www.fugro.com</p>	General Information	
	Name	Oyster RIB
	Dimensions	
	Length	6.00m
	Beam	2.7m
	Communication	
	Contact	Jimmy Wilson (Days) Mark Heims (nights)
	Phone	Days 07896697278 Nights 07512989995
	Email:	c.murphy@fugro.com

