

FORTH PORTS LIMITED

No: FRC 01 of 2019

14th May 2019

NOTICE TO MARINERS FIRTH OF FORTH FORTH REPLACEMENT CROSSING INSTALLATION OF MAINTENANCE PLATFORMS ON QUEENSFERRY CROSSING

Ref: Charts BA 728, 736

Commencing on or around the 15th of May 2019 3 x 40m maintenance platforms will be installed on the Queensferry Crossing. These platforms will remain in location until November 2019.

During the works each platform will traverse as required for works across both main bridge spans, however during this time the **navigational envelope clearance will be unaffected**.

On occasions the platforms will obstruct the navigation lights but arrangements have been made to install temporary lights on the outboard side of the platform, these lights will have the same characteristics as the main navigation lights. Mariners are advised to proceed with caution and report any inconsistencies.

Installation

The platforms will be transported to each tower location onboard the barge 'Isabella S' and towed by tug 'Tummel' and one assisting Multi-Cat.

The platforms will be installed in 3 locations, North of Central Tower, South of Central Tower and South of South Tower.

Each platform consists of 4 lifts in each location, each lift weighing approx. 50 tonnes, with a total of 12 lifts.

Due to the number of variables applicable to this aspect of the project, a definitive schedule cannot be promulgated in advance, however the attached schedule in Table 1 is an indicative installation order.

FCBC will notify intention to FTNS several days prior to each individual lift; seeking clearance to proceed, based upon review of forecasted shipping activity for the river.

Latest information will be available from FTNS throughout.

Individual Lift

It is envisaged that each lift will require a 12-14 hour period. All lifting operations will take place within existing FCBC Exclusion zones.

Prior to the barge leaving the North Wall 4 wires will be lowered from the bridge, within the existing exclusion zone in preparation for the lift.

The barge will depart the North Wall Rosyth approximately 4 hours before slack water and proceed to the appropriate river location. Upon arrival of the barge at its river location, multi-cats will lay a 4x anchor mooring spread, as detailed in the below Charts.

The gantry will be lifted and secured (taking approx. 7 hours). During the lift, the barge will be repositioned to be clear of the rising gantry, on confirmation that the gantry is secure multi-cats will retrieve the moorings allowing the barge to return to North Wall Rosyth.

Navigation

The 4x mooring wires to the barge will be bar tight and will extend beyond the existing FCBC exclusion zones. (See attached Charts)

All marine traffic is instructed to stay well clear of the barge and surrounding area during this operation. FCBC guard vessels will be on station at all times to monitor approaching craft and intercept direction of travel where potential encroachment of mooring lines exists.

FCBC guard vessel(s) will be positioned at the anchor position(s) for the wire(s) protruding most predominantly into the navigational area.

Single vessel passing will apply for the main southern shipping channel during all lifts, therefore approaching vessels will be timed not to pass each other in the Main Channel between Dhu Craig and 19 buoy.

The Rosyth channel will be closed whilst the barge is on location for all lifts for platforms MS1 & MS2, unless agreed otherwise through consultation. This is due to anchor positions extending into the main safe water approach to Rosyth.

Vessels passing the barge during its lift phase must proceed at a minimum safe speed to keep their wash to a minimum, so as to least impact the lifting operation.

Status of previously published notices:

FRC 02 of 2011 and 23 & 24 of 2012 remain in force.

A Nicholson
Senior Harbour Master

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Platform	Platform Ref	Description	Erection Location	Removal Location	Start Install	Applicable Chart
MS1	MS1-1	Main Span Platform 1, Piece 1of 4	North of CT	South of NT	W/c 13/05/19	Figure 1
	MS1-2	Main Span Platform 1, Piece 2of 4	North of CT	South of NT	Target lift every	
	MS1-3	Main Span Platform 1, Piece 3of 4	North of CT	South of NT	2 days	
	MS1-4	Main Span Platform 1, Piece 4of 4	North of CT	South of NT		
MS2	MS2-1	Main Span Platform 2, Piece 1of 4	South of CT	North of ST	W/c 03/06/19	Figure 1
	MS2-2	Main Span Platform 2, Piece 2of 4	South of CT	North of ST	Target lift every	
	MS2-3	Main Span Platform 2, Piece 3of 4	South of CT	North of ST	2 days	
	MS2-4	Main Span Platform 2, Piece 4of 4	South of CT	North of ST		
MS3	MS3-1	Main Span Platform 3, Piece 1of 4	South of ST	North of S1	W/c 17/06/19	Figure 2
	MS3-2	Main Span Platform 3, Piece 2of 4	South of ST	North of S1	Target lift every	
	MS3-3	Main Span Platform 3, Piece 3of 4	South of ST	North of S1	2 days	
	MS3-4	Main Span Platform 3, Piece 4of 4	South of ST	North of S1		

Table 1: Lift Sequence Overview

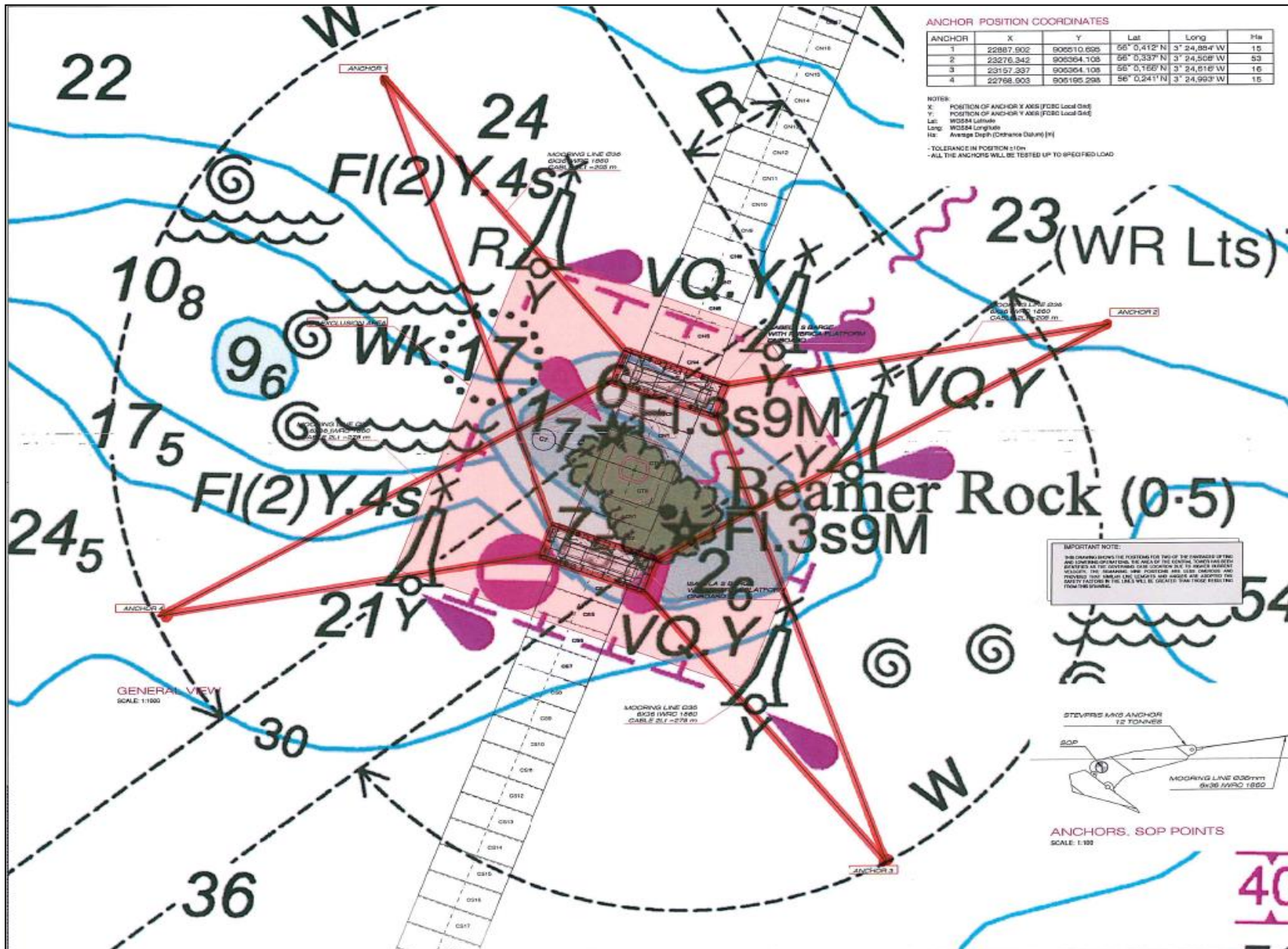


Figure 1: Central Tower – Gantry Lifts MS1 & MS2 (8 lifts)

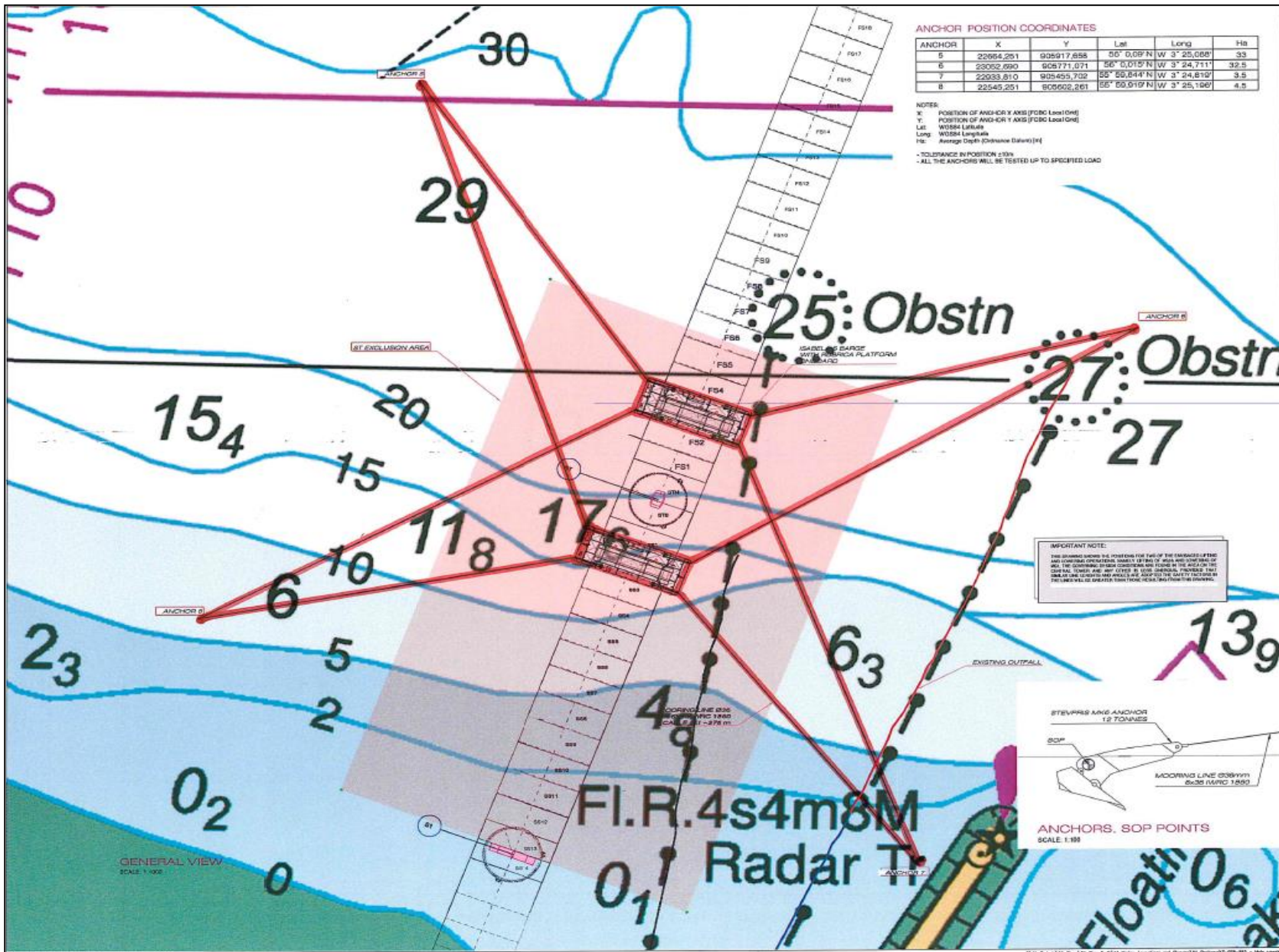


Figure 2: South Tower – Gantry Lifts MS3 (4 lifts)