





Meeting Notes

Marine Liaison Group Meeting No. 29

Venue: FCBC Head Office.
Rosyth

26th Oct 2016 14:00

Notes prepared by: Andy Price

Participants & Distribution:			√, × , or N/a			
Initials	Name	Title	Organisation	In Attendance	Apologies	Distribution
JBN	John Brown		Employer's Delivery Team	V		√
вмо	Billy Minto		Employer's Delivery Team			V
PMN	Paul Mellon		Employer's Delivery Team	\checkmark		
ANN	Ashley Nicholson		Forth Ports Limited		$\sqrt{}$	V
PRT	Patrick Twist		Forth Ports Limited		V	V
PRK	Patrick Kelsall		Forth Ports Limited	V		√
SDR	Steve Driver		NLB	V		V
TRS	Tony Rogers		Police Scotland			V
GGS	Gary Graves		Babcock PLC			√
JML	Joe Mitchell		MCA			
DRS	Doug Ross		Port Edgar YC	V		√
FRS	Frazer Sturgeon		Port Edgar Marina	V		V
RAN	Russell Aitken		Port Edgar Marina			V
JRL	John Russell		AMEY	V		V
EDY	Eoin Duffy		FCBC		V	V
CCN	Charlie Common		FCBC	V		V
AWP	Andy Price		FCBC	$\sqrt{}$		V
MMD	Malcolm MacDonald		FCBC		V	V

Item No.	Notes	Due Date	Action by
1.	Introduction Nil	N/A	Note All
2.	Notes from Previous Meeting Notes were agreed by all in attendance. AWP requested further information from EDT as to who has the responsibility to commission the Hydrographic Office to update Admiralty Publications once the project is complete. JBN/ BMO/ SDR agreed that this would be organised between Transport Scotland and the Northern Lighthouse board for the re-commissioning of navigation lights. PRK stated that the survey and commissioning of new Admiralty charts would be a Forth Ports responsibility.	N/A	JBN/ BMO/ SDR/ PRK
	SDR also stated he would forward to AWP all information required for the NLB sanction procedure and Marine Licence application.		
3.	Marine Safety There have been two safety incidents since the last meeting that have required investigation.	N/A	Note All
	1. 07-09-16 Aileen M minor impact with Beamer Rock whilst attempting to come alongside the installation barge Osprey Carrier at Central Tower. The vessel returned to the FCBC Marine Yard under her own steam. A diving inspection was carried out and no damage to the hull was found. The incident was caused by the skippers unfamiliarity with the site and failure of his on-board aids to navigation. A MRF was raised by FCBC to Forth Ports. The Master of the Aileen M has been reminded of his responsibilities when unsure of a navigation situation. FCBC has ensured that there are now clearer "line of		
	approach" markings on the Osprey Carrier at CT. The MRF has been closed out by Forth Ports.		
	2. 22-09-16 ROR risk of collision. A risk of collision occurred when the Sandy M multi-cat was departing the FCBC Marine Yard and the Finlandia Seaways Ferry was approaching Rosyth Port. The Master of the Sandy M failed to keep good watch and due care of attention on his exit. The Sandy M was reported via MRF to Forth Ports. A letter of enforcement was issued to the Master of the Sandy M and he received a formal warning both from the MLO and GSS. MRF has now been closed out by Forth Ports. (See post meeting notes)		
4.	Update on Marine Construction Activity & Future Programme	N/A	Note All
	N1: Deck pours ongoing via land access. Remaining section of N1 cofferdam removed. Footbridge and support piers from shore to N1 also removed. Small works remaining to crop piles below seabed and final reinstatement.		
	NT: Two remaining deck segments to install on south side of NT, FN19 & CLN. FN19 scheduled for 27 th October.		

Welding operations and stitch pours continuing in sequence with strand installation & segment lifts

Preparations ongoing for false work removal. North side first. Removal operation consists of Sarah-S orientated in line of bridge segments with stern of barge sitting approx. 10m off caisson, false work gets lowered down onto the barge which then returns to MY/NW to remove overhang prior to onward transit to Burntisland for final demob works. Anchor operations similar to deck segment deployments with chart positions noted on website.

CT:

Deck lifts complete and erection travellers demobilised on north & south flanks.

Tie down operations ongoing to CLS.

Final section of tower jump form removed.

Welding operations strand installation continuing.

ST/S1:

Deck erection complete on north flank. Erection traveller demob ongoing.

Deck segments installed to SS21a. Two short of Pier S2.

S2:

Preparations continuing for closure segments on Pier S2. SS22 onto pier followed by SS21b (similar operation to that conducted at S1). Cofferdam removed.

Isabella in situ supporting temporary works for closure and prep work on faces of south launch to receive SS25.

S3:

Finishing works ongoing.

Cofferdam removal due to follow on from S4 commencing w/e 6th November.

Minor concrete pours outstanding at crotch level.

S4:

Finishing works ongoing.

Cofferdam removal ongoing supported by Harry McGill & multicats. Minor concrete pours outstanding at crotch level.

S5:

Cofferdam removed.

Overhead deck pours continuing working towards S4. Deck pours supplied from land access.

NW:

Only 6 segments remaining for load out onto Robyn-S.

Sarah-S being prepared to receive false work from towers.

Liaison ongoing with Fort Ports & Oceaneering regarding berth use. Biweekly meetings to review programme and potential conflicts. Final cruise ship arrival due 28th October (Black Watch).

Liaison continues with Fort Ports regarding FCBC demob and hand back of work areas.

Item No.	Notes	Due Date	Action by
5.	Complaints 1. FCBC have been informed that Forth Ports had received a complaint that FCBC working vessels have been discharging sewage (Black Water) into the River Forth for the whole period of the project in violation of Forth Ports Bye Laws.	NA	Note all
	AWP informed the MLG that an FCBC investigation had been conducted. FCBC are compliant with MGM 385 issued by the MCA in regard to regulations governing the discharge of "Black Water into UK inland waterways. All FCBC working vessels are under 400GT and carry less than15 passengers so MGM 385 does not apply. However FCBC was aware that this issue was still under consideration from Forth Ports (See post meeting notes)		
	2. FRS made a complaint that several yachts in Port Edgar Marina had been damaged earlier in the week by the Linzi-S Crew Boat conducting operations at excessive speed thus creating a large wake at the mouth to Port Edgar Marina.	NA	Note all
	AWP asked if a MRF had been enquired as to what evidence was there that the damage had been caused by a wake generated by the Linzi S.		
	FRS informed the MLG that the incident had been witnessed and reported by a member of Calypso Marine.		
	AWP informed FRS that no complaint on the day had been raised to Marine Control and that unless a MRF is raised then this was just hearsay and nothing more. Once an official complaint had been raised both FCBC will fully investigate this complaint.		
	PRK agreed with this comment and stated that Forth Ports would do the same		
6.	AOB 1. CCN stated to the MLG that there had been no incidents of note with the arrival of the first Shale Gas Container Ship to Grangemouth at the end of September. The Police had thanked FCBC for our assistance in their preparations for the vessels arrival.	N/A	Note All
	2. CCN also reiterated to the MLG that soon the bridge will be connected north to south which then poses certain security implications. Could they please pass on to their members to continue the excellent spirit of cooperation, maintain vigilant and report any possible breaches of security as they observe.		Note All
	3. JBN questioned the relevance of having any further MLGs post the final deck section lift. AWP informed the MLG that the MLG was a contractual obligation by FCBC to Transport Scotland. The discontinuation of the MLG would be entirely a decision made by "the Client" and not FCBC. FCBC would obviously comply with any instruction in writing by Transport Scotland to discontinue. JBN stated he would get back to AWP on this subject.	14-12-16	JBN/ AWP
7.	Post Meeting Notes		
	FCBC/ FTNs meeting in Grangemouth 27-10-16 resulted in the following updates to items 3.2 and 5.1		
	MRF 22-09-16. Sandy M. Although the master of the Sandy M had received a letter of enforcement the master of the Finlandia Ferry was		

	a Master Mariner and far more experienced than the master of the Sandy M. That he was also guilty of a lack of urgency to prevent a potential incident and had therefore been spoken to by the Harbour Master (Inner)	
	2. FTNs are happy that FCBC had been compliant under MCA regulations governing the discharge of sewage into the River Forth by FCBC working vessels. The MRF was however not closed as their legal department was still looking into question but FTNs did not believe there would be any further action taken.	
8.	DoNM 14 th Dec 2016 – 1400, Ferry Toll Main Office.	