RED7MARINE

MOTT MACDONALD – A494 RIVER DEE ECI
OUTLINE MOBILISATION METHOD STATEMENT
R7M-522027-MST-005

This Sheet Must be Completed at Each Revision Once Approved for Issue

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Approved By		Niall McGill	Senior Engineer		
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Rev	Date	Description	Prep	Chk	Appr

Revision History

Rev	Date	Description
C0	02/05/2025	Client Issue

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1.0 Project Details

1.1 Project Name

A494 River Dee Bridge Construction

1.2 Location of Mobilisation

Riverside Works, By-Pass Rd, Queensferry, Deeside CH5 2DU

1.3 Introduction

The A494 River Dee Road Bridge is in poor structural condition and requires a replacement bridge to be constructed. Our client Mott MacDonald were commissioned to determine the best possible construction methods for the new A494 North and South replacement bridge structures. Red7Marine were contracted to assist with marine construction methodology optioneering, risk mitigation and commercial assessments for the scheme.

Red7Marine have concluded the use of a 400t Jack-Up Barge equipped with a 160t crawler crane and 120t Drill Rig is well suited to complete piling works for the A494 in-river foundations. The proposed Jack-Up will also be supported by other marine craft including flattop vessels for material storage / transport via the river and low-draft multi-cats for vessel movements. With this marine spread it is proposed that the marine foundations can be constructed for the Southern and Northern A494 bridges.

Details for the pier construction of the replacement bridge are identified in document R7M-522027-RAM-001.

This document has been produced to provide outline methodology for the mobilisation of the Haven Seaseven 400t jack-up vessel. It is envisaged that the vessel will be partly mobilised on the River Mersey with the final mobilisation requirements completed on the project A494 site. Moreover, this document will outline how the mobilisation will be carried out safely in accordance with industry standards and Red7Marine's in-house procedures.

It should be noted that this document has been produced as an outline guide and is subject to change pending on the detailed construction planning before project mobilisation. The Project Manager, Barge Master and other relevant parties are to agree any variations from those outlined within this document.

1.4 Abbreviations

ALARP	As Low As Reasonably Possible
HIRA	Hazard Identification & Risk Assessment
HSE	Health & Safety Executive
IJUBOA	International Jack Up Barge Owners Association
IMS	Integrated Management System
JUB	Jack Up Barge
R7M	Red7Marine I&C Ltd
RAMS	Risk Analysis Management Systems
TBT	Tool Box Talk
WAH	Working at Height

2.0 Contacts

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Tel:	01255886710		
Mob:			
Email:			
Notes:	-		

3.0 Barge, Plant and Equipment Details

3.1 Jack-Up Barge Information

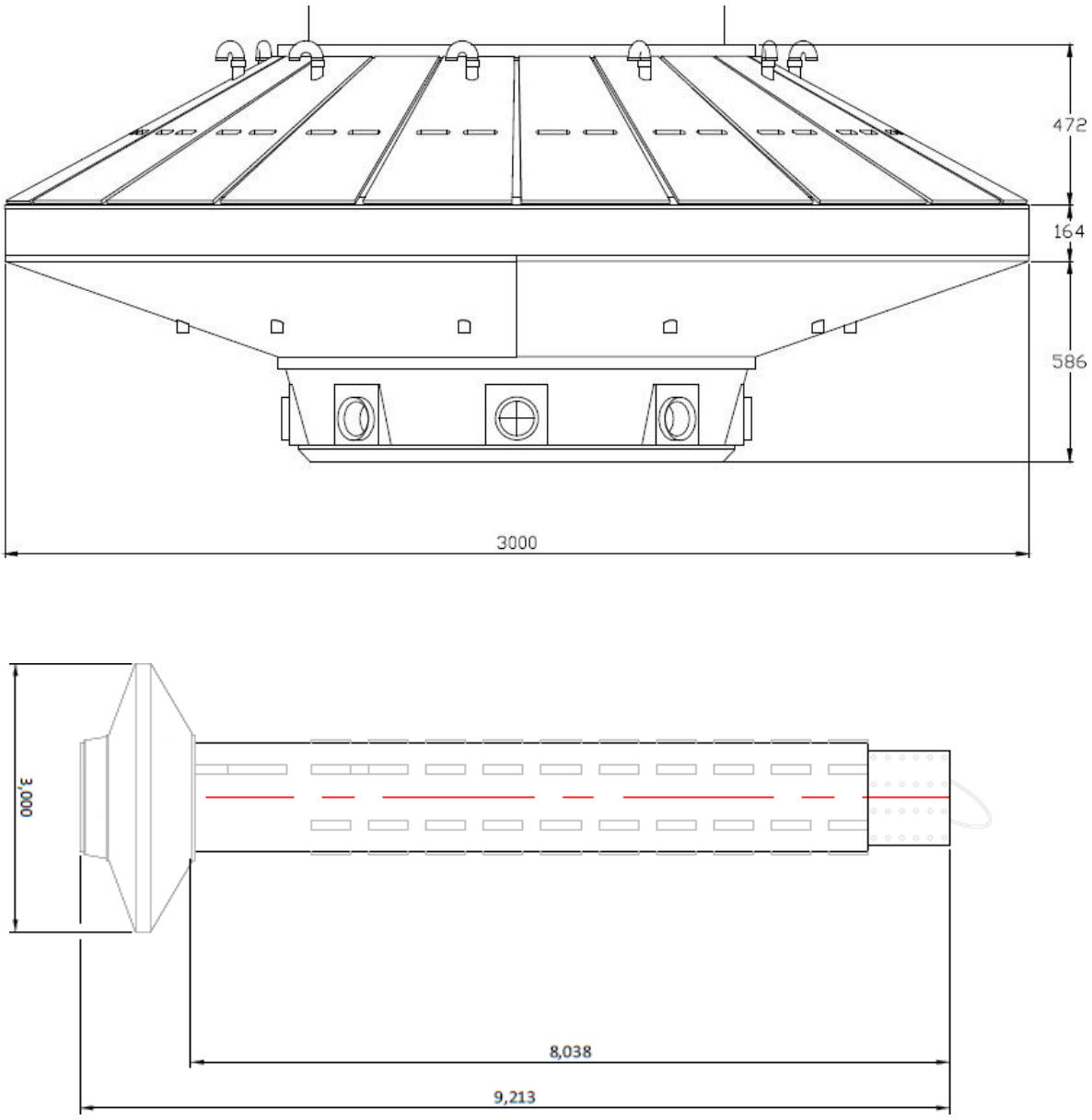
The Haven Seaseven, also as known as C-7 Series Modular Self Elevating Platform, is 30.50m in length, 18.30m wide and has a hull depth of 2.13m. The barge is equipped with 4 number of legs 1.22m diameter 38m long legs.

Additional information of the barge can be found in the table below.

Type:	C-7 Series Modular Self Elevating Platform
Classification:	Bureau Veritas Hull Offshore Self-Elevating Unit
Length:	30.50m
Breadth:	18.30m
Depth:	2.13m
Deck Area:	520m²
Max Leg Length:	38.00m
Leg Diameter:	1.22m
Jacking Speed:	15m / hour
Jacking Stroke:	0.69m
Max Deck Load / Point Load:	400t / 15/m² (Subject to Free Leg Length)
Max Free Leg Length:	31.50m
Max Crane Self Weight:	300 tonne (Subject to Free Leg Length)

3.2 Jack-Up Barge Spud Can Information

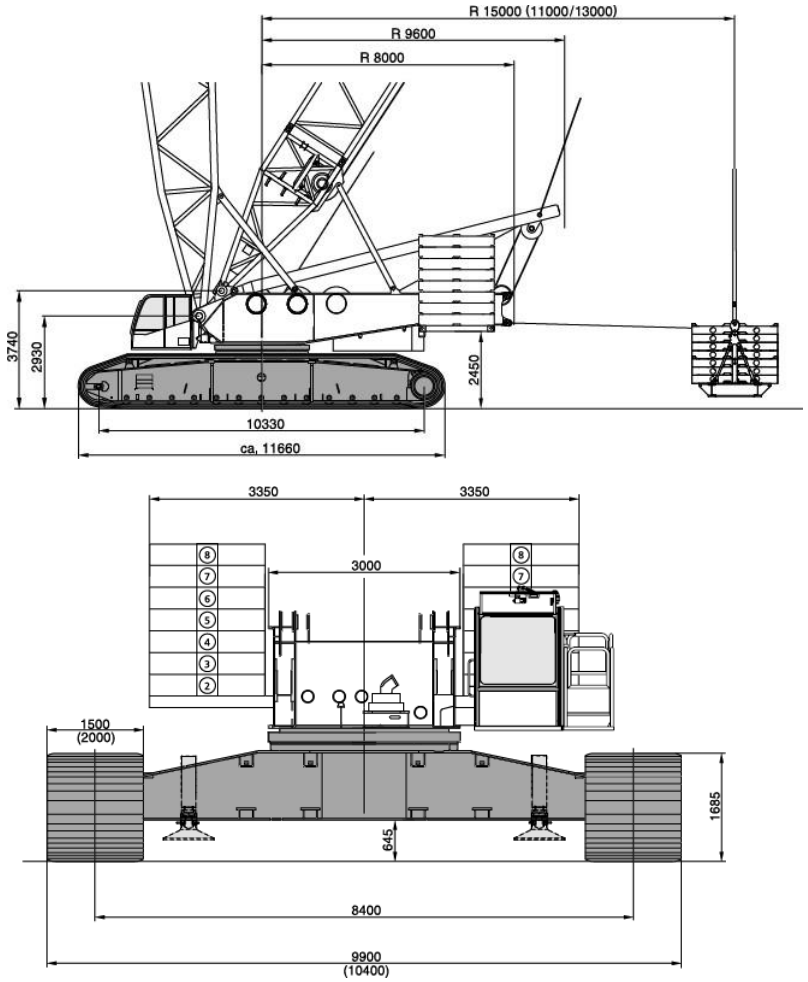
The Haven Seaseven, also as known as C-7 Series Modular Self Elevating Platform, will have 3m dia. spud cans installed to the bottom of the vessel's legs. Such will ensure the vessel does not penetrate through the upper sand formation on the project site.



Type:	C-7 Spud can
Classification:	Bureau Veritas Hull Offshore Self-Elevating Unit
Height:	1.22m
Diameter:	3.0m
Vessel Leg Length:	~7.0m – subject to detailed design
Leg Diameter:	1.22m
Vessel Leg Details:	8m leg length is to be fabricated to enable the initial site mobilisation
Weight of Legs:	~12T
Weight of Spud Can	~4T

3.3 Mobilisation / Load Out Crawler Crane Information

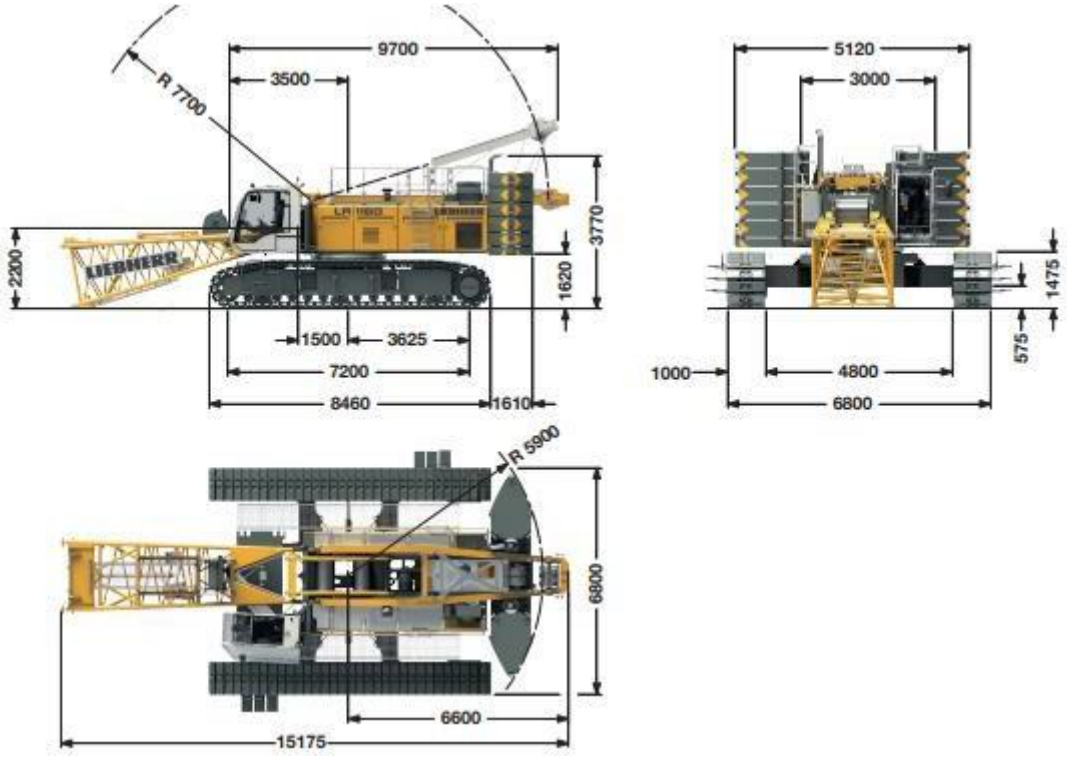
The crane that will be utilised to load out the 400t Jack Up vessel pontoons jacking towers / legs / spudcans assembly and other plant / equipment from landside onto the Jack Up vessel.



Operating Weight:	360 t
Main Boom max Length:	84.00 m
Max High Reach:	82.00 m
Basic Counterweight:	160 t
Carbody Counterweight:	28 t
Basic Machine Weight:	55 t
Main Machine Frame Width:	10.40 m
Crawler Tracks Length:	11.66 m

3.4 Crawler Crane Information

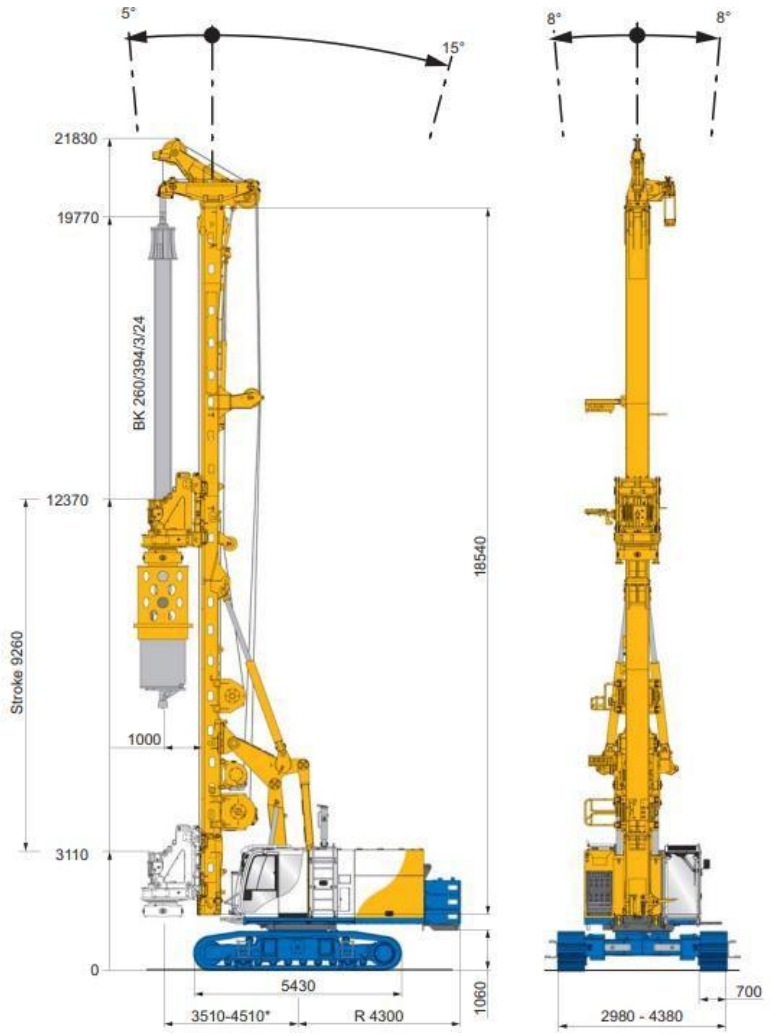
The crane that will either be tracked onto the Jack-Up Barge at the A494 site for the initial piling works will be a Liebherr LR1160 with the specified boom length. The crane will be fully rigged either on landside prior to being tracked onto the barge or will be lifted and assembled on the marine vessels.



Operating Weight:	160t
Main Boom max Length:	58.1m
Max High Reach:	60m
Basic Counterweight:	55t
Carbody Counterweight:	18.8t
Basic Machine Weight:	33.3t
Main Machine Frame Width:	3,000mm
Engine Fuel Tank Capacity:	790l
Drive Speed:	0 – 1.6 km/h
Auxiliary Jib Maximum Capacity:	24t
Crawler Tracks Length:	8.46m

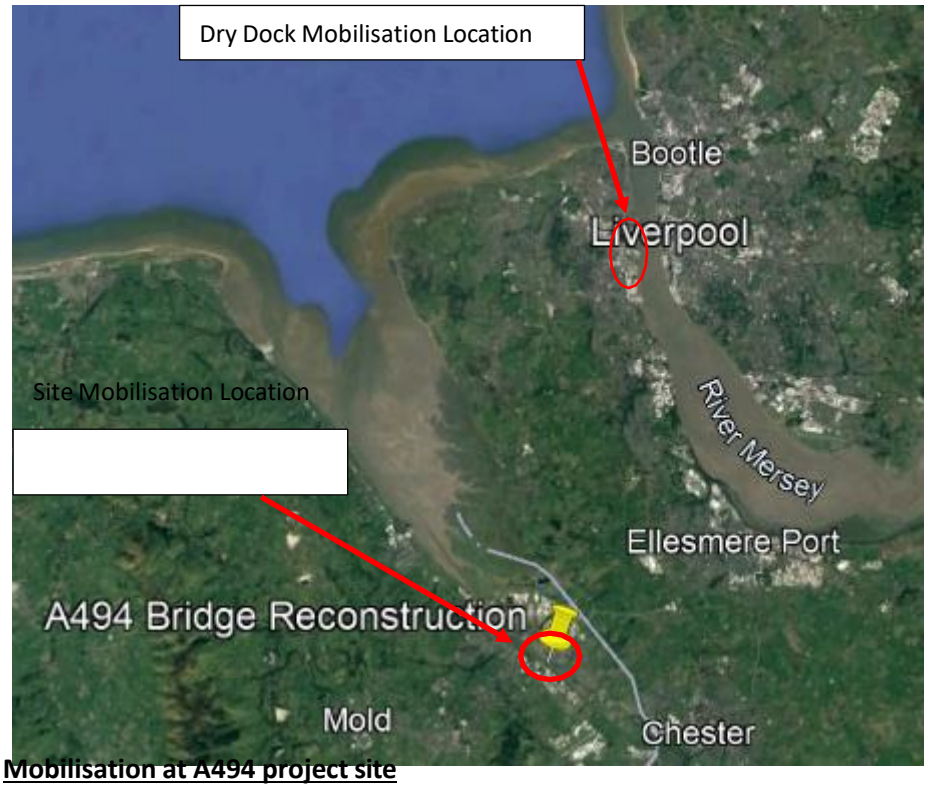
3.5 Drill Rig Information

A Bachy Soletanche Bauer: BG28 Drill Rig or alike will be located on the deck of the Haven Seaseven and will be assisting in the installing of all the piles into the seabed. Again, the rig will either be tracked onto the deck of the vessel or lifted and assembled on the vessels deck.



Track Length:	6,460mm
Operating Weight	122,000kg
Travel Speed:	0 – 1.3 km/h
Fuel Capacity:	730l
Hydraulic Oil Capacity:	1,000l
Main Winch Line Speed:	94m/min
Main Winch Rope Diameter:	32mm
Bored Pile Maximum Depth:	89.5m
Bored Pile Maximum Diameter under Mast:	4,200mm

4.0 Location of Operation

Details of Operation Mobilisation	
Location:	• River Mersey Dry-Dock– Removal of legs, jacking towers, powerpacks and upper decking. • A494 site - Jacking tower assembly, plant and equipment mobilise via riverside incl. Cranes, Rigs, Piles, Hammers, Powerpacks etc.
Aerial Overview:	**Key Mobilisation Locations**  **Mobilisation at A494 project site** 

Queensferry construction site			
Sufficient Access to Site:	☒ Yes / ☐ No	Details	Roadway and pedestrian access systems to be constructed.
Sufficient Rigging Space:	☒ Yes / ☐ No	Details	Landside laydown area to be constructed Vessel deck area to be utilised for rigging
Safe Access/Egress:	☒ Yes / ☐ No	Details	Access to vessels via ladders, gangway, walkways, and transfer craft
Overhead Obstructions:	☐ Yes / ☒ No	Details	Overhead powerline to be relocated. Existing A494 bridge
Slew Path Obstructions:	☒ Yes / ☐ No	Details	Jacking Towers and Barge legs Existing bridges Existing A494 bridge slew path restriction requirement
Underground Services & Voids:	☐ Yes / ☐ No	Details	Area to be checked prior to operation by onsite team
Additional Comments:	Other relevant details and restriction are not to R7M's knowledge. All non-essential personnel must be excluded from operating area. Cranes have not previously operated in the proposed mobilisation site. Therefore, full roadway and crane pad design to be reviewed. All plant operatives working on site will be required to hold valid industry standard training certificates for the plant/equipment they are required to operate on site. Contractor will inspect all operatives' original certification prior to commencement of operations. Copies will be made available for inspection. All Ports to be advised and operations are to occur in the window provided by the Port when no other vessel movements are planned.		
Diagram/Sketch of Area Included:	☒ Yes / ☐ No	**Details**	R7M-522027-SKH-001

4.1 Operating Parameters

The table below identifies the weather and environmental conditions for the tow and site barge positioning operations to occur in. The below threshold values will not be exceeded:

Description	Task				
	Tow to Queensferry (Coastal tow)	Site Positioning of JUB and Flat-Top Barges (in Port Movement)	Jacking and Preloading	Lifting Operations from deck of JUB (Elevated)	Personnel transfers to / from JUB CTV Ladder
Wind:	BF5 Average wind speed for departure may exceed BF4 but not BF5 (mean average over 10 minutes period)	BF4/5	BF5	BF5 (10 m/s)	BF6 (12m/s)
Current:	<4.0 knots	<1.0 knots	<1.0 knots	-	-
Visibility:	1000m	1000m	250m	250m	250m
Max Wave Height:	<1.2m	<0.6m	<0.6m	<2.0m	<1.0m

The final decision on whether to suspend operations due to weather limitations will be made by the Barge Master based on site conditions at the time of the event. Ultimately it is the Barge Master who has overall responsibility for the safety and wellbeing of the crew onboard.

4.2 Beaufort Scale Extract

Force	Wind (knots)	Wind (knots)	WMO Classification	Appearance of Wind Effects on the Water
0	<1	<0.52	Calm	Sea surface smooth and mirror-like
1	1-3	0.52 – 1.55	Light Air	Scaly ripples no foam crests
2	4-6	1.56 – 3.10	Light Breeze	Small wavelets, crests glassy, no breaking
3	7-10	3.11 – 5.15	Gentle Breeze	Large wavelets, crests begin to break, scattered whitecaps
4	11-16	5.16 – 8.24	Moderate Breeze	Small waves 1-4 ft. becoming longer, numerous whitecaps
5	17-21	8.25 – 10.81	Fresh Breeze	Moderate waves 4-8 ft taking longer form, many whitecaps, some spray
6	22-27	10.82 – 13.89	Strong Breeze	Larger waves 8-13 ft, whitecaps common, more spray
7	28-33	13.90 – 16.98	Near Gale	Sea heaps up, waves 13-20 ft, white foam streaks off breakers
8	34-40	16.99 – 20.58	Gale	Moderately high (13-20ft) waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks

5.0 Methodology

Method Statement – Liverpool, Mersey Vessel Mobilisation		
Step	Description of Task	✓
	**EVERY PERSON ON SITE HAS A DUTY TO ENSURE THAT THEY DO NOT PUT THEMSELVES OR OTHERS AT RISK.**	
	All persons involved in the operation are to have a prestart briefing where the operation and method statement will be explained along with all person's role within the operation. Having accepted the procedure and clarified any queries, all parties will sign up to this general methodology for the operation.	
	All appropriate PPE including Hi-Vis, safety boots, hard hats, and life jackets (when working near the quay edge or on the barge) are to be worn at all times during the operation.	
1.	Prior to vessel towage to the A494 project site, the barges required for the project will be part-mobilised within a locked dock on the River Mersey, Liverpool. Both the Jack-Up vessel and Flattop barge will be marine transited to the selected locked dock on the river and moored in place ahead of the mobilisation.	
2.	A quayside ~500t crane will be mobilised at the locked dock load out area to assist with lifting various items to and from the vessels moored in the dock. Lifting operations will be followed in accordance with a full lift plan report completed by a suitably trained and qualified individual.	
3.	The Flat-Top barge moored in the dock will have both spud legs lifted, placed on the deck and sea-fastened accordingl. Other items sea-fastened to its deck will be determined at the detailed project mobilisation planning stages.	
4.	The Seaseven Jack Up Vessel will be part-mobilised in the locked-dock area enabling controlled conditions and safe operations. The Seaseven will be delivered to Queensferry with an 18mx18m configuration with legs, spudwells and various floats removed and reconfigured as per the following stages: • Vessel legs removed from deck and lifted onto the quayside laydown area • Vessel powerpacks and hydraulic disconnected and removed • Stern upper steel decking removed • 2no bow and 2no stern tanks disconnected and lifted onto quayside laydown area • Jacking towers disconnected and lifted onto quayside laydown area • Bow and stern tanks lifted onto quayside laydown area • 4no 19m leg sections road hauled to Queensferry mobilisation site On completion of the above stage the Seaseven will be made ready for transit to the project site.	
	Note, deck plans will be followed in accordance with the Lift Plan and Engineering calculations to ensure all operations are adhered to industry Health and Safety standards.	
5.	All checks and surveys before towage to the A494 project site will be conducted by an appointed competent surveyor. The following checks will be conducted for both Jack-Up and Flat-Top barges,	

	the towage surveyor must check and approve the barges are fit for purpose and the following approvals must be met: • Check all relevant compartments are watertight • Ensure all sea fastenings used are within the acceptable standards • Inspection of the tug equipment that is to be used • Check certification of tugboats and the operators • Inspection of welding works for any sea fastenings • Inspection of any potential damages to the barges that can be a safety concern	
6.	When all relevant parties are satisfied to continue, the final date and time of towage will be confirmed along with the confirmation of the barges' approximate arrival to A494 site.	
	All towages to A494 will be followed in accordance with the passage plans. The passage plans will be checked and approved by the appointed surveyor and then issued to the local authorities through the appointed agents.	
7.	On completion of the barge reconfiguration at Merseyside, each section will be road transported to the A494 project site separate to all marine transfers via the River Mersey / River Dee.	
8.	At the site mobilisation area at Queensferry, the 600T crane will be assembled as per mobilisation sequence drawing SKH-015 A3 (1). The removed jacking towers will be assembled with prefabricated ~8m leg sections, spudcans and attached to a quadra float for 2 lifts as follows: • Trestles set up at the laydown area at Queensferry to elevate the quadrafloat and spudwells 1.2m off the ground. • Quadrafloat set onto trestle. 2no. spudwells then attached to each end of the quadrafloat (also on trestles) • Spudcans positioned accurately below the spudwells to receive the leg when threaded through spudwell • Shortened legs threaded through spudwell and attached to spudcan. Legs locked off within spudwell • This will be repeated again for the other 2 spudwells so that there are only 2 lifts to attach.	
	Prior to the vessel mobilisation at the site, the following items will require design and fabrication to assist with the jacking tower, leg and spudcan assembly: • 4no. 9m vessel legs as per sketch above, see section 3.2. • Lifting beam and tackle for 2no. spudwell lifts • Temporary trestles to accommodate connections of components. Note the spudcans are pre-manufactured and ready for hire from Holland.	

Method Statement – A494 Bridge Riverside Vessel Mobilisation		
Step	**Description of Task**	✓
9.	The image below shows the designated site riverside compound / load out along the River Dee. This site will be utilised for mobilising both the Jack-Up / Flat-Top Barges on arrival. 	
	Please refer to passage plan R7M-522027-TPP-002 for more information on the passage from the River Mersey to the project site. (note, barge configuration may vary but spudwells nor legs will be attached for the tow to site).	
10.	On arrival of the Seaseven vessel and flattop from the River Mersey pre-constructed moorings will be used to secure the vessel in-place, downstream on south side of the existing A494 barge in deeper water. Barge will only be brought to the shore/mobilisation location on the rising high tide and when the 2no. prefabricated lifts of spudwells, quadrafloat, legs and spudcans have been prepared and ready to be slung.	
11.	Once the vessel has been moved from the mooring to the mobilisation crane location, 1 lift of 2no spudwells, legs and quadrafloat (94t@24m) will be lifted from the shore and attached to the barge in one movement. 2no. tugs will be in attendance to control the barge movements as required.	
12.	When lift above in 11 has been secured, barge will be rotated through 180 degrees by the tug boats.	
13.	A second lift of 2no spudwells, legs and quadrafloat will be lifted from the shore and attached to the barge in one movement, as above in 11. On completion of pre-loading operations, the vessel will be reconfigured into its standard arrangement as follows: • Seaseven outer strengthening brackets will be lifted and connected to each vessel corner. • Upper steel decking will be reinstated on the stern of the vessel.	

	• Powerpacks and hydraulics will be positioned and reconnected to the vessel. • Vessel welfare and tool containers lifted into place.	
	Note water depths available will be reviewed and tides assessed to determine the designated tidal window for pontoon and jacking tower assembly in-river.	

14.	Once jacked up, leg extensions and additional floats etc. will be placed as normal to the barge, unrestricted by the tidal movements.	
	Site team will aim to complete the installation of two complete lifts of all components (quadrafloat, 2no. spudwells, 2no. legs and 2no. spudcans) on both the Port or Starboard face within one tidal window. Vessels will be spun 180 degrees to enable shorter lifting radiuses during the operation.	
15.	Barge will then be relocated to temporary jetty upstream to receive crane and piling rig as per sequence drawing SKH-015 A3 (1).	
16.	On loading of equipment, Seaseven will standby ready to move to the proposed bridge pier location to begin piling.	

Communications				
A briefing/ toolbox talk will be performed before the operation commences. All members will sign up to this document to confirm they understand the methodology and associated risks.				
Communication Method(s)	☒ Radio	☒ Hand Signals	☒ Verbal	☐ Other:
Communications Plan				
The main method of communication will be predominantly via radio				

6.0 Standard Operations

6.1 Sea Fastenings

The purpose of the sea fastenings is to secure the cargo during the transit and positioning so that neither the cargo nor vessel suffers loss or damage as a result of the loadings derived from the vessel motions caused by the environment conditions.

Seafastenings should not in any circumstances be removed until the barge has completed preloading and elevated to the operating air gap. Primary sea fastenings should be designed to be removed without damage to the cargo.

Appropriately sized and conditioned accessories are to be used for the sea fastening process. For the sea fastening of small items of cargo web straps, chain, or wire lashings may be used, or for standard container securing arrangements using certified twist-lock fittings. However, for larger items of plant such as cranes suitably sized chains, shackles, bottle screws etc. must be utilised.

If the sea fastenings are welded to the deck and cargo, it is recommended that they be fitted onto the bulkheads of the floats and to a suitable location on the item. Alternatively, the integrated handrail holes around the deck perimeter of the float can be utilised also.

Where the same sea fastenings are to be used for multiple transits, inspection of welded sea fastenings and/or bolted connections is required prior to commencing each transit.

The Barge Master is to inspect the sea fastenings to confirm that they are adequate before any movement is to occur.

6.2 Lifting Operations

All lifting operations will be in accordance with the site-specific lift plan. Crane and associated lift plans are to be supplied by the selected contractor accordingly.

7.0 Required Personal Protective Equipment

The operation specific risk assessments have identified that the following items of PPE must be worn during the duration of activities:

PPE Requirements				
 **Hard Hat** ☒	 **Eye** ☒	 **Safety Footwear** ☒	 **Gloves** ☒	 **Coveralls** ☐
Safety helmet to EN397	*Light eye protection to EN166/2001 1F as a minimum*	*Steel/composite toe/slip resistance/protective insole (minimum conformity to EN345 & S3) (SRC recommended) (SB + P – NOT allowed)*	*Suitable gloves for the work scope*	*Coveralls to suit activity taking place – i.e. welding, maintenance, painting.*
 **Ear** ☐	 **Lifejacket** ☒	 **Hi Vis** ☒	 **Dust Mask** ☐	 **Safety Harness** ☒
To be worn when noise levels are at (and above) 85 dB	*Min 150N Lifejackets to be worn within 2m of the quay edge, during transfer in the personnel transfer basket and whilst on the deck of the CTV*	*Hi-Vis clothing to be worn at all times for all activities*	*To be worn where there is the risk of inhaling dangerous substances which can cause coughing, wheezing, shortness of breath or breathing difficulties.*	*To be worn for all access/egress by ladder and working at height activity*
 **Transfer Suit** ☐	 **Personal Locator Beacon** ☐	 **Other** ☐	☐	
Transfer suit to be worn during transfer and whilst on deck of the CTV	*Personal locator beacons to be worn within 3m of the quay edge, during transfer and whilst on the deck of the CTV*			
If other, please specify:				

8.0 Emergency Procedures

In the event of any incident or accident (including near miss, first aid and environmental) occurring on the barge whilst undertaking work associated with the operations, the contractors Reporting, and Investigation of Accidents & Incidents Procedures shall be followed. All reports will be completed the using an Incident Report form.

In the event of a major incident the emergency response procedure should be referred to and followed.

8.1 First Aid

The primary first aid station will be pointed out before any works commence. All accidents / injuries are to be reported to site management immediately so the casualty can be treated if required and the event can be recorded in accordance with Red7Marine company policies.

8.1.1 On Site First Aider

R7M will ensure that a member of the relevant team will be trained to First Aid at Work standards and appointed as a company first aider. The names of the trained first aid personnel are to be communicated to all persons during the briefing.

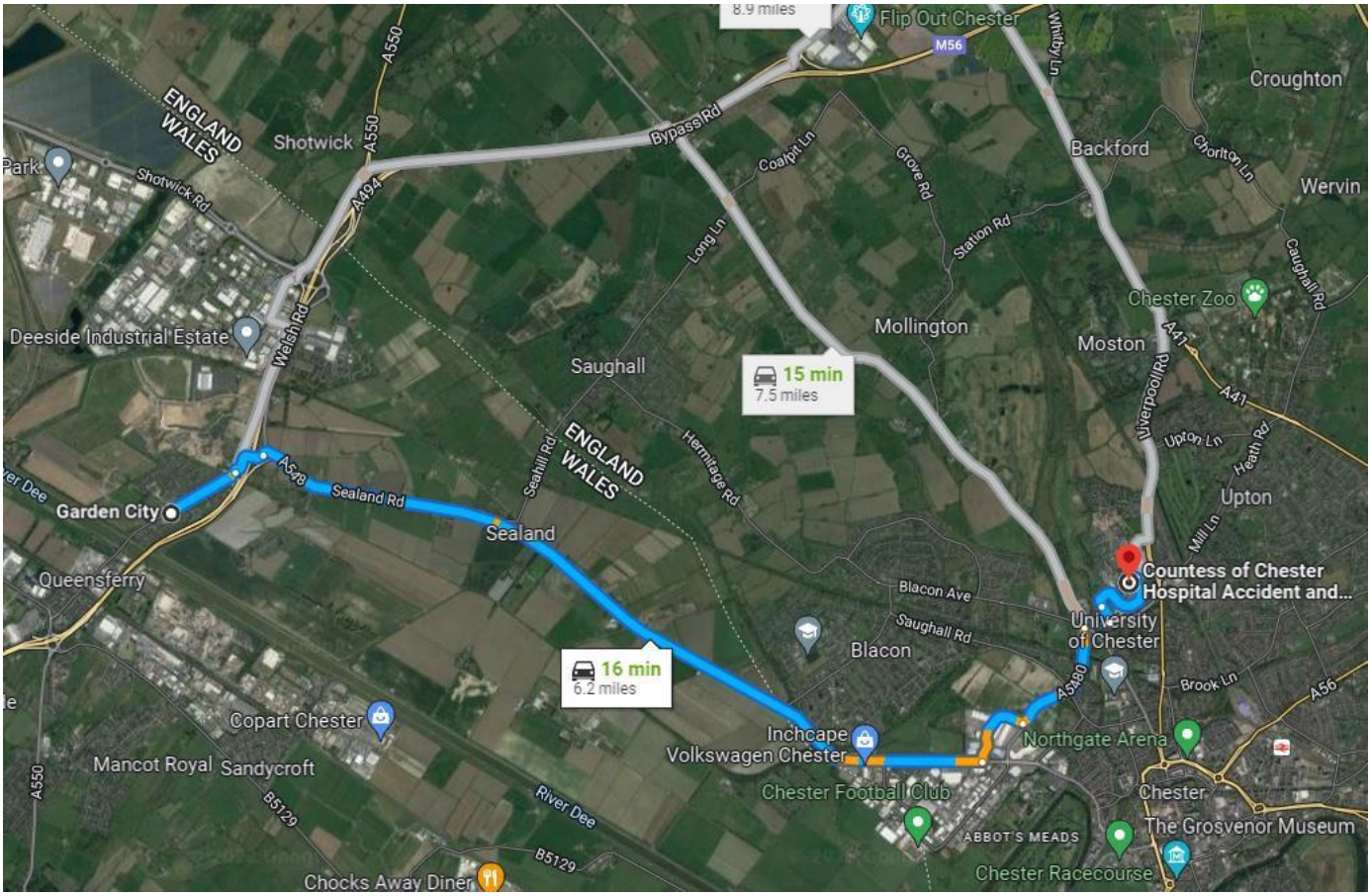
8.1.2 General First Aid Procedure

If you sustain an injury, you must:

Item	Task
1.	Stop work immediately and contact the appointed first aider on site.
2.	The first aider will determine extent of the injury and administer appropriate first aid.
3.	If deemed necessary by the first aider transfer casualty to the nearest Hospital A&E Department to seek medical aid.
4.	Complete an R7M incident report form in addition to the legislative accident book.

8.2 Hospital Routes

Countess of Chester Hospital Accident and Emergency Department,
Liverpool Rd,
Chester,
CH2 1UL
Tel: 01473 712233



8.3 Man Over-Board Procedure

On seeing a person fall overboard, or a person in the water:

Item	Task
1.	Shout **"MAN OVERBOARD"** to alert fellow site personnel.
2.	Point at the person in the water and never take your eyes off them.
3.	Throw a flotation device to the person in the water immediately.
	*To gain maximum benefit, throw the device underarm. If possible, throw 3, 4 or 5 flotation devices such as life jackets, fenders, Perri-buoys etc. towards the person in the water which will form a trail back towards them.*
4.	Sound the general alarm and contact the site manager.
5.	A spotter positioned in a suitable location shall point at the man in the water, never taking their eyes off them.
6.	The marine personnel will assess the situation and implement the recovery plan.
	*ONLY as a last resort, send a rescuer into the water. Ensure the rescuer is wearing an appropriate lifejacket and is secured to the boat by a fixed line at all times.*
7.	Pull the casualty to the side of the boat / barge and prepare for extraction from the water.
8.	The following should be adhered to when lifting the casualty on-board the vessel by hand.
9.	Ensure the casualty's head remains out of the water.
10.	Raise the casualty's arms onto the side of the vessel.
11.	Place the casualty's hands on top of one another.
12.	Gain assistance from fellow employees and stand either side of the casualty.
13.	Place one of your hands beneath the casualty's upper arm and the other on the casualty's forehead.
14.	Ask your fellow employees to place one of their hands on the casualty's other upper arm and the other on the casualty's forehead.
15.	Put a slight bend in your knees, keep your back straight and gently raise the casualty out of the water.
16.	Lower the casualty onto the deck.
17.	A qualified first aider will assess the casualty for signs of internal injuries such as broken bones, hypothermia, and shock.
18.	The recovered man overboard will be transported to hospital for treatment, if required.

8.4 Fire Procedure

On discovering a fire, the following procedure will be followed:

Item	Task
1.	Raise the alarm immediately.
2.	If you have been trained and feel that it is safe to do so attempt to fight the fire using the correct fire extinguishing media.
3.	If this fails, ensure all personnel evacuate the barge/ areas immediately and proceed to the designated muster point.
4.	Contact the fire brigade via mobile telephone (Dial 999 or 112) and request assistance.
5.	Following a fire, the affected areas will be inspected for damage by R7M and fire marshal. Signs of structural deformations are to be reported to Red7Marine management immediately and the barge quarantined in order to facilitate a full investigation.
6.	The barge will remain inoperable until the barge master has received the all clear from Red7marine management following the results of the detailed investigation.

8.5 Spill Procedure

In the event of a spillage, the following procedure shall be followed (The location of spill kits is to be communicated to all persons during the start of shift briefing):

Item	Task
	*Spillages of fuel or oil into watercourses or the sea or on land may constitute an offence under Environmental legislation, which attracts large fines. Our Company has to make suitable contingency arrangements in the event of a spillage.*
1.	**All site personnel** – decide whether the spill is within their control or outside of their immediate control.
2.	If spill is within control, contain the flow and prevent it from reaching a watercourse or entering a drain. Cover spill with absorbent material or sand. Proceed with clean up (ensuring the correct PPE is worn), and then notify foreman/agent.
3.	Dispose of clean up materials as hazardous waste.
4.	**If outside of immediate control, then;** raise alarm – advise foreman/agent, and call the environment agency on 0800 80 70 60.
5.	Assist in clean-up process as directed by emergency services.
6.	In the event of major spills, foreman/agent will contact specialist pollution control experts.
7.	Foreman/agent - notify contracts manager and ensure an incident report form is completed.
	*Whenever possible plant will be using biodegradable hydraulic oil.*