

Notice to Mariners

Updated Maritime Safety Information

Organisation submitting information and for whom the work is being conducted

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Notes

All positions are quoted in World Geodetic System 1984 [WGS84], lat. / long., in decimal degrees to six decimal places.

1 Details of work programme including period and purpose

The purpose of the operation is to conduct construction operations on a subsea tidal energy array in the Bluemull Sound, Shetland.

Multicat vessel Whalsa Lass (pictured below, call sign 2EZQ4) will conduct offshore and subsea operations. Works will include loading and preparatory work at Belmont Pier and Cullivoe Pier. The work will be conducted from February 2016 to September 2016; operations could take place during day or night.



Source: Delta Marine

2 Positions of maximum extent of projected works

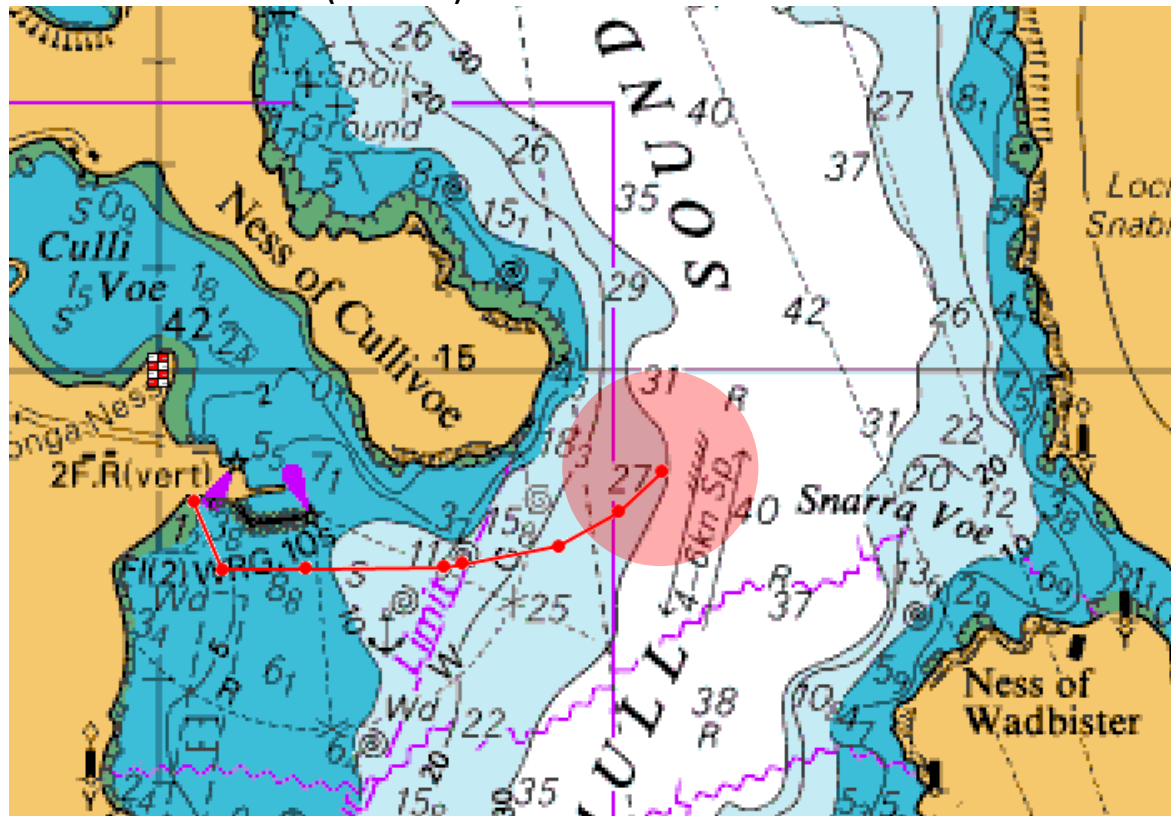
Turbine installation work will be conducted within a 300 m radius of the turbine deployment site, marked with a red circle in the chart below. Work will also be conducted along the cable route; cable waypoints are listed and shown in the chart below

Turbine deployment location:

Longitude	Latitude
-0.983633	60.69850

Cable waypoints:

Longitude	Latitude
-0.998070	60.697900
-0.997923	60.697260
-0.997160	60.697110
-0.997050	60.697120
-0.995850	60.697090
-0.994825	60.697150
-0.993813	60.697070
-0.992920	60.697090
-0.991630	60.697050
-0.989567	60.697150
-0.988605	60.697240
-0.986482	60.697270
-0.985203	60.697470
-0.984862	60.697550
-0.984538	60.697860
-0.984122	60.698000
-0.983550	60.698360

Device and cable location (indicative):

Source: Nova Innovation 2015 and Admiralty Charts

3 Details of lights, buoys and other navigational aids – positions / descriptions / whether temporary or permanent, and whether buoys likely to be submerged at certain states of the tide (if applicable)

During some operations, one temporary yellow buoy will be deployed at the site in the vicinity of the following location:

Longitude	Latitude
-0.983633	60.69850

The construction vessel will display the appropriate day marks, as required by the International Regulations for Preventing Collisions at Sea, and/or lights for vessels having their ability to manoeuvre restricted. Clump weights will be used to maintain moorings during on-site operations.

During the work underwater operations with an ROV will be conducted, and potentially also diving work. The construction vessel will fly an Alpha flag during ROV or diving operations; a 100 m exclusion zone is requested.

4 Proposed routes of vessels involved in operations (from port to site)

The construction vessel will make passage to and from Cullivoe Pier to the deployment site. The vessel will also travel to and from Belmont Pier and Cullivoe Pier, and will undertake operations at each site.

5 Changes to existing route measures/vessel movement

None

6 Details of any areas to be avoided

Mariners are requested to keep well clear of the installation vessels and deployment area.

During operations, the construction vessel will be restricted in the ability to manoeuvre. It is requested that all vessels operating within this area keep their distance and pass at minimum speed.

7 Details of any extraction areas or dumping grounds

None

8 Proposed position of devices and other associated features on completion of works

Three subsea turbines will be installed in total during this phase of construction work. The first turbine (T1) will be deployed in February at the location indicated below. Subsequent turbines (T2 and T3) will be deployed in the vicinity of T1; precise coordinates will be circulated in subsequent Notices to Mariners in advance of deployment. The minimum clearance of all turbine from MLWS will be 15m.

Turbine	Longitude	Latitude
T1	-0.983633	60.69850

Each turbine will be connected to shore by a dedicated subsea cable deployed from the turbine to Cullivoe Pier. The cable route is shown in the map above.

INSTRUCTIONS TO VESSELS

Vessels involved will be keeping continuous listening watch on Channel 16 and will display appropriate lights and marks as required by the International Rules for Preventing Collisions at Sea.

Mariners are requested to give the works a wide berth.

Name:	Patrick Ross-Smith	Signature:	By email	Date:	10/02/2016
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