



**RECOVERY OF BARGE IN SKYE  
METHOD STATEMENT & RISK ASSESSMENT**

DOC REF: 13610

<b>Status</b>	<b>Rev</b>	<b>Date</b>	<b>Reason for Revision</b>
A	01	31/07/18	First Draft
A	02	15/08/19	Issued for comment after review
A	03	02/05/19	Change of method
A	04	08/12/20	Revised for 2021 operatives

<b>Authorisation Record</b>			<b>OK QHSE Manager</b>	<b>OK Managing Director</b>	<b>OK Marine Projects Manager</b>
A	04	08-Dec-20	D. Georgeson	J. Henderson	Roger Goudie
<b>Status</b>	<b>Rev</b>	<b>Date</b>	<b>Prepared by</b>	<b>Recommended by</b>	<b>Approved by</b>

# METHOD STATEMENT & RISK ASSESSMENT

## Location & Project Overview

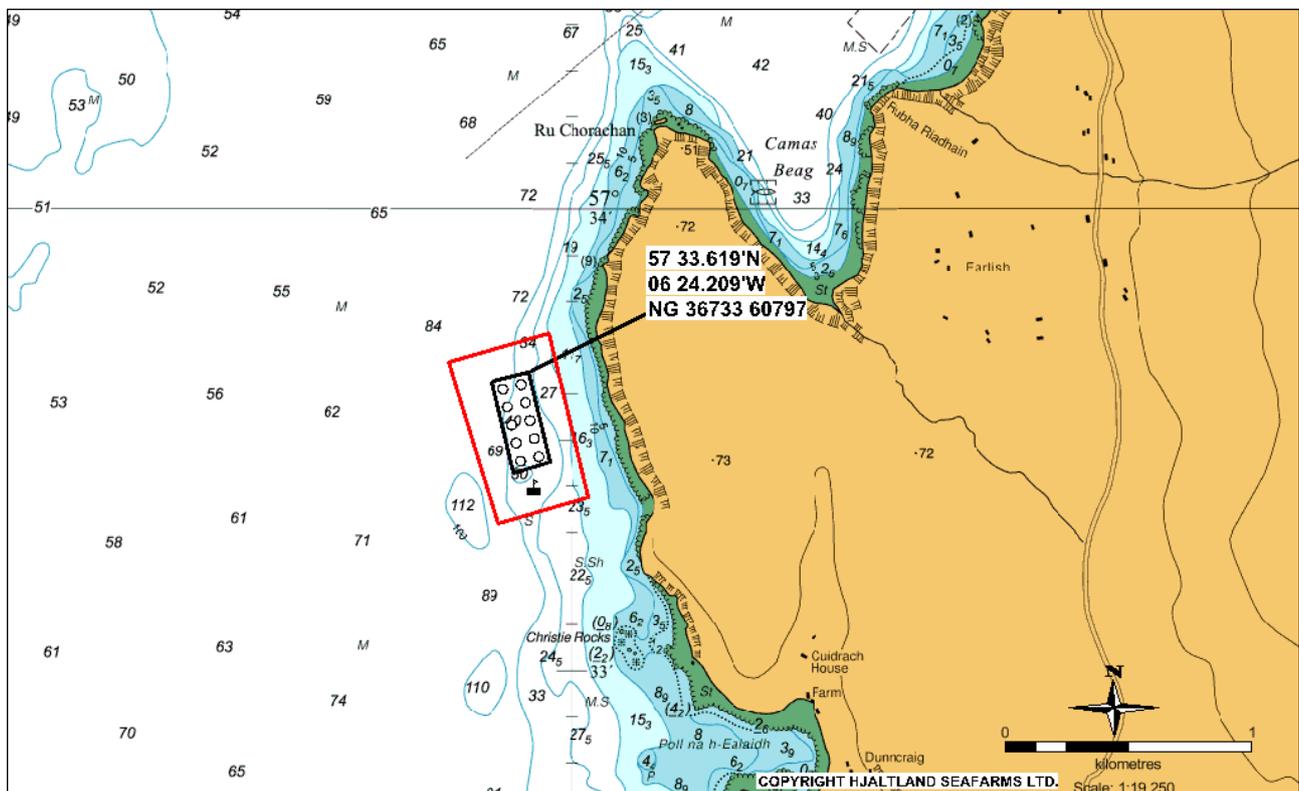
The diving operations shall be conducted from a work boat in Skye  
The HSE Approved Code of Practice that applies to the diving operation is L104

## Vessels, Divers and ROV's

Main ROV will be Falcon Sealey observation class which is commercial class vehicle with auto hover / heading and can work in tidal conditions and has a good track record of inspection in difficult to reach locations. Full digital recording facilities for still and video on the system. key personnel on the project will be ROV pilot and assistant pilot / tender.

Our 6-man dive team shall be onboard for all diving works.  
Large Multicat will be used for main dive platform. M/V Aqua Lass formally Whalsa Lass.

## Location of barge as below.



The feed barge weighs between 600 - 700 tonnes. Inspection dives carried out early 2019 could find no trace of fish feed in the barge. Fuel oil and lubricating oil was removed during 2018 works.

The barge was partially lifted in the autumn of 2018 and moved out of the crater formed when she sank and is now positioned some 50 – 100 metres to the east and on even seabed, the position is still within the fish farm site. The weight of the barge was confirmed at more than 700 tonnes when the barge was moved, it is therefore proposed that the most suitable method of lifting the barge is to lift the barge onto a pre-manufactured grillage and using air filled lifting bags attached to the grillage

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the barge will be lifted to the surface, water pumped out until she is floating. The hull of the barge has been inspected and other than damage to the top sides she is in sound condition and can be refloated and towed for disposal.

### General Safety

- Hi-visibility jackets/vests, hard hats, eye protection overalls and safety boots will be worn at all times as a minimum. Life jackets to be worn at all times when working on the quayside & on the workboat
- All personnel employed or subcontracted on the project shall be qualified and experienced in this type of marine operation. They will be aware that safety is the responsibility of everyone in the team; no provision has been made for the use of trainees or young persons on this contract.
- Access & Egress to job site identified and agreed before commencing works
- The site of the inspection works is located within an operational Harbour area. Ocean Kinetics shall in no way interfere with or obstruct the normal port operations. Ocean Kinetics shall contain their activities within the allocated areas.
- HM Coastguard are to be notified at the start/stop of operational activities each day, of any hazards to navigation this operation may impose & numbers of people on board each vessel involved
- Divers will operate using Surface Demand equipment with a main supply of air from an LP Diving Compressor. HP storage cylinders will be on-line as an emergency back up to the LP. These cylinders will be checked as part of the pre-dive checklist. All HP bottles will be filled from a dedicated offsite HP compressor when they contain less than 180 bars. All Divers will also carry an emergency air supply in their Arvests connected to their Diving Helmets. The divers will be in constant hardwire communication with the Supervisor, with the provision of a dedicated separate communications box in the dive station.
- All diving equipment to be aboard workboat.
- Once over the work area the workboat will drop anchors and shut down engines, propellers and other hazardous equipment.
- Diver to get into water on the say so of the dive supervisor once any vessels in close proximity have been notified also and that it is clear that no vessels pose any danger to diving operations
- Shipping movements in the area will represent the biggest hazard. As a minimum the diving supervisor shall be in contact by Marine Band VHF radio to the nearby shipping plus a visual sign that can be easily identified and is a clear signal that work is being undertaken.

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This shall be the Alpha flag which shall be hoisted when work is taking place. The flag shall be taken down when work stops.

- The Dive Supervisor will carry out pre dive checks of all diving equipment ensuring that they are of good condition and are operating correctly before diving commences
- Diver to be in constant contact with Dive Supervisor by remote speaker using hard wire comms boxes, this will allow the diving supervisor to listen to the divers commands and breathing patterns.
- Diving operations shall be ceased immediately if there is a loss of communications, rope signals shall be used to allow safe recovery of the diver.
- The dive supervisor shall inform the diver of any passing shipping as underwater it is difficult to establish direction or distance of ships passing.
- The Diver will move slowly and steady at all times staying alert for the potential hazards ensuring good communication with the dive supervisor by remote speaker at all times
- Good communications will be the key to a safe and efficient operation. Daily progress reports are to be submitted to all contacts as per page 17 of this document
- At no time will there be any load above the diver or any person.
- Dive supervisor to pay special attention to tidal conditions, shipping, visibility, weather etc and to prepare/amend dive plan as necessary.
- All waste fish food will be sent Widnes Waste Disposal & Recycling. The barge will be decommissioned at DRB Marine Services Rosneath Jetty.
- Only trained operator to use machinery
- **AT NO TIME WILL THERE BE ANY LOAD OVER THE DIVER.**
- Refer to Aquatera Environmental Management Plan for lifting of sunken Snizort Fish Farm Feed Barge

### **GENERAL METHOD STATEMENT FOR DIVING**

- Diving supervisor to be in direct communications with Harbour Master and / or Vessel Masters
- No entry into water without clearance from Harbour Master and Vessel Masters
- All diving procedures and equipment to be in accordance with the current HSE guidelines.
- Vessels close by engines and suction / discharge to be secured.
- Entry to the water by personnel basket or fixed ladder.
- No suspended objects to be over diver at any time.
- Diver to have full hardwire communications with diving supervisor at all times.

### GENERAL METHOD STATEMENT FOR WORKING ABOVE WATER OR ON FLOATING VESSELS.

- All personnel to wear suitable buoyancy aids at all times.
- No suspended loads to be over workers at any time.
- All work to be carried out from fully certified basket / lifting frame or suitable floating platform.
- Special care to be exercised due to the possibility of entrapment between quay and floating plant
- Use of power tools to be air, hydraulic or 110volt electric.
- All welding equipment to be fully tested and properly earthed.

#### Method

During a favourable weather window, mobilise multi cat to site and moor above wreck site, mobilise 6 man diving team, ROV, all lifting equipment and pollution equipment (including 2 x 50m floating containment boom, absorbent sock booms and pumps) to carry out the salvage operations.

Barge current position as below; Barge is currently sitting almost level on seabed approximately 35m water depth.



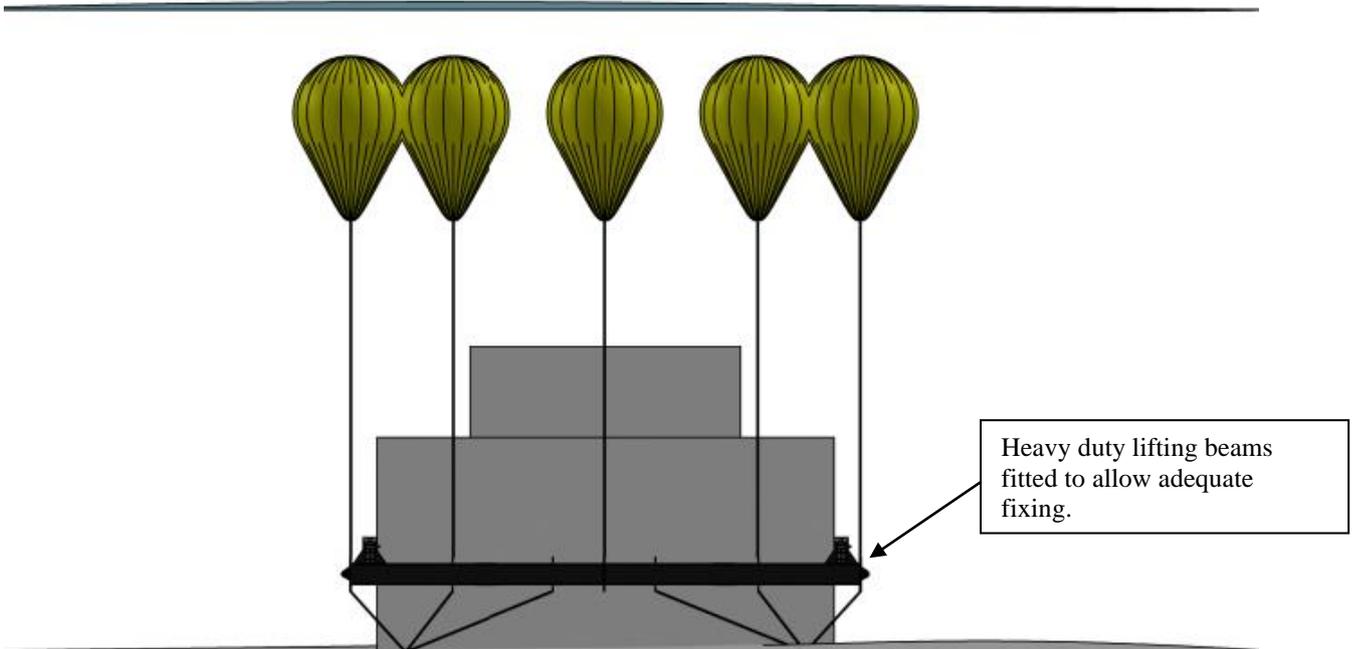
Open bottom parachute lifting bags will be fitted at the correct level to allow the deck of the barge to be clear of the water after inflation, fitted to each dyneema strops

1000 tonne SWL lifting beams will be fitted around the circumference of the barge to ensure all lifting chains remain in correct position vertically. This beam will be shackled to each lifting chain.

Bags will begin to be filled with air from compressors on board workboat using the ROV to monitor bag filling, this will ensure all bags are inflated evenly.

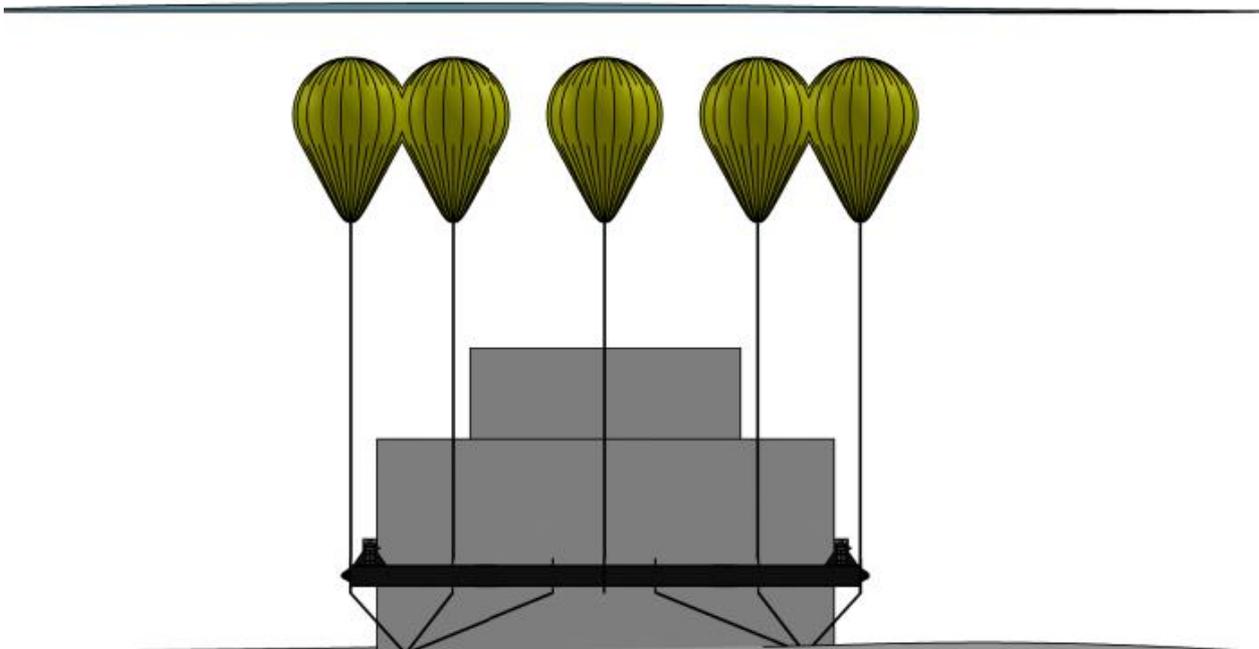
## METHOD STATEMENT & RISK ASSESSMENT

Initial lift from 35m as diagram below;



Initial lift will lift the barge 4-5 metres. During high tide the barge will be moved into approximately 28m water depth until touching the bottom.

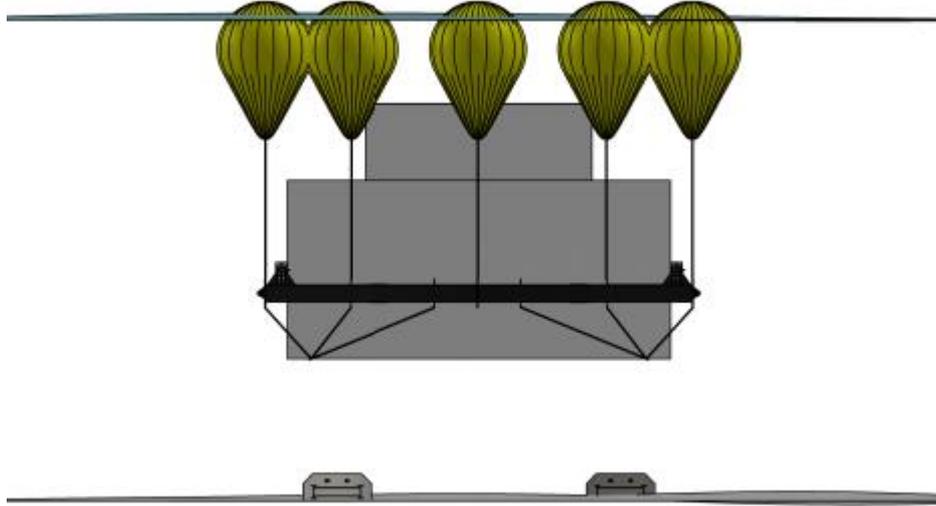
2<sup>nd</sup> lift from 28m as diagram below;



Lifting bags will be adjusted to allow a lift of approximately 4-5m. At high tide the barge will be moved into approx 20m depth until the barge touches the bottom.

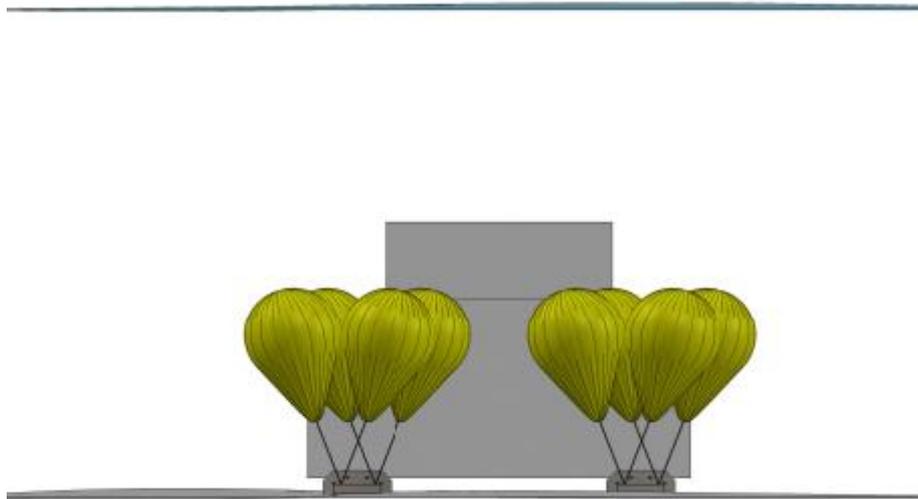
## METHOD STATEMENT & RISK ASSESSMENT

3<sup>rd</sup> lift from 20m as diagram below;



Lifting bags will be adjusted to allow a lift of 4-5m. At high tide the barge will be moved into approximately 12m water depth. Lifting grillage will be set on the seabed & the barge lowered on top of grillage.

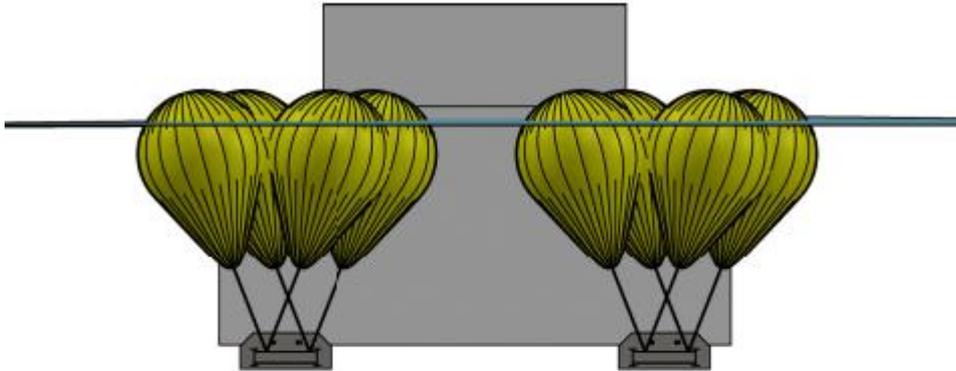
4<sup>th</sup> lift from 12m as below;



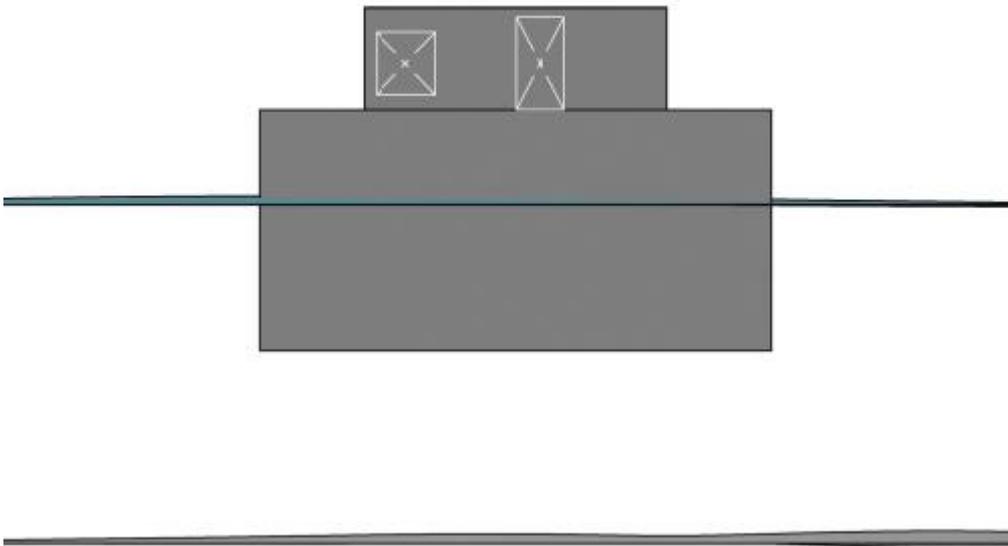
Lifting bags shall be moved to lifting grillage & lifting beams removed.

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Final lift as below;



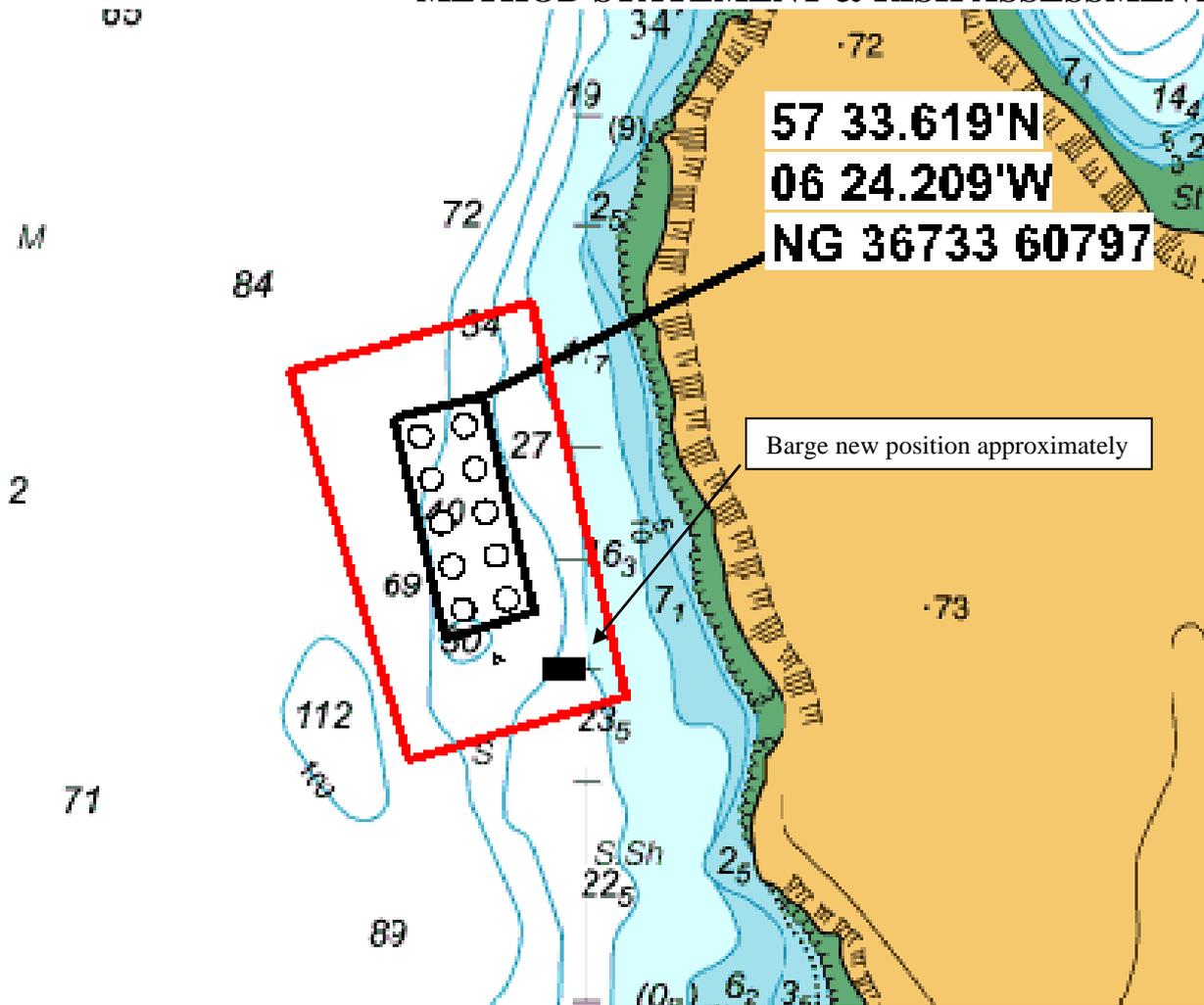
Barge will be lifted until decks are clear of surface.

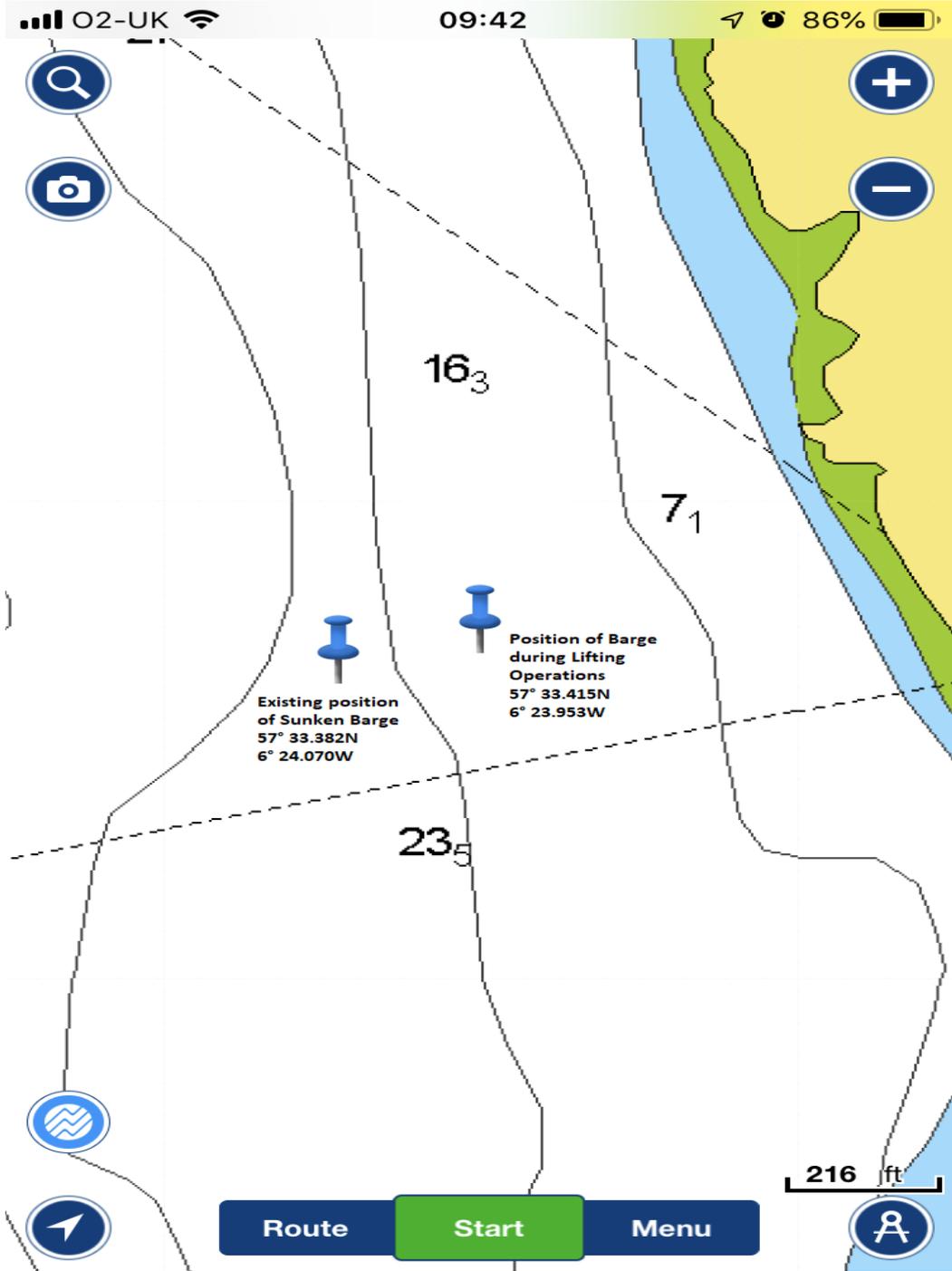


Barge is then pumped dry. OKL will use Honda Pumps to pump out seawater. There is no risk of contamination as a survey in 2020 confirmed all tanks & silos were clean & empty.

When dry all openings shall be sealed & made watertight & prepared for towing.

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Load line exemption certificate obtained & marine surveyor shall inspect barge & approve for towing.

Cargo Barge will be towed to DRB Marine Services Rosneath Jetty for demolition & disposal.

<b>Job No.</b>	13610					<b>Assessor Sign:</b>	08/12/20				
<b>Job Description</b>	Salvage of Barge in Skye					<b>References: COSHH. etc</b>					
Competencies Reqd.:											
<b>Hazard</b>	<b>Hazard effect</b>	<b>Risk evaluation</b>			<b>Control Measures required</b>	<b>Action</b>		<b>Residual</b>		<b>Result</b>	
Use checklist as guide	Type of Injury	Refer to APP			Include existing and	Person Responsible	Date	Refer to APP			Y / N
	Damage/Env. Impact	L	S	R	Proposed		Comp.	L	S	R	Result
Use of Lifting Devices	Falling parts may land on operator or assistant. Personnel injury possible	6	6	36	Tested lifting equipment, trained operators only. PPE to be worn	Operator	Before work starts	2	4	8	AC
Manual Lifting	Lifting items too heavy or incorrectly. Back injury, muscle injury	6	6	36	Plan lift before hand and use two people if required. If in doubt do not lift. Ensure adequate PPE is available and used at all times. All employees on site to be trained in manual handling. Proper manual handling procedure to be used.	Operator	Before work starts	4	2	8	AC
Working Near or Over Water	Drowning or hypothermia	4	8	32	All personnel to wear lifejackets while working over or near water. Ensure means of exit from water. Life ring to be close by. Standby diver available at all times to recover injured person	Operator	Before work starts	2	4	8	AC
Risk from Pressure	Gas cylinders falling over, burst hose. Pressure injury or explosion causing personal injury. Compressed air in dive trailer.	4	8	32	Secure all cylinder's hoses to be checked for damage and kept clear of heat or sharp objects. All pressure hoses to have safety lanyards fitted. All compressors to have relevant up to date safety certificate.	Operator	Before work starts	2	4	8	AC
Inadequate First Aid Equipment	Diver or surface worker having injury with insufficient first aid equipment available.	4	4	16	Ensure that First aid equipment is on board vessel as per HSE guidelines.	Dive Supervisor	Before work starts	2	1	2	T

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Diver In gestation of contaminated water and biological contamination	Legion Ella, Hepatitis B	2	6	12	Proper use of PPE. Seek medical help. Diving helmet to be used rather than mask. Only the diver's hands will get wet, gloves to be worn.	Diving supervisor and operator	Before work starts	1	1	1	T
Diver and Umbilical Entanglement.	Diver becoming trapped, hypothermia, loss of breathing air, diver being dragged into place of danger by umbilical.	4	10	40	Care to be taken by diver to ensure that they do not become entangled especially when leaving basket. Tender to ensure that the umbilical is kept tidy and not left too long. Plan entry and exit to ensure umbilical is kept clear. Diver shall take care not to become entangled.	Diving supervisor, diver and tender	During operations	3	1	3	T
Use of vessels	Injury from propeller. Diver injury from vessel movement. Entrapment between vessel and tidal generator	4	8	32	Vessels to be moored with engines off prior to diving, no diving when vessels are underway. Display "A" flag & notify vessels of diving operations, dive supervisor to notify when local vessel movements may cause wash HM Coastguard are to be notified at the start/stop of operational activities each day, of any hazards to navigation this operation may impose & numbers of people on board each vessel involved	All personnel	Before work starts and during operations	2	4	8	AC
Exposure to noise and vibration	Short term and long-term hearing damage. Loss of communications or distraction due to high noise levels. Nuisance in the environment.	6	4	24	Reduce noise at source, and release gas slowly. Wear PPE. Anti-vibration gloves to be worn when operating vibration equipment. Regular breaks to be taken when operating vibration equipment. Workers to work a rota system to avoid exposure to loud and vibration equipment/plant. Vibration assessments to be carried out in accordance with Ocean Kinetics own policy	All personnel	Before work starts and during	1	4	4	AC
Valves opening or pumps starting.	Drowning or hypothermia, possible pressure injury	8	6	48	All valves and pumps isolated	All personnel	Before work starts and during	2	4	8	AC

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Slips, trips and falls	Injury slips, trips and falls on the boat	6	6	36	Good housekeeping to avoid potential trip hazards, correct manual handling.	All personnel	Before work starts and during	1	4	4	AC
Air and Water Temperature	Consider heat as well as cold	6	4	24	Wear appropriate clothing under dry suits for divers and overalls for surface support	All personnel	Before work starts and during	1	4	4	AC
Vessel Movement	Passing shipping could entangle diver. Vessel movement may create suction to diver or crush injury	8	6	48	Full communications with Port Control at all times to ensure they are fully aware when a diver is in the water. Warning signs to be erected. VHF to be used for direct communications to the ships. All appropriate telephone numbers to be made available at the dive site. HM Coastguard are to be notified at the start/stop of operational activities each day, of any hazards to navigation this operation may impose & numbers of people on board each vessel involved	Diving supervisor	Before work starts	2	4	8	AC
Suction Pumps and unscheduled movements of thrusters and propellers	Diver fatality or severe injury,	6	8	48	Ensure no diver is in the water if any shipping can enter the operational area. Communications with Port control is essential.	Dive Supervisor	Before work starts	1	6	6	AC
Poor sea conditions, Tide/Current or wake from passing vessels.	Diver being forced against solid objects, uncomfortable working conditions, risk of finger or body entrapment due to sea movement	2	6	12	Diving supervisor to pay special attention to sea state and weather changes. If in doubt diver to be removed from water. Carry out deeper dives in poorer weather. Anticipate any wash from vessel and warn diver.	Diving supervisor	Before work starts and during operations	1	2	2	T
Lifting bags breaking free	Diver being dragged to surface at speed. Toppling of barge underwater	6	8	48	Diver to ensure lifting bags are secure. Diver to stay out of road of bags-ROV to be used to monitor filling of bags. 1000 SWL lifting beams will be fitted around the circumference of the barge to ensure all lifting strops remain in correct position vertically	Site supervisor	Before work starts and during operations	4	2	8	AC

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Use of ROV for survey of sunken barge	Loss of ROV. Damage to ROV.	4	6	24	Component ROV operator to be used. Prestart checks of ROV & all equipment/hoses. No inspection in poor weather conditions Ensure ROV does not come into contact with barge or barge slings once slung Ensure ROV is not in the water if any shipping can enter the ROV operational area Good surface communications at all times between tender and ROV pilot	Diving supervisor and operator	Before work starts	1	6	6	AC
Barge Recovery causing environmental impact	Conflict with marine mammals, birds & seabed communities	6	8	48	Refer to Aquatera Environmental Management Plan for lifting of sunken Snizort Fish Farm Feed Barge Potential impact not considered as significant Vessels to operate at slow speeds to avoid collision with marine mammals	Diving supervisor and operator	Before work starts	1	4	4	AC
<b>Air Emissions</b> Particle matter and / or dust.  Fumes.  Carbon monoxide fumes	Damage to health.  Damage to health, pollution of air.  Damage to healthy, extreme risk to diver.	5	3	15	Ensure all plant is well maintained.  Plant to be maintained, do not cut or weld coated materials.  Service plant effectively, reduce petrol engine use, ensure discharge is downwind of any air intakes.	All personnel	Before work starts and during.	1 2 1	4 4 4	4 8 4	AC AC AC
<b>Discharges to Water</b> Release of hydrocarbons and other pollutants.	Damage to aquatic life, unsightly and fire hazard	5	3	15	Do not spill liquids, banded tanks, drip trays, spill kits available. Clean any liquids immediately.	All personnel.	Before and during works	1	3	3	T
<b>Land Contamination</b> Release of substance into ground.	Damage to land, plants, animals etc.	5	3	15	Do not spill liquids, banded tanks, drip trays, spill kits available. Clean any liquids immediately.	All personnel.	Before and during works	1	3	3	T



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<b>Energy and Utilities.</b> Over use of natural resources	Depletion of natural resources	5	2	10	Use minimum of natural resources, switch off machines, auto idle, reduce wastage and recycle spent materials.	All personnel.	Before and during works	4	2	8	AC
<b>Waste</b> Production of waste on site	Waste on site, packaging, messy if left.	5	2	10	Reduce materials on site, re-use where possible. Only landfill as a last resort, re-cycle steel.	All personnel.	Before and during works	3	2	6	AC
General comments: - <b>Diving Supervisor to have overall control and can stop work at any time.</b>											

## EMERGENCY PROCEDURE

Strathcarron Seafield Recompression Chamber to be used a cover  
 Principal Medical Director Dr D Murray 01520 722221  
 Day time Phone Number 01520 722215

01/08/2018

AA Route Planner | Print preview | AA

### AA Route Planner



**From** Isle of Skye IV55 8WE, UK **to:** Strathcarron IV54 8XF, UK  
**Distance:** 79.5 miles | **Time:** 2 hr 04 min

Distance	Directions	Total
0.0	Start: Dunvegan Castle, Isle of Skye IV55 8WE, UK Head east towards A850 Restricted-usage road	0.0
0.1	Turn right onto A850	0.1
0.9	Turn right onto A863	1.0
22.9	Turn right onto A87	23.9
<div style="border: 1px solid black; padding: 2px; display: inline-block;">           Caol Loch Aillse A87            Kyle of Lochalsh         </div>		
23.4	At the roundabout, take the 1st exit and stay on A87	47.3
7.0	Turn left onto A890	54.3
0.0	Turn left to stay on A890	54.3
14.5	Turn left onto A896	68.8
9.2	Turn left	78.0
0.9	Turn left Restricted-usage road Destination will be on the left	78.9
0.6	<b>Arrive:</b> Unnamed Road, Strathcarron IV54 8XF, UK	79.5
Section time: 2 h 4 min, Total time: 2 h 4 min		

**AA Roadwatch**  
 Call 84322 – get traffic and weather news in a hurry, 24 hours.  
 Calls from mobiles are charged at up to 65p per minute at all times. Mobile rates vary.

**About your route**  
 This recommended route is designed as a guide to help you get to your destination safely and easily. If you find an error or omission, please let us know (routeplannerfeedback@theaa.com) so we can correct it for future users.  
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### Emergency Procedure to Recover Injured Diver

In the event of a trapped diver or any event where the diver requires assistance the following procedure will be followed:

- All personnel will assist in recovery of diver.

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- Notify emergency services by mobile phone.
- Establish communications quickly with the injured diver, if this is possible and the diver is capable follow the normal diver recovery procedure.
- If the diver is trapped or injured in such a way that he cannot be safely recovered then the standby diver must assist. He shall have his equipment in immediate readiness and after donning his equipment and carrying out his pre dive checks enter the water and follow casualty diver's umbilical until he reaches the diver.
- Diver to be recovered into the safety boat by way of Jacobs ladder
- Diver to be taken in boat to low point of access i.e. pontoon or slip, pre-organised before dive starts.
- The dive tender assisting by pulling in slack umbilical and pulling when asked to by either diver. Any decompression sickness is unlikely but there may be the possibility of AGE which may require recompression.
- An assessment of the casualty should be then made of the casualty. CPR may be required and must be administrated quickly and efficiently. If AGE is suspected then the casualty should be laid flat on the floor with his feet elevated and given pure oxygen, the casualty must then be transferred immediately to the local hospital where recompression facilities are available. If a diving doctor is not available at the facilities the casualty should be recompressed until the symptoms disappear and a diving doctor should then be contacted by phone to advice the local doctors on a suitable treatment.



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Emergency Contact Details:	Telephone Numbers:
<b>Ocean Kinetics Ltd.</b> Port Business Park, Gremista, Lerwick, Shetland ZE1 0TW  Aberdeen Office	<b>01595 696707</b> (Head Office)  <b>01224 587824</b>
OKL Marine Project Manager: Roger Goudie OKL Health and Safety Manager: David Georgeson	<b>07740675464</b> <b>07789834858</b>
<b>Aquatera</b> Old Academy Business Centre, Stromness, Orkney, KW16 3AW  Consultant Intern: Stuart Bevan	<b>+(44)1856 850 088</b>  <b>+(44)1856 850 088</b>
<b>HM Coastguard</b> Western Isles, Skye & Lochaber Coastal Operations Base, Stornoway, Eilean Siar, UK  <b>SEPA</b> Western Isles Office 2 James Square, James Street, Stornoway  <b>SEPA Pollution Hotline</b>	<b>01851 702013</b>  <b>01851 706477</b>  <b>0800807060</b>
<b>Hospital / Medical Assistance:</b> <b>Strathcarron Seafeld Recompression Chamber</b>  <b>Principal Medical Director Dr D Murray</b>	<b>01520 722215</b>  <b>01520 722221</b>
<b>Health and Safety Executive</b> Lord Cullen House, Fraser Place, Aberdeen AB9 1UB	<b>01224 252500</b>

### All Contacts

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[HQ\\_CounterPollution@mcga.gov.uk](mailto:HQ_CounterPollution@mcga.gov.uk) – Maritime and Coastguard Agency

[nmocommander@hmcg.gov.uk](mailto:nmocommander@hmcg.gov.uk); - Her Majesty's Coastguard

[zone36@hmcg.gov.uk](mailto:zone36@hmcg.gov.uk) – Her Majesty's Coastguard

[epu@highland.gov.uk](mailto:epu@highland.gov.uk) – Highland Council

[epc.Planning@highland.gov.uk](mailto:epc.Planning@highland.gov.uk) – Highland Council

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## METHOD STATEMENT & RISK ASSESSMENT

### **Tool Box Talks**

The Dive supervisor will deliver toolbox talks to all operatives on the works. The talks will be specific to the site activities and will be held each morning prior to the commencement of the day's activities. Subjects will include all the items included in the risk assessment and method statement as well as the following general items: working over water, PPE, manual handling, mobile cranes/forklifts and site restrictions.

All personnel on the works must have read the method statement and risk assessment and signed the toolbox talk sheet.

### **First Aid**

There will be a minimum of two accredited first aiders on site at any given time.

A first aid box will be kept within dive control. Emergency numbers shall be listed and kept by the telephone within the dive control.

### **Dive Supervisor**

The dive supervisor will be responsible for ensuring the day to day compliance and management of health, safety and welfare on site. Also responsible for routine monitoring of activities during site works and ensuring that operatives and contractors are competent and have adequate training. The Dive Supervisor on this works will be Mr Roger Goudie

