

Eyemouth Upper Harbour, Area D, Proposed Dredging Programme 2020-23

Method Statement

Eyemouth Upper Harbour receives sediment from the Eye Water, a small river issuing into the Upper Harbour on the East side at the northern end of the Middle Pier in position (55°52.312'N, 02°05.189'W). In order to provide navigable depths for the harbour's fishing fleet and visiting offshore vessels regular maintenance dredging has taken place, usually at intervals of two to three years.

As a requirement for navigational safety it is proposed to carry out a programme of maintenance dredging over a three-year period from spring 2020, restoring depths in the upper harbour to previously achieved levels by removing material up to 1m below the currently existing bed.

The proposed method will utilise a self-propelled hopper dredger, mounting a 360° back-hoe or grab. Material will be dredged without closure of the harbour and will be transported directly to the spoil ground where it will be released to fall to the seabed within the boundary of the designated site.

The preferred contractor uses a hopper barge that has a load capacity of up to 400T that in the first phase may require approximately 30 sailings from the Upper Harbour to the disposal ground over a period of approximately 16 days. The rate of dredging will be a maximum of 5,600 Tonnes per week.

The preferred option for disposal is to deposit all the dredged material at the existing open Spoil Ground, code FO080 (position 55°52.50'N, 02°0.00'W) approximately 3 miles due East of Eyemouth harbour entrance. This method will cause minimal spread of suspended material in the harbour and at the spoil ground.

Due care will be required of the contractor to prevent any spillage of dredged spoil, fuel and hydraulic oils. The International COLREGS apply within the harbour and will be observed during the operation and on passage between the harbour and spoil ground. The dredging master will be required to maintain communications on VHF radio with the Harbour Master and other vessels, and display correct signals. The operation will be monitored by the Harbour Master with direct visual contact, CCTV monitoring and VHF communications. A relevant Local Notice to Mariners will be issued prior to commencement and warnings will be given by VHF radio. The Harbour operates an approved Oil Spill Contingency Plan in compliance with MCA OPRC regulations.