

SAFETY AND HEALTH METHOD STATEMENT

Project Name	Project SEAL – Gunsreen Basin Pontoon		Project No	C4085
Author / Tel. No.	Karl de Caux – pre-construction phase, to be reviewed prior to construction	Rev. No.	Date	12/12/2025

Project Information:

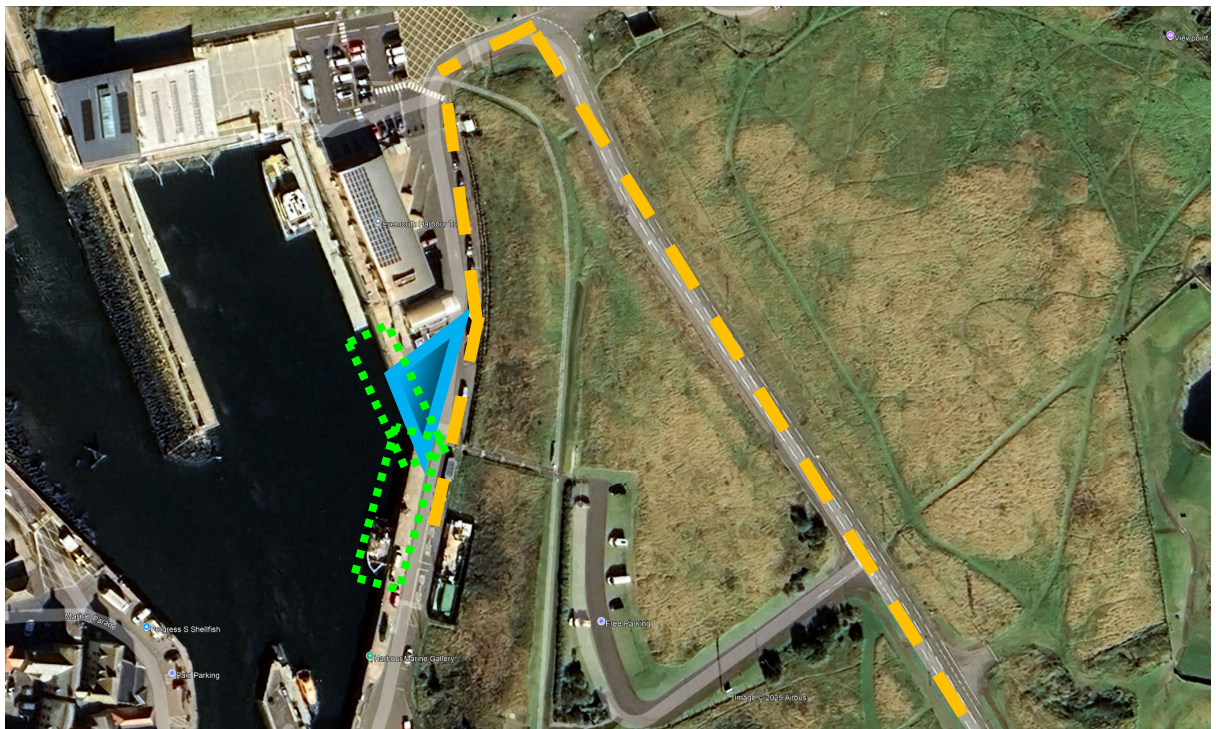
Brief description of works	Design, supply and installation of new wall guide columns, new bridgehead + bridge & New pontoons. Electrical and water pedestals to also be installed (see MHPS RAMS)
Location of works	Gunsreen Basin, Eyemouth Harbour
Design carried out by Intermarine	Yes
Client	Eyemouth Harbour Trust (EHT)
Client representative	Christine Bell [Redacted]
Anticipated dates	Design and manufacture Dec 25 to March 26 with Installation March – April 2026
CDM 2015 applicable?	F10 to be issued
Principal designer	Intermarine Ltd (IML)
Principal contractor	Intermarine Ltd (IML)
Pre-construction hazards	The following hazards or work processes are seen as particularly hazardous: 1. Working Near and Over Water 2. Weils Disease and other Biological Hazards 3. Working Near Operational Vessels

Method Statement:

Hazards identified in risk assessment: 1. Working Near and Over Water-Life Jackets to be worn at all times and no lone working 2. Weils Disease and other Biological Hazards-Staff are aware of associated risks. (Refer to SHEQ doc HP08) 3. Working Near Operational Vessels - Make vessel crews aware of your activities, move vessels in immediate vicinity prior to works commencing 4. Quayside lifting restrictions – Lift Plans and activity specific RAMS will be provided by Intermarine NOTE: Marina & Holiday Park Solutions (MHPS) will be installing service pedestals on the pontoons including cable/pipe connections up the truss bridge and into existing landside supplies – see separate RAMS from S/C	
Access requirements: From roundabout on A1107 (Eyemouth High School), take the new road signposted as new Harbour and Dive Centre. One vehicle pass will be issued for an IML van at the quayside, other vehicles in offsite car park. Artic vehicle deliveries may come to the quayside to be offloaded, vehicles to call on approach to Eyemouth and be banked into and out of the Harbour area Vehicles Grey Toyota Hilux Pickup FY17NXH Blue Transit Van HN20TZY White Transit Connect HK74RYM	
Permits to work: Client responsible to arrange any permissions. Eyemouth Harbour Trust permits to be obtained by IML from the trust	
Supervision: Project Director - Scott Gaherty [Redacted] Commercial & admin - Karl de Caux [Redacted] Project Manager - Sam Regan [Redacted] Working Supervisor - Steven McDonald [Redacted] S/C MHPS Services - Labour TBC – activity specific RAMS will be issued by S/C MHPS	
Workforce: IML site installation operatives are experienced in working in docks and canals/waterways. The operatives will be briefed regarding the content of this method statement.	

Work Details/Method:

- Intermarine will mobilise to site & establish a small heras fenced compound beside the Ice House and adjacent to the quayside (blue shaded area denotes approximate compound size/location)



- Wall columns will be delivered by articulated vehicle (orange dashed route) to the quayside & offloaded to the site compound or along the quayside as required (TBC with EHT).
- The IML surveyor/engineer will set out the wall guide positions and the first column will be offered into position using a mobile crane/Roto telehandler working from the quayside, within the green dotted area which denotes the quayside working area.
- An articulating negative reach boom/cherry picker will work from the quayside to drill and install the resin anchors for the wall guide top brackets.
- Once the resin anchors have cured, the bolts will be tightened to hang the column in position, and finally the crane/roto will be released.
- The above process will be repeated for all guide columns.
- The bottom brackets will be drilled and resin/bolted through the bottom brackets in situ, working on low tide either from the IML small workboat or from the pontoons themselves.
- The pontoons will be delivered to site on articulated vehicles ready assembled as far as practical to reduce site assembly time. The pontoons will be offloaded either into the compound for final assembly or straight to the water (TBC) using a mobile crane/roto telehandler.
- The pontoons will be connected into final position on the new wall columns via the guide brackets.
- The bridgehead frame will be delivered to site by articulated vehicle and lifted straight into position for bolting down to the quayside. Struts to the quay wall be drilled and bolted working at a suitable tide height from the workboat/pontoons.
- The truss bridge will be delivered by articulated vehicle, either as a two-piece arrangement or a single 20m length. It will be offloaded, final assembled, and lifted into position on the bridgehead platform hinge points with a mobile crane/roto telehandler working from the quayside.
- The pontoons will have furniture fitted such as cleats/bollards, handrails, escape ladders and SOS pedestals.
- MHPS will mobilise to site to install service pedestals on the pontoons and make landside connections with pipes and cables via the truss bridge, no pipes/cables will protrude into the water (separate MHPS RAMS will be issued for pontoon and quayside works, all access is via the quayside and truss bridge). On completion the system will be tested and certified.
- The pontoons, wall guides, bridge + bridgehead, and services will be snagged and handed over for occupation.

Safety & health monitoring:

Intermarine operatives are trained and experienced in the works to be done.
The site supervisor will monitor compliance with the method statement.

Plant inspection & operator training:

Intermarine plant and equipment is tested and maintained – details in the Site Box. Any plant to be hired will be obtained from a reputable company and checked by the site team before being put to use.

Isolation of services:

It is anticipated that the existing landside supplies will be available near the new pontoon bridgehead and that these supplies will be isolated. The pontoon pedestals will be installed, and cables/pipes will be taken up the truss bridge to the new distribution box at the bridgehead. The final connection will be made between the existing supplies and new distribution box before the supplies are made live.

Hazardous substances:

The handling and use of fuel and lubricants to be in accordance with relevant COSHH sheets in the Site Box.

Health surveillance:

No special health surveillance is necessary. The most significant risk will be working adjacent to potentially contaminated water and silts.

Personal protective equipment:

The following items of PPE are to be available and used as appropriate on site:

- Lifejackets – when working on or near to water
- Safety helmets – at all times when there is a risk of head injury
- Gloves – at all times
- Eye protection – at all times.
- Ear defenders / plugs – when power tools emitting high levels of noise are in use-
- High visibility clothing – at all times
- Safety footwear – at all times
- Fall arrest equipment - when working at height

The supervisor will ensure that any person not familiar with particular items of PPE will be trained in their use.

Emergency procedures:

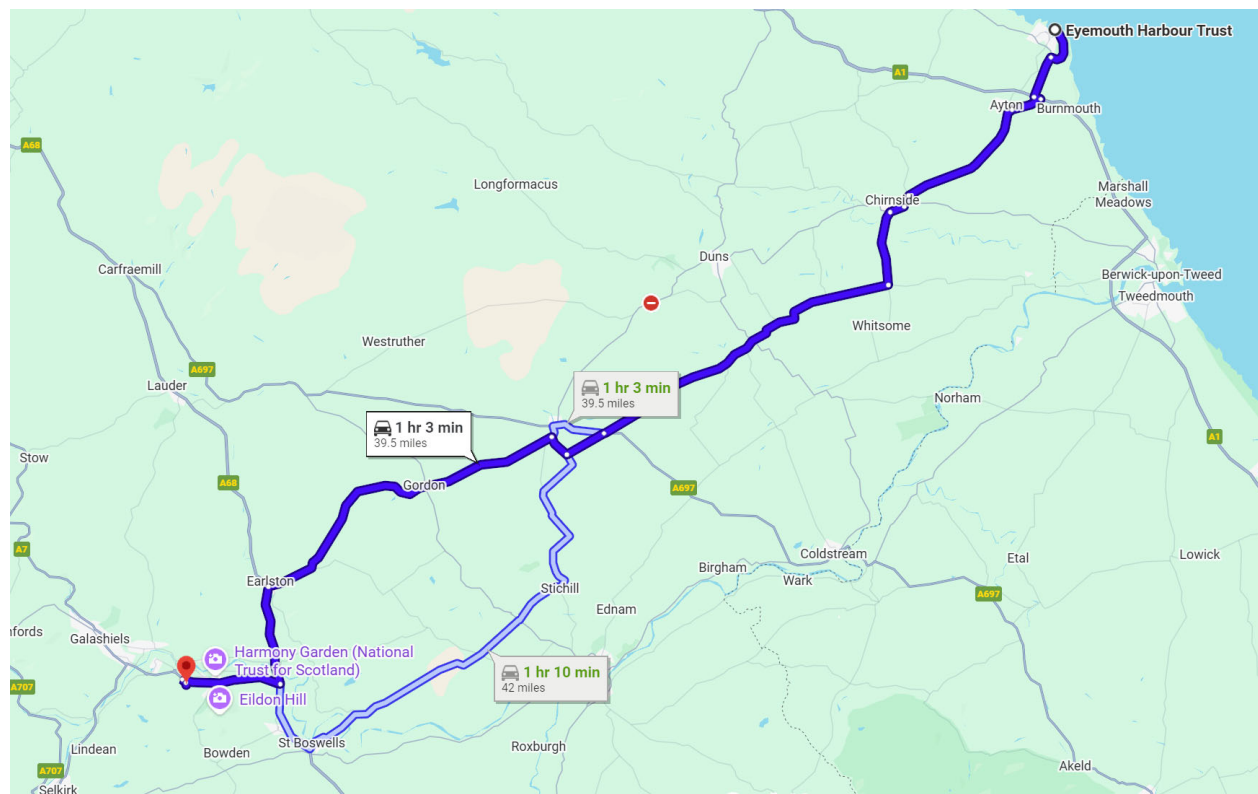
The Intermarine Emergency Procedures are held in the Site Box. These are procedures SP03 Emergency Procedures and EP03 Emergency Spill procedure. The client representative will be asked to advise the Supervisor of any local requirements.

Intermarine emergency contact numbers are provided in the “Supervision” box above.

The nearest NHS A&E department is 39.5 miles away

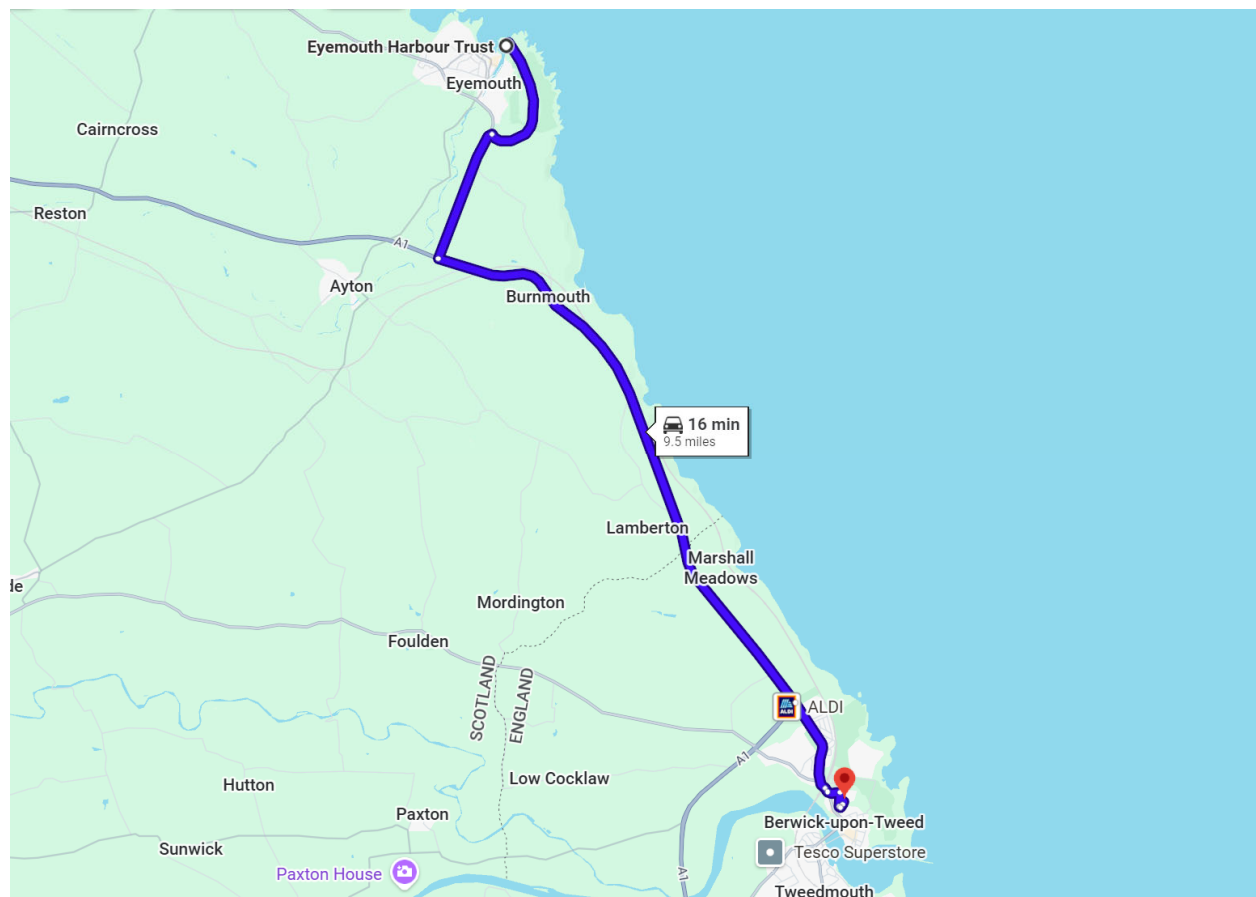
NOTE: IT CAN TAKE MORE THAN 1 HOUR TO TRAVEL FROM EYEMOUTH HARBOUR TO BORDERS A&E

Accident & Emergency Department. Borders General Hospital, Melrose, TD6 9BS General Tel. 01896 826981



THERE IS AN URGENT TREATMENT CENTRE CLOSER TO EYEMOUTH HARBOUR THAT CAN DEAL WITH MINOR INJURIES SEE OVERLEAF FOR FURTHER DETAILS:

Urgent Treatment Centre, Berwick Infirmary, Infirmary Square, Berwick-upon-Tweed, Northumberland TD15 1LT
 Telephone: 0344 811 8111
 Approx 15mins from Eyemouth Harbour



Environmental controls:

There are no special environmental controls required for this work additional to those set out in the Intermarine procedures EP01 Waste Management Procedure and EP02 Environmental Management procedure and held in the Site Box.

NOTE: A copy of the Marine Directorate license is to be held by the PM – contents to be read and adhered to

Safety of public & other occupiers:

The works are to be carried out on controlled waterways. Arrangements have been made with the client representative to ensure that all potential boat and pedestrian movements are addressed.

Public nuisance:

There may be some complaints from the public about restricted access during the works. Operatives will be courteous and if conflict arises better to stop works and escort individual past than to allow conflict to escalate. Discuss with client in advance of closing off access.

Supporting documents:

This method statement is to be read in conjunction with the Installation Risk Assessment SF012. Each Intermarine installation crew carries a “Site Box” which contains the following documents:

- IML SHEQ Management System Policies
- IML SHEQ Management Procedures
- IML SHEQ Management Forms
- Tool Box Talks
- Personnel Competence Certification
- Equipment, Waste Transfer & Insurance Certification
- COSHH Assessments
- First Aid Kit Contents List & Accident Book
- Health & Safety Law Leaflet
- IML Quality Policy

Briefing Register:

Persons to whom this method statement has been explained:	Date:	Confirmation by signature that briefing has been understood.