

PORT OF BOSTON

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Dated: 09/02/2021

NOTICE TO MARINERS 008/2021

Floating Pipeline

Please see attached to this Notice – King Lynn Conservancy Board Notice to Mariners No. 7/2021 relating to floating pipelines being temporarily anchored in the Wash.

This Notice will self-cancel on completion.

Harbour Master
Port of Boston Ltd

KING'S LYNN CONSERVANCY BOARD.



Notice to Mariners No. 7/2021

East Coast of England - The Wash

Approaches to King's Lynn – Temporary Anchorage for floating pipelines.
Viking Link Project

Charts: BA 1200, BA 108, Imray Y9

As part of the Viking Link Project 2 individual floating pipelines will be towed into the Wash and temporarily anchored for a few days until towed to the Lincolnshire coast where they will be pulled through two separate pre-drilled bores.

Each pipeline is approx. 550m long with an outside diameter of 450mm and marked in accordance with rule 24 (g) of the IRPCaS.

An anchor assembly with a buoy and marker light will be deployed by the vessel "Forth Drummer" immediately prior to the arrival of each pipeline towed by the deep-sea tug "Bestla", who will hand over the pipeline to the Forth Drummer and depart. The Forth Drummer will moor the pipeline to the anchor assembly until the coast site is ready. The anchor assembly will be removed until next pipeline is due.

Due to the extreme length and very low profile, the Forth Drummer will act as guard vessel whilst pipeline is anchored, and all craft must remain 1000m from the anchor position, and observe any instructions from the Forth Drummer who will maintain a listening watch on VHF Ch 16 & Ch 14

The anchor position will be in following position: 52° 56.100' N 000° 20.200'E. Please see attached chartlet.

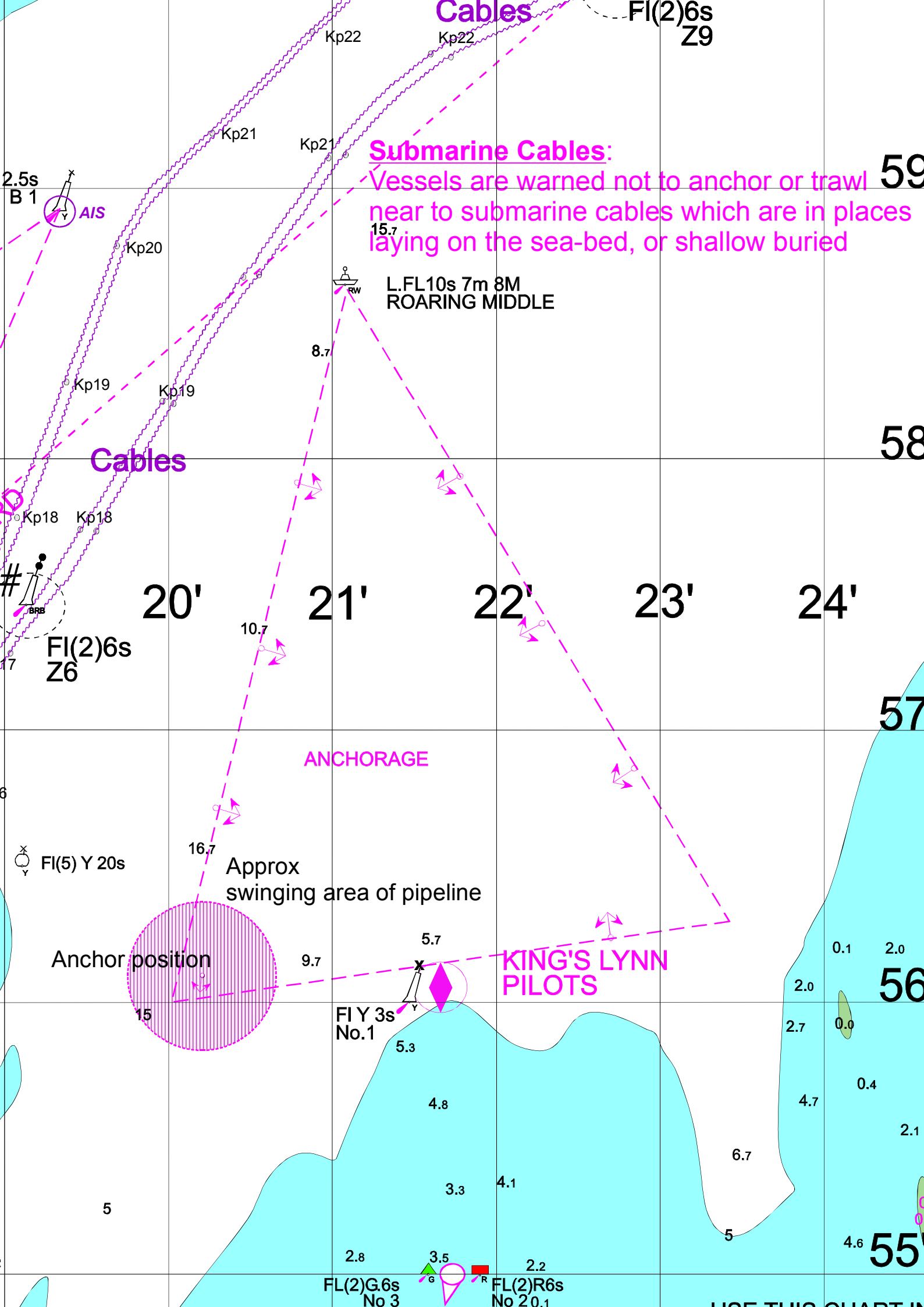
The first pipeline is scheduled to arrive on 23rd February and due to leave on 27th February 2021, with second pipeline due on 14th March and depart on 16th March 2021, all dates subject to weather.

From mid February until mid April high speed support craft will be based at King's Lynn and will transit to / from Lincolnshire daily, end date will be subject to weather conditions.

Marine project will be co-ordinated on behalf of the contractors by Maritech International, Project manager is Anna Salvaridou: contact +44 7713 121812.
Marine Offshore Manager is Petros Kogiamis: contact +30 6943 090377

Viking Link Project NtM 29th January 2021 refers. (copy attached)

9th February 2021
P M Bailey
Deputy Harbour Master.
Harbour Office,
King's Lynn,
Norfolk PE30 ILL
www.kingslynnport.co.uk



NOTICE TO MARINERS

Issue Date: 29th January 2021

VIKING LINK Project

HDD Works at Boygrift, Lincolnshire

Mariners are advised about HDD (Horizontal Directional Drilling) works at Boygrift, Lincolnshire (English Landfall) planned for the Viking Link project which is a HVDC electricity transmission interconnector between Denmark and England, a joint venture between National Grid and Energinet.

The HDD marine works are planned to commence on **15th February 2021** with expected completion in UK waters by the end of April 2021. An overview of the HDD area is shown in **Figure 1** below. The HDD works cover the installation of two separate high-density polyethylene (HDPE) pipes, in separate drilled holes. Total length of each drilling is approximately 550m which will be progressed from the land side to the marine exit point.

The pipes to be installed are expected to arrive at the pipe temporary storage area outside King's Lynn Port (**Figures 2a and 2b**), having been towed from Norway between mid-February (first pipe) and late March (second pipe). The pipes will be stored at this site and transported individually for the installation works at the appropriate time (**Figure 3**). The installation ('pullback') of both pipes is expected to be completed by the end of April 2021.

The HDD marine works are being managed by **Prysmian PowerLink** carried out by **Maritech International Ltd** using the following vessels:



- **HAVEN SEARISER 4** - Jack Up Barge (JUB) as the main marine support platform for the HDD back reaming works and pipe pullback, as well as a support platform for the excavation works
- **Forth Drummer** - for pipes transportation from King's Lynn port to site and assistance to the HDD operations.
- **Thor** - Tug for HDD pipes transportation from Norway to King' Lynn port
- **Ariel** - for crew transfers, if needed, during the operations.
- **CRC Galaxy** - for diving support only.
- **RIB Defender 2 & 4 and Zodiac 10** - for support boats for the management of pipes installation as well as for the MBES survey works

Vessels and their contact details are given in **Table 1** below.

Vessels are requested to pass at a safe speed and distance and fishing vessels are advised to remain a safe distance, approximately 550m (0.3 nautical miles) from the areas identified. During these works the vessel will have restricted maneuverability as it completes its work scope.

The Communication between the JUB and rest of the vessels will be through CH67 & 72.

VHF CH 16 will be monitored at all times and will be used to contact the coastguard in the event of an emergency.

Vessel Name	Vessel Photograph	Vessel Details
Jack Up Barge – “HAVEN SEARISER 4”		MMSI 235118481 Call Sign 2IWO5
Multicat “Forth Drummer”		MMSI: 235091503 Call Sign: 2FIG9
DSV – “CRC Galaxy”		MMSI 235116253 Call Sign 2JIT4

Vessel Name	Vessel Photograph	Vessel Details
Crew Transfer Vessel – “Ariel”		MMSI235095308 Call Sign MEJB2
Support Vessel – “Zodiac 10”		MMSI: 518100420 Call Sign: E5U 3335
Support Vessel – “RHIB Defender”		RHIB Defender 2: MMSI: 518100395 Call Sign: E5U 3311 RHIB Defender 4: MMSI: 518100397 Call Sign: E5U 3313
Ocean Tug – “Thor”		MMSI: 219996000 Call Sign: OZPS2

Table 1: HDD vessel details

HDD Works

The JUB (“Heaven Seariser 4”) is planned to sail to the exit location of the HDD prior the completion of the drilling of each bore. Interface with the drilling rig will require diver intervention and support throughout its works.

The Ocean Tug (“Thor”) vessel will transport HDD pipe form Norway to King’s Lynn port for temporary storage prior to pipes installation.

While the HDD team onshore and the JUB (“Heaven Seariser 4”) team are preparing for the pipe pull in through the drilled bore, the Multicat “Forth Drummer” will collect the HDPE pipe from the mooring place in King’s Lynn port (**Figures 2a and 2b**) and transport it to the working site at Boygrift. The product pipe to be installed shall be positioned at the HDD exit point and supported by the marine spread.

On completion of the pullback operations the pipe ends will be exposed via excavation and the verification of the depth of the pipes below the seabed level shall be performed by conducting a MBES survey.

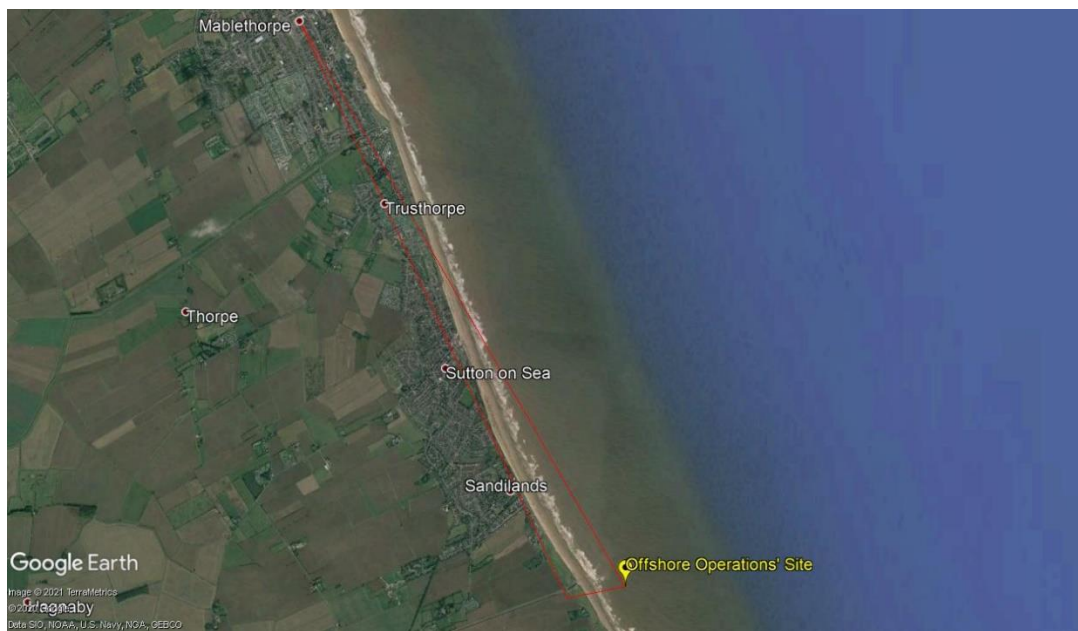


Figure 1: Landfall Operations Site at Boygrift Lincolnshire



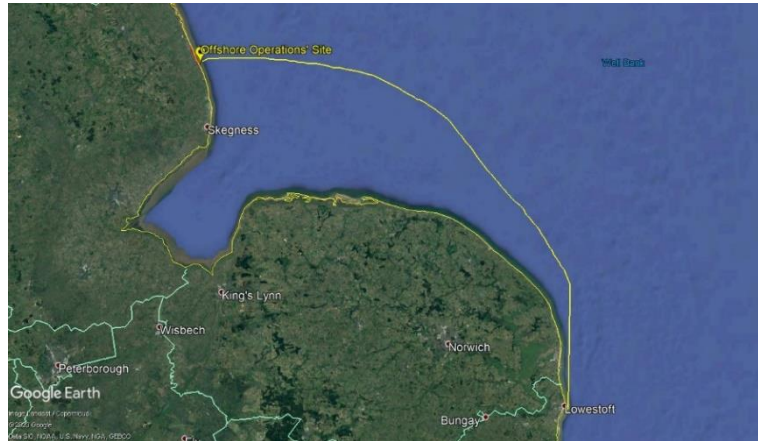
Figure 2a: Pipe Temporary anchorage area (King's Lynn), bathymetrical map.



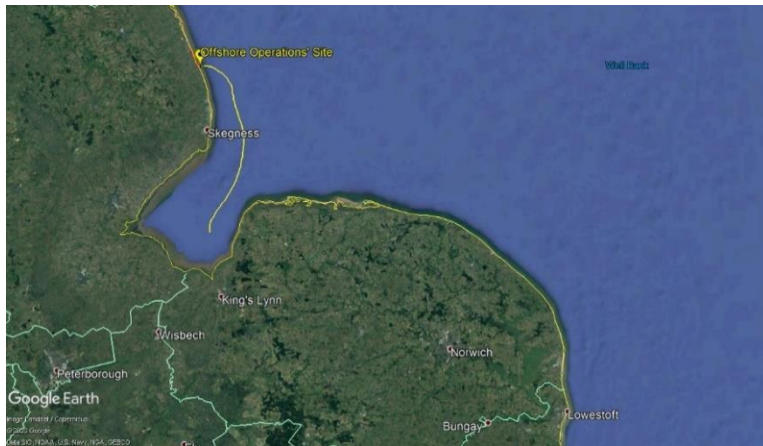
Figure 2b: Pipe Temporary anchorage point (King's Lynn).

Passage Plans and Expected Vessels Routes

1. Jack Up Barge Mobilization to site via Multicat (as a tug boat):



2. HDPE Pipes transportation to site via Multicat (as a tug boat):



3. Movement CTV and DSV (on daily base):

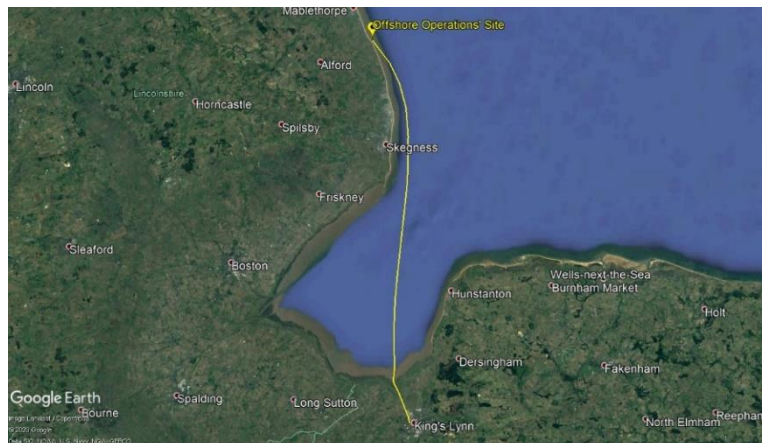


Figure 3: Vessel Transit Routes and Passage Plans

Contact Details:

Further enquiries should be addressed to the following contacts:

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