Eyemouth Harbour Proposed Dredging Programme 2018 - 2021

Method Statement

Eyemouth harbour receives sediment from the Eye Water, a small river flowing into the upper harbour, and sandy material transported into the entrance by the sea. In order to provide navigable depths for the harbour’s fishing fleet and visiting vessels regular maintenance dredging has taken place, usually at intervals of two to three years and occasionally following severe weather events. The constructed levels in the deep-water basin and entrance channel have not been fully maintained for some years.

As a navigational requirement for bringing the harbour to the current standard for use by offshore industries It is proposed to carry out a programme of dredging over a three year period, restoring the constructed depths in the entrance and Gunsgreen Basin. It is proposed to undertake a first phase of dredging for navigational safety in which the entrance depth will be increased by up to 1m. A later phase or phases within the timeframe of the licence will restore the entrance and basin to depths as constructed in 1998.

As the depth to be dredged now exceeds 1.0m below the existing bed core sampling and analysis have been carried out to Marine Scotland requirements. Material consists of pure sand in the outer entrance ranging through sandy silt to fine silt in the basin.

The proposed method will utilise a self-propelled hopper dredger, mounting a 360˚back-hoe. 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 25 sailings from the entrance to the disposal ground over a period of approximately 14 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 Eyemouth 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.