

UIG HARBOUR REDEVELOPMENT ISLE OF SKYE

Marine & Coastal

CLIENT
R J MCLEOD LTD

PROCESS
HARBOUR REDEVELOPMENT

CONTRACT NO.
C21542

The works commenced in March 2022 with the installation of the Fishermans Quay land-based sections. The work consisted of 200m of L606a x 15.0m sheet piles and 120m of L603 x 3.0m sheet piles for the anchor wall with the piles installed using our 17m rig with piles driven to level with the SL30 impact hammer.

15m long M76 tie bars were then installed at 2.4m centres to connect the main wall to the anchor wall with all activities serviced by a 100t crawler crane. Throughout the construction works the Fisherman Quay is also used as a storage area of the steel piles and tubes which are transported via dumb barge on 3nr occasions throughout the works.

The marine section of the works is to install a new main berth which will widen the existing berth by 15.0m, this entails the installation of 914mm and 1320mm tubes up to 24.0m in depth with EZ28-700 infill piles to create the combi wall with the 2nr walls tied using M76 & M90 tie bars and also along the main approach a new line of piles (559mm diameter x 25m tubes) are installed to widen the approach by 8.0m. A new linkspan, bank seat, fender and dolphin piles are also installed.

The Marine section of the works are carried out from 2nr 250t jackup barges, on hire from R7M, with a 160t crane and 130t crane being utilised.

The first jackup mobilised to site in May with the second following on in August. All the marine operations are being assisted by DMS Condor and associated barges, on hire from Jenkins Marine.

In Early 2023 there is a planned 8-week outage / closure of the harbour, when the ferry terminal will close to enable all essential works to be completed to keep ferry disruption to a minimum. To keep to this tight programme, a 300t crawler crane will also be mobilised to work from the new berth, this will involve a lot of logistical work to half rig the 300t crane, with the installation of additional tie bars to support the 300t crane, to enable it to be transported from the quayside to the new berth utilising the 250t jack up barge.

Our Piling Manager and Project Manager are pulling out all the stops to meet programme targets by working the site on a 12 day on 2 days off rota with a 12-hour working day.

This project is very complex in terms of planning and logistics. This type of Project requires meticulous planning, which with the broader experiences of the team at SPI Piling Ltd, along with the support of our established supply chain partners, a long-standing relationship.



