Victoria Terminal 4, Belfast (New Stena Berth)

Contract Value:	£0.5m
Consulting Engineer:	RPS
Engineer's Representative:	Sinead Henry (028 9066 7914)
Client:	John Graham Construction Ltd
Client's Representative:	Thomas Craven (028 9268 9500)
Works completed:	April 2022

Categories:- Marine Civil Engineering, Dredging & Scour Protection.

Ashleigh were appointed as specialist marine contractor by John Graham Construction Ltd to place scour protection material to a fully operational berth in Belfast Harbour.

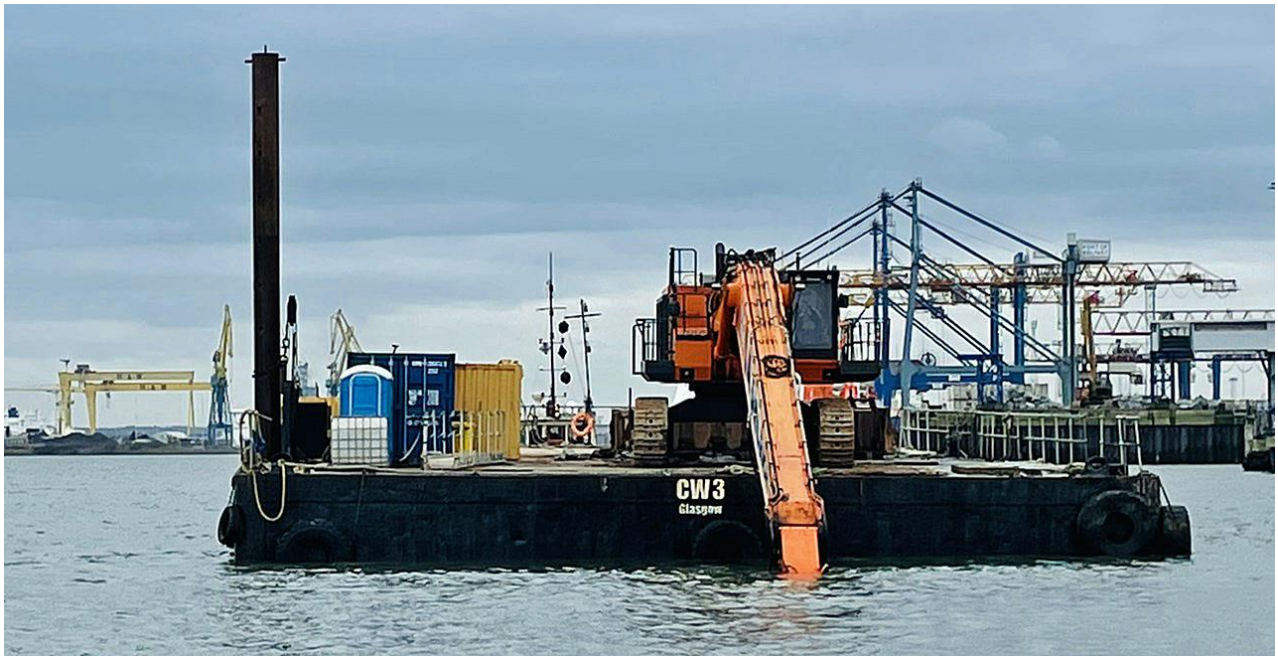
Works Comprised:

- Mobilisation of a 34m x 18m Spudleg Barge with Hitachi EX1200 Long Reach Excavator (120T machine with 28m reach). The barge was fitted out with a 100T capacity on-board Hopper Bin for the temporary storage of scour protection material. Attendant shore-based plant mobilised for the haulage and loading and re-handling of rock armour.

- The works involved initial infilling of deep scour holes along the outer sections of the berth pocket to stabilise the existing concrete scour protection mattresses along the berth. All scour protection material had to be placed from the spudleg barge when the berth was vacated by the Stena Superfast VII and VIII vessels which operate on the busy Stena ferry sailings between Belfast and Loch Ryan Port in Scotland.

- The working windows when the berth was vacated by each Stena vessel generally comprised three working windows of circa 2 Hours during each 12 hour dayshift.

- Once permission was given by Belfast Harbour to move the Spudleg Barge into position, the Hitachi EX1200 Long Reach machine was used to place a double layer of 150kg regulating stone on the exposed scour hole areas and this covered with a double layer of 3T rock armour stones. Additional scoured areas were infilled with a single layer of 3T rock armour and also 1T rock armour where previous scour protection had settled slightly. A total of 5,000T of scour protection stone was placed with control and monitoring of placement using Prolec 3D GPS machine control system to ensure that no scour material protruded above the safe design berth depth at -8.5m CD.



View of Hitachi EX1200 placing scour protection material at the Stena VT4 Berth