Notice to Mariners – Fair Isle Marine Construction Works

BAM Infrastructure

Date of Issue: 08/04/2026

Introduction

Mariners are advised that BAM Nuttall Ltd will be undertaking marine construction works as part of the Fair Isle and Grutness Ferry Terminal Redevelopment Project at Fair Isle, Shetland.

The works are scheduled to commence on 16 February 2026 and are expected to continue until February 2027, subject to weather conditions and programme requirements.

Description of Works

The marine construction activities will include, but are not limited to:

- Marine piling works comprising drilled and grout-filled steel tubular piles (*non-percussive*)
- Dredging operations and removal of subsea obstructions
- Removal of existing slipway rails and construction of new slipway foundations and new rails
- Use of jack-up barges, long-reach excavators, and telescopic crane
- Diving operations associated with marine construction activities
- Crew transfer using marine / support vessel
- Transportation of plant, materials, fuel and equipment by barge and support vessels

Marine Plant and Support Craft

The following marine plant and support craft may be engaged throughout the works:

- Jack-up barge and flat-top barges
- Long-reach excavators and telescopic cranes
- Multicats and tugs for positioning and marine movements
- Dredging plant and associated support vessels
- Diving support vessels
- Crew transfer using marine / support vessel
- Safety boats for exclusion zone monitoring and marine safety support
- Anchoring buoys deployed to secure marine plant and mark working positions and demarcating the underwater BT cable exclusive zone marker buoys.
- Wave buoys

Vessel Details for Operations in Fair Isle Harbour

- P7 – Barge – (41.4mx 13m)
- Combifloat C-5 Series -Jack Up Barge – (18.3mx15.25m)
- BK MARJORIE (19mx8.5m) / M/V HARVESTER (16mx5.8m) - Multicat /Tug and fuel runs vessels
- RUBYMAY (12mx4.6m) - Crew Transfer Boat
- HAVARA-(29mX10m) – Materials Transport Vessel.
- DOLPHIN-(13mx5.7m)- Multicat /Tug

Anticipated Planned Vessels Operations Timeline

Vessels Name	Anticipated Timeline for Planned Operations												
	2026									2027			
	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April
P7 -Barge	√	√							√	√			
BK MARJORIE / M/V HARVESTER / MV DOLPHIN -Multicat /Tug	√	√	√	√	√	√	√	√	√	√	√		
Combifloat C-5 Series -Jack Up Barge	√	√	√	√									
RUBYMAY Crew Transfer Boat	√	√	√	√	√	√	√	√	√	√	√		
Other vessels from Orkney		√	√	√			√	√	√				
HAVARA- Materials Trasport Vessel.	√	√	√			√	√	√					

Mariners are requested to maintain a safe distance from all marine plant, vessels, marker buoys, and construction areas.

Vessel masters are advised to:

- Proceed at reduced speed
- Exercise extreme caution when navigating in the vicinity of the works
- Keep clear of exclusion zones, jack-up barges, and diving operations
- Comply with instructions issued by safety boats and site marine personnel

Due to restricted space within the working area and the increased navigational risks associated with ongoing marine construction activities, mariners are encouraged not to enter the harbour with yachts, small craft etc. during the works period.

Operations will typically take place daily between 07:00 and 19:00 hours. Working hours may be subject to change due to weather conditions or future programme requirements.

Legal Notice

This Notice to Mariners is to be treated as the official notification of the nature, duration, and location of marine construction works scheduled to take place within Fair Isle Harbour.

During the period covered by this Notice, mariners are requested to plan their activities accordingly and to avoid interference with all temporary works, marine plant, and designated exclusion zones.

Any unauthorised entry into the identified construction areas, or failure to keep clear of marine plant, equipment, or exclusion zones in a manner that constitutes a hazard, may be considered a breach of the International Regulations for Preventing Collisions at Sea 1972 (COLREGs) and/or the Merchant Shipping Act 1995.

Such actions may also constitute: A breach of duty of care at common law; and A failure to protect subsea infrastructure and enable the safe coexistence of seabed users, in accordance with Scotland's National Marine Plan.

BAM Nuttall Ltd will rely upon this Notice to Mariners in the event of any damage, loss, delay, or disruption arising from a failure to comply with the information and instructions set out herein.

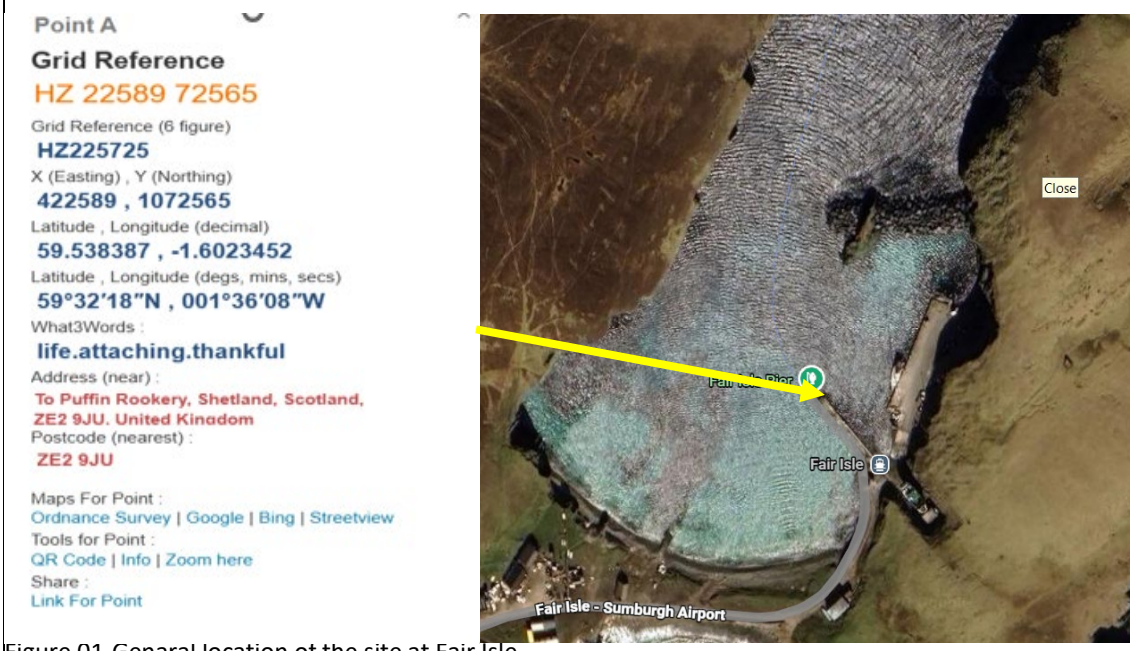


Figure 01-Genaral location of the site at Fair Isle

Figure-02 Vessels operational boundary- indicative only

Table-01-Temporary Anchor location for site marine opearations.

Temporay Anchors	Easting	Northing
M1	391709.9088	1131616.3054

M2	377386.9587	1157645.4889
M3	386629.5663	1182271.6756
M4	401263.1793	1191417.3662
M5	401263.1793	1191417.3662
M6	419430.5974	1190635.7787
M7	433803.7748	1181881.9846

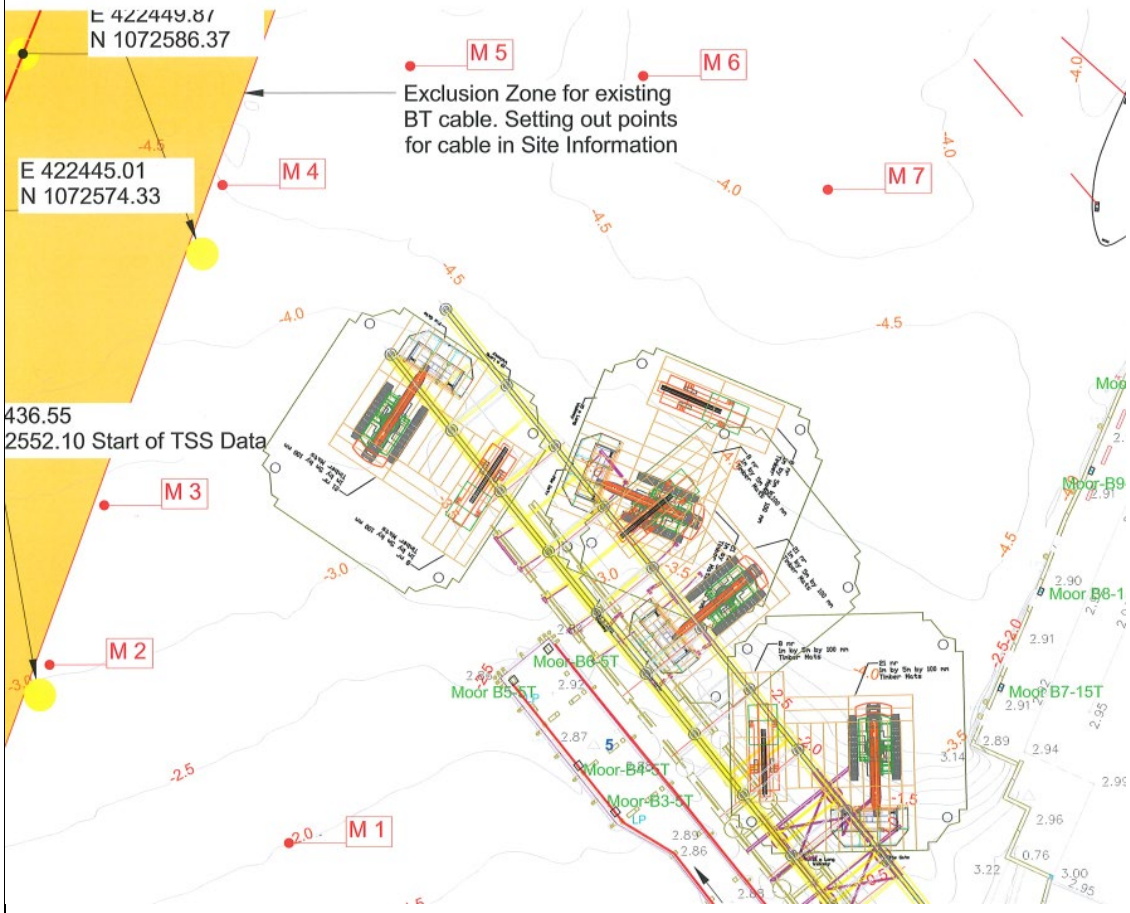


Figure-03 Anchoring Positions for Site Marine Operations - indicative only

The map is provisional and indicative only and does not represent exact locations.

Table -02-Marker Buoys and wave Buoy location (Indecative)

Items	Easting	Northing
Wave Buoy	367179.7673	1129369.3784
Marker Buoy-01	359822.2832	1109242.7409

Marker Buoy-02	372332.8641	1143061.9402
Marker Buoy-03	385043.4449	1176981.1395
Marker Buoy-04	397654.0258	1210557.6290

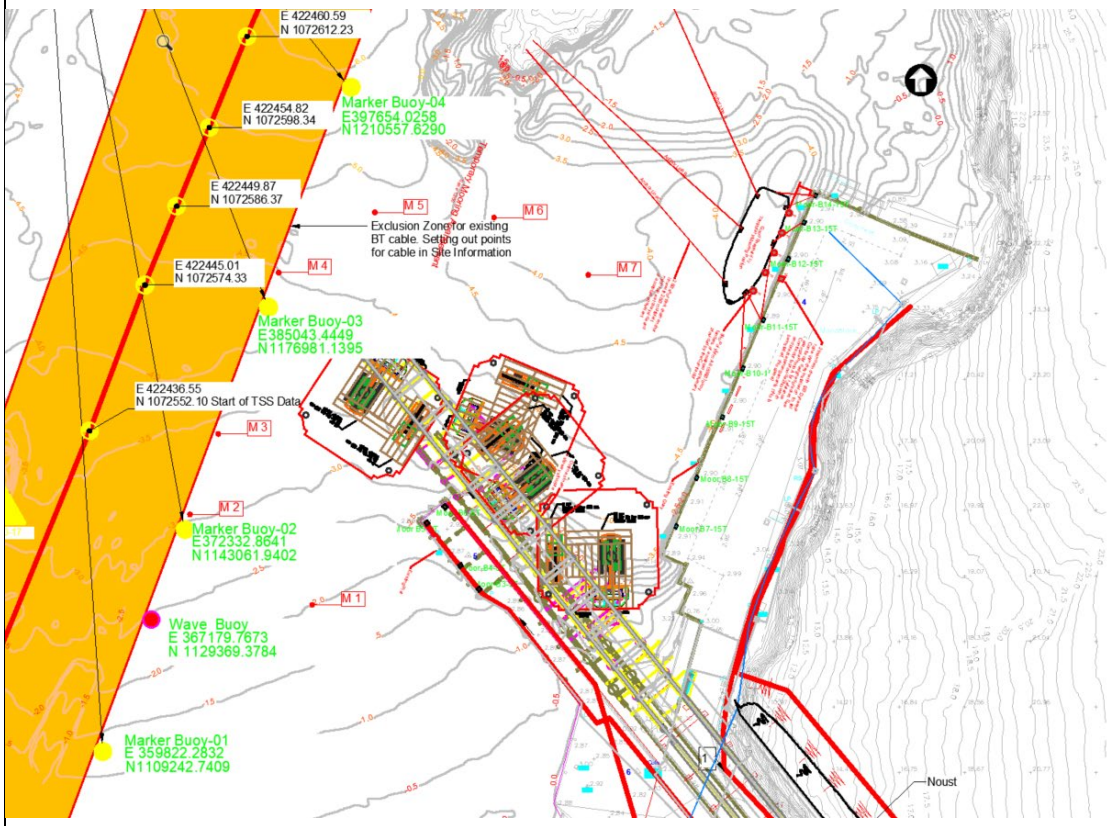


Figure-04 Wave Buoys and Marker Buoys - indicative only

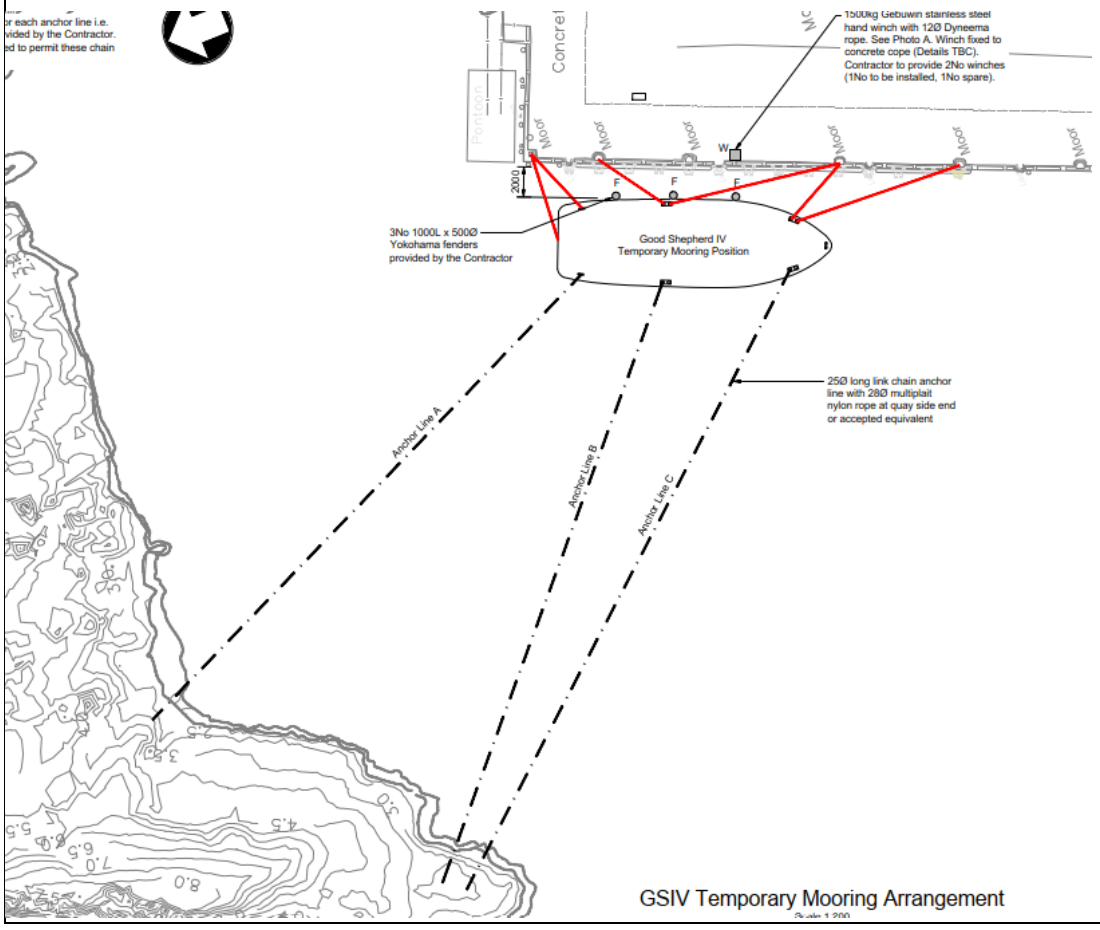


Figure-05-GSIV Island Ferry Vessel Temporary Mooring Arrangement

Operational Boundary and Restrictions

The above coordinates define the vessel operational boundary for the Fair Isle Harbour Project. All marine plant and support craft will operate strictly within this area. Mariners are requested to avoid entering this zone during the construction period.

To ensure navigational safety and the protection of ongoing works:

- No anchoring, mooring, fishing, or vessel movements are permitted inside the operational boundary.
- Mariners and operators must take all appropriate steps to remain clear of the demarcated area.
- Interference with marker buoys, anchoring buoys, wave buoys or subsea infrastructure is strictly prohibited.

BAM Nuttall Ltd, will hold responsible any party whose actions result in disruption, damage, or delays arising

Vessels Details as Follows.

P7 -4 Barge

P7 BARGE

Damen Stan Pontoon 4113 Heavy Duty Deck Cargo Pontoon – Unrestricted Navigation

Applications

- Deep Sea Cargo / RoRo / Salvage / Crane / Dredge Pontoon

Specifications

- Classification: Lloyds Register Unrestricted Navigation
- Deck Strength: 12 tonne/m²
- Bottom Strength: Reinforced for loading and unloading aground

Dimensions

- Length Moulded: 41.40 m
- Beam Moulded: 13.00 m
- Depth Moulded: 3 m

Capacity

- Maximum Cargo: 965 tonnes
- Ramp Panels: 6 x 1.5 m wide x 8 m long (10 tonne/m²)

Features

- 2 x Spud Poles (18 m)
- Towing Bridle, Emergency Towing
- Smit Towing Brackets, Heavy-Duty Bollards
- Fendering, Safety Rails, Navigation Lights

Optional Equipment

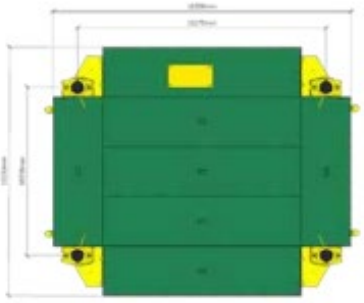
- Mooring Winches
- Lifting Winches and Strand Jacks (4 x 200 tonnes)
- Crawler Crane (120 tonnes)
- Excavator (up to 100 tonnes)

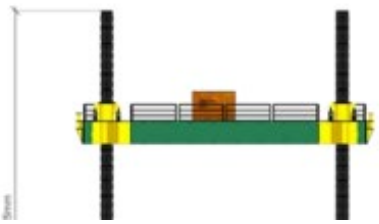
Can be configured with

- P7 Barge with Strand Jacks and Deck Crane: Maximum Lift: 4 x 200 tonnes

Combifloat C-5 Series -Jack Up Barge

C-5 SELF-ELEVATING PLATFORM





General

Type	C-5 Modular Self-Elevating Platform
Class (optional)	Bureau Veritas or DNV – GL

Dimensions

Length	18.30 m
Breadth	15.25 m
Depth	1.52 m
Free deck area	250 m²

Loads

Variable deck load	100 mT
Deck strength	15 mT/m²

Jacking system

Jacking type	Hydraulic, mechanical engaged
Jacking speed	14 m/hr full cycle, complete platform
Jacking stroke	1.22 meter
Jacking capacity	80 mT/leg
Power	104 kW, two diesel-hydraulic pump sets

Spud legs

Leg length	27.00 m extendable
Free length below hull	23.00 m
Leg diameter	0.76 m

BK MARJORIE - Multicat /Tug Details

MARJORIE

19m Multi-Role Workboat - MCA CAT 2 - 60 miles

Reliable workboat which excels in demanding environments.

Call Sign:	MCNX5
Off. No:	923417
Port of Registry:	Lerwick
Year of Build:	2017
Builder:	Meercat Southampton
L.O.A.:	19m
Beam:	8.5m
Moulded Depth:	4m
Min Draft:	2.51m
Gross Tonnage:	59.86 tonnes
Light Displacement:	101.179 tonnes
Main Engine:	2 x Doosan V158HD
Total Power:	780 KW
Propellor:	2 x fixed pitch
Bollard Pull:	14 tonnes
Speed:	9.5 knots
Bow Thruster:	100 kW

Generator:	2 x 29 kW
Deck Crane:	HS Marine 67tm crane max outreach 16m
Main Winch:	30 tonne deck winch
Tow Hook:	30 tonne SWL
Capstan 1:	6 tonne SWL North Sea Winches
Capstan 2:	6 tonne SWL North Sea Winches
UK Certification:	MCA Workboat Code Cat 2 (60nm from a safe haven)
Certifying Authority:	MCA/Mecal
Deck Cargo:	85 tonnes
Fuel:	17,000 litres
Transfer Pumps:	10,000 litres per hour
Freshwater:	5,000 litres
Capacity:	12 persons
Accommodation:	12 persons day, 4 persons night, galley, messroom and toilet

M/V HARVESTER- Multicat /Tug Details

1st Issue-26/01/2026
2nd Issue -06-04-2026

M/V HARVESTER

16m Workboat – MCA Cat 2 – 60 miles

Robust cost-effective steel workboat with spacious deck and excellent manoeuvrability.

Call Sign:	2INU2	**Generator:**	1 x 20kW (240-415v. 3 phase)
Off. No:	709497	**Crane:**	18 tonne/metre; max outreach 12m
Port of Registry:	Lerwick	**Tow Hook:**	10 tonne SWL
Year of Build:	1988, rebuild: 2025	**Capstan 1:**	4 tonnes aft main deck
Builder:	Malakoff & Wm Moore, Lerwick, Shetland	**Capstan 2:**	4 tonnes mid ships
		Capstan 3:	3 tonnes forward
L.O.A.:	16m	**UK Certification:**	MCA Workboat Code Cat 2 (60nm from a safe haven)
Beam:	5.8m		
Moulded Depth:	2.5m	**Certifying Authority:**	MCA / Mecal
Min Draft:	1.6m	**Deck cargo:**	12 tonnes
Gross Tonnage:	35.64 tonnes	**Fuel:**	12,000 litres
Light Displacement:	60 tonnes	**Transfer Pumps:**	10,000 litre/hr
Main Engine:	Doosan Tier 3 - New 2024	**Freshwater:**	1,000 litres
Total Power:	500 hp	**Capacity:**	8 persons
Propellor:	Fixed pitch	**Accommodation:**	8 persons (day), 2 persons (night), galley, messroom and toilet
Bollard Pull:	8 tonnes		
Max Speed:	10 knots		
Bow Thruster:	100kw		

RUBYMAY -Crew Transfer Boat

M/V RUBYMAY

WILDCAT 40 Catamaran SURVEY & CREW TRANSFER VESSEL - MCA Cat 2 – 60 miles

The Rubymay is a versatile survey catamaran with advanced ROVs, built for efficient offshore operations.

Call Sign:	2DGG5
Off. No:	916023
Port of Registry:	Lerwick
Year of Build:	2007
Builder:	Safehaven Marine
L.O.A.:	12m
Beam:	4.6m
Moulded Depth:	2m
Min Draft:	1m
Gross Tonnage:	N/A
Light Displacement:	20 tonnes
Main Engine:	2 x Cat 3126, 300kw each
Total Power:	600kw
Propellor:	2 x fixed
Bollard Pull:	N/A
Max Speed:	22 knots / 16 knots
Generator:	10kw 240 volts (single phase)
Crane:	1.8 tonnes/4.2m
Bow Thruster:	2 x 10kw

Tow Hook:	N/A
Capstan:	500kg aft
UK Certification:	MCA Workboat Code Cat 2 (60nm from a safe haven)
Certifying Authority:	MCA /Mecal
Deck Cargo:	1,000kg
Fuel:	2 x 500 litres
Transfer Pumps:	N/A
Freshwater:	500 litres
Capacity:	14 (12 persons, plus 2 crew)
Accommodation:	14 persons day, 2 persons night, galley, messroom and toilet

Additional Fittings:

- Multi Beam Sonar
- ROV: Saab Seaeye Falcon, 300m depth rating with digital recording system
- Second lightweight ROV with HD digital recording system and manipulator
- Lock Latch and Recovery System
- Hydraulic Umbilical Winch
- Hydrographic Survey System: with qualified surveyor available on request

HAVARA- Goods Transport Vessel

1st Issue-26/01/2026
2nd Issue -06-04-2026

MV 'HAVARA'	
SPECIFICATIONS	
Type of vessel:	Fish feed transport vessel
Classification:	MECAL
Port of registry:	Lerwick
Flag:	UK
Owner:	LCL Shipping, UK

Designer:	S C McAllister and Company, UK
Builder:	Parkol Marine Engineering, UK
Hull construction material:	Steel
Superstructure construction material:	Steel
Deck construction material:	Steel
Length overall:	27 metres
Length bp:	24.5 metres
Beam:	9.7 metres
Draught:	3.75 metres
Depth:	4.8 metres
Hatch Length	12.00 metres
Hatch Width	7.50 metres
Displacement:	675 tonnes
Deadweight tonnage:	200
Gross tonnage:	209

M/V DOLPHIN

13m Workboat – MCA Cat 3 – 20 miles

Robust cost-effective steel workboat with spacious deck and excellent manoeuvrability.

Call Sign:	MGJB3
Off. No:	387039
Port of Registry:	Lerwick
Year of Build:	1985, rebuild: 2023
Builder:	Kingston Seacroft
L.O.A.:	13m
Beam:	5.7m
Moulded Depth:	2.30m
Min Draft:	1.5m
Gross Tonnage:	29.65 tonnes
Light Displacement:	54.7 tonnes
Main Engine:	Doosan Tier 3 - New 2023
Total Power:	300 hp
Propellor:	Fixed pitch
Bollard Pull:	4 tonnes
Max Speed:	10 knots
Bow Thruster:	50kw
Generator:	1 x 18 kW (240-415v. 3 phase)
Crane:	12 tonne/metre; max outreach 12m
Tow Hook:	10 tonne SWL
Capstan 1:	4 tonnes aft main deck
Capstan 2:	4 tonnes mid ships
Capstan 3:	3 tonnes forward
UK Certification:	MCA Workboat Code Cat 3 (20nm from a safe haven)
Certifying Authority:	MCA / Mecal
Deck Cargo:	8 tonnes
Fuel:	3,000 litres
Transfer Pumps:	2,000 litre/hr
Freshwater:	500 litres
Capacity:	6 persons
Accommodation	6 persons day, 2 persons night, galley / messroom and toilet

Risk of Damage and Legal Consequences

Any unauthorised entry into the designated construction and exclusion zones, or interference with breakwater operations, marine plant, anchoring buoys, or marker buoys, may result in:

- Damage to critical subsea infrastructure, including the BT telecoms cable.
- Disruption to telecommunication services and harbour operations.
- Creation of navigation hazards and unsafe working conditions.
- Legal liability for repair costs, delays, and wider operational impacts.

Such actions may also lead to criminal prosecution or enforcement under:

- The Merchant Shipping Act 1995.
- The Submarine Telegraph Act 1885.
- The International Regulations for Preventing Collisions at Sea (COLREGs) 1972.
- Scotland's National Marine Plan, particularly the duty of care and protection of subsea assets.

As per the approved marine methodology and risk assessments, no moorings, anchoring, or seabed operations are permitted within the red-hatched BT cable corridor as shown in the project drawings. Breakwater construction activities will be carried out using controlled barge positioning, anchoring buoys, and directional working methods to ensure protection of the cable and seabed.

BAM Nuttall Ltd, in partnership with supply chain, will hold responsible any party whose actions result in damage, delays, or hazards arising from non-compliance with this Notice. Mariners must remain vigilant, comply with exclusion guidance, and maintain safe clearance from all active plant, buoys, and construction areas at all times.

Contact Details

The contact details are given in the tables below:

Site contact:	
Site Agent	Joe Lee
Email	Joe.Lee@bam.com
Tel:-	07824 691 783

Fisheries Liaison Officers

Fishing liaison for the cable installation works will be co-ordinated by Brown and May Marine (BMM). For any commercial fishery queries please contact the Company Fishing Liaison Officer (CFLO) Alex Winrow-Giffin on 07760160039 / 01379 872144, alex@brownmay.com.

The Shetland Fishermen's Association (01595 693197) are a key fisheries contact for any activity in the area. The local Fishing Industries Representative (FIR) will also be in place to liaise with the vessels and fishing operations in the area. The FIR shall liaise directly with commercial fishery interests to advise of any fishing gear clearance requests.

Further enquiries should be addressed to the following people:
Senior Site Manager – Paul McGougan 07557176882 - paul.mcgougan@bam.com
Section Engineer- Chathuranga Hewayalage -07494271956- chathuranga.hewayalage@bam.com
Senior Site Supervisor – James Ryles – 07585 138 879 - Email - james.ryles@bam.com

Distribution List

Any stakeholders identified within the relevant Fishing Liaison Management Action Plan (FLMAP), will be included on the distribution list for this NtM.