

# Coll Linkspan Refurbishment

Public Engagement 3<sup>rd</sup> December 2018  
4.00pm to 7.30pm

# Coll Linkspan - Overview

- Ferry Terminal owned by Caledonian Maritime Assets Ltd (CMAL)
- Ferry Services operated by CalMac Ferries Ltd (CFL)
- Coll Ferry Terminal converted to Ro-Ro in 1992
- Linkspan approaching 27 years in service
- Major maintenance scheduled for linkspan to address:
  - Deterioration of steelwork protective coatings – exceeded design life
  - Minor safety related modifications





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Caledonian Maritime Assets Ltd  
Stòras Mara Cailleannach Eòla

# Coll Linkspan – Recent Upgrades

- New electrical supply installed
- New electrical and hydraulic control units installed
- New hydraulic hose work installed





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# Coll Linkspan – Proposed Works

New Linkspan deck on 'like-for-like' basis:

- Fabricated and painted offsite for superior quality and durability
- Welded steelwork connections rather than bolted for superior durability
- Re-use of recently installed electrical and hydraulic control units
- Refurbished hydraulic lifting cylinders
- New lifting ropes
- New pipework and electrical cables
- Minor safety related modifications





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# Coll Linkspan – Proposed Works

Ancillary works:

Repainting steelwork on supporting structures

- Support piles
- Lifting beams
- Bankseat mounted bearing





# Coll Linkspan – Construction Team

- Client: Caledonian Maritime Assets Ltd (CMAL)
- Harbour and Ferry Operator: CalMac Ferries Limited (CFL)
- Contractor: George Leslie Ltd
  - Recently completed similar works at Wemyss Bay Ferry Terminal, Brodick Ferry Terminal
  - Currently working on replacement of Oban No.1 Linkspan
- Designer and Project Manager (on behalf of CMAL): Mott MacDonald Ltd
  - Experienced maritime consultant
  - Previous and current similar experience

# Coll Linkspan – Methodology

- Fabrication and painting of new linkspan deck off-site
- Installation of new mechanical items and refurbished hydraulic cylinders on new deck
- Transport of new deck to Coll by barge
- Preparatory works at Coll
- Start of 'Linkspan Outage' period
- Existing linkspan decommissioned. Electrical and hydraulic control units removed and set aside for re-use

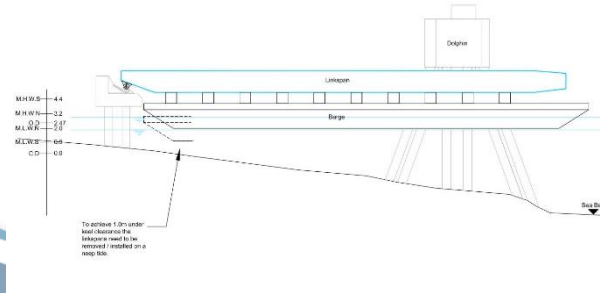
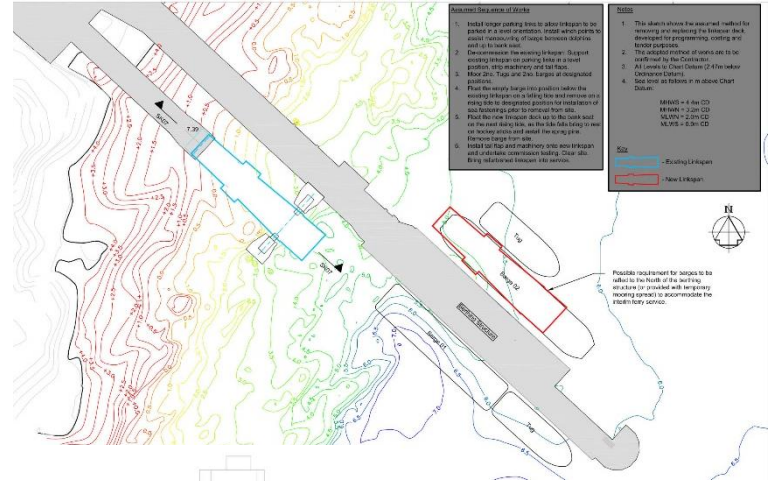


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# Coll Linkspan – Methodology

- Barge floated under existing linkspan deck at low tide
- Linkspan deck supported by barge on rising tide
- Linkspan deck floated out and taken from Coll for recycling
- New linkspan deck floated into position on a high tide
- Linkspan deck lowered onto supports on falling tide
- Barge floated out on low tide





# Coll Linkspan – Methodology

- Re-installation of mechanical and electrical control units
- Installation of new mechanical items including ropes
- Commissioning of new linkspan including testing of mechanical and electrical systems
- Load testing of new linkspan
- Linkspan ready to re-enter service – end of 'Linkspan Outage'
- Ancillary painting works to be carried out around linkspan works



# Coll Linkspan - Programme for works

Contractor Appointed	November 2018
Fabrication and paint new deck	December 2018 to May 2019
Contractor Mobilises to site	14/10/2019
Start of Linkspan Outage	Late October 2019
End of Linkspan Outage & Linkspan re-enters service	Late November 2019

Normal working hours will be 7am to 7pm Monday to Saturday, however Sunday working may be permitted subject to approval by the Project Manager

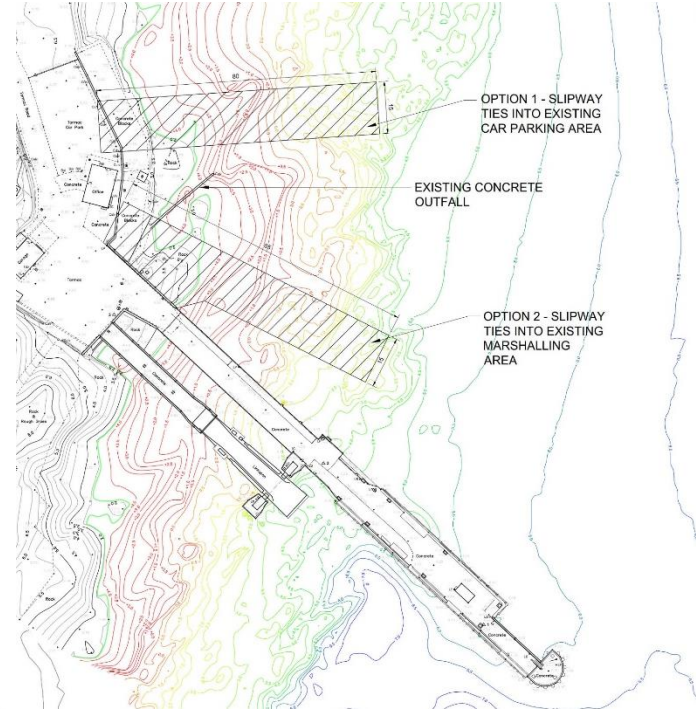
# Coll Linkspan – Discounted Alternatives

Infrastructure alternatives considered include the following:

- A 'Do-Nothing' option of no maintenance
  - Discounted based on experience elsewhere on CMAL linkspans where corrosion of unprotected steelwork reduced linkspan capacity and required the introduction of load restrictions
- Painting linkspan decks in-situ (to avoid removal thus giving continuity of service)
  - Discounted due to exposed site, timescale, quality, and safety issues
- Cascading of re-furbished linkspan decks between Coll & Tiree (would require a linkspan outage)
  - Common linkspan dimensions would enable refurbished deck to be used at second site; this was discounted on the basis of quality and risk. Also would not avoid an outage.

# Coll Linkspan – Discounted Alternatives

- Construction of temporary or permanent slipways
  - To allow a slipway service between Coll & Tiree with main service to Tiree
  - Discounted on the basis of very high cost
- Floating linkspans
  - Discounted due to exposed conditions at Coll Ferry Terminal which would not be suitable for a floating linkspan





# Coll Linkspan – Future Public Engagement

- George Leslie will appoint a Public Liaison Officer to engage with the Coll community
- Contact details for the Public Liaison Officer will be provided in near future
- Further engagement activities will be planned in due course as required

A minimum of 1 month prior to commencement of the works:

- Temporary signage placed adjacent to the works with contact details
- Public information leaflets will be distributed with further information on the works
- A fortnightly newsletter will be distributed in advance of, during, and post completion of the works to inform of progress on the works
- The Public Liaison Officer will visit local properties / businesses to discuss any likely noise and light disturbance resulting from the works
- A further evening public meeting including George Leslie Ltd.



# Coll Linkspan Refurbishment

Thank you for attending

Please complete a questionnaire to provide us with any feedback or comments

This can also be completed electronically on the Coll and Tiree project page at [www.cmassets.co.uk/current-projects/](http://www.cmassets.co.uk/current-projects/)