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Glengarriff Pontoon Replacement

LAMIS 2026



VOLUME A – WORKS REQUIREMENT

May 2026

Table of Contents

1.0 VOLUME A1 – SPECIFICATION 3
1.1. Introduction 3
1.2. Title 3
1.3. Site Location 3
1.4. Project Scope 4
1.5. Drawings (Volume A2 –Works Requirement) 5
1.6. Discrepancies and Conditions of Contract 5
1.7. Time for Completion 5
1.8. Design Life 5
1.9. General Design Information 5
1.10. Method of Measurement & Schedule of Stated Constraints 6
1.11. Environment 6
1.12. Marine Works Requirements 7
1.13. Site Inspection 9
1.14. Existing Services 9
1.15. Safety, Health and Welfare 9
1.16. Temporary Works 9
1.17. Archaeological Attendance 10
1.18. Tide Levels 10
2.0 GENERAL REQUIREMENTS 10
2.1 General 10
2.2 Pontoons 10
2.3 Access Gangway 12
2.4 Handover File – As built Records 12

1.0 VOLUME A1 – SPECIFICATION

1.1. Introduction

Glengarriff Pier is located on the approach to Glengarriff, Co Cork. It is accessed via County Roadway L-4931-0 approximately 0.16 Km from the National Roadway N-71.

The pontoon supports the local smaller fishing vessels for ease of access where fish are landed and brought ashore. It has also become an essential part of the port infrastructure, and it is important that the access is maintained to support the fishermen and the local maritime and tourism industry. Commercial fishing comprising of inshore vessels. Marine Leisure is also a feature in Glengarriff that includes sailing, diving, angling (local angling clubs & commercial vessels), sea tourism, kayaking. The pontoon is host to Cruise ship landings from time to time.

Cork County Council is now procuring a specialised marine contractor to design, fabricate, deliver and install the replacement pontoon and gangway.

The existing pontoon is a series of connected reinforced concrete floating pontoons (Polystyrene floats with glass reinforced concrete skin) held in place by steel H-section guide piles bolted to adjacent pier and accessed via a gangway. Several defects, including the damaged floats which are no longer commercially available and currently secured only with rope, present a significant structural integrity and public safety risk due to high usage of this pontoon. The replaced pontoon is to encompass the same footprint as the existing pontoon.

The successful Candidate will be appointed as Project Supervisor Construction Stage (PSCS) for the duration of the works. The location and specifics of the works are shown on the drawings.

1.2. Title

The scheme shall be known as "**Glengarriff Pontoon Replacement LAMIS 2026**".

1.3. Site Location

Glengarriff Pier, Glengarriff Co. Cork.

Google Maps Location https://maps.app.goo.gl/uFrUQQ1rZ7TbPVQo9

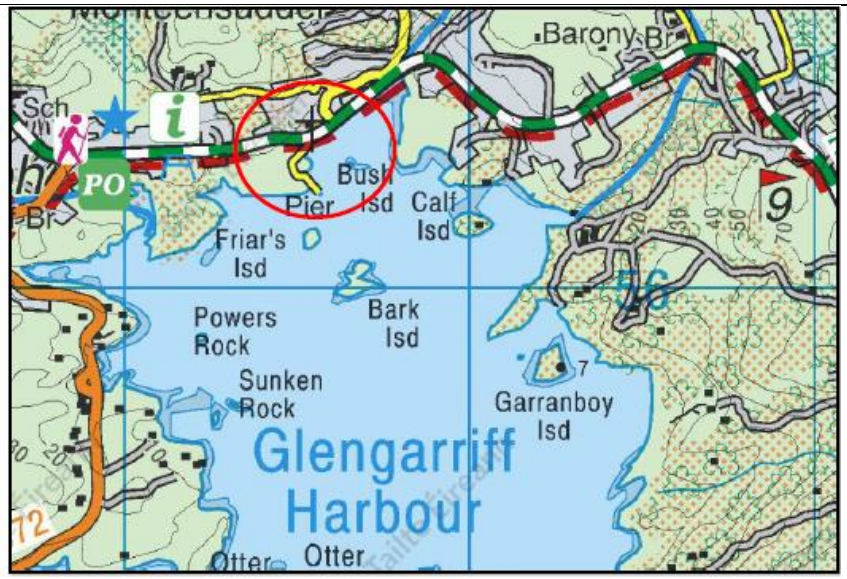


Figure 1.1 - Location of Glengarriff Pier

1.4. Project Scope

The scope of the works is summarised as the following:

• Remove and disposal of existing pontoons, gangway and supporting guide piles. Crane must be used during removal and installation.

• Detailed design, fabricate supply, delivery and installation of replacement pontoons, access gangway, guide piles and associated components.

The principal quantities are summarised below:

- Heavy Duty pontoon with angled section 21m long x 5.4m wide
- Additional buoyancy for ramp landing pontoon
- 20m long x 1.5m wide galvanised access ramp/gangway (width measured between handrails, 2m overall width). Hinged at the fixed end - Roller at the pontoon end.
- UC H-Piles with Adjustable UC H-Pile Guides and adapted brackets to fix to pier
- The units shall include all ancillary items such as hardwood fendering, rubber fendering, connections, mooring cleats, lifebuoy, tubular handrails, safety ladders and mooring bollards as described and detailed in this specification and in accordance with the Contract Documents.
- Where reasonably practicable, all pontoons, access gangways, ramps etc shall be constructed and installed to ensure compliance with the Disability Act 2005

- Role as Project Supervisor Construction Stage

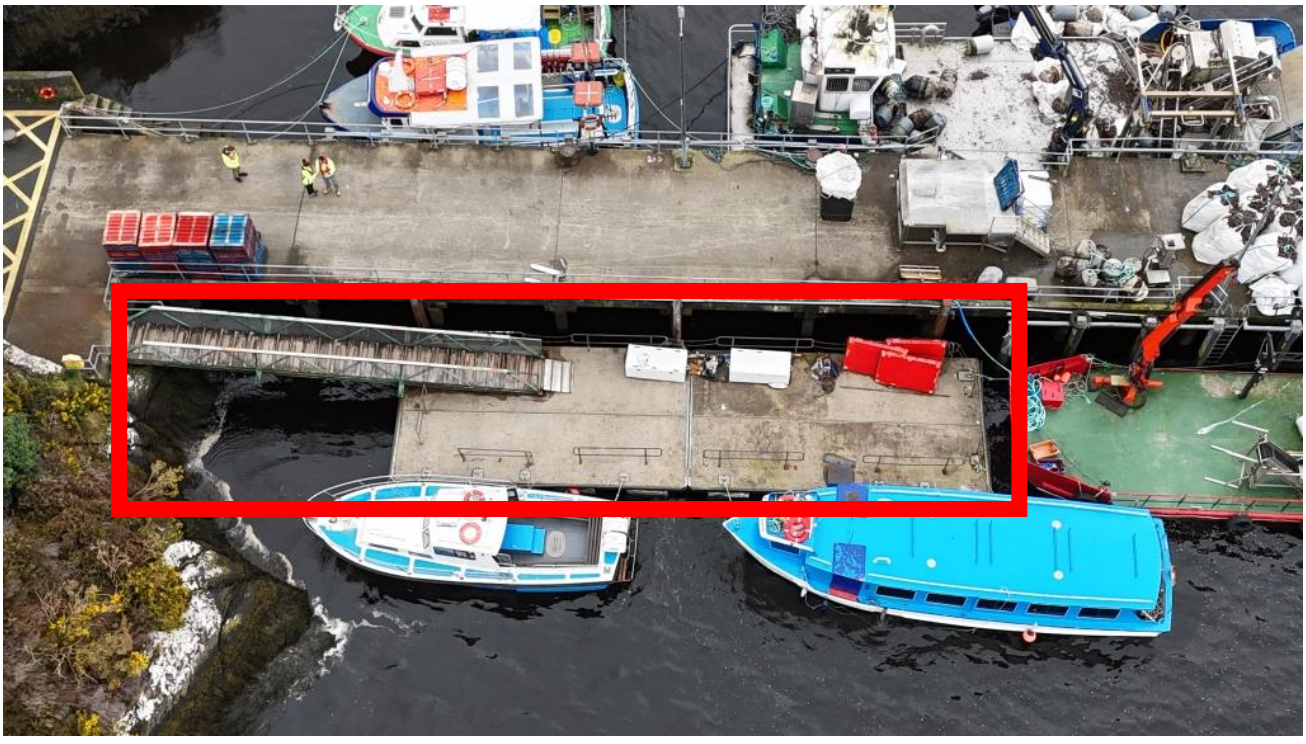


Figure 1.2 - Pontoon and gangway to be replaced

1.5. Drawings (Volume A2 –Works Requirement)

The following drawings (Volume A2 -Works Requirement) shall be read in conjunction with the Specification (Volume A1 - Works Requirement) and shall be considered to be part of the Contract: -

Drawing No.	Drawing Title
GP.2026.03	Glengarriff Pontoon LAMIS 2026 Discovery Map
GP.2026.02	Glengarriff Pontoon LAMIS 2026 Location Map
WC-26-023-01	Glengarriff Pontoon – Plan Layout – Existing Pontoon
WC-26-023-02	Glengarriff Pontoon – Proposed Concept Design Layout
WC-26-023-03	Glengarriff Pontoon – Proposed Concept Design - Section

1.6. Discrepancies and Conditions of Contract

If it is discovered that there is any discrepancy between the Specification (Volume A1 - Works Requirement) and the Drawings (Volume A2 - Works Requirement) then the Specification (Volume A1- Works Requirement) takes precedence.

The Conditions of Contract shall be the Public Works Short Form of Contract (PW-CF6 v1.15 25/11/2025*)* as included in Volume B (Form of Tender and Conditions of Contract).

1.7. Time for Completion

The time for completion of the contract is stated in Tender & Schedule under Clause 1.1 in Volume B, Tender & Schedule. The Contractor shall also factor in time to his work programme for difficulties associated with working in the intertidal zone, weather conditions and material procurement.

1.8. Design Life

The facility will be a low maintenance, durable structure and will have a 25-year design lifespan. Structural element thicknesses, fixings and corrosion protection measures are to have adequate redundancy to allow for this lifespan. ISO 12944 Environment Classification is C5M Marine, offshore, estuaries, coastal areas with high salinity.

1.9. General Design Information

Design calculations and drawings shall be provided to demonstrate satisfactory compliance of the required general design standards, loadings and site-specific conditions specified in this document. A coastal assessment has been carried out at the site and this should be consulted in the design of the pontoons. The design will comply with the current version of BS 6349 and ‘A Code of Practice for the Design and Construction of Marinas and Yacht Harbours’ issued by The Yacht Harbour Association Ltd. (UK).

The pontoons will be heavy duty type capable of berthing larger vessels in semi sheltered and withstanding storm conditions that may occur during winter months without vessels berthed and will have a freeboard 1000mm. The pontoons will be provided and installed in accordance with EN ISO 1461.

1.10. Method of Measurement & Schedule of Stated Constraints

The Pricing Document (Volume C) is presented in the form which outlines a schedule of rates.

This list of Constraints is not exhaustive, and all other constraints suggested or implied by the Contract Documents or considered prudent by the Contractor following his inspection of the Site will be taken into account by him in formulating his tender and contract programme.

- "Traffic Safety and Management" requirements are to be considered in the preparation of the programme and detailed programmes are to be prepared and submitted to Cork County Council.
- Constraints imposed through working with live services and the programming in conjunction with the relevant statutory authority.
- Constraints imposed due to working in a marine environment, including tides, wave action and weather.
- Noise and vibration.
- Accommodation of Statutory Bodies in Diversion of Services.
- Where water levels of any type are shown on the drawings, such as tide levels, these are based on the best available information but are not guaranteed. The Contractor must verify such levels for himself before basing any contract price on them.

1.11. Environment

- **Establishment of the Contractor's compound**
  Prior to works commencing a secure compound is to be established. Areas are available within the vicinity of the pier for the compound and for storage of materials. Sufficient area will be provided to the Contractor following discussions and agreement with Cork County Council staff. Bunded areas for storage of fuels and oils will be set up and maintained at this location throughout the period of the works as will the appropriate waste management systems. The compound will be properly secured against unauthorised access or vandalism and bunded areas will be provided with spill containment according to current best practice.
- **Storage**
  The storage of materials, containers and waste, however temporary, will follow best practice at all times and be stored at designated areas within the Contractor's compound well away from moving plant, machinery and vehicles. Only small volumes of any potentially polluting material such as fuels or oils will be required, and these will be stored in bunded areas, on an impermeable base and under cover to prevent damage from the elements. All containers will be stored upright and clearly labelled. Sufficient waste storage will be supplied near to all working areas.
- **Waste and material management**
  Waste and material management measures will be implemented to ensure that waste generated is managed appropriately. During the duration of the project waste will be controlled and segregated appropriately on Site by means of dedicated skips which will be disposed of off-site by a licensed waste operator. All aspects of the collection and disposal of waste associated with portable toilets

will be managed by a licensed waste operator. All materials liable to cause water pollution will be stored in a designated impermeable storage area. The existing pontoons, ramp/gangway and accessories will be disposed of off-site by a licensed waste operator.

- **Fuel and Oil Management Plan**
  Fuel oils must not, under any circumstances, discharge into the aquatic zone. The fuel and oil management plan outlined in this statement will be incorporated into the conduct of the works. These measures to prevent fuel and oil from entering any surface water body and will describe the emergency procedures designed to control any accidental spillages. All Site plant and machinery will be refuelled in a, bunded, designated area safely away from any water body. No servicing or repair of plant, machinery or vehicles will be undertaken outside the Contractor's compound area unless agreed. Procedures and contingency plans will be set up to deal with an emergency accidents or spills.
- **Plant management**
  Plant and machinery management measures will be implemented to ensure that plant machinery is appropriately managed for the duration of the programme of works. Vehicle and equipment operators must have appropriate training and qualifications for proper and safe use of their equipment. To avoid risk of spills or leakages into the marine environment continuous care and maintenance of vehicles and equipment will be maintained. Preparation of contingency plan in case of vehicle breakdown in intertidal zone will be confirmed prior to commencement of works. All plant is to be cleaned prior to delivery to ensure they are clean of invasive species.

1.12. Marine Works Requirements

- **Equipment**
  All plant and testing equipment will be maintained in good work order to the satisfaction of the Engineer. The major items of plant and equipment will not be varied from those stated in the Tender without prior written authorisation by Cork County Council
- **Safety of Personnel**
  The Contractor will comply with all statutory obligations and take all reasonable precautions to ensure the safety of his operatives, particularly those engaged in over-water work. If used, floating plant will be equipped with property life-saving equipment, and a rescue boat will be immediately available at all times and that the platform is manned.
- **Clearance of Work on Completion**
  On the completion of the Works, the Contractor will clear away from the Site all his floating plant, surplus materials, ground tackle, rubbish and temporary work of every kind, and will leave the whole of the Site and works free of all obstructions to the satisfaction of the Engineer.
- **Access to Works**
  The Contractor will be deemed to have included in his tendered rates and prices for all costs and charges associated with providing access to and from the works for personnel, equipment, materials, etc. including any berthing and wharfage facilities for the floating platform or accommodating vessels servicing the works.
- **Obstructions**
  No guarantee is given that the work area is free from obstructions. The Contractor will sweep the area, prior to the works. Any non-geological materials found will be removed at such time as to minimise interference with the works.

- **Sunken Plant**
  The Contractor will, without delay, remove any sunken plant, vessel or other object which may be sunk during the course of the Contract by him or his staff or sub-contractors. If such sunken plant causes an obstruction in or about the Pier or its approaches, Cork County Council may remove the sunken plant causing the obstruction and all costs involved in such removal will be borne by the Contractor.
- **Plant and Working Methods**
  The Contractor will satisfy himself as to the suitability of all plant and that working methods are suited to the materials to be handled and placed.
- **Damage to Existing Structures**
  The Contractor will exercise great care when carrying out the works that his operations do not cause any damage to existing structures or property or to any other structures or property including vessels or boats of any kind. The Contractor's attention is drawn to the area adjacent to the existing piles and pier where particular care is required.
- **Ownership of Old Materials or Objects**
  All old materials or objects recovered from the seabed will be the property of the Employer. They will be set aside carefully and handed over to the Employer or otherwise disposed of as directed by Cork County Council.
- **Pollution**
  The Contractor will not discharge oil, grease, sewage, waste, rubbish or deleterious matter of any kind into the Harbour waters. The Contractor's attention is drawn to the relevant regulations concerning pollution.
- **Interference with Shipping**
  At all times the Contractor will comply with any instruction issued by the relevant Harbour Authority for shipping or other Authorities having jurisdiction within the harbour area in regard to the safety of navigation of all shipping within the area of the works and adjacent to the works.

  For Communication purposes any marine plant will be equipped with VHF radio equipment having Channels as required by the relevant Harbour Authority and enable contact to be made with the relevant Operations Office at all times. A 24 hour watch will be maintained on the marine plant.

  The Contractor will take all steps by liaison with the relevant Harbour Authority to minimise the effects of his activities on shipping using the Harbour.

  The Contractor will make due allowance in his price to accommodate the effects of shipping in the area of the works and adjacent to the works, and at the berths on the construction activities and no payment will be made or claim considered in respect of any delays to his work or costs incurred due to disruption from this cause.

  Marine plant must display lights and signals as required by the International collision Regulations. Such plant must not be moored in any position without the prior authorisation of the relevant Harbour Authority.

- **Anchors and Moorings**
  All anchors and moorings, if used by the Contractor will be adequate for the conditions which may occur where the plant is being used. The Contractor will be responsible for establishing any

notifications or procedure required by the relevant Harbour Authority and will ensure compliance therewith throughout all operations.

- **Berthing Facilities and moorings**
  Where floating plant is used the Contractor's attention is drawn to the fact that he will have no right under this contract to berthage alongside any of the existing piers, quays or slips. The relevant Harbour Authority, may, however, permit the Contractor to berth alongside, subject to the requirements of other vessels using the harbour. The Contractor on the advice of the relevant Harbour Authority will allow vessels to leave and enter the Harbour each day, stopping work if necessary. The Contractors rates will include for such stoppages, and no extras will be allowed for them. The Contractor should consult the relevant Harbour Authority for information as to when vessels are likely to leave port or return.
- **Damage to Shipping**
  The Contractor will take every precaution to prevent accident or injury occurring to shipping of every kind using the area during the execution of the Contract, and will forthwith repair, make good and defray any loss, damage, cost, claim, charges or expenses incurred by or in consequent of any such accident or injury which occurs as a result of his operations.

1.13. Site Inspection

The Contractor shall inspect and examine the site and its surroundings before submitting a tender. He shall note particularly any features or irregularities of ground surface that could not be clearly shown or delineated on the plans.

1.14. Existing Services

It will be assumed that rates entered in the tender documents for dealing with the services fully cover this item and claims for delays or disruption due to difficulties encountered in dealing with existing services will not be entertained.

The Contractor shall indemnify the Employer prior to commencing on site with regard to damage caused by him to third party services. He will then be solely responsible for damage caused to third party services.

The Contractor shall take all necessary precautions to ensure the safety of his operatives while working in close proximity to power cables. He shall include in his rate for all difficulties, delays, disruption, etc., caused by working in proximity of these power cables.

1.15. Safety, Health and Welfare

The Contractor is reminded that all construction and other allied work is subject to the provisions of the Safety, Health and Welfare at Work (Construction) Regulations 2013, (S.I. 291 of 2013). This work is also subject to the provisions of the Safety, Health and Welfare Act, 2005. The Contractor's attention is drawn to his obligations arising under these Regulations and Acts, as well as to the Preliminary Health and Safety Plan, prepared by the Project Supervisor (Design Process) and included in the Contract Documents.

1.16. Temporary Works

In the schedule of rates in Volume C - Pricing Document, the Contractor is invited to enter items as required to cover all his temporary works, site mobilisation, demobilisation, etc. The onus is on the Contractor at tender stage to estimate what temporary works the Contractor requires to replace the pontoon and gangway and to price the relevant section accordingly.

1.17. Archaeological Attendance

There is no requirement for the employment of an Archaeologist.

1.18. Tide Levels

The Tide Levels shown on the Drawings are relative to Chart Datum and are shown for guidance only. The designer shall satisfy themselves of the relevant MHWS, MLWS, HAT & LAT in their design. The Contractor shall make themselves familiar with the daily levels and times of the spring and neap tide cycle. The Contractor shall allow in their rates for all seasonal and meteorological variations in these levels.

2.0 GENERAL REQUIREMENTS

2.1 General

All elements of the Works shall be designed, manufactured, supplied and installed by the Contractor. The pontoon and access systems shall be designed in accordance with BS 6349 and all relevant European & British Standards and 'A Code of Practice for the design, construction and operation of coastal and inland marinas and yacht harbours' published by The Yacht Harbour Association Ltd (referred to in this Specification as the YHA Code). All pontoons, anchorage systems, navigational aids (lights & markings), fenders, vessel mooring points, connections, and all other fixtures and fittings are to be Contractor designed elements of the Works to satisfy the performance criteria set out below and all appropriate British & European Standards. The Contractor shall ensure that the pontoons and steps systems, if appropriate, (and all associated components) are fit for purpose for the specific environment during the proposed months of installation. Unless noted otherwise in this specification or on the drawings, all steel elements and components are to be galvanized steel in accordance with clause 1909 of the TII Spec, BS EN ISO 14713 and I.S. EN ISO 1461: 2009 for the appropriate marine environment exposure condition or grade 316 steel stainless. All aluminium used should be Marine Grade Aluminium Extrusions.
All bolts, nuts, lock nuts and other threaded fasteners shall be grade A4-70 Stainless steel. Neoprene washers, sleeves and strips or equivalent approved corrosion insulating barrier are to be used at connections between dissimilar metals.

2.2 Pontoons

All pontoons shall be designed, manufactured, supplied and installed by the Contractor. The Contractor shall be responsible for assessing the wave climate at the location in which the pontoons are to be installed. The Contractor shall be responsible for ensuring the pontoons supplied are fit for purpose in the specific environment throughout the year. The pontoons are to be 5.4m wide heavy duty type pontoons.

Constituent Items of the pontoon system include (non-exhaustive list):

- Structural Frames.
- Structural connections between pontoon elements.
- Structural connections with furniture.
- Floatation Units.
- Mooring cleats and cleat supports.
- Fendering

- **Layout and Dimensions** - Pontoon system is to be fixed in the arrangement shown on the provided drawings.
- **Mooring System** - The pontoons are to be anchored in place with 3 No. 12m 254x254x89kg UC H-Piles fixed to the exisitng pier with brackets. 3 No. Adjustable UC H-Pile Guides to be fixed to the pontoon.
- **Design Life** - The facility will be a low maintenance, durable structure and will have a 25 year design lifespan. Structural element thicknesses, fixings and corrosion protection measures are to have adequate redundancy to allow for this lifespan. ISO 12944 Environment Classification is C5M Marine, offshore, estuaries, coastal areas with high salinity.
- **Design Standards** - The tenderer is to carry out the design in accordance with industry accepted standards such as "BS6349-6 Part 6: Design of inshore moorings and floating structures" as well as relevant standards related to individual structural elements e.g. BS EN 1090.
- **Pontoon Structural Frame** - The Contractor is to design the heavy duty pontoon structural frame to satisfy the requirements as outlined in these Works Requirements. Steel grade is to be S275, hot dipped galvanized to BSEN ISO1461 is the minimum requirement for the structural frame
- **Pontoon Floatation Units** - The pontoon floatation units are to be designed and constructed of a suitable material and structure to provide the required floatation design performance and structural capacity to support berthing, mooring and environmental loads and satisfy operational requirements. Heavy Duty Grounding brackets to protect the pontoon floats in the event of pontoon grounding shall be incorporated. Allowable floatation unit construction type- polystyrene (EPS 70) encased in a glass fibre reinforced concrete skin
- **Freeboard** - 1000mm
- **Live Load** - (Reserve Floatation Capacity) 4.0kN/m²
- **Pontoon Deck** - Glass fibre Reinforced Concrete GRC Timber Effect - Free Draining.
- **Pontoon Fender** - Rubber Fender 200X200 - Energy Absorption 5.7kN/m. Hardwood Timber fender (Non mooring face).
- **Design Vessel -** Pontoon system is to be designed to safely berth vessels of the following typical dimensions:
  - Type: Passenger Vessels
  - Gross Registered Tonnage: 20T
- **Connections** - Pontoon Units; Pontoon units shall be fixed end to end/side to side with a bolted steel connection to provide a required overall minimum 50 tonne breaking load per connection. Connections shall include heavy duty durable 50mm UV stabilised rubber buffers designed to minimize noise due to relative movement of the units. Minimum size M24 hot dip galvanised bolts are to be used.
- **Accessories**
  - Supply of 18m of tubular handrail
  - 1Nr. Lifebuoys with protective housing
  - 2Nr. safety ladders
  - 4Nr. Standard anodised aluminium cleats including galvanised steel bolts
  - 4 Nr. 5T Steel Mooring Bollards galvanised and powder coated

2.3 Access Gangway

- **General** The Contractor is to design, fabricate and install alterations to the gangway system. For general guidance, the access gangway shall be designed in accordance with the Disability Act 2005. The access gangway shall be constructed and installed to ensure compliance with the **Disability Act 2005 insofar as is reasonably practical**.

  Constituent Items of the pontoon system include (non-exhaustive list):

  - Gangway structural frame
  - Handrails
  - Decking
  - Side panels
  - Supports and connections
  - Landing Ramps
  - Landing Plate and Guide Rails

- **Gangway Frame -** Grade S235 Steel hot dip galvanised to BSEN ISO1461 with 6mm CF welds
- **Gangway Deck** - Glass Reinforced Plastic GRP (22mm thick Mini Mesh) The surface shall be finished with silicon grit or equivalent anti slip finish. The proposed GRP decking is to cover joints in such a way as to cover any trip hazards at joints. An alternative thickness of GRP would be acceptable, provided it can support the design loads and the sheet edges and corners are fully supported.
- **Live Load -** 4kN/m²
- **Dimensions** - 20m long x 1.5m wide galvanised access ramp (width measured between handrails, 2m overall width)
- **Supports** - The gangway shall be supported on a hinged bracket at the shore end and on rollers or castors on the floating units. Protection shall be fitted on the main jetty to provide a suitable surface for the movement of the access gangway and also to prevent damage to the unit. Provision shall be made for all degrees of freedom of movement of the gangways and floating moorings assemblies.
- **Handrail -** 40mm CHS (Single)

2.4 Handover File – As built Records

As built records of works are to be provided to Cork County Council at substantial completion. The records to be provided are to include but not limited to:

• Full fabrication drawings of the pontoon system including:

  - Pontoon structure
  - Gangway structure
  - Connection details

• Drawings are to be provided in PDF format.

• Any other statutorily required certificates.