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Baltimore Pontoon Replacement

LAMIS 2026



VOLUME A – WORKS REQUIREMENT

June 2026

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1.0 VOLUME A1 – SPECIFICATION

1.1. Introduction

Baltimore Harbour is located approximately 94km west of Cork City. The existing pontoon is located adjacent to the Ferry Pier.

The pontoon supports the local smaller fishing vessels, and it also accommodates the Islanders during the winter months. 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.

Marine Leisure is also a feature in Schull that includes sailing, diving, angling (local angling clubs & commercial vessels), sea tourism, kayaking. Baltimore harbour is the gateway for access to Cape Clear, Sherkin and Heir Island.

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

The existing pontoon was installed in 2009. During recent survey of the existing pontoon the condition of the steel works was recorded as corroded and beyond repair. The existing floating pontoon is held in place by steel H-section guide piles bolted to adjacent pier and accessed via a ladder from the pier. Several defects 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.

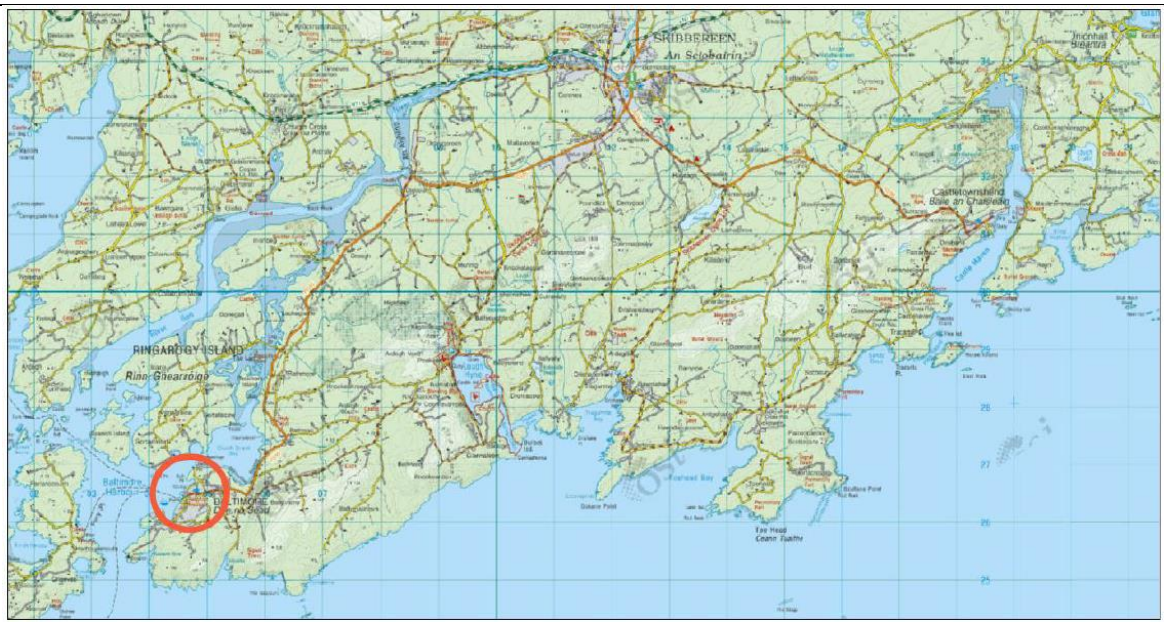
1.2. Title

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

1.3. Site Location

Baltimore Ferry Pier, Baltimore, Co. Cork.

Google Maps Location https://maps.app.goo.gl/aXYhgqye7VHQjikn7



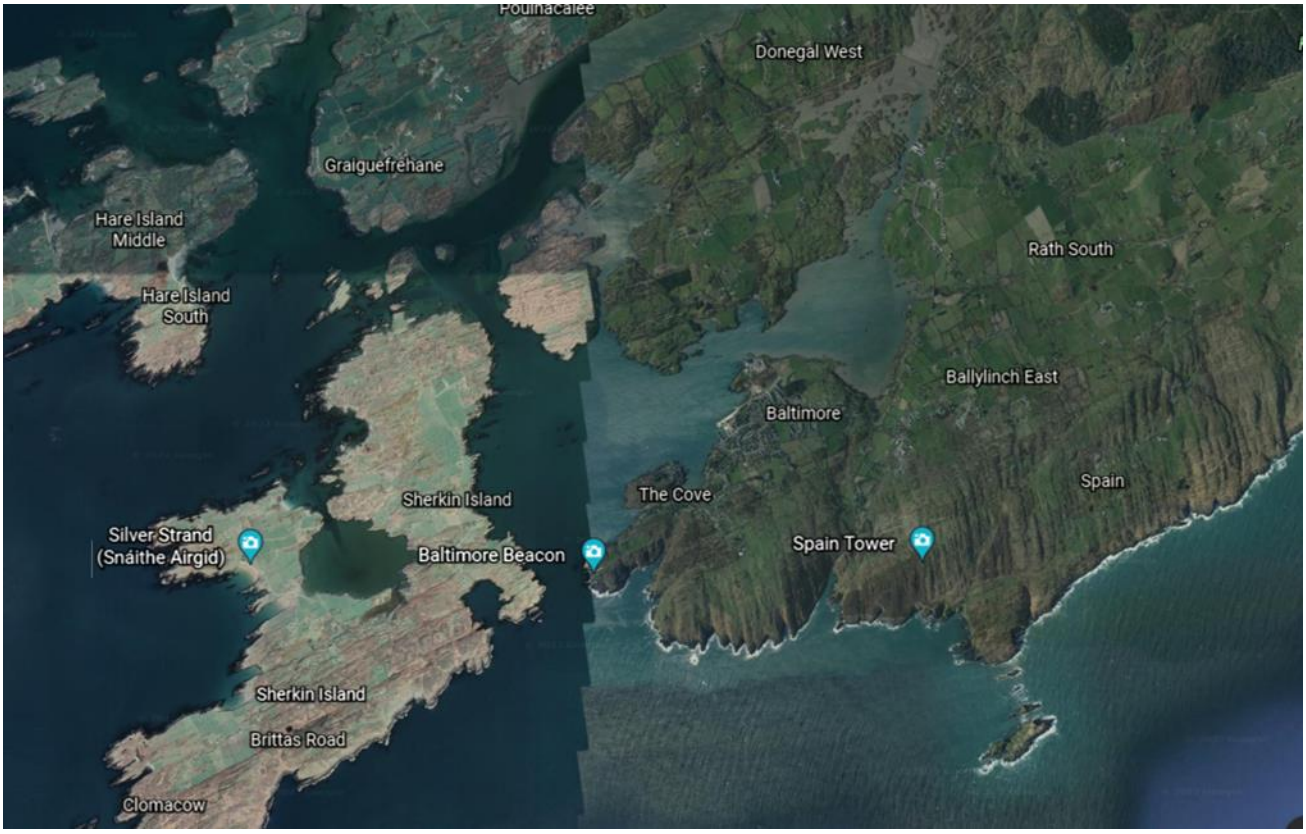


Figure 1.1 - Location of Baltimore Pier

1.4. Project Scope

The scope of the works is summarised as the following:

- Disconnect existing pontoon from pile rails and tow to mooring in Baltimore Harbour.
- Removal of existing piles and transport to the Harbour Masters yard in Baltimore.
- Detailed design, fabricate supply, delivery and installation of replacement pontoon, guide piles and associated components.

The principal quantities are summarised below:

- Pontoon - walkway units with mooring points, 500mm freeboard and 150DD fender on one side and hardwood timber fendering (150x45mm) on both ends with connections and plain pink GRC deck. Standard 2.4m wide walkway – 12 metres long.
- 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 fendering, connections, mooring cleats, lifebuoy and safety ladder, as described and detailed in this specification and in accordance with the Contract Documents.

- Role as Project Supervisor Construction Stage

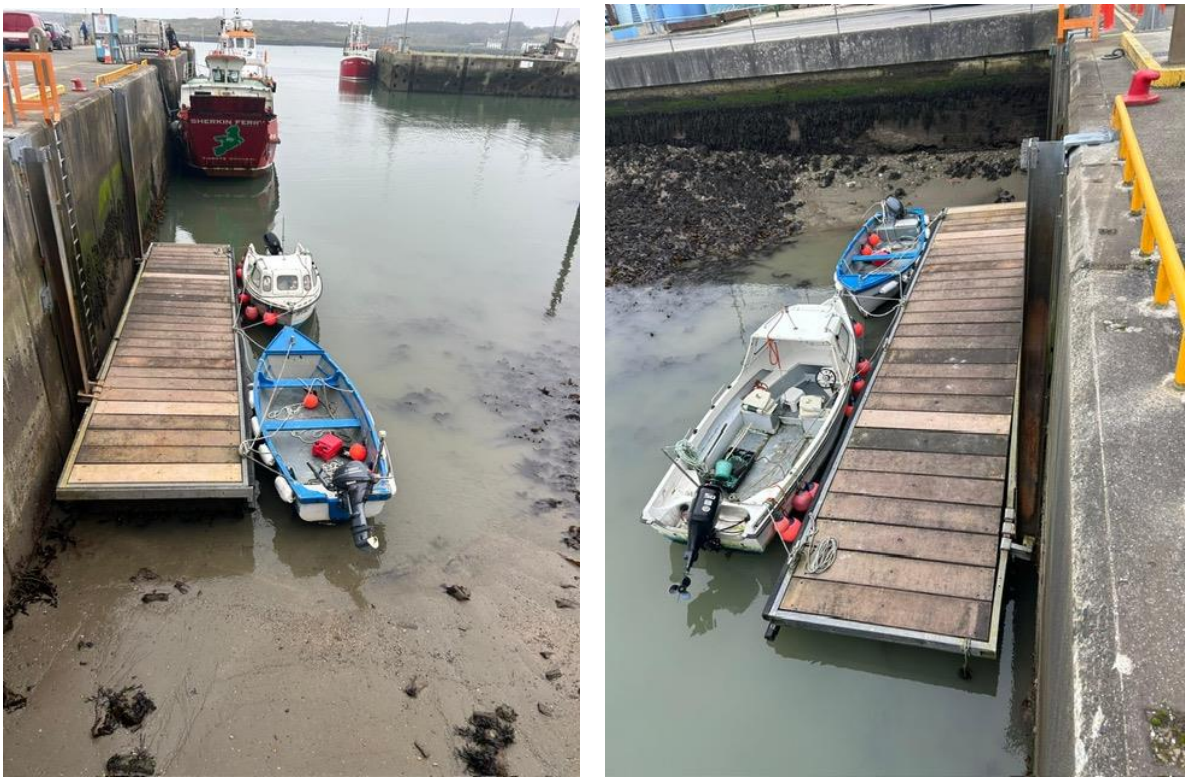


Figure 1.2 - Pontoon to be replaced

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
BP.2026.02	Baltimore Ferry Pier Pontoon LAMIS 2026 Discovery Location Map
BP.2026.03	Baltimore Ferry Pier Pontoon LAMIS 2026 Location Map
WC-26-044-01	Baltimore Pontoon – Plan Layout – Existing Pontoon
WC-26-044-02	Baltimore Pontoon – Plan Layout – Proposed Layout

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 pontoon will be provided and installed in accordance with EN ISO 1461. The pontoon shall be designed to resist the environmental forces present at the site of the proposed development. The pontoon will require an un-loaded freeboard of 400mm.

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 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, 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 pontoon (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 Pontoon

The pontoon 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 pontoon is 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 pontoon is to be 2.4m wide – 12m long.

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. 4.8m 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 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- supplied in Polyurea.
- **Freeboard** – 500 mm
- **Pontoon Deck** - Glass fibre Reinforced Concrete GRC Timber Effect - Free Draining.
- **Pontoon Fender** - 150DD fender on one side and Hardwood Timber fender (150x45mm) on both ends.

- **Design Vessel -** The Contractor shall ensure that the pontoon (and all associated components) are fit for purpose for the specific environment during the proposed months of installation (all year).
- **Accessories**
  - 1 No. Lifebuoy (incl. cabinet, cover & stand)
  - 1 No. safety ladders
  - 6 No. Standard anodised aluminium cleats including galvanised steel bolts

2.3 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
  - Connection details

• Drawings are to be provided in PDF format.

• Any other statutorily required certificates.