NOTICE TO MARINERS

Issue Date: 24th February 2021

VIKING LINK Project

HDD Works at Boygrift, Lincolnshire – Version 3 update

Mariners are advised about HDD (Horizontal Directional Drilling) works at Boygrift, Lincolnshire (English Landfall) planned for the Viking Link project which is a HVDC electricity transmission interconnector between Denmark and England, a joint venture between National Grid and Energinet.

The HDD marine works are planned to commence on **25th February 2021** with expected completion in UK waters by the end of April 2021. An overview of the HDD area is shown in **Figure 1** below. The HDD works cover the installation of two separate high-density polyethylene (HDPE) pipes, in separate drilled holes. Total length of each drilling is approximately 550m which will be progressed from the land side to the marine exit point.

The pipes to be installed are expected to arrive at the pipe temporary storage area outside King's Lynn Port (**Figures 2a and 2b**), having been towed from Norway between mid-February (first pipe) and late March (second pipe). The pipes will be stored at this site and transported individually for the installation works at the appropriate time **(Figure 3)**. The installation ('pullback') of both pipes is expected to be completed by the end of April 2021.

The HDD marine works are being managed by **Prysmian PowerLink** carried out by **Maritech International Ltd** using the following vessels:

- **HAVEN SEARISER 4** - Jack Up Barge (JUB) as the main marine support platform for the HDD back reaming works and pipe pullback, as well as a support platform for the excavation works
- **Forth Drummer -** for pipes transportation from King's Lynn port to site and assistance to the HDD operations.
- **Odin** - Tug for HDD pipes transportation from Norway to King' Lynn port
- **Ariel** - for crew transfers, if needed, during the operations.
- **CRC Galaxy** - for diving support only.
- **Tristar, Catalina and Viscount** - for support boats for the management of pipes installation as well as for the MBES survey works

Vessels and their contact details are given in **Table 1** below.

Vessels are requested to pass at a safe speed and distance and fishing vessels are advised to remain a safe distance, approximately 550m (0.3 nautical miles) from the areas identified. During these works the vessel will have restricted maneuverability as it completes its work scope.

The Communication between the JUB and rest of the vessels will be through CH67 & 72.

VHF CH 16 will be monitored at all times and will be used to contact the coastguard in the event of an emergency.

Vessel Name	Vessel Photograph	Vessel Details
Jack Up Barge – "HAVEN SEARISER 4"		MMSI 235118481 Call Sign 2IWO5
Multicat "Forth Drummer"		MMSI: 235091503 Call Sign: 2FIG9
DSV – "CRC Galaxy"		MMSI 235116253 Call Sign 2JIT4

Vessel Name	Vessel Photograph	Vessel Details
Crew Transfer Vessel – "Ariel"		MMSI235095308 Call Sign MEJB2
Support Vessel – "Tristar"		MMSI: 235093497 Call Sign: 2FQW9
Support Vessel – "Viscount "		**Viscount:** MMSI: 235093495 Call Sign: 2FQW7
Support Vessel – "Catalina"		MMSI: 235093494 Call Sign: 2FQW6
Ocean Tug – "Odin"		MMSI: 8703995 Call Sign: OXIM2

Table 1: HDD vessel details

HDD Works

The JUB ("Heaven Seariser 4") is planned to sail to the exit location of the HDD prior the completion of the drilling of each bore. Interface with the drilling rig will require diver intervention and support throughout its works.

The Ocean Tug ("Odin") vessel will transport HDD pipe form Norway to King's Lynn port for temporary storage prior to pipes installation.

While the HDD team onshore and the JUB ("Heaven Seariser 4") team are preparing for the pipe pull in through the drilled bore, the Multicat "Forth Drummer" will collect the HDPE pipe from the mooring place in King's Lynn port (**Figures 2a and 2b**) and transport it to the working site at Boygrift. The product pipe to be installed shall be positioned at the HDD exit point and supported by the marine spread.

On completion of the pullback operations the pipe ends will be exposed via excavation and the verification of the depth of the pipes below the seabed level shall be performed by conducting a MBES survey.

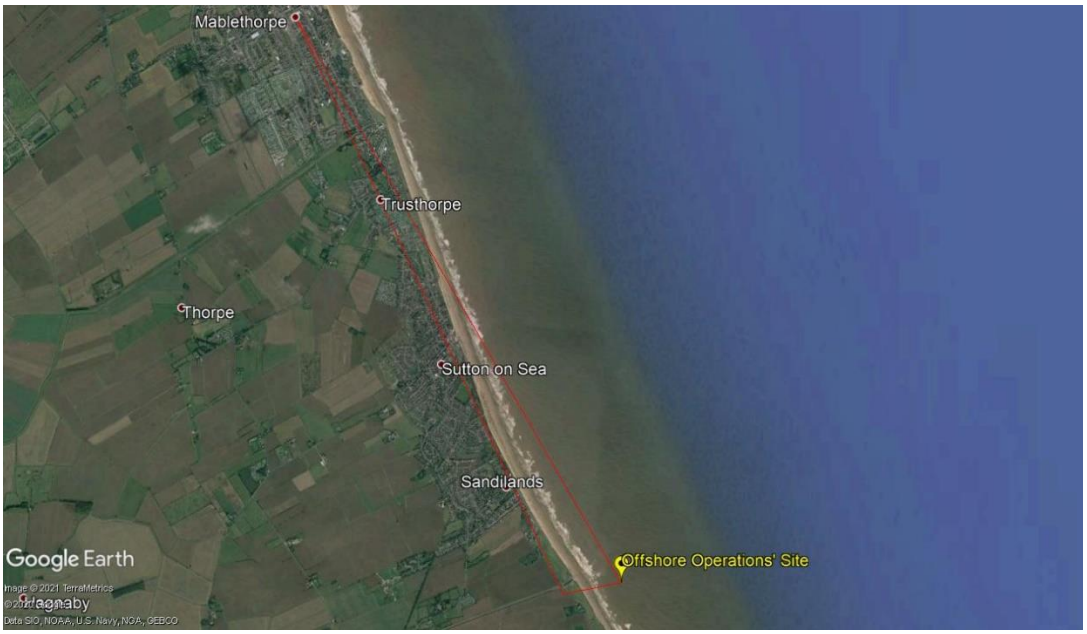

Figure 1: Landfall Operations Site at Boygrift Lincolnshire

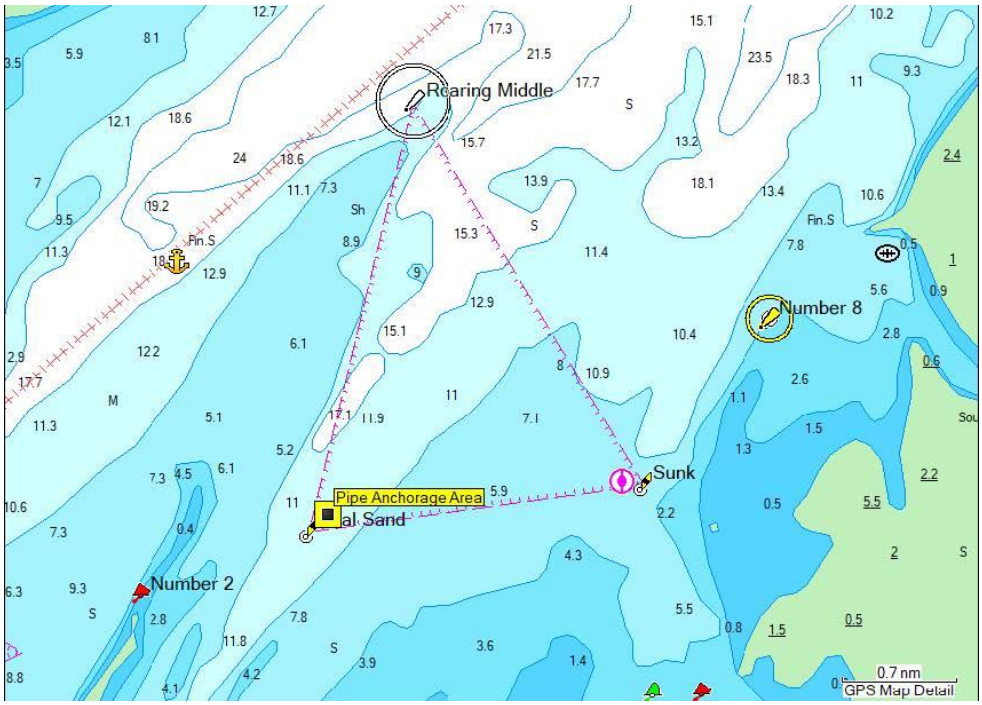

Figure 2a: Pipe Temporary anchorage area (King's Lynn), bathymetrical map.

Figure 2b: Pipe Temporary anchorage point (King's Lynn).

Passage Plans and Expected Vessels Routes

1. Jack Up Barge Mobilization to site via Multicat (as a tug boat):

2. HDPE Pipes transportation to site via Multicat (as a tug boat):

3. Movement CTV and DSV (on daily base):

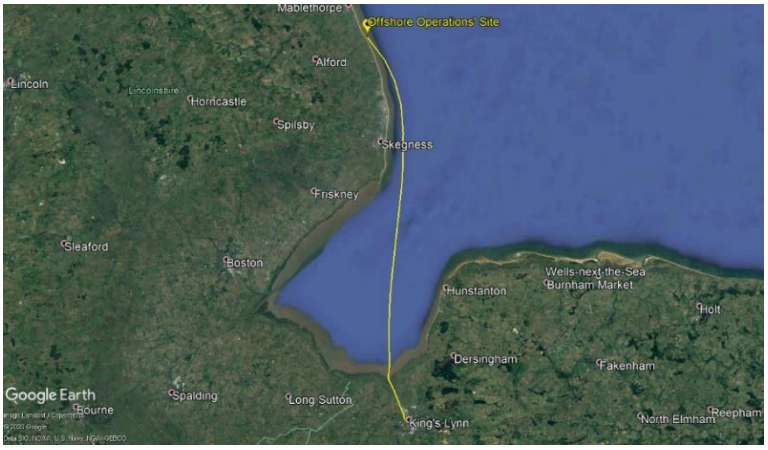

Figure 3: Vessel Transit Routes and Passage Plans

Contact Details:

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