

**RNLI Scotland Division - Regional Licence Application
General Method Statement for Category 5 Works**

Regional Method Statement - Scope of Activities

The RNLI's maintenance activities in this application are split into six categories:

1. Maintenance to moorings (including replacement of fittings)
2. Maintenance to pontoon berths (and associated pilings, link-spans, quay walls and approach structures)
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to lifeboat station boathouses (and associated slipways, quay walls, pilings, etc.) of the following form:
 - a) Boathouses seaward of MHWS
 - b) Boathouses where only a slipway or launch ramp is seaward of MHWS
5. Miscellaneous infrastructure, and maintenance activities associated with safety of lifeboat launch and recovery
6. Installation, removal and maintenance of beach lifeguard units of the following form:
 - a) Standard RNLI lifeguard beach units
 - b) Non-standard RNLI lifeguard beach units

This Method Statement covers Category 5 Works and supports the Divisional Licence application:

Category 5 Works – Miscellaneous Maintenance activities Associated with the Miscellaneous Infrastructure, Safety of Lifeboat Launching, and Non-Standard Launch Infrastructure

Category 5 activities generally comprise:

- Works to miscellaneous infrastructure, fittings, fixtures, etc. generally including wave screens (or similar structures), davits, miscellaneous steel or concrete structures, etc. (Note these works generally involve works of a similar nature to those categorised in Method Statement 4(a), and this Method Statement should be read in conjunction with that Method Statement i.e. the nature of works being similar in nature, scope and requirement)
- Installation of Health & Safety equipment
- Replacement of safety anchor chains, tackle and blocks (including inspections)
- Placement and removal of beach strengthening mats
- Non-standard Infrastructure associated with lifeboat launching

The lifeboat launching at some stations requires non-standard infrastructure and other infrastructure needed for safety purposes. This infrastructure (and fittings and fixtures) requires regular maintenance, renewal and repair due to the aggressive marine environment to ensure operational effectiveness and the safety of crew members operating the lifeboat.

The works in this category are all station specific.

Some maintenance actions are required on predictable cycles, whereas others are reactive.

The frequency of these maintenance works is influenced by environmental and operational degradation but anticipated / predicted cycles of works are summarised in Table 1 below:

Table 1 – Predicted Activity Schedule

Station and Activity	Predicted Scale of Activity and Frequency	Description / Comment
Largs - maintenance, repair and replacement of recovery eyebolts on slipway	Every 5 – 10 years and reactive	The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Tighnabruaich - maintenance, repair and replacement of recovery eyebolts on slipway	Every 5 – 10 years and reactive	The works are covered by the provisions set out in the Method Statement for Category 4(a) works
Islay - maintenance, repair and replacement of access structure	Every 5 – 10 years and reactive	<p>The access structure is independent of the mooring for the lifeboat and comprises a steel access walkway with concrete foundations supported on the rocky foreshore, and supported at one end on a timber 'jetty' type structure fixed to a large concrete berthing dolphin. The timber jetty structure (and dolphin) is not owned by the RNLI but they may maintain it from time to time to permit safe access for lifeboat crew. The dolphin is excluded from the licence.</p> <p>The works are covered by the provisions set out in the Method Statement for Category 4(a) works</p>
Oban - maintenance, repair and replacement of access structure and wave protection	Every 5 – 10 years and reactive	<p>The access is via vertical steel ladder from the quay (which itself comprises an open concrete structure with sloping access walkway, and an adjacent vertical sheet piled wall). The gabions provide wave protection from prop wash from the boat. Maintenance of the ladder may require works from a workboat. The gabions may require repairs or replacement, with access to the foreshore.</p> <p>The works are covered by the provisions set out in the Method Statement for Category 4(a) works</p>
Tobermory - maintenance, repair and replacement of steel berthing structure and adjacent bank stabilisation (pre-cast concrete mattress and insitu concrete structure)	As noted in table 1 of the Method Statement for Category 4(a) works	This is a large steel berthing structure with internal steel access steps and walkway to board the lifeboat. The structure is similar to a jetty structure, comprising steel piles, beams and bracing members, and with a concrete deck. Maintenance, repair and replacement activities are similar to those associated with category 4(a) structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 4(a)

		<p>works.</p> <p>The adjacent bank (foreshore) has some protection against erosion in the form of a insitu concrete and a separate pre-cast concrete mattress. Again these works are covered by the provisions set out in the Method Statement for Category 4(a) works. It is additionally noted that works to replace the mattress could involve craneage from shore.</p>
Barra Island - maintenance, repair and replacement of steel berthing structure	As noted in table 1 of the Method Statement for Category 4(a) works	This is a large steel berthing structure with external steel access steps and walkway to board the lifeboat. The structure comprises sheet piled wall construction with a concrete deck, and large steel fenders supports. Maintenance, repair and replacement activities are similar to those associated with category 4(a) structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 4(a) works.
Leverburgh - maintenance, repair and replacement of proprietary HDPE modular access and berthing pontoon with associated anchors	As noted in table 1 of the Method Statement for Category 1 and 2 works	<p>The infrastructure is essentially a proprietary lightweight pontoon systems and maintenance is limited to replacement of small modular components as needed. The pontoon system is secured in place with mooring anchors, and the maintenance of these anchors is as for general moorings, albeit that the anchors are lightweight and may be lifted with small workboats or accessed from the foreshore during low water conditions.</p> <p>Maintenance, repair and replacement activities are therefore similar to those associated with category 1 and 2 structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 1 and 2 works.</p>
Aith - maintenance, repair and replacement of access ladder, mooring bollards and fenders + wind turbine tower	As noted in table 1 of the Method Statement for Category 4(a) works	<p>The lifeboat berths against a sheet piled quay wall but the RNLI only maintain a vertical access ladder and mooring to bollards and fenders. Access to carry out maintenance works is generally from the quayside, which may involve the use of craneage and or man access plant, however, access from the water (via suitable workboat) may also be required.</p> <p>Adjacent to the berth on the base of the quay (rock armour end) is located a small wind turbine tower, and access to this is required for maintenance, which may require access onto the foreshore at low water.</p> <p>The works are covered by the provisions set out in the Method Statement for Category 4(a) works</p>
Lerwick - maintenance, repair and replacement of access ladder, mooring bollards and fenders	As noted in table 1 of the Method Statement for Category 4(a) works	<p>The lifeboat berths against a sheet piled quay wall but the RNLI only maintain a vertical access ladder and mooring to bollards and fenders. Access to carry out maintenance works is generally from the quayside, which may involve the use of craneage and or man access plant, however, access from the water (via suitable workboat) may also be required.</p> <p>The works are covered by the provisions set out in the Method Statement for Category 4(a) works</p>

Kessock - maintenance, repair and replacement of navigation markers	As noted in table 1 of the Method Statement for Category 1 works	<p>The navigation markers are required to identify the location of the slipway (during launch and recovery of the lifeboat trailer and tractor unit) and are close in to the shore (but not drying), and therefore the maintenance of these markers is similar to that used for maintenance of moorings save that the tackle is lightweight and the workboats used for maintenance is correspondingly smaller.</p> <p>The works are covered by the provisions set out in the Method Statement for Category 1 works</p>
Fraserburgh - maintenance, repair and replacement of revetment	Every 8 – 10 years and reactive	<p>The adjacent bank (foreshore) has some protection against erosion in the form of a rock armour revetment. This rock armour may get displaced from time to time and works to re-position the rock may be needed, or to provide additional rock armour. The works would be carried from shore with suitable craneage of mechanical handling plant</p>
Montrose - maintenance, repair and replacement of approach structure	As noted in table 1 of the Method Statement for Category 4(a) works	<p>This is a large steel piled access walkway jetty type structure to gain access to the pontoon berth. Maintenance, repair and replacement activities are similar to those associated with category 4(a) structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 4(a) works.</p>
Broughty Ferry - maintenance, repair and replacement of approach structure, jetty and wave screen	As noted in table 1 of the Method Statement for Category 4(a) works	<p>This is a large steel piled approach walkway (100m) and jetty structure (45m) needed to gain access to the deep-water mooring for the ALB. There is also a separate steel piled wave screen structure, and the jetty has storage units, fuelling systems, etc.</p> <p>Maintenance, repair and replacement activities are similar to those associated with category 4(a) structures, and the works are therefore covered by the provisions set out in the Method Statement for Category 4(a) works.</p>
Anstruther - maintenance, repair and replacement of recovery eyebolts on slipway	Every 5 – 10 years and reactive	<p>The works are covered by the provisions set out in the Method Statement for Category 4(a) works</p>
Kinghorn - maintenance, repair and replacement of recovery eyebolts on slipway	Every 5 – 10 years and reactive	<p>The works are covered by the provisions set out in the Method Statement for Category 4(a) works</p>
Dunbar - maintenance, repair and replacement of access ladder, mooring bollards, fenders and davit	As noted in table 1 of the Method Statement for Category 4(a) works	<p>The lifeboat berths against a sheet piled quay wall but the RNLI only maintain a vertical access ladder and mooring to bollards and fenders. Access to carry out maintenance works is generally from the quayside, which may involve the use of craneage and or man access plant, however, access from the water (via suitable workboat) may also be required. A davit is also in place on the quayside and could require access over water for maintenance</p>

		purposes. The works are covered by the provisions set out in the Method Statement for Category 4(a) works
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