

RNLI Estates Scotland - Regional Marine Licence Application General Method Statement for Category 2 Works

Regional Method Statement - Scope of Activities

The RNLI's Estate maintenance with respect to licenced marine activities 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 2 Works and supports the Regional Licence application for maintenance of the RNLI's fixed pontoons in Scotland:

Category 2 Works – Maintenance of Pontoon Berths

The RNLI operate many of its lifeboats from pontoon berths, where the lifeboat is moored on or alongside a permanent fixed pontoon. The pontoon is typically secured via tubular piles, anchors or guide piles attached to a quay wall or jetty. Access is normally by means of a conventional gangway structure. The RNLI may only own and maintain the pontoon and walkway structure, and where this is the case, the licensable activities described are those associated with the RNLI's owned assets.

Generally, works comprise:

- Maintenance, refurbishment, replacement of fittings or minor alterations (lights, anodes, telemetry, power & water supplies, fenders, hand-railing, pile brackets, storage cabinets, fuel pipes, etc.)
- Pontoon refurbishment / upgrade works (re-coating of corrosion protection, minor fabrication and other improvement works for operational or health & safety purposes) including for the removal and re-installation of the pontoon and link-span where needed
- Re-coating of piles (and their cleaning)
- Maintenance or minor alterations of pile fittings (mooring equipment, navigation lights, etc.)
- Maintenance, refurbishment, replacement of structure and fittings to link-span and approach structures (brows, gangways, bank-seats, and similar

structures) including re-coating of corrosion protection, minor fabrication and other improvement works, and including for the removal and re-installation where needed, and for painting of link-span and approach structures (partial re-coating), including the lifting out and re-installation where works are to be carried out ashore

- Repair works to associated quay walls (concrete / sheet piles / masonry) and associated timber/steel fittings or structure, and fenders (timber or synthetic)
- Installation of new pontoon fittings (for operational or H&S requirements)
- Scaffolding and access towers operations associated with maintenance activities above
- Minor Airlifting below pontoon(s) or base of piles to maintain sufficient draft
- Cleaning works for the purposes of inspections or maintenance works
- Works to pontoon anchors (including replacement of components and lifting of anchors and their replacement)
- Diving activities associated with the above and minor airlifting (as needed for inspections)

The lifeboat launching and retrieval generates wear on the pontoon berths requiring maintenance to ensure operational effectiveness and the safety of crew members. The pontoon berth is also subject to environmental degradation due to the aggressive marine environment.

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

Activity	Predicted Scale of Activity and Frequency	Comment
Removal / replacement of pontoon(s) for full refurbishment or replacement	10 – 15 years	The pontoons may require repairs for safety reasons or to arrest corrosion. This would involve dismantling and towage to a quayside location for lifting out, then reinstallation upon completion of maintenance works.
Works to pontoons insitu (painting, fabrication works and works to fixtures & fittings)	5 – 8 years and reactive	Required for any damage or deterioration that occurs that threatens the safe launch and recovery of the lifeboat
Works to adjacent quay walls or jetty structure (including fenders or pile guides)	7 – 10 years and reactive	Required for any damage or deterioration that could impact on the serviceability of the pontoon. Works include masonry repairs to quay walls, fender replacement, minor maintenance or repairs to timber, steel or concrete elements of structure.

Painting of piles	10 – 15 years and reactive	Pontoon piles and bank-seat piles suffer abrasion and wear, and these require regular re-coating to prevent corrosion
Works to minor fixtures, fittings and services	3 – 5 years and reactive	Maintenance, repair, minor alteration and upgrade works are needed to comply with current best practice and regulations (H&S and services)
Painting/repairs to steel bank-seat structure	10 – 15 years and reactive	The steel structure sits within the highly corrosive splash zone and requires regular maintenance to prevent loss of steel
Removal / replacement & repairs to steel link-span structure	5 – 7 years and reactive	To facilitate works to the pontoons or to carry out work on link-span ashore
Maintenance, repair or renewal of hand-railing or other fittings	Reactive but likely every 5 – 8 years	To respond to damage or corrosion
Diving inspections	Every 3 years or reactive	Required for asset management
Minor airlifting	Every 5 – 7 years and reactive	For inspection purposes or where pontoons ground

As noted above, the timing of maintenance activities is both scheduled and reactive. The works are likely to be limited in scope and generally carried out within a short programme of 1 - 2 weeks but sometimes completed within a single day visit.

The pontoon berth generally remains fully operational during insitu maintenance activities and therefore all works are carried out with small hand tools, with 2-4 person teams, and with limited materials. The lifeboat pontoon, approach pontoons, link-span and bank-seat structures are all subject to insitu repairs and maintenance, but for major works the pontoons, etc. would be removed from site (floated to a quayside for craneage out of the water for road transport to land based site) and then reinstalled upon completion of maintenance works.

Generally, access for materials, equipment, etc. for 'insitu' works is from an adjacent road and thence directly to the pontoon via the link-span and approach pontoons, or by workboat launched from an adjacent slipway or quayside.

Minor scaffolding may be deployed for works to the quayside or bankside, erected on or over the foreshore or seabed for the purpose of maintenance access.

Generally, replacement is on a 'like for like' basis and carried out in small batches to avoid conflict with launching.

The works to the pontoons insitu is generally limited to minor works to fixtures and fittings but may involve the application or repair of specialist marine coatings. Access is from landside directly to the pontoon via the pedestrian route, but small workboats or safety boats may be deployed. Access onto the foreshore to carry out works to the bank-seat structure when exposed at low water and may also involve temporary scaffolding access. Paint debris will be caught and removed from site where possible. Where the pontoon(s) and/or link-span is removed, the activity is confined to the dismantling, lifting and towage of the elements.

Painting will be undertaken by brush or roller applied epoxy based marine coatings.

Small marine grade concrete repairs are typically carried out with proprietary repair products designed for the marine environment and with fast set times and manually batched on site. Larger repairs are not envisaged within the activities of this licence.

Works are typically specified and managed by competent marine civil and structural consulting engineers and carried out by competent contractors subject to approval of method statements. All works will be subject to Guidance for Pollution Prevention (GPP) 5: Works and maintenance in or near water or any other relevant standard.