

SCOPE OF WORKS - PIER DECONSTRUCTION LITTLEHAMPTON SEA CADETS

ESTIMATED MANPOWER AND EQUIPMENT REQUIREMENTS

1. **Manning and equipment.** The estimated manning and equipment requirement are based on an assumed works programme and is provided as a basis to conduct a manning estimate. The finalised manning and equipment requirement will be a product of detailed planning.

- a. Field Section to include:
 - (1) 1x Cpl (IC).
 - (2) 1x LCpl (2iC).
 - (3) 5x Spr's.
 - (4) 1x SSgt (Site Safety Supervisor)
- b. MT Section to include:
 - (1) 1x LCpl – Self-loading Dump Truck (SLDT) driver/ operator.
 - (2) 1x Spr – Man SV 9 Tonne driver.
- c. Safety Boat to include:
 - (1) 1x boat operator.
- d. Vehicles:
 - (1) 50/50 Combi van.
 - (2) Man SV 9 tonne.
 - (3) SLDT
 - (4) Mk6 Assault boat to include out-board motor.
- e. Equipment:
 - (1) G1098 stores.
 - (2) Combat power tool kit.
 - (3) Chainsaw.

SCOPE OF WORKS

2. **Introduction.** This scope will cover the works required for the deconstruction of a Jetty at Littlehampton Sea Cadets. The task is to make the degraded pier safe before WALCON, a civilian contractor, commences work on a new jetty adjacent to the existing one. There is no requirement to remove the upright columns or cross bracing and, should the situation restrict work on site, success can be achieved simply by removing the decking and denying access to the pier from either end.

3. **Enabling works.** Prior to works commencing, the Military Construction Force (MCF) must ensure that the Littlehampton Sea Cadets and Harbour Master have arranged the following:

- a. The site must be cleared of any boats and/or other items that will pose a hazard and prohibit the works be carried out.
- b. Authority to carry out the works must be cleared through the Harbour Master. This will ensure all traffic on the harbour is controlled and not entering the work site.
- c. Local business working in proximity to the site must be made aware of the work taking place.

4. **Preliminaries.** The following works are required when setting up the site:

a. **Site set up.** The site is to be set up with sufficient stores areas and working area big enough for the SLDT. The site office is to be of sufficient size to allow all visitors to book in to site. A H&S notice board in the site office is to include the following:

- (1) Site Orders.
- (2) Site drawings showing muster point, firefighting equipment, first aid point etc.
- (3) Health and Safety (H&S) at Work etc Act 1984 poster.
- (4) Comd H&S policy.
- (5) Site Induction Register.
- (6) All relevant Risk assessments.
- (7) All relevant Method Statements.
- (8) Personal Protective Equipment (PPE) requirements for site (with PPE available for visitors).

5. **Welfare facility.** A covered welfare and rest area is a requirement. The Sea Cadets building will be utilised and used as accommodation for sleeping and feeding.

6. **Toilets.** Sufficient toilets and washing facilities will be provided for the work force on site in the Sea Cadets building.

7. **Check stores.** All stores are to be accounted for, to ensure the task can be achieved, this is to include, vehicle CES, consumables and deconstruction equipment.

8. **Deconstruction of Littlehampton Sea Cadets Jetty.** The decking is to be removed in a methodical manner breaking it into workable sections. Handrails will be left in place as long as practically possible to minimise the risk of falls. Some timber may be salvageable and recycled by a local building company. Timber that is rotten or damaged beyond use will be discarded. The two categories below state what will be deconstructed and what will stay in situ.

a. **Discard.** Decking, hand rails, beams and ladder. Diagonal and horizontal bracing will be discarded to an extent but is not a requirement from the client.

b. **Retain.**

(1) Floating pontoon located at the end of the jetty. This has been loaned from the harbour master and will be removed by him after the deconstruction of the jetty. This will enable us to use the pontoon as working platform.

(2) Vertical rolled steeled joists (RSJ's), timber columns, and bracing will be staying in situ as there is no requirement for these to be removed.

9. **Deconstruction sequence.** The jetty will be deconstructed from its farthest point back. Concurrent activity will be taking place on three separate sections to lower time on site. The deconstruction is constricted by tide times and will be managed accordingly.

a. **Section 1.** At the furthest point of the jetty, this section has a pontoon and ladder attached to it. Working from the furthest point back the ladder, handrails and decking will be removed. The jetty itself will be used to transport the stores back to the hard standing where it can be loaded onto the SLDT for disposal. This must be conducted at high tide to alleviate the risk of working at height.

b. **Section 2.** This section will be deconstructed using the same sequence as section 1 working from the furthest point back. Hand rails and decking will be removed and loaded onto the SLDT for disposal. This must be conducted at high tide to alleviate the risk of working at height.

c. **Section 3.** This section of the jetty has collapsed due to degradation and is accessible during a low tide. Tide permitting, this section will be deconstructed concurrently with sections 1 and 2. The ground is good under foot for 3m, beyond this, crawler boards will be required due to silt and mud causing poor ground conditions.

d. Scrap material will be taken by SLDT to a local recycling centre for disposal.

10. **Estimated duration.** Mobilisation to demobilisation is estimated take approximately 5 days. The task is due to start in Mar 20, but a date has not been set. Manpower and equipment will be required for the duration of the task.