NORTHERN LIGHTHOUSE BOARD
NAVIGATION AND OPERATIONS COMMITTEE

MINUTES – 17 APRIL 2024

PRESENT:	Hugh Shaw	Chair
	Brian Archibald	Commissioner
	Jamie Finlay	Commissioner
	Dick Welsh	Commissioner
	Mike Bullock	Chief Executive
	Phil Day	Director of Operations
	Mairi Rae	Director of Business Services
	Peter Douglas	Navigation Manager
	Andrew Stevenson	Asset Manager
	Paul Hudson	Programme and Renewals Manager
	Joe Jeffrey	Delivery and Planning Manager
	Karen Charleson	Senior Executive Assistant (Notes)
	Elaine Wilkinson	Commissioner (Observer)

ASSURANCE STATEMENT

The Navigation and Operations Committee met on 17 April 2024. The agenda covered key areas including: Navigation, Operations and Business Services reports; Recent marine incidents and assessment of AtoN adequacy; Engineering requirements for existing AtoNs and future options for forthcoming projects; NLB lighthouse tender fleet status and helicopter operations; and Climate Change operational adaption measures.

The Committee can confirm that assurance was received in relation to all key issues.

- The Executive provided the necessary assurance that every effort was being made to attain, or exceed, the IALA recommended CAT 1 AtoN availability level.
- The Capital and Maintenance Programme remains under review and is subject to modification as operational priorities change.
- The Risk Cards for Aids to Navigation Provision, Asset Loss or Damage, Information Technology and Operational Technology, Technological Change and Obsolescence and Natural Events have been viewed by the committee and are updated on a regular basis.

The Committee wishes to draw the Governance Board's attention to the following issues:

- The AtoN Category 1 availability is currently at **99.83%**, is a slight increase since the last meeting, **and exceeds the IALA recommended level.** Over the winter months adverse weather and helicopter availability can impact response times, so the increase is a reflection of the teamwork and tremendous commitment, dedication and effort by all those contributing to operations from across the organisation. Category 2 and 3 availabilities are well above the IALA Standard.

- **Four incidents** have been reported since the last meeting:

  - On 19 January the fishing vessel RENOWN collided with the Hywind floating wind turbine (HS4) approximately 15 miles off Peterhead. The vessel only sustained cosmetic damage.

  - On 7 February the fishing vessel JUNE ROSE sank to the East of the Isle of Man. Two crew were rescued by Douglas Lifeboat. NLV PHAROS surveyed the vessel on 2 March and measured a minimum of 25.3 metres over the wreck. NFA will be taken.

- On 21 February the 16m fishing vessel FREEDOM II started taking water near the Garvellachs, Inner Hebrides. All 4 POB were recovered but the vessel sank under tow, in a reported depth of 100-140m. NLV PHAROS undertook a survey on 25 February but was unable to ascertain the location of the wreck.

- On 24 March the 28 m fishing vessel OPPORTUNE sank 36 miles ENE of Bressay, Shetland. All 8 POB were recovered. Depths in this area are typically 120 m so no further action was deemed necessary.

None of the incidents were as a result of an AtoN failure.

- **AtoN Inspections**
  At the end of March 2024, 2118 Local Lighthouse Authority (LLA) AtoN had been inspected out of a possible 2371 (89.1%) during the reporting year (April-March). The annual inspection target is 70%.

  Over the same period 471 NLB AtoN had been inspected out of a possible 485 (97.1%).

- **Annual Offshore Oil & Gas Inspection Voyage**
  Between 30 November and 5 December NLV PHAROS inspected installations to the west and east of Shetland, and as far south as the Scott Field (east of Pentland Firth) before the weather broke.
  Results were positive – 53 inspections were undertaken with only 3 failures identified.

- **Project Site Access**
  The ongoing and protracted weather delays at Sule Skerry leading to a third year of little progress, along with the Bass Rock restrictions are having a significant impact on NLB planned activities.

  The contract for Sule Skerry has been cancelled and a new project plan developed to commence in March 2025, however this is dependent on Nature Scot (NS) permitting access during the normal closed period.

  Constructive discussions at all levels (led by Chief Executive and Director of Operations) with NS are progressing to facilitate this but substantial planning, assessment and legal process is required to enable this. In the meantime, access for emergency works under existing permissions will occur in August to install a temporary light. Similar access discussions are to be held in relation to Bass Rock for repair to boat landings.

- **Marine Navigation Plan 2040**
  Published in January 2024, the GLAs undertook a detailed assessment of the likely threats and opportunities, and how these may impact our obligations under the Safety of Life at Sea (SOLAS) Convention.

  Navigating successfully towards 2040 means continuing to provide our trusted services that keep mariners safe, against a backdrop of rapid change to technology, the maritime environment, and mariners themselves.

- **Asset Management Strategy (AMS)**
  NLB will use asset the management principles to support a safe and sustainable long-term approach to managing all of our fixed assets. The framework will ensure that asset management decisions align with organisational objectives.

  It is an excellent reference document, and the Committee have proposed that it is distributed to all Commissioners.

- **AtoN Review** – In accordance with the agreed schedule, the Committee reviewed the proposals for Area 3 – Ardnamurchan to Barra Head/Cape Wrath to Flannan Isles, Area 4 – Scotland North Coast / Orkney Islands, and Area 5 – Pentland Firth.

The review included addressing any changes to AtoN made in the last 5 years, changes outstanding, any significant traffic changes or commercial developments, potential traffic changes due to offshore wind farm infrastructure and unlit beacons.

The remaining 3 areas will be reviewed at forthcoming meetings until August 2024.
Final approval dates for the NavOps Committee and the GLA CEO's Meeting are scheduled for January 2025.

- **NLB User Group (NLBUG)** – The NLBUG was held at HQ on 14 February 2024. The meeting was well attended, and presentations were given by a number of NLB speakers.

- **84 George Street Office Refurbishment Project Report**

  An excellent document from Project Initiation to Completion highlighting decision making and works required to upgrade the existing building, in order to create a safer, up-to-date working environment to support a range of current and evolving work-styles. The report will be included with Governance Board documents for members to note.

Escalated Matters

- Battery Life
  Following a failure at Bass Rock the overall age of batteries on some sites has been highlighted. We have circa 27 locations that state batteries are over 30 years in age, and 14 that don't have installed dates recorded. A working group has been established to ensure that lessons are learned and that these older batteries are supported until replaced.

Escalated Risks

There were 3 escalated risks for discussion at the meeting.

- Risk Card 15 – Climate Emergency (Adaptation)
  Nature Scot helicopter restrictions – risk to project safety, time, cost and quality.

- Risk Card 10 – Asset Loss / Damage
  Risk of damage, fire and staff injury from having no Surge Protection Devices.

- Risk Card 11 – Health & Safety
  Risk of incident / injury to NLB staff and members of the public accessing Bass Rock.

The Committee reviewed Risk Card 10, 12 – Natural Events and Risk Card 15.

The remaining Risk Cards were noted.

It was agreed that any approvals would be dealt with as they arise rather than wait until Agenda Item 10. It was also agreed to conduct the AtoN Review after Any Other Business to allow for more time.

1. APOLOGIES FOR ABSENCE

Apologies were received from Commissioner Charteris, Mairi Rae (Director of Business Services), Ewen MacKerchar (Marine Operations Manager), Gillian Burns (Navigation Officer), Adam Lewis (Coastal Inspector) and Karl Davies (Coastal Inspector).

The Committee welcomed Commissioner Wilkinson as an observer.

2. MINUTES OF PREVIOUS MEETING

The Minutes of the Navigation and Operations Committee meeting held on 17 January 2023 were agreed and can be published on the website.

Action: Senior Executive Assistant

3. MATTERS ARISING

The Committee noted the update provided within the meeting pack.

Butt of Lewis, Galson Trust – Meeting held on 21 February 2024 with Galson Trust. Galson Trust have been delayed in their planning programme due to other priorities and funding regimes and will now be looking at applying for funding in Summer 2025. They are looking for a minimum 50 year lease which is being investigated with NLB's legal team.

South Carr Buoy – The buoy has been reinstated. The task to relocate in the short term has been passed to Delivery & Planning. The long term future of the buoy will be reviewed in Area 8 of the AtoN Review.

4. NAVIGATIONAL REQUIREMENTS

The Committee noted the report and discussion took place on the following items:

Incidents

- RENOWN - The fishing vessel RENOWN collided with the Hywind floating wind turbine HS4 on 19 January, but only sustained cosmetic damage.

- JUNE ROSE - The fishing vessel JUNE ROSE sank to the East of the Isle of Man on 7 February. The 2 crew were taken off by Douglas lifeboat. PHAROS surveyed the vessel on 2 March and measured a minimum of 25.3 metres over the wreck. No further action was required,

- FREEDOM II - The 16 metre fishing vessel FREEDOM II started taking water near the Garvellachs on 21 February. All 4 POB were recovered but the vessel sank under tow, in a reported 100-140 metres depth. PHAROS undertook a survey on 25 February but did not find the wreck.

- OPPORTUNE - The 28 metre fishing vessel OPPORTUNE sank 36 miles ENE of Bressay on 24 March. All 8 POB were recovered. Depths in this area are typically 120 metres, hence no further action was required.

- FRIENDLY ISLE - The 30-foot fishing vessel FRIENDLY ISLE burnt down in the Moray Firth on 10 April 2024. The vessel sank in deep enough water and was not a hazard to surface navigation.

None of the incidents were as a result of an AtoN failure.

2020 AtoN Review

The Committee noted the updated tracker of the 2020 AtoN Review.

Further to discussions with the Assets team, it is planned that the Whale Rock VAtoN will initially be provided from Flannans and Haskeir, but not St Kilda, and that these two stations will also have the capacity to generate additional VAtoN in the event of an incident.

Discussions are ongoing with Meygen regarding their proposal to establish VAtoN to mark tidal turbine sites in the Inner Sound, south of Stroma. As a result, proposals to transmit an NLB VAtoN for Stroma Skerries beacon have been put on hold.

Aids to Navigation Inspections

At the end of March 2024 (the end of the GLA reporting year) 2118 LLA AtoN had been inspected out of a possible 2377 (89.1%) against an inspection target of 70%. During the reporting year. 123 AtoN are recorded as not inspected within the last 3 years, however this includes newly established and occasional AtoNs, as well as some not visible from inspecting ships. 95 faults remained outstanding at the end of March - these are followed up by Navigation staff.

471 NLB AtoN have been inspected out of a possible 485 (97.1%). 6 NLB AtoN are currently out with the 3 year maximum inspection period (East of Shetland & Foula).

Riff Bank South

Discussions have commenced with the Port of Ardersier regarding redevelopment of the port. NLB will be requested to relocate the Riff Bank South buoy slightly further West, as the current location will impede large vessels turning into the port.

Following discussion, it was agreed to review the entire area as the port development become more obvious. The Navigation Manager will come back to the Committee in due course.

Action: Navigation Manager

Calmac/Sconser ferry

NLB have been approached by CFL requesting an additional North Cardinal buoy be located on the Bo Sligachan reef outside Sconser, on the Skye-Raasay ferry route. There are two other buoys on this part of the ferry route, both provided by Highland Council, and NLB responded that it would be best to approach the Council in the first instance. A 3-way discussion will be required.

Commissioner Archibald advised that if the buoys would be located within the harbour limits then it would be the Harbour Authority that would be responsible. It is thought that the Harbour Authority is Highland Council but the Navigation Manager undertook to have this confirmed.

Action: Navigation Manager

The Director of Operations added that Port Marine Safety Code covers approaches to harbours so it would be entirely right for the Harbour Authority to mark the approach to that facility.

Loch Etive/Falls of Lora

Discussions have been had with Mowi, who are increasing the level of aquaculture activity within Loch Etive, regarding improving navigational safety in this very tidal area. Mowi have asked if NLB would be interested in marking this and they have been advised that this would be unlikely to happen within their timeframe. A site visit using one of the Mowi vessels is being arranged to look at the area.

The Director of Operations advised that where there is a commercial development creating the change, the commercial organisation provides the AtoN. The other users of Loch Etive are more than adequately provided for and it would not be general navigation. However, this would need to be explored further.

The Navigation Manager will keep the Committee up to date with any developments.

Action: Navigation Manager

Annual Offshore Oil & Gas Inspection voyage

NLV PHAROS undertook the annual offshore inspection voyage between 30 November and 5 December. Platforms to the West and East of Shetland, and as far South as the Scott Field, were inspected before the weather broke. Attempts to schedule further inspections were unsuccessful.

Inspection results were positive - 53 inspections were undertaken with only 3 failures identified.

There were 4 partial inspections where platforms were either day shift only and unable to sound fog signal manually or were unmanned at the time – in all cases the in-field ERRV was contacted and details of monthly AtoN checks were provided when requested.

Marine Licence and Sanction Requests
The Committee noted the summary of Marine Licence Activity and Sanctions for the establishment/ disestablishment of AtoN as required under the Navigation Committee Terms of Reference.

The workload of the Navigation team, in terms of licensing cases, was noted. There has been a surge since summer 2022, partly driven by Marine Scotland addressing a backlog of aquaculture site applications, and by the Scotwind data-gathering phase, which has generated a number of meetings and applications for data gathering buoys & seabed sampling to date. It was noted that there is an extra navigation member in the staff plan however currently neither timescales, standard times for responding to marine licences or leave requirements has been breached.

5. OPERATIONS REPORT

The Committee noted and discussed the Operations report:

AtoN Availability
The Committee noted the 3 year rolling availability figures to 31 March 2024.

Category 1 availability is at 99.83% which is on the IALA standard and a slight increase since the last meeting.

Category 2 and Category 3 availability remains above the IALA standard.

Outages
Since the last committee there has been no failures to note.

Ships Downtime
There has been 5 days of downtime for NLV PHAROS since the last meeting due to self-maintenance in March 2024. NLV POLE STAR has had 10 days of downtime due to the dry dock in October 2023.

Maintenance
The Committee noted the Q4 Dashboard. Overall Planned maintenance overdues are reported as 1256 out of a total of 5767 equalling 21.77% a 3.3% decrease from the last report.

Operations Projects
The Committee noted the Project Dashboard and End of Project Slides which were included in the meeting pack. Temporary lights for project work remain at, Fair Isle South (Skadan), Start Point, Lunna Holm, Cava, Oigh Sgeir and Sumburgh Head.

Project Site Access - The ongoing and protracted weather delays at Sule Skerry leading to a third year of little progress along with Bass rock restrictions have a significant impact on NLB planned activities. The contract for Sule Skerry has been cancelled and a new project plan developed to commence in March 2025. Constructive discussions at all levels with NatureScot are progressing to facilitate this but substantial planning, assessment and legal process is required to enable this. In the meantime access for emergency works under existing permissions will occur in August to install a temporary light.

Similar access discussions are ongoing in relation to Bass Rock for repair to boat landings. The Sea Bird Centre have been very helping in providing information which NatureScot has accepted. This will allow NLB to put a barge into Bass Rock in August which will allow materials to be landed to conduct some project work which will follow on in October once helicopter operations can commence.

A formal Management Agreement is being developed to provide a clearer strategic view of each other's obligations, intent and to also capture the legal position better.

Assets

Access Roads – The Committee noted the update on access roads. There has been a law change in terms of shared responsibility by users rather than the burden being the only aspect. In past years maintenance of roads slipped and some have dilapidated. The Asset Team is now on top of NLB's obligations and where there are roads that NLB use, own or have a burden on. It is anticipated that there will be more issues with roads coming through in future years.

AtoN Lightning Protection - The follow up training course, looking at Risk Assessment Software, Isolated Lightning Protection Systems (external aspects such as down conductors), and Surge Protection in line with BS 7671 is being arranged for 13/14 May 2024 including members of staff from TH and IL.

Rubh Reidh Welfare Block - The transfer of land under the accommodation block from GBB Estates to NLB has been agreed. The Estates Solicitors are drawing up the transfer deeds and will liaise with NLB's legal team.

Leases - NLB are working on renewing the lease for Ardmore Point with Forestry and Land Scotland as well as the leases for the Inverness and Kirkwall Offices.

Unfortunately the Inverness Coastguard facility at Inverness was not suitable but this has spurred NLB on to look for other opportunities.

Escalated Matters

Battery Life - Following a failure at Bass Rock the overall age of batteries on some sites has been highlighted. A battery conditioning working group has been formed by the Principal Electrical Engineer to ensure that lessons are learned and that these older batteries are supported until replaced.

Monitoring - Some 15 RTU remain to be replaced across the estate. The replacement project is progressing well and remains on track to be complete by 2024 prior to PSTN switch off.

GMNP – The Committee noted the Tri GLA GMNP which was included in the meeting pack. The document will be formally launched at JUG and will inform the Corporate Plan submission and navigational approach but is not used to drive action.

The Chair requested that the slides that show the transition from the current situation to the medium/longer term be shown at the User Group in November 2024.

Action: Navigation Manager

Commissioner Wilkinson added that there would be benefit in making a link into DfT's Strategic Priorities for future iterations or presentations.

Draft Asset Management Plan

The suggested amendments following the November NavOps Meeting have now been incorporated in to the Asset Management Strategy and Asset Management Plan documents.

The Chair highlighted that this is an excellent document which shows the priorities and areas that still need to be addressed e.g. beacons and should be shared with all Commissioners.

Action: Asset Manager

It was noted that the Strategy will be updated in line with the AtoN Review. The Plan will be reviewed on a 5 yearly basis and will be a controlled document.

Discussed ensued on the wording of the capital works section and overdues as raised by Commissioner Archibald. It was felt necessary to put in a statement to cover the financial backlog and the wording has been adapted. A lot of overdue maintenance sits with pillar rocks and the engineering programme will simplify the sites and there will be a more rationalised planned maintenance therefore to reduce planned maintenance towards zero remains the aspiration.

Environmental

Sea Level Rise - The initial review of the sea level rise has been completed. The Committee noted the report detailing proposed actions covering both high water with storm surge sea level rise effects and low level rise effects.

This is a really important piece of work which provides an informed programme of work based on understanding.

HQ Project - Initiation to Completion Report

The Committee noted the comprehensive report which clearly explains the expenditure and where cost changes have occurred. It was agreed that this report should be tabled at the Governance Board for Commissioners to note.

Action: Chief Executive

The Director of Operations undertook to ensure that retention is set correctly on the document to ensure it is available for future use.

Action: Director of Operations

6. BUSINESS SERVICES

Procurement

Preparation for Procurement Reform October 2024 – Training will be available from late April 2024. The procurement team will all require to complete nine modules and then the more senior members of the team will complete additional Deep Dive Training. Once the training is available consideration will be given to which other NLB roles should be completing the training. This training requirement may impact procurement timelines so is being closely monitored. NLB also require to update policies and procedures to align to Government, how-ever many of the policies have not yet been issued so quantifying the resources required is not possible. NLB continue to monitor the workload requirements and will consider if additional temporary resources would be useful.

Business Development

The Committee noted the update on commercial work.

HQ Building and Operation Jigsaw

The Business Support Team recently co-ordinated the return of over 750 boxes of documents from L&R Storage and will continue to support teams with the management and potential digitisation of documents, as required.

Work continues to finalise pictures, visuals and blinds.

ICT

National Cyber Security Centre Exercise in a Box – Following the recent business continuity exercise the ICT team with support from Risk & Improvement Manager and Director of Business Services carried out an exercise where a simulator was downloaded onto a machine and the team used their normal processes to identify the issue and the compromised machine and considered actions they would take in a similar live incident.

NLB's detection software helped ICT identify which machine was 'infected' but did not highlight the simulation as a risk as it was benign. The Network Manager is in discussion with the supplier to see if they could highlight the 'infection' in future scenarios.

Finance

Project Spend - The summary of the 2024/25 draft project spend for capital and revenue to Period 12 (31 March 2024) was noted. During April and May 2024 Finance will work with Project Managers to establish any carry forward costs into 2024/25 and the Programme and Project Board will work to re-prioritise budgets as required.

7. NOTICES TO MARINERS

Notices to Mariners 03 of 2024 – AtoN Review 2025 was published since the last meeting.

8. ESCALATED RISKS AND RISK CARD REVIEW

Escalated Risks

The Committee discussed and noted the escalated risks.

Climate Emergency Adaptation - Risk to project safety, time, cost and quality on the basis that the majority of the NLB's helicopter access sites fall within Nature Scotland's helicopter flying restrictions, with access only available during winter months.

Asset Loss/Damage - Risk of damage, fire and staff injury from having no Surge Protection Devices (SPDs) installed on Oban Base electrical System. The follow up training course is being arranged and will include members of staff from TH and IL. Part of this will be looking at the risk assessment review and once this is done the risk assessment at Oban base will be carried out and surge protection will be put in if required.

Health & Safety - Public & NLB Risk - Risk of incident / injury to NLB Staff and members of the public accessing Bass Rock. Concrete steps, paths, hard standing & handrails which link West & East Boat landings to access path through old prison were severely damaged during Storm Babet.

Risk Card Review

The Committee reviewed Risk Card Numbers 10 – Asset Loss/Damage; 12 – Natural Events and 15 – Climate Emergency (Adaptation).

Asset Loss/Damage

Additional Action – Remove "Effective project management of HQ Re-wiring and Electrical Upgrade project to ensure that construction risks are fully mitigated."

Additional Action – "Extension of the current helicopter contract to facilitate new Aviation Services Project delivery timescales" has been completed.

Natural Events

Potential Risk Cause – Given the experience at Bass Rock note the loss of materials on site due to extreme weather.

Climate (Adaptation)
Additional Actions – Amend "Formally engage with Nature Scot to explore any and all viable biodiversity exemptions and dispensations, highlighting the increasing reduction in available operational windows." to "Ongoing engagement with NatureScot including exploring a Management Agreement".

Risk Cards Numbers: 5 – AtoN Provision and 6 – Information Technology and Information Technology Risk Card Numbers 8 – Exploitation of Reserve Capacity; 9 – Technological Change; were noted.

It was noted that on Risk Card 9 the risks around 2G/3G obsolescence there is now a technology solution to integrate the 4G lanterns into Ignition which will guarantee the monitoring for 2G until it is switched off and the lanterns can be replaced.

9. POLICY APPROVALS

Any approvals required were covered under the appropriate Agenda Item.

10. ANY OTHER BUSINESS

<u>2025 AtoN Review Proposals</u>
The Committee noted:
- Changes made in the last 5-year programme
- Changes outstanding
- Signification Traffic changes in last 5 years
- Developments within the last 5 years
- Potential traffic changes
- Unlit beacon in the area

Area 3 – Ardnamurchan to Barra Head; Cape Wrath to the Flannan Isles
Initial recommendations:
- Refurbish Flannans light (currently 20 nM light)
- Install a sector light to aid southbound traffic in the Kylerhea Narrows. Northbound traffic is well provided for with the existing Kylerhea light, however there is no such assistance for southbound traffic. A sector light to the South of Glenelg could fill this gap, from a range of just under 2nM, using an LED PDL (as at Corran)
- Replace the existing buoys at McCaskill Rock and Mile Sgeir in the Sound of Harris with lit perches. These buoy stations were acquired from Comhairle nan Eilean Siar but are too shallow for safe access for POLE STAR. This has been worked around by chartering a fish farm workboat to service the buoys but this has become more difficult and expensive in recent years. A long term solution would be to replace these buoys with lit perches.

The Committee discussed:

- Eileanan Dubha (Lochalsh) -The trail of daytime conspicuity switching for use in restricted visibility. It was noted that the technology does not currently exist elsewhere in the GLA estate and that used elsewhere is quite dated technology. It was agreed to carry out a table top review from an engineering perspective e.g. power consumption, battery size, etc and bring back to the Committee in due course.

  Action: Director of Operations

- McCaskill Rock and Mile Sgeir – Discussions have commenced with Calmac around relocating Mile Sgeir either further North or South to put it into deeper water or replace with

another lit beacon which will involve underwater works and would be costly. It was agreed there was a good business case to do this work for long term viability of the AtoN. A hydrographic survey could be done early to enable the design to be ready to do at a point of time when it is right to do this work.

- Stornoway Development – Within the report it needs to be made clear when it is opening. The Navigation Manager will review the wording to ensure it is up-to-date.

Action: Navigation Manager

Area 4 – Scotland North Coast; Orkney Islands (excluding Pentland Firth)
Initial recommendations:

- Refurbish Rose Ness Light (currently 8 nM light)

It was noted that a lot of the AtoNs in this area are within Orkney Harbour. NLB is lighting the through route through Scapa Flow and Stromness as a safe route for smaller vessels and an alternative route for poor weather. This will be reaffirmed in the AtoN Review and stating why they are supplied in this area.

Action: Navigation Manager

Should the Falls of Westray development go ahead there will be a number of surface devices with turbines which will cause significant problems for the ferries. These will be outside of the Harbour area and NLB could look to improve the marking in that area. A more detailed analysis of the area will be required.

Action: Navigation Manager

Area 5 – Pentland Firth
Initial recommendations:

- Add North Cardinal VAtoN to the North of Men of Mey Rocks (suggested by a member of the public). Hazard extends some 2.5c offshore. VAtoN to be broadcast from Duncansby Head.
- Refurbish Dunnet Head light (currently 23 nM light)
- Refurbish Ruff Reef light (currently 6 nM light); maintain minimum 5 NM range
- Refurbish Lother Rock light & racon; maintain or improve current 6 nM light range

It was noted that the NDT inspection of Ruff Reef has just been received and it is recommended that the structure should be taken down and replaced. Consideration should be given if a day mark is necessary. A meeting has been arranged to carry out the structure assessment. The Navigation Manager will be included in discussions. Consultation with the Harbour Authority will also be required.

Action: Asset Manager/Navigation Manager

The Director of Operations requested that the tidal turbines off Stroma and IMO mandatory reporting area status be captured in the overview.

Action: Navigation Manager

11. ASSURANCE STATEMENT

The Chair will circulate a draft Assurance Statement following the meeting. Committee Members are requested to send any comments/amendment to the Chair over the next few days.

Action: All

12. DATE AND TIME OF NEXT MEETING

The next meeting of the Navigation and Operations Committee will take place on 7 August 2024 at 10.00am. This will be a virtual meeting.