

By: Assistant Chief Fishery Officer

To: Kent and Essex Inshore Fisheries and Conservation Authority –  
26 May 2022

Subject: Health & Safety Update

Classification: **Restricted**

**Summary:**

This report will provide Members with an update on the work carried out to date to ensure that Health & Safety requirements and legislation are complied with.

**Recommendation:**

This report is for **COMMENT** and **NOTING** only.

**Background:**

In 2015, following a review of all policies and on the advice of the auditors, the Health & Safety Policy was revised and updated taking into account the requirements of the IFCA. Members agreed this new Health & Safety policy and required that they review it annually.

1.1 As required within the policy the Assistant Chief Fishery Officer and the Office Manager have met twice to formally discuss any issues that had arisen with regard to health & safety. Matters discussed were as follows:

- Accidents or Incidents
- Employee performance.
- Sub-contractor performance.
- To review and arrange the training and instruction of all employees
- Review and monitor any action plans created following audits and site inspections, and to ensure identified corrective actions are implemented as appropriate.
- Review the effectiveness of the Authority's policy information and its dissemination to its employees and sub-contractors.
- Review and allocate individual responsibilities for health and safety

throughout the Authority and to ensure that all individuals are made fully aware of their level of responsibility.

1.2 Since the last annual report the following incident has occurred:

1.21 On 7 March 2022 three officers were on board FPV Vigilant tasked to conduct routine boardings in the Essex area. The weather was an Easterly force 3 to 4, visibility was good, and the sea state was slight to moderate.

Shortly after departing Brightlingsea Harbour, they turned the RIB to approach a fishing vessel in order to board her. As they approached the fishing vessel the skipper tried to turn the helm in order to come alongside. At that stage she realised the helm was stuck and when she looked at the stern of the boat to see what was restricting movement saw that part of the Aluminium A frame had detached from its fixings and had fallen backwards to rest on top of the outboard engines. As a result, the outboards engines were unable to move and conventional steering was lost. The skipper made the decision to secure the detached frames using ropes so that it could cause no further damage and was able to steam back into Brightlingsea Harbour using the engines in opposition to turn the vessel. Vigilant was lifted out of the water and arrangements were made for her to be taken to the manufacturers for repair.

No officers were injured in the incident and no damage was caused to the fishing vessel that Vigilant had attempted to come alongside.





A debriefing from this incident found that the skipper had acted appropriately and that this was an unforeseen incident due to a welding issue on the A frame . The A frame structure has been subsequently repaired by the manufacturers, Ribcraft, with some modifications. Although the warranty period had ended, Ribcraft agreed that this was not something that would normally be expected to occur on a vessel less than 2 years old and carried out the repair free of charge.

1.3 External training undertaken by staff since May 2021 has been as follows:

STCW sea survival training – two staff

Level 2 powerboat qualification – one staff

Yachtmaster offshore (practical & theory) – one staff

1.4 All risk assessments continue to be reviewed on an annual basis or as required.

Since August 2018 the patrol vessels Tamesis and Nerissa have carried a defibrillator on board.

**Recommendation:**

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