

Agenda Item – C4

Report on the patrol vessel 'Nerissa' and daughter RIB 'Nereus' Kent and Essex Inshore Fisheries and Conservation Authority Report for the period November 2025 to January 2026 (15-01-26)

Maintenance

In November we were due to take the vessel to the Isle of Wight initially for her five-year survey with Mecal to start the transfer to the new Workboat Code 3. At the same time it was planned that other works would take place whilst at the yard looking at the requirements in WBC3 for things like hydraulic and fuel lines.

The day before the proposed passage, whilst on berth engine trials, drive was lost on the port engine. The cause found to be the prop becoming loose and lost, now thought to be caused by electrolysis. This resulted in a delay to the passage to the Isle of Wight as it would now be necessary for Nerissa to come out in Ramsgate to attend to the props before a passage could be made safely.

Both spare props were fitted by a local company, Audacious Marine, based in Ramsgate Harbour on 3 December, with them overseeing Nerissa going on the hard at Ramsgate to allow this to take place. This meant that rather than being lifted out of the water or going into dry dock she was grounded on an area of known hard ground within the harbour where the fitters were able to work on her while the tide was out. This was not something that had been tried before but proved to be successful and beneficial going forward to keep an eye on the condition on the props in the future.

Monthly safety checks took place prior to the passage as normal and I have been working on moving over to the new SeaFlux vessel management system, updating the standard operation procedures and designing logging systems for everything from vessel logs and safety checks to drills and annual inspections.

Nerissa made passage to the Isle of Wight Diverse Marine on 11 December ready for works to start in the new year.

I visited the Isle of Wight on 14 January to review the works completed so far and discuss options for the changes that were going to be required. We looked at the area of deck required to be removed for access to the hydraulic tank and the plans to make a new one and have this mounted on deck for better access for monitoring and maintenance.

Looking forward, the vessel is due to be out of the water and inspected on 20 January by surveyors with the vessel hopefully heading back to Ramsgate by March.

Please see some reference photos at the end of this document in relation to the aspects of work listed above.

Other Information

While Nerissa has not been available, myself and the crew have continued efforts on shore patrols. One officer has worked on the Essex side of the district for a week with others having taken part in joint work with the MMO, Sussex IFCA and planned joint work with the EA going forward.

RIB Nereus has remained in Ramsgate, out of the water on her trailer if required for use although this is not expected due to limited standalone capacity and use during winter conditions.

Ben Hermitage

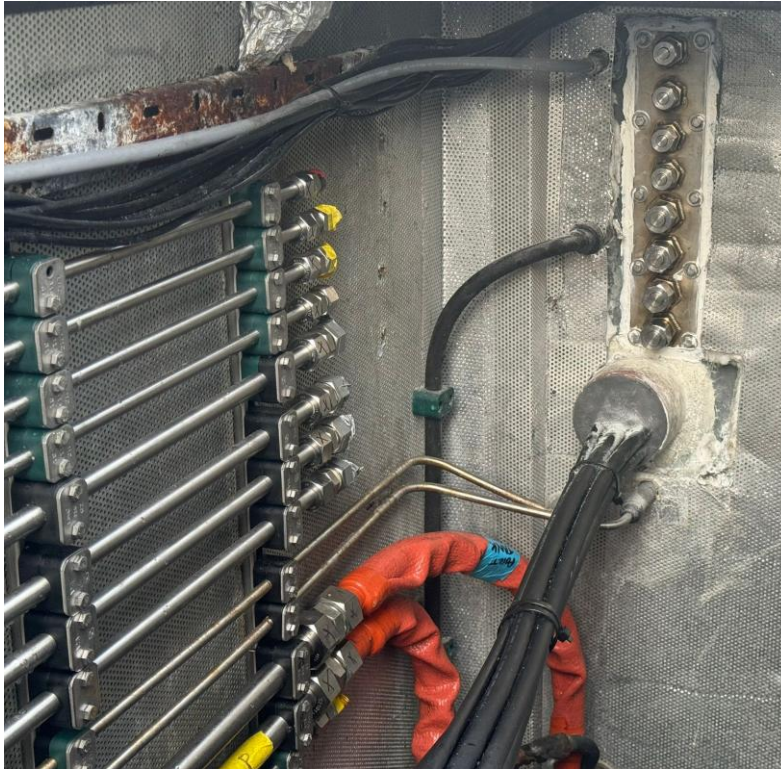
Skipper FPV Nerissa & Inshore Fisheries and Conservation Officer



Grounding of Nerissa on “the hard” at Ramsgate harbour



Old hydraulic hoses being removed at Diverse Marine



New hydraulic, stainless steel, hard lines going into the main engine bays at Diverse Marine