

By: Dominic Bailey, Assistant Chief Fishery Officer

To: Kent and Essex Inshore Fisheries and Conservation Authority – 30 January 2019

Subject: **Replacement of patrol vessel RIB 'Blue Jacket'**

Classification Unrestricted

Summary:

As part of medium/long term vessel renewal, it is recommended that the RIB 'Blue Jacket' be replaced.

Recommendations:

To **NOTE** the actions undertaken since the last meeting, **DISCUSS** and **APPROVE** the purchase of a Rigid Inflatable Boat (RIB) from Ribcraft.

Introduction

At the last Authority meeting, members unequivocally supported the replacement of the ageing Rigid Inflatable Boat (RIB) 'Blue Jacket', currently based at the Brightlingsea office. After being purchased in 2016 to provide enforcement cover whilst our new main patrol vessel 'Nerissa' was being brought into service, the 2009-built 7.8m Ribcraft vessel has expanded the capability of the KEIFCA sea-going assets and enabled officers to greatly improve their operational efficiency.

Quotations

Following the approval to move forwards at the last meeting, officers have approached four suppliers with a request for quotations for the required type of vessel. The suppliers approached were Ribcraft, MilPro, Humber and Delta.

Delta

Delta have not provided a specific quotation for KEIFCA but have provided a quotation based on their recent build for Inland Fisheries Ireland who operate in a very similar environment to IFCAs. Delta have a very good reputation for building strong and capable vessels. However, the specification and quotation provided is in excess of twice the price of the other received quotations. Whilst

this could change with revision of the specification to suit KEIFCA requirements it is unlikely to result in a price reduction of 50%.

Humber

Humber have built several RIBs for SFCs and then IFCA's. North Eastern IFCA use one and Northumberland IFCA's current RIB is a Humber. They are also in use by Police marine units. The quotation provided by Humber (Appendix A) does not include the majority of the electronics package including GPS, radar and AIS, so these would need to be added to the total cost.

Ribcraft

'Blue Jacket' was built by Ribcraft in 2009 and officers have been extremely happy about how she has performed, especially given that she was not built with fisheries enforcement in mind, she was actually a RYA training and dive vessel. She has proven to be reliable, economical and fit-for-purpose.

Ribcraft have previously built two RIBs for Southern IFCA both of which are very similar to the KEIFCA specification, one RIB already completed for Northumberland IFCA with another larger RIB in build and are also currently building one for Devon and Severn IFCA which again is very similar to the KEIFCA specification. In addition, Ribcraft have carried out repair work for KEIFCA on the RIB 'Nereus' in the past year.

The quotation provided for the KEIFCA specification (Appendix B) is the only one received from any of the manufacturers which is specifically for KEIFCA in response to the specification provided to them. The electronics package is that which was requested by the skipper and rib coxswain, although there may be some small changes to that package as evolution of electronics is rather fast paced and improvements are made all of the time.

MilPro

'Nereus' the RIB carried aboard the main KEIFCA patrol vessel 'Nerissa', and which was part of that build, was supplied by MilPro. MilPro did not respond to our request for a quotation.

Funding

The majority of the costs of funding this purchase will come from the KEIFCA vessel renewals budget. However, there is some limited EMFF funding available which we may be able to apply for but time is limited on this. In addition, the sale of 'Blue Jacket' will also be offset against the purchase price.

Conclusions

The real world positive experience of operating a Ribcraft vessel by KEIFCA, as well as the very good service from them both on sales and servicing for KEIFCA, suggest that taking up the quotation provided by them for the required vessel would be recommended. This is supported by the ordering of five Ribcraft

vessels by three other IFCA's in the past three years. These vessels are proving to be exceptionally capable and well suited to the type of work which IFCA's undertake, and the company have evidenced that they understand IFCA requirements and ways of working.

Recommendations:

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