

Report on the patrol vessel 'Nerissa'
Kent and Essex Inshore Fisheries and Conservation Authority
Quarterly report for the period November 2020 through to January 2021

Priorities of vessel for quarter

MMO targeted patrols.

Gather and forward intelligence on activities and observations at sea.

Observations on fishing gear, inspect, haul and logging gear movement.

Risk based fisheries enforcement

Bi-weekly tasking meetings have directed our patrols, working with and informing neighbouring IFCAs and other agencies of our plans and observations.

The patrol vessel has continued to undertake a number of patrols extending to and outside the 6 mile limit at the request of the MMO. We have gathered intelligence, highlighting and unusual sightings and reported time critical intelligence live via sat phone if required. The activity that has been observed during these patrols has been photographed and logged with the additional information of the vessels speed and heading; all of this information has been sent on to the MMO at the end of each day's patrol.

A notice of inspection or offence has been attached to gear markings that we have interacted with.

Conservation/Survey work

Nerissa has not been required to undertake any survey work over this period.

Maintenance

Pre sail and monthly checks have taken place as normal over the quarter.

The patrol vessel was scheduled to be fully lifted for the first time at the Port of London Authority (PLA) yard in the Thames. Despite all of the calculations and measure provided for within the detailed lifting plan, written for KEIFCA and specifically the vessel Nerissa by structural engineers at Gurit, PLA had reservations on her safe lifting. For this reason, it was required to look elsewhere. With the vessel too wide to be lifted in nearly all other travel hoists

within Kent and Essex, the dry dock slipway in Ramsgate harbour was able to accommodate us at very short notice. The out of water MCA inspection uncovered issues in respect of the main shaft bearings and rudder shaft bearings finding too much play within them. The engineering company that had originally supplied these bearings advised us that they were bespoke for the vessel and would take some time to manufacturer as they required very specific materials which were in limited supply and required precise manufacture at just one available outlet, national lockdowns compounded their delay. In spite of this, I am pleased to report that they were made and delivered over Christmas. The waiting time to re-access the slipway at Ramsgate to have works completed has also been problematic as the next vessel on there has needed significantly more work and time required that was first thought, delaying our ability to carry out the necessary repairs to allow Nerissa to be passed by the MCA inspector. The works on Nerissa are expected to be begin week commencing 18 January having her back in commission before the end of January.

Nerissa was due to carry out patrols over the New Year period on behalf of the MMO. In order for this to go ahead the Essex based patrol vessel Tamesis was brought to Kent so that a seagoing presence could continue to be upheld, and crews were able to carry out the MMO required Brexit patrols over the new year period and through January.

Ben Hermitage
Skipper FPV Nerissa