

“SOLWAY PROTECTOR”

Once again the “Solway Protector” has provided us with three months of valued service. We did however encounter quite a number of minor running problems, which are as follows:

- Starboard engine room exhaust fan - faulty wiring replaced on the control panel.
- Engine room lights - new florescent units fitted.
- Replace port main engine control Morse cable.
- New seals fitted to port main engine fuel pump governor.
- Repair to starboard engine boost pressure pipe.
- Replace high water temperature switch on starboard main engine.
- Fit new exhaust gaskets to both port and starboard main engine exhaust bellows.
- Repair perished hose on coolant system.
- Replace faulty hose on starboard main engine heat exchanger.
- Faulty wiring repaired on vessel’s security alarm.
- Change leaking hydraulic transmission on hose on port side gearbox oil pump.
- Excessive corrosion found on relay assembly for anchor windless - repair wiring and fit new relay switches.
- Repair wiring harness from port main engine alternator to main switchboard.
- Re-seal radar and VHF wiring harnesses as water was starting to ingress through the roof into the wheelhouse.
- Due to corrosion new fuse holders were fitted to port side amp meter.
- Replace gas sensor unit in forward crew’s accommodation.
- Repack stern tubes and repair associated earth wiring.
- Fit new toilet in crew accommodation.

The above work was carried out by the patrol boat engineer with officers assisting.

- Over the past 6 months the steering gear on the “Solway Protector” had become increasingly tighter making close quarter manoeuvres more difficult. Having encountered a similar problem

once before we were quite confident that the vessel would only be out of the water for a short period of time to rectify this problem.

The Patrol boat was slipped at Maryport on the 16th May 2011. After a thorough inspection of the steering gear, it was found that a bearing inside the port side rudder tube had slightly expanded, which resulted in a very tight seal around the rudder shaft adding increased pressure on the steering system. M P Marine of Maryport carried out the necessary repairs to the system.

Whilst on the slip the hull was pressure washed before being re-treated with antifouling paint. New sacrificial anodes were also fitted prior to the vessel going back into the water on the 19th May.

- While carrying out a mussel survey in the upper Silloth channel on the 14th June, the dredging equipment in use became fast on the seabed, this resulted in the lifting davit being put under enormous strain, before finally giving way. The davit sustained significant damage rendering it unusable.

This lifting gear forms a very important part of essential equipment required onboard the patrol vessel, as it enables us to carry out seabed sampling using the day grab equipment, along with both mussel and beam trawl surveys.

I am pleased to report that the davit has been strengthened significantly and is now back in use. This work was carried out by McGrady Engineering of Whitehaven.

- All oil changes and planned essential maintenance schedules are all up to date.

SEVEN METRE RIB - "PROTECTOR BRAVO"

Again "Protector Bravo" has provided us with 3 months of excellent service with only 3 general running problems to report on:

- New propellers were fitted to the vessel's twin 100hp Yamaha engines. These had become worn due to general wear and tear when working in shallow waters.
- Wiring repairs were carried out on the boats flood lights
- A new stern light was fitted.

BOARDINGS, PATROLS & INSPECTIONS

Due to crew being deployed on enforcement duties on the shore, officers' annual leave, essential maintenance, periods of poor weather and the vessel being on the slip at Maryport, resulted in some patrol days at sea being lost.

However a total of 55 patrols were carried out in the district using both "Solway Protector" and "Protector Bravo" and the new 6.5 metre Humber RIB.

Sightings of fishing vessels along with recreational sea anglers made from the "Solway Protector" totalled 316 with 46 being logged as visiting vessels. A total of 101 boardings and inspections were carried out at sea in "Solway Protector" and "Protector Bravo".

Compliance with byelaws and other relevant fisheries legislation at sea has been on the whole very good. This has resulted in no serious infringements or incidents being detected in the district during the quarter. However one written warning was issued along with several verbal warnings to hobby fishermen for minor infringements.

Details of patrols and sightings can as usual be found in appendices 'A' and 'B'.

SURVEYS

NW IFCA Survey

On the 14th June the "Solway Protector" was engaged in carrying out a mussel survey in the Silloth channel. This was in order to record how much the seed mussel had grown on from a previous survey carried out some months earlier.

The survey involved towing a modified mussel dredge from the stern of the "Solway Protector". Unfortunately only 6 tows were carried out before the dredge became fast on the seabed. Damage to the lifting davit resulted in the survey having to be aborted.

MARYPORT TRAWLER RACE

Once again on the 13th August the "Solway Protector" took part in the annual Maryport trawler race. This annual event has become very popular in recent years, and this year attracted quite a number of visiting vessels, mainly from the Isle of Man. Over the years Maryport has created strong links with the island, due mainly to our local vessels fishing scallops there at certain times of the year. Accompanying these vessels in the race was the Isle of Man's fisheries protection vessel "Barrule".

The "Solway Protector" had many roles in the event which included, start boat, official photographer, safety boat, and time keeper. Apart from being good fun it also helps the Authority's officers maintain a good working relationship with the fishing industry.

Master "Solway Protector"
12th September 2011

" Solway Protector "
DURATION OF PATROLS AND SIGHTINGS

Date	Area Patrolled	Sightings	Sea time	
			Hrs.	Mins.
03/05/2011	Passage from Maryport	4	1	30
04/05/2011	Prawn pitch/Harrington/Workington	9	6	0
05/05/2011	Workington/Silloth	5	5	30
16/05/2011	Passage to Maryport	0	1	0
19/05/2011	Passage back to Whitehaven	0	1	0
02/06/2011	W of Eskmeals/Sellafield/Maryport	14	7	30
03/06/2011	Whitehaven/Maryport/Workington/Whitehaven	22	5	45
06/06/2011	W of Sellafield/Silloth/Whitehaven	5	4	40
07/06/2011	Workington/Maryport/Silloth	3	3	35
08/06/2011	Prawn pitch/Blackpool/N W Corner	7	9	40
10/06/2011	Prawn pitch/Selker/Walney	4	6	45
13/06/2011	Prawn pitch/St Bees	0	4	0
14/06/2011	Silloth Channel	4	5	0
15/06/2011	Harrington/Workington/Maryport/Silloth	0	3	40
16/06/2011	Prawn pitch/Sellafield	6	3	30
21/06/2011	Outer Prawn Grounds/Eskmeals	9	7	0
23/06/2011	Prawn pitch/Walney	9	6	40
27/06/2011	Workington/Three Fathom Bank/Maryport	4	9	0
28/06/2011	Silloth/Maryport/Workington/Harrington	18	5	35
29/06/2011	Prawn pitch/Walney/Lune Deep/Workington	0	9	45
30/06/2011	St Bees Head/Sellafield	0	3	0
01/07/2011	Parton/Harrington/Workington/Maryport	19	5	30
02/07/2011	Sellafield/St Bees	6	3	30
06/07/2011	Prawn pitch/Walney/Blackpool	8	9	0
08/07/2011	Prawn pitch/Haverigg/Ravenglass	9	9	0

Statistics continued.....

"Solway Protector"

11/07/2011	Sellafield/Walney/Heysham Lake	17	10	45
12/07/2011	Maryport/Harrington/Workington/St Bees	0	7	10
13/07/2011	Silloth/Maryport/Workington/W of Whitehaven	10	7	0
14/07/2011	St Bees/Selker/Whitehaven	15	6	20
15/07/2011	Whitehaven/St Bees Head/Sellafield	9	2	10
25/07/2011	Prawn pitch/Haverigg/Drigg/Maryport/Workington	3	6	45
26/07/2011	Prawn pitch/Fleetwood/Heysham/Selker/St Bees	16	9	15
27/07/2011	Workington Bank/Maryport	6	3	40
28/07/2011	Prawn pitch/Scallop Bank/NW Corner	13	12	44
29/07/2011	Prawn pitch/W of Whitehaven	11	8	30
01/08/2011	Outer Prawn Pitch/Selker	5	5	50
11/08/2011	Prawn pitch/RTB weather	0	2	55
12/08/2011	S W St Bees/Silecroft	10	5	30
13/08/2011	Maryport Trawler Race	0	4	55
17/08/2011	Prawn pitch/Selker/St Bees Head/Whitehaven	7	5	20
22/08/2011	Prawn pitch/Fleetwood	21	8	0
24/08/11	Eskmeals/River Ribble/Haverigg	8	10	15

" Solway Protector "
PATROL STATISTICS

	1/5/11 - 31/8/11		13/02/11 - 30/04/11	
Number of patrols and passages	42	patrols	20	patrols
Seatime	242 hrs	15 mins	153 hrs	15 mins
Average length of patrol	5 hrs	47 mins	7 hrs	39 mins
Total distance covered	2357	miles	1367	miles
Average distance per patrol	56	miles	68	miles
Fuel used	5414	gallons	2745	gallons
Average fuel used per patrol	129	gallons	137	gallons
<u>Total identified sightings:</u>	316	vessels	104	vessels
Local	270	vessels	70	vessels
Visiting	46	vessels	34	vessels
<u>Types of fishing vessels sighted:</u>	<u>< 45'</u>	<u>> 45'</u>	<u>< 45'</u>	<u>> 45'</u>
Trawlers	92	19	46	12
Beam Trawlers	0	2	0	0
Twin Rig Trawlers	0	19	0	21
Pair Trawlers	0	0	0	0
Anchor Seiners	0	0	0	0
Fly Draggers	0	0	0	0
Gill Netters	6	0	0	0
Shrimpers	0	0	0	0
Twin Beam Shrimpers	11	0	0	0
Whelk Potters	0	1	0	1
Potting Boats	40	1	11	0
Scallop Dredgers	0	4	0	0
Mussel Dredgers	0	0	0	0
Cockle Dredgers	0	0	0	0
Netters	0	0	1	0
Anglers	121	0	12	0
<u>Total:</u>	270	46	70	34

