

HARBOUR MASTER BRIEFING NOTE TO HARBOUR EXECUTIVE
27 June 2022

1. WHITE AND SHELL FISH

Submitted returns indicate the following figures and percentages:

1.1 Whitby

		2022	2021	2020	
January	Weight	19,446	14,111	25,998	Kilos
	Value	65,998	47,691	136,319	£
	Wharfage	2,640	1,908	5,453	£
February	Weight	4,327	16,225	25,392	Kilos
	Value	23,146	45,296	151,291	£
	Wharfage	926	1,812	5,886	£
March	Weight	18,894	17,905	46,006	Kilos
	Value	105,599	62,737	161,512	£
	Wharfage	4,224	2,509	6,375	£
Total to date	Weight	275,797	232,862	527,975	Kilos
1 April to	Value	1,863,105	1,327,103	2,698,912	£
31 March	Wharfage	74,524	53,084	107,706	£

- 1.2 January figures show grossing's to be 100% Shell
February figures show grossing's to be 100% Shell
March figures show grossing's to be 100% Shell

1.3 Scarborough

		2022	2021	2020	
January	Weight	21,584	21,202	33,034	Kilos
	Value	410,608	97,793	221,234	£
	Wharfage	16,377	3,855	8,848	£
February	Weight	29,140	39,309	11,398	Kilos
	Value	224,322	103,586	71,390	£
	Wharfage	8,973	3,878	2,856	£
March	Weight	34,256	73,040	19,230	Kilos
	Value	155,649	260,368	128,098	£
	Wharfage	6,136	10,123	5,124	£
Total to date	Weight	1,043,346	687,107	943,897	Kilos
1 April to	Value	4,769,139	2,568,966	3,902,247	£
31 March	Wharfage	189,686	101,184	148,453	£

- 1.4 January figures show grossing's to be 100% Shell
February figures show grossing's to be 100% Shell
March figures show grossing's to be 100% Shell

- 1.5 During this period, the full impacts of the shellfish mortality event were felt with both ports seeing large reductions in landings. In particular, Whitby was hit hard with very small landings in February 2022, displaying the scale of the impact the event has had on the local fishing community.
- 1.6 As a financial year, the period 2021/22 saw a recovery at both ports from the effects of the pandemic, in line with similar fishing ports nationally. The recovery has been hampered by the shellfish mortality event with stocks showing some signs of recovery but with a long way to go to business as usual.
- 1.7 Early indications for the next period continue to show a heavily impacted landing scene in Whitby. Scarborough continues to be impacted as well, but to a lesser degree.

2. DREDGING

2.1 Dredging Campaigns:-

	Jan. to Mar. 2022		Jan. to Mar. 2021	
	Loads	Quantity	Loads	Quantity
Whitby	33	13,240	20	7,600
Scarborough	0	0	0	0
Total	33	13,240	20	7,600
Working Days	64		65	
<u>Dredging Days Lost Due:-</u>				
Bad Weather	32		35	
Repairs	5		4	
Routine Maintenance	3		0	
Sickness	0		0	
Holidays	0		1	
External Charter	0		11	
Total Days Lost at Home Ports	40		51	
TOTAL DAYS DREDGING	24 days for 33 loads @ 1.38 Loads (524.4 tonnes per day)		14 days for 20 loads @ 1.43 Loads (543.4 tonnes per day)	

- 2.2 Scarborough Harbour – No dredging was undertaken during this period due to ongoing issues obtaining a marine license for the disposal of dredged spoil. This matter continues to be taken up with the Marine Management Organisation but is now showing signs of progressing.
- 2.3 Whitby Harbour – Weather severely restricted the number of available dredging days during this period which is normal for the time of year and similar to conditions experienced in the previous year. Overall, more dredging was successfully completed during the period in comparison to 2021 and this focused on the West Pontoons and Marina navigation channel.
- 2.4 External Charter – During this period, no external charters were undertaken.

3. PORT MARINE SAFETY CODE (PMSC)

- 3.1 There have been two incidents since the last report both of a personal injury nature. The first at Whitby Harbour saw a recently erected, unauthorised sign, cause injury to a harbour user whilst ascending a harbour ladder. The injury required hospital attention and the erector of the sign was quickly reprimanded and the sign removed. The second incident, at Scarborough Harbour involved a mast falling whilst being moved into position by the vessels owner. Unfortunately the mast fell towards the pier and caused injury to a member of the public in the vicinity. Whilst harbour staff were not directly involved, additional risk mitigation measures have been put into place to reduce the risk to the public in an operational area of the Vincent Pier.
- 3.2 A number of safety bulletins have been received from the Marine Accident Investigation Branch (MAIB), which have been distributed to users where appropriate. Similar themes surrounding fishing vessel safety continue to be seen industry wide, often with loss of life. The previously reported establishment of a North East Fishing Safety Forum has been well received by stakeholders from across the industry and will undertake its second meeting in July where potential safety projects will be discussed.
- 3.3 The importance of the PMSC has been emphasised in workstreams working towards the establishment of the new North Yorkshire Council. In particular, the posts of Duty Holder and Designated Person have been highlighted and the need to appoint & train any changes of post holder identified, prior to April 2023.
- 3.4 During the period, the Harbour Authority has undertaken a number of successful inspections from partner agencies including an Aids to Navigation inspection by Trinity House and an Oil Spill Response audit by the Maritime and Coastguard Agency. In the next period, inspections by the Department for Transport's Maritime Security Resilience Division along with PMSC internal and external audits will take place. The PMSC audits will feed into the Annual Performance Against the Safety Plan report which will be presented to the Audit Committee in October 2023.

4. HARBOUR MAINTENANCE – PROJECTS

- 4.1 **Fish Pier, Whitby**
The Fish Pier project continues to experience delays whilst final agreements are made with the RNLI and marine licensing granted. It is now unlikely the repairs will be completed before the Autumn and SBC Legal Services continue to pursue the matter.
- 4.2 **Sheet Piling, West Pier, Scarborough**
Investigations including trial pits on the Fish Quay are expected to be conducted imminently to aid the preparation and costing of a repair scheme. At this time the area remains operational and there is no indication it will become unusable in the short term.
- 4.4 **Regeneration Works - West Pier, Scarborough**
Funding for this project under the Towns Deal Fund has now been approved and will be received shortly. Further work is due to commence to engage stakeholders and adapt the outline plans into a fully-fledged project. Aspirations remain to commence construction work in January 2023 with some enabling works being considered prior to this date. Whilst deemed as out of scope for regeneration works by the project team, an acknowledgement has been made that a proposal for a boat hoist, received from a harbour user, is necessary to allow the port to develop & compete regionally, in the short to medium term.

4.5 Regeneration Works – Whitby Maritime Training Hub

As with the Scarborough West Pier project, the business case for the Whitby Maritime Training Hub was accepted by central Government and funding is expected to be released in the near future. The project will see a maritime centre of excellence built on Endeavour Wharf to provide local people, in particular young people, with opportunities to train and enter the growing maritime sector whilst preserving Whitby's proud maritime heritage. Work has continued to engage with stakeholders including the Royal Navy who are keen to support the projects development. Strong support has also been received from the Whitby & District Fishing Industry Training School, Whitby Fishermen's Association and harbour users in general.

5. FILEY COBLE LANDING

- 5.1 Routine inspections are maintained, dialogue continues with users/stakeholders and RNLI, No H&S or other issues have been encountered.
- 5.2 Officers are currently working on moving the reorganisation of the boat berthing forward to address a number of health and safety related issues.
- 5.3 Plans have now been submitted to the Council's Planning service regarding the required upgrades to the Lifeboat Station on Coble Landing. A date for consideration by the Planning and Development Committee is still awaited but expected to be in the near future.
- 5.4 Attempts to recruit to the post of Filey Coble Landing Attendant (Seasonal) have been unsuccessful, reflecting a strain on recruiting efforts across all posts. Resources have been redirected from Scarborough Harbour to allow a weekly maintenance/cleaning provision on the landing.

Chris Burrows

**Capt. Chris Burrows
Borough Harbour Master
27th June 2022**