

HARBOUR MASTER BRIEFING NOTE TO HARBOUR EXECUTIVE
10 October 2022

1. WHITE AND SHELL FISH

Submitted returns indicate the following figures and percentages:

1.1 Whitby

		2022	2021	2020	
April	Weight	2,786	12,272	865	Kilos
	Value	11,601	45,773	1,244	£
	Wharfage	464	1,831	50	£
May	Weight	1,466	18,811	12,098	Kilos
	Value	8,813	85,018	45,664	£
	Wharfage	353	3,401	1,827	£
June	Weight	2,915	20,019	19,944	Kilos
	Value	47,240	126,476	118,430	£
	Wharfage	1,890	5,059	4,737	£
Total to date	Weight	7,167	51,102	32,907	Kilos
1 April to	Value	67,654	257,267	165,338	£
31 March	Wharfage	2,706	10,291	6,614	£

- 1.2 April figures show grossing's to be 100% Shell
 May figures show grossing's to be 100% Shell
 June figures show grossing's to be 66% White and 34% Shell

1.3 Scarborough

		2022	2021	2020	
April	Weight	14,463	89,415	1,059	Kilos
	Value	80,737	269,466	4,685	£
	Wharfage	3,229	10,551	187	£
May	Weight	16,958	40,112	23,872	Kilos
	Value	94,894	157,709	113,419	£
	Wharfage	3,796	6,102	4,537	£
June	Weight	12,169	47,048	45,596	Kilos
	Value	74,241	203,998	195,510	£
	Wharfage	2,970	7,962	7,561	£
Total to date	Weight	43,590	176,575	70,527	Kilos
1 April to	Value	249,872	631,173	313,614	£
30 June	Wharfage	9,995	24,615	12,258	£

- 1.4 April figures show grossing's to be 100% Shell
 May figures show grossing's to be 100% Shell
 June figures show grossing's to be 9% White and 91% Shell

- 1.5 During this period, the impacts of the shellfish mortality event continued to be felt with both ports seeing large reductions in landings. The reduced landings have served to increase the relative value of product landed into our ports however this does not offset the reduction in income overall.
- 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 during July with a positive August that exceeded 2021 by weight.

2. DREDGING

2.1 Dredging Campaigns:-

	Apr. to June. 2022		Apr. to June. 2021	
	Loads	Quantity	Loads	Quantity
Whitby	39	14,480	26	9480
Scarborough	0	0	0	0
Total	39	14,480	26	9480
Working Days	60		64	
<u>Dredging Days Lost Due:-</u>				
Bad Weather	9		24	
Repairs	10		12	
Routine Maintenance	0		0	
Sickness	0		0	
Holidays	2		0	
External Charter	0		0	
Total Days Lost at Home Ports	21		36	
TOTAL DAYS DREDGING	39 days for 39 loads @ 1.00 Loads (380 tonnes per day)		28 days for 54 loads @ 1.93 Loads (733.4 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 and is expected to be resolved in the coming weeks.
- 2.3 Whitby Harbour – Dredging during the period focused on the Trident pontoons before shifting to the summer campaign in the main navigation channel and Fish Quay. The number of loads achieved on a working day was disappointing and this has since been addressed to ensure efficient operations.
- 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 at Whitby Harbour. The first involved a passenger vessel which collided with a yacht in the lower harbour resulting in minor damage to the yacht and a person overboard situation. After referral to the Marine

Accident Investigation Branch (MAIB) a number of factors were highlighted including poor visibility from the passenger vessels conning position and poor seamanship in general. The second incident was not marine related and involved a coach making heavy contact with infrastructure leading to a mains water leak. Costs for the repairs are in the process of being recovered.

- 3.2 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 2022.

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 hoped that the project will move forward soonest so that work can be completed in January 2023.

4.2 Sheet Piling, West Pier, Scarborough

Investigation works were completed in recent weeks by means of trial pits dug on the Fish Quay. A report to Cabinet will be published on 7th November recommending approval that a capital budget of £1.35m be established to undertake works to extend the life of the Pier, funded as follows: £900k from Scarborough Harbour Reserves, £150k from a capital budget previously earmarked for Scarborough Piers and £300k from the capital Infrastructure budget identified in the 2022 Financial Strategy.

4.4 Regeneration Works - West Pier, Scarborough

Procurement of a contractor to undertake design and build of the scheme will be completed shortly. Once contracts are signed, further engagement and consultation will begin with stakeholders to feed into the detailed design phase. Discussions regarding future power provision to improve current capacity and support developments are advancing with the hope of installing a new substation early in the scheme.

4.5 Eskside Wharf, Whitby

Restrictions on the use of Eskside Wharf are currently in place due to concerns regarding the condition of the sheet piling. A Local Notice to Mariners is in force preventing vessels from utilising the wharf and a 12m exclusion zone is fenced off on the top of the wharf. Engineers have recently enhanced the monitoring equipment and are exploring solutions to return the wharf to full use.

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. The reorganisation was postponed over the summer period due to the high levels of activity in the area.

Chris Burrows

**Capt. Chris Burrows
Borough Harbour Master
10th October 2022**