

HARBOUR MASTER BRIEFING NOTE TO HARBOUR EXECUTIVE 1 February 2021

1. WHITE AND SHELL FISH

Submitted returns indicate the following figures and percentages:

1.1 Whitby

		2020	2019	2018	
July	Weight	30,416	62,525	63,195	Kilos
	Value	239,245	232,704	269,023	£
	Wharfage	9,570	9,308	10,761	£
August	Weight	28,795	62,106	72,926	Kilos
	Value	232,492	374,588	461,037	£
	Wharfage	9,300	14,984	18,442	£
September	Weight	43,093	31,359	35,641	Kilos
	Value	242,152	167,796	208,766	£
	Wharfage	9,686	6,712	8,351	£
Total to date	Weight	102,304	291,767	290,357	Kilos
1 April to	Value	713,889	1,309,366	1,533,744	£
30 September	Wharfage	28,556	52,375	61,350	£

- 1.2 July figures show grossing's to be 100% Shell
 August figures show grossing's to be 100% Shell
 September figures show grossing's to be 100% Shell

1.3 Scarborough

		2020	2019	2018	
July	Weight	71,672	108,649	105,089	Kilos
	Value	387,016	483,256	304,805	£
	Wharfage	15,135	17,918	11,940	£
August	Weight	66,409	103,685	241,385	Kilos
	Value	301,479	486,269	743,866	£
	Wharfage	12,059	17,979	28,115	£
September	Weight	79,874	95,187	179,781	Kilos
	Value	279,906	356,839	561,266	£
	Wharfage	11,196	14,261	19,684	£
Total to date	Weight	299,745	733,128	1,145,236	Kilos
1 April to	Value	1,319,710	2,685,009	2,978,049	£
30 September	Wharfage	52,183	99,829	112,916	£

- 1.4 July figures show grossing's to be 2% White, 98% Shell
 August figures show grossing's to be 100% Shell
 September figures show grossing's to be 2% White, 98% Shell

- 1.5 The global pandemic has continued to impact upon the fishery products being landed within our ports. Visiting fishing vessels numbers have been severely impacted and this is represented in the figures which are now almost completely representative of our home fleets. Although products landed have been significantly reduced the value of these remained high as restrictions were eased and demand dictated price.

2. DREDGING

2.1 Dredging Campaigns:-

	July to Sept. 2020		July to Sept. 2019	
	Loads	Quantity	Loads	Quantity
Upper Harbour, Whitby				
Upper – Endeavour Wharf	1	380		
Lower Harbour, Whitby				-
Lower - Main Channel	6	1900		
Lower - Bandstand	2	780		
Lower - Entrance	10	3700		
Total	19	6760	16	5805
Working Days	79		64	
<u>Dredging Days Lost Due:-</u>				
Bad Weather	12		19	
Repairs	5		0	
Sickness	0		3	
Holidays	0		29	
External Charter	50		0	
Total Days Lost	67		51	
TOTAL DAYS DREDGING	12 days for 19 loads @ 1.58 Loads		13 days for 16 loads @ 1.23 Loads	
	600.4 tonnes per day		467.4 tonnes per day	

- 2.2 Scarborough Harbour – No dredging activities were undertaken at Scarborough Harbour during this period. Depths are periodically reviewed and dredging at Scarborough was programmed and conducted in October 2020.
- 2.3 Whitby Harbour - Dredging operations during the reporting period focused on the lower harbour and in particular the harbour entrance. Having dredged to a suitable depth during July and the beginning of August, the vessel was released on an external charter to Aberdeen Harbour during August and September. The vessel returned to Whitby in October and after a few days routine maintenance was dispatched to Scarborough.

3. FINANCIAL UPDATE

- 3.1 The financial impacts of the Coronavirus outbreak pandemic on the Harbours has been, and will continue to be, significant throughout the remainder of the 2020/21 financial year. The impact of lockdown for the first 3 months of the year resulted in limited fishing related income being received as the demand for product significantly decreased. Whilst income levels showed signs of recovery throughout the summer and early autumn, pre-Christmas restrictions and the post-Christmas lockdown has resulted in little anticipated further income this year.

3.2 Scarborough

The latest round of restrictions has once again had a material impact upon fishing related income. Shortfalls previously forecasted are now anticipated to increase. This assumes minimal activity for the remainder of the year. Positively private dues have improved and the forecasted shortfall has reduced. In addition, some commercial dues have been received providing a benefit. All other income streams are expected to broadly achieve budget resulting in an overall shortfall.

The decision was taken not to fill the position of Seasonal Lighthouse Attendant, with the lockdown at the start of the year in conjunction with limited visitor numbers it was

considered this post was not required this year. Resultantly an in year saving will materialise. All other costs are in line with budget with the exception of electricity charges. It was detailed within the last report that costs are running ahead of budget in line with the previous year. This trend has continued and resultantly an overspend is expected. The Councils Energy Manager has once again been asked to investigate this matter.

3.3 **Whitby**

Like Scarborough fishing related income has been further impacted and is now forecasted to be short by the end of the financial year. A further shortfall is anticipated through reduced income from private dues and visiting moorings. A total shortfall in parking income was previously forecasted. This remains the same with no further income this year anticipated. As in previous years rental shortfalls will materialise.

In previous years, miscellaneous income has been received primarily through the sale of promotional pitches and promotions in and around the Harbour. Limited income has been received. Overall, the anticipated shortfall in Harbour income remains as previously forecast.

Expenditure is currently in line with budget.

3.4 **Dredger**

The management agreement with Dalby Offshore for the contracted dredging requirements of the harbours commenced 10 August 2020. Through the agreement, a successful external third party charter contract has been completed at the port of Aberdeen.

3.5 **COVID Grants**

The financial projections provided are the gross impacts of the COVID pandemic. Government has stated that the Council can claim for losses of income brought about as a direct result of the pandemic. While any reclamation values will not be confirmed until submissions are presented to MCHLG after the finalisation of the annual Financial Statements, it is hoped a significant refund will be achieved.

4. **PORT MARINE SAFETY CODE (PMSC)**

4.1 There have been no new incidents since the last report which is a positive sign that the Authority's Safety Management System is effective. The number of incidents over the preceding year has continued to decline however, this will also have been impacted by the reduction in people visiting our harbours during the pandemic.

4.2 A number of safety bulletins have been received from the Marine Accident Investigation Branch (MAIB), which have been distributed to users where appropriate. These include warnings regarding instances of carbon monoxide poisoning on leisure vessels and fatalities in enclosed spaces in the fishing industry.

5. **HARBOUR MAINTENANCE – PROJECTS**

5.1 **Scarborough North Wharf**

The majority of the remedial works to the face of the North Wharf at Scarborough are now completed with only isolated areas remaining. These areas are being completed as tide and wharf availability allow.

5.2 **Whitby Fish Pier**

Discussions continue between engineering colleagues and the RNLI to determine a final plan for the remedial works on the Fish Pier. It is anticipated that these discussions will be concluded shortly after which an application can be made to the MMO for the appropriate Marine License.

5.3 **Scarborough West Pier Regeneration**

Initial meetings of the project group have now taken place and the project brief agreed. Work will now commence on moving the project forward and commencing public and stakeholder consultation.

6. **FILEY COBLE LANDING**

6.1 Routine inspections are maintained, dialogue continues with users/stakeholders and RNLI, No H&S or other issues have been encountered.

Chris Burrows

**Capt. Chris Burrows
Borough Harbour Master**