

## HARBOUR MASTER BRIEFING NOTE TO HARBOUR EXECUTIVE 4 May 2021

### 1. WHITE AND SHELL FISH

Submitted returns indicate the following figures and percentages:

#### 1.1 Whitby

		2020	2019	2018	
October	Weight	14,513	47,173	52,804	Kilos
	Value	90,633	295,595	336,617	£
	Wharfage	3,625	11,824	13,465	£
November	Weight	20,375	31,951	41,301	Kilos
	Value	130,453	225,459	237,339	£
	Wharfage	5,218	9,018	9,494	£
December	Weight	14,720	31,790	37,308	Kilos
	Value	75,714	212,870	223,644	£
	Wharfage	3,029	8,515	8,946	£
Total to date	Weight	49,609	421,377	427,524	Kilos
1 April to	Value	296,801	2,231,852	2,339,161	£
31 December	Wharfage	11,872	89,274	93,566	£

- 1.2 October figures show grossing's to be 100% Shell  
November figures show grossing's to be 100% Shell  
December figures show grossing's to be 100% Shell

#### 1.3 Scarborough

		2020	2019	2018	
October	Weight	79,706	64,643	127,769	Kilos
	Value	283,974	283,500	478,157	£
	Wharfage	11,359	11,340	19,008	£
November	Weight	51,743	53,184	90,924	Kilos
	Value	205,936	286,176	415,518	£
	Wharfage	8,237	11,384	16,384	£
December	Weight	25,761	29,612	116,449	Kilos
	Value	137,914	222,173	511,391	£
	Wharfage	5,517	8,887	20,156	£
Total to date	Weight	460,657	879,595	1,499,423	Kilos
1 April to	Value	1,961,165	3,479,877	4,417,560	£
31 December	Wharfage	77,841	131,560	169,821	£

- 1.4 October figures show grossing's to be 100% Shell  
November figures show grossing's to be 100% Shell  
December figures show grossing's to be 100% Shell

- 1.5 The global pandemic has continued to impact upon the fishery products being landed within our ports. Few visiting fishing vessels have materialised and these have resulted in a marked impact which is represented in the figures which are now almost completely representative of our home fleets. A large number of pots were brought in prematurely at both harbours due to anticipated survey work, which was subsequently cancelled, which have impacted upon landings.

## 2. DREDGING

### 2.1 Dredging Campaigns:-

	Oct to Dec. 2020		Oct to Dec. 2019	
	Loads	Quantity	Loads	Quantity
<b>Upper Harbour, Whitby</b>				
Upper - Party Pontoon	1	390		
<b>Scarborough</b>				
Scarborough - Fish Quay	1	385		
Scarborough - North Wharf	3	1130		
Scarborough - Inner Harbour Pontoons	0	0		
Scarborough - Entrance	7	2660		
Scarborough - Outer Harbour Sump	0	0		
Scarborough - Inner Harbour	15	5670		
<b>Total</b>	<b>27</b>	<b>10235</b>	<b>40</b>	<b>15880</b>
Working Days	67		64	
<b>Dredging Days Lost Due:-</b>				
Bad Weather	28		19	
Repairs	3		0	
Sickness	0		3	
Holidays	0		29	
External Charter	10		0	
Total Days Lost	41		51	
<b>TOTAL DAYS DREDGING</b>	<b>26 days for 27 loads @ 1.04 Loads</b>		<b>13 days for 16 loads @ 1.23 Loads</b>	
	<b>395.2 tonnes per day</b>		<b>467.4 tonnes per day</b>	

- 2.2 Scarborough Harbour – Dredging took place at Scarborough during this period, removing 9,845t of spoil of the 9,999t available on the marine license. The marine license was due to expire on 15<sup>th</sup> January 2021 and is currently in the process of being renewed.
- 2.3 Whitby Harbour – Minimal dredging was undertaken at Whitby during this period with a large portion of the period focused on Scarborough. December was lost due to a combination of poor weather, seasonal holidays and repair requirements. The marine licence for activities at Whitby was extended to December 2023 after approval from the Marine Management Organisation (MMO).
- 2.4 Marine License Inspections – Since the last Executive meeting, the MMO have conducted a desk top inspection of both marine licenses and found the Authority to be compliant with the license conditions.

## 3. FINANCIAL UPDATE

- 3.1 The financial impacts of the Coronavirus outbreak pandemic on the Harbours has been significant throughout the 2020/21 financial year. The impact of initial lockdown 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 further impacted results.

### 3.2 Scarborough

At the time of the last report a shortfall in income was anticipated, primarily driven by shortfalls in fishing related activity. It was assumed as we entered a new period of lockdown that no further income would be received for the remainder of the year. It is pleasing to report however that fishing income was generated in the last quarter resulting in a smaller than forecast shortfall. Furthermore other income sources such as rentals and passenger dues provided an unexpected surplus. Overall income behind budget in the year.

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. Resultantly an in year saving materialised. All other costs were broadly in line with budget with the exception of utility charges. It was previously detailed that electricity costs were running ahead of budget in line with the previous year. This trend continued and resultantly an overspend materialised, in line with forecast. No information has once again been received from the Councils Energy Manager with regard to this matter. Very limited water costs have been charged in the year. It is thought an issue with providers is behind the omission, an accrual has been raised to avoid a potential shortfall in future years.

Maintenance budgets were once again underspent within the year. The underspend has provisionally been added to the balance of the harbour reserve in order to provide additional investment for future years.

#### Reserve

The Councils Capital Strategy was established to provide a robust framework and approach regarding the significant investments taking place across the Council. In order to provide consistency, the reporting and monitoring of investments within the harbour are to be incorporated within the wider Capital Strategy, £750k of the reserve was allocated to the strategy specifically for investments in the Harbour. In addition £150k has been allocated from the reserve to fund feasibility works for the Lighthouse Pier Sheet Pile remedial works.

The uncommitted balance of the reserve stands at £123k as at 31 March 2021.

### 3.3 Whitby

Like Scarborough fishing related income has been impacted by the pandemic, resulting in a shortfall against budget, in line with previous forecasts. Other income sources, including parking were slightly behind target as projected. As in previous years rental shortfalls of materialised resulted in a full year income shortage.

Expenditure across all areas of the harbour was slightly underspent primarily driven by lower maintenance costs.

### 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. While the figures relating to the agreements in year are still to be confirmed, transactions have been processed based on the best information currently available. Overall dredger activities are better than budget. This is primarily a result of lower expenditure on repairs and maintenance and net income from external contracts.

#### Reserves

The uncommitted balance of the general reserve stands at £74k and the dredger reserve £177k as at 31 March 2021.

**3.5 COVID Grants**

It is assumed that income losses resulting directly from the pandemic will be partially recovered from Government in line with the COVID recovery announcements. Based on current calculations an application will be made relating to Scarborough Harbour and Whitby Harbour.

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

- 4.1 There have been three incidents since the last report including 1 pollution incident at Scarborough, 1 grounding at Whitby and 1 instance of structural damage, also at Whitby. Where appropriate, reports have been submitted to the Marine Accident Investigation Branch and internal investigations conducted. Harbour Users continue to be reminded that they must take account of varying tidal conditions and plan their voyages accordingly. In the case of the grounding at Whitby, this failure to properly plan led to the grounding.
- 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. Similar themes surrounding fishing vessel safety continue to be seen industry wide, often with loss of life.

**5. HARBOUR MAINTENANCE – PROJECTS**

- 5.1 **Whitby Fish Pier**  
Discussions continue between engineering colleagues and the RNLI to determine a final plan for the remedial works on the Fish Pier. The RNLI has recently commissioned a second engineer to assess the project and discussions around the outcomes have commenced.

**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**