

HARBOUR MASTER BRIEFING NOTE TO HARBOUR EXECUTIVE 9 December 2019

1. WHITE AND SHELL FISH

Submitted returns indicate the following figures and percentages:

1.1 Whitby

		2019	2018	2017	
July	Weight	62,525	63,195	65,069	Kilos
	Value	232,704	269,023	339,624	£
	Wharfage	9,308	10,761	13,585	£
August	Weight	62,106	72,926	94,568	Kilos
	Value	374,588	461,037	427,220	£
	Wharfage	14,984	18,442	17,089	£
September	Weight	31,359	35,641	54,928	Kilos
	Value	167,796	208,766	184,986	£
	Wharfage	6,712	8,351	7,400	£
Total to date	Weight	291,767	290,357	353,392	Kilos
1 April to	Value	1,309,366	1,533,744	1,520,748	£
30 September	Wharfage	52,375	61,350	60,759	£

1.2 July figures show grossing's to be 1% White and 99% Shell

August figures show grossing's to be 100% Shell

September figures show grossing's to be 100% Shell

1.3 Scarborough

		2019	2018	2017	
July	Weight	108,649	105,089	194,982	Kilos
	Value	483,256	304,805	732,541	£
	Wharfage	17,918	11,940	23,168	£
August	Weight	103,685	241,385	253,528	Kilos
	Value	486,269	743,866	926,593	£
	Wharfage	17,979	28,115	30,266	£
September	Weight	95,187	179,781	145,610	Kilos
	Value	356,839	561,266	474,228	£
	Wharfage	14,261	19,684	15,475	£
Total to date	Weight	733,128	1,145,236	1,093,217	Kilos
1 April to	Value	2,685,009	2,978,049	3,622,037	£
30 September	Wharfage	99,829	112,916	117,841	£

1.4 July figures show grossing's to be 5% White and 95% Shell

August figures show grossing's to be 3% White and 97% Shell

September figures show grossing's to be 1% White and 99% Shell

1.5 Whitby figures show a decrease in landings throughout the reporting period. Scarborough landings whilst showing an increase in July, reduced significantly for the following two months. Figures primarily reflect the reduced visitor landings for the ports whose grossing's have in previous years artificially bolstered the landing figures. The visiting vessels at Scarborough appear to have landed mostly prawn during July and August and then scallops from September.

2. DREDGING

2.1 Whitby Harbour:-

	July to September 2019		July to September 2018	
	Loads	Tonnes	Loads	Tonnes
<u>Upper Harbour, Whitby</u>				
Turning Circle	13	4595	-	-
Main Channel	3	910	3	1110
<u>Lower Harbour, Whitby</u>				
Main Channel	-	-	6	2200
Bar	-	-	12	4440
Dredger buoys/channel	-	-	10	3750
Bull Noses	-	-	2	730
Total	16	5505	33	12230
Total To Date (Apr. – Mar.)	32 Loads – 11,335 Tonnes		69 Loads – 25,590 Tonnes	
Working Days	64		65	
<u>Dredging Days Lost Due:-</u>				
Bad Weather		19		8
Repairs		-		6
Sickness		3		-
Holidays		29		-
Contract		-		-
Scarborough		-		-
Total Days Lost		51		14
TOTAL DAYS DREDGING	16 loads for 13 days @ 1.23 Loads (467.4 tonnes) per day		33 loads for 18 days @ 1.83 Loads (680 tonnes) per day	

- 2.2 Scarborough Harbour - During the months of July to September 2019 no dredging was undertaken at Scarborough Harbour. It is intended to carry our dredging operations at Scarborough Harbour during October following the busy main season.
- 2.3 Whitby Harbour - Dredging operations during this period have concentrated on the upper harbour, in particular the main navigation channel and turning circle areas. The overall tonnage is down on this period last year predominantly due to staffing difficulties whilst undertaking to recruit for a Dredging Master.

3. FINANCIAL UPDATE – 2018/19

3.1 Whitby

The previous quarterly report highlighted a potential income shortfall in the year of c. £10-15k primarily driven through shortfalls in Dues Private and Fish Dues. However the overall income projection has improved, and although a shortfall is still projected, it is not anticipated to be material at this time. The main driver of any income shortfall is currently external rents receivable as a result of historic budget adjustments.

Expenditure to date is slightly below budget. It is assumed that this saving will offset the income shortages detailed above. No dredger charter income has been received due to the Dredging Master vacancy. The salary savings arising from the vacancy are being utilised to fund external contractor payments for the supply of a Dredging Master in order that the required levels of dredging can be completed within the Harbour.

3.2 Scarborough

Income is at least in line with budget across all areas. After several years of increased revenues from both Fish Dues and Fishing Vessel Dues budgets were increased to reflect this income, these higher targets are currently being achieved. Latest forecasts suggest income will exceed budget by c.£38k. A corresponding reserve contribution has been built into budgets in order to address the identified and prioritised maintenance undertakings within the harbour.

Expenditure continues to be in line with budget with the exception of water utility charges. The Councils Energy Manager has been tasked to investigate the drivers behind the increased costs. A further update will be provided upon clarification of the issue.

4. PORT MARINE SAFETY CODE (PMSC)

- 4.1 Pleasingly there is no risk register to attach as there have not been any marine related incidents during this reporting period.
- 4.2 The MCA recently undertook an inspection of Scarborough Harbours Port Waste Management Plan, corresponding administration and facilities. No major non conformities were raised, facilities were found to be generally good, with crews discharging garbage in an effective manner.
- 4.3 Recent audits of the SMS conducted both internally by the Designated Person and externally by independent Marine Consultants have proved to be successful with only a small number of minor suggestions raised. The updated version of the Safety Management System has been readopted by the Duty Holder.
- 4.4 The Authority presented its 'Performance against the Safety Plan' report to the recent Audit Committee which highlighted a continued reduction in marine related incidents within the Borough's harbour undertakings. The presentation of this report marked the change of Duty Holder to the Chief Executive Mike Green from Director Nicholas Edwards who had conducted the role since the previous CE's retirement.

5. HARBOUR MAINTENANCE – PROJECTS

5.1 Consultation on a Strategic Business Plan for Scarborough Harbour

Masterplan proposals for Scarborough Harbour have been delayed, however, Hemingway Design continue to develop detailed concepts and visualisation of what the scheme could look. Further consultation is now anticipated to take place in January / Feb 2020.

5.2 Whitby Piers

The final 'snagging works' connected with the Whitby Piers Coast Protection Scheme are almost complete. Both the West and East Piers are now fully accessible to the general public. Belfour Beatty's compound on Endeavour Wharf is now fully demobilised and the Wharf is now available for parking purposes.

5.3 Dredger 'Sandsend'

The Dredger 'Sandsend' has completed a routine Dry Docking period, this included inspections and surveys by the Maritime and Coastguard Agency. This docking is a periodic requirement which allows for both inspection and the completion of tasks which can only be completed whilst the vessel is out of the water. The vessel is in good order and no major issues were identified.

5.4 Church Street Works

Civil engineering issues have been encountered which are prolonging the flood defense works; consequently this has extended the period without electricity being available. The project team are very aware of the impact and disruption to our users and are working towards restoring the electricity as soon as practicable. Unfortunately no timeframe has been confirmed.

5.5 Whitby East Pier Footbridge

The footbridge, which weighs 9 tonnes and is 27 metres long, is now temporarily situated on Endeavour Wharf adjacent to the harbour side. The bridge was delivered by a low loader and offloaded by crane. It will remain in situ until plans for installing it are finalised and weather and sea conditions for the complex operation are favourable.

Once installed between the end of the East Pier and the pier extension, identified essential work will take place allowing for refurbishment of handrails and timbers where necessary, prior to opening the footbridge to the public.

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.

Capt. Ian Vasey
Borough Harbour Master