

**HARBOUR MASTER BRIEFING NOTE TO HARBOUR EXECUTIVE**  
**23 August 2021**

**1. WHITE AND SHELL FISH**

Submitted returns indicate the following figures and percentages:

**1.1 Whitby**

		2020/21	2019/20	2018/19	
January	Weight	14,111	25,998	35,961	Kilos
	Value	47,691	136,319	174,071	£
	Wharfage	1,908	5,453	6,963	£
February	Weight	16,225	25,392	25,285	Kilos
	Value	45,296	151,291	166,897	£
	Wharfage	1,812	5,886	6,510	£
March	Weight	17,905	46,006	34,684	Kilos
	Value	62,737	161,512	162,043	£
	Wharfage	2,509	6,375	6,396	£
Total to date	Weight	232,862	527,975	523,453	Kilos
1 April to	Value	1,327,103	2,698,912	2,842,172	£
31 March	Wharfage	53,084	107,706	113,436	£

- 1.2 January figures show grossing's to be 1% White and 99% Shell  
February figures show grossing's to be 100% Shell  
March figures show grossing's to be 100% Shell

**1.3 Scarborough**

		2020/21	2019/20	2018/19	
January	Weight	21,202	33,034	118,141	Kilos
	Value	97,793	221,234	385,851	£
	Wharfage	3,855	8,848	15,217	£
February	Weight	39,309	11,398	98,206	Kilos
	Value	103,586	71,390	306,331	£
	Wharfage	3,878	2,856	12,184	£
March	Weight	73,040	19,230	109,974	Kilos
	Value	260,368	128,098	335,860	£
	Wharfage	10,123	5,124	13,394	£
Total to date	Weight	687,107	943,897	1,833,759	Kilos
1 April to	Value	2,568,966	3,902,247	5,467,044	£
31 March	Wharfage	101,184	148,453	211,473	£

- 1.4 January figures show grossing's to be 100% Shell  
February figures show grossing's to be 18% White, 82% Shell  
March figures show grossing's to be 8% White, 92% Shell
- 1.5 The global pandemic and seasonal weather has continued to impact upon the fishery products being landed within our ports. A limited number of visiting fishing vessels have utilised our ports and this impact is represented in the figures. The visitors which do land however have bolstered the figures with their white fish and scallop landings.

## 2. DREDGING

### 2.1 Dredging Campaigns:-

<u>Whitby</u>	Jan to Mar. 2021		Jan to Mar. 2020	
	Loads	Quantity	Loads	Quantity
	0	0		
<u>Scarborough</u>				
	0	0		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>18680</b>
Working Days	60		62	
<u>Dredging Days Lost Due:-</u>				
Bad Weather	36		44	
Repairs	24		0	
Sickness	0		0	
Holidays	0		0	
External Charter	0		0	
Total Days Lost	60		44	
<b>TOTAL DAYS DREDGING</b>	<b>0 days for 0 loads @ 0 Loads</b>		<b>18 days for 48 loads @ 2.67 Loads</b>	
	<b>0 tonnes per day</b>		<b>1014.6 tonnes per day</b>	

- 2.2 Scarborough Harbour – No dredging was undertaken nor deemed necessary at Scarborough during this period following a successful campaign in the previous period. The renewal of the dredging license continues to be pursued but has been delayed by staff shortages within the Marine Management Organisation (MMO). These delays are being experienced nationally and are a result of the pandemic. They are, however, not impacting on operations at this time.
- 2.3 Whitby Harbour – No dredging was undertaken during this period due to the unavailability of the dredging equipment. Extended delays in receiving parts for a pump from Japan were encountered and then met with further delays at the border for the essential parts to enter the UK.

## 3. FINANCIAL UPDATE

- 3.1 The financial impacts of the Coronavirus pandemic on the Harbours continued at the start of the financial year as restrictions were gradually eased. It is hoped that those income sources impacted will recover throughout the summer, while Officers will once again seek to partially recover lost income in line with the Government's COVID recovery announcements.

Due to the uncertainties arising from the pandemic and recognising that it's early in the financial year, a year end projection has not been provided at this point. An end of year forecast will be provided as part of future reports.

### 3.2 Scarborough

Income is broadly in line with budget with the exception of fishing related income. While income from Fish Dues is performing better than last year, comparatives to pre-pandemic performance show a significant shortfall. Year to date fishing related income is £23k behind budget.

Staffing costs are in line with budget as the costs of the Coble Landing Attendant offset the savings made through not filling the position of Seasonal Lighthouse Attendant. All other costs are broadly in line with budget with the exception of utility charges. In line with previous years, electricity costs continue to run ahead of budget. This trend continues with an overspend of £5k to date and has once again been raised with the Councils Energy Manager. In line with last year very limited water costs have been charged to date. It is thought an issue with providers is behind the omission. An accrual was raised 2020/21 in order to provide funds should a backdated charge be received. To date no such charge has occurred.

Expenditure on maintenance and repairs around the Harbour continue to be below the levels available within the budget. An underspend of £45k was rolled forward from last year resulting in a revised budget for 2021/22 of £113k. To date expenditure of £28k has been incurred.

### **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 a further £150k has been allocated from the reserve to fund feasibility works for a scheme of repairs to the Lighthouse Pier Sheet Pilings.

The uncommitted balance of the reserve was £115k as at 31 March 2021. After considering in year budgeted contributions the current projected balance is £178k.

### **3.3 Whitby**

Like Scarborough fishing related income in the first part of the year has continued to be impacted by the pandemic, resulting in a year to date shortfall against budget of £20k. Other income sources, are broadly in line with budget with the exception of moorings. It is assumed however that the current £40k shortfall relates to timing issues within the billing process and the annual budget will be achieved. As in previous years rental shortfalls are materialising and are likely to be in the region of £35k.

Expenditure across all areas of the harbour are 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. At the conclusion of the previous financial year relevant adjustments were made in line with the agreement while final figures relating to external third party charter contracts were confirmed. The conclusion of these details is still to be finalised.

### **Reserves**

The uncommitted balance of the general reserve currently stands at £69k and the dredger reserve £193k.

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

- 4.1 There have been six incidents since the last report including 1 near miss at Whitby, 2 pollution incidents, 1 contact between vessels and a car accident at Scarborough. Where appropriate, reports have been submitted to the Marine Accident Investigation Branch and internal investigations conducted. It is pleasing to report that overall incident levels remain low and have returned to their pre-pandemic levels indicating confidence in the reporting and investigation procedures in place.

- 4.2 Pollution continues to be a primary concern and work has been undertaken with external partners including the Yorkshire Wildlife Trust and Environment Agency to educate users on the damage pollution can cause and the potential risk of prosecution.
- 4.3 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. A recent incident at Whitby (albeit outside of the Harbour Authority's jurisdiction) highlighted the risks of fishing when a fisher fell overboard from his single handed vessel and was, thankfully, subsequently rescued by a local passenger vessel.

## **5. HARBOUR MAINTENANCE – PROJECTS**

### **5.1 Whitby Fish Pier**

The Authority has provisionally accepted a repair scheme proposed by the RNLI and is currently awaiting final confirmation of costings prior to giving final approval. It is hoped that the scheme will move forward once these are received however long lead times with marine licensing at the MMO may cause further delays.

Once repairs are completed however, it is unlikely that the vessel waiting pontoon will be returned as engineers recommend that loads be kept to a minimum. Alternative waiting facilities are available on the Fish Quay or Marine Parade however; mariners continue to be advised to time their arrivals to match bridge opening times in the interests of good seamanship.

## **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.
- 6.2 Officers are currently working on plans for a reorganisation of the boat berthing available on the landing and will consult with users in the near future.

*Chris Burrows*

**Capt. Chris Burrows**  
**Borough Harbour Master**