

HARBOUR MASTER BRIEFING NOTE TO HARBOUR EXECUTIVE
8 October 2019

1. WHITE AND SHELL FISH

Submitted returns indicate the following figures and percentages:

1.1 Whitby

		2019	2018	2017	
April	Weight	22,790	30,916	33,426	Kilos
	Value	174,626	209,397	196,627	£
	Wharfage	6,985	8,376	7,801	£
May	Weight	27,214	40,270	35,587	Kilos
	Value	152,224	200,512	193,617	£
	Wharfage	6,089	8,020	7,738	£
June	Weight	22,417	49,254	40,314	Kilos
	Value	132,388	185,009	178,673	£
	Wharfage	5,296	7,400	7,147	£
Total to date	Weight	72,421	120,440	109,327	Kilos
1 April to	Value	459,238	594,918	568,917	£
30 June	Wharfage	18,370	23,797	22,686	£

- 1.2 April figures show grossing's to be 100% Shell
 May figures show grossing's to be 1% White and 99% Shell
 June figures show grossing's to be 20% White and 80% Shell

1.3 Scarborough

		2019	2018	2017	
April	Weight	125,370	199,703	193,464	Kilos
	Value	427,767	495,160	506,011	£
	Wharfage	16,123	19,435	18,911	£
May	Weight	182,599	242,741	97,848	Kilos
	Value	646,435	476,588	273,125	£
	Wharfage	23,308	18,511	9,406	£
June	Weight	66,041	149,035	160,480	Kilos
	Value	306,226	352,520	544,741	£
	Wharfage	11,327	13,463	16,244	£
Total to date	Weight	374,010	591,478	451,792	Kilos
1 April to	Value	1,380,429	1,324,268	1,323,877	£
30 June	Wharfage	50,758	51,408	44,561	£

- 1.4 April figures show grossing's to be 3% White and 97% Shell
 May figures show grossing's to be 9% White and 91% Shell
 June figures show grossing's to be 9% White and 91% Shell
- 1.5 Whitby landings show a decrease in landings throughout the period. Figures have reflected the poor weather, impacting upon local and visiting vessels, along with the reduction/withdrawal of salmon licences. Scarborough landings show a slight reduction in overall wharfage although the port has benefited from a number of high value landings from visiting prawn and scallop vessels.

2. DREDGING

2.1 Whitby Harbour:-

	April to June 2019		April to June 2018	
	Loads	Tonnes	Loads	Tonnes
<u>Upper Harbour, Whitby</u>				
Chicken Run	1	370	-	-
West Side Pontoons	9	3200	-	-
Turning Circle	6	2260	1	370
Main Channel	-	-	2	700
Dockend	-	-	3	1110
Endeavour Wharf	-	-	5	1800
Eskside Wharf	-	-	1	350
<u>Lower Harbour, Whitby</u>	-	-	21	7430
Total	16	5830	33	11760
Total To Date (Apr. – Mar.)	16 Loads – 5,830 Tonnes		33 Loads – 11,760 Tonnes	
Working Days	62		62	
<u>Dredging Days Lost Due:-</u>				
Bad Weather		21		30
Repairs		-		2
Sickness		21		-
Holidays		4		-
Contract		-		8
Scarborough		-		5
Total Days Lost		46		45
TOTAL DAYS DREDGING	16 loads for 16 days @ 1.0 Loads (380 tonnes) per day		33 loads for 17 days @ 1.9 Loads (692 tonnes) per day	

2.2 Scarborough Harbour - During the months of April to June 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 West side leisure vessel pontoons. The overall tonnage is down on this period last year predominantly due to staffing difficulties including sickness and the resignation of the Dredging Master.

3. FINANCIAL UPDATE – 2018/19

3.1 Whitby

Income in the year is slightly behind budget with the current income profiles showing potential shortfalls in Dues Private and Fish Dues. Due to the infancy of the current financial year, it is difficult to provide an accurate forecast, however an estimate of £10-15k would seem prudent. The current financial year is also likely to see a one off financial shortfall in Dues Commercial (£8k) as a result of back dated rental amendments.

Expenditure in year is slightly below budget partially offsetting some of the income shortages detailed above. No dredger charter income has been received primarily as a result of a current vacancy within the role of Dredging Master. The salary savings arising from the vacancy are currently offsetting the shortfall in net income from external dredger activities.

3.2 Scarborough

Although early in the year it is pleasing to report that income in year is at least in line with budget across all areas. Income budgets for both Fish Dues and Fishing Vessel Dues were increased significantly from previous year following several years of increased revenues. A corresponding reserve contribution has been built into budgets in order to address the identified maintenance issues within the harbour.

Expenditure to date is broadly 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 There have been seven marine related incidents during this reporting period identified in the attached Incident Register.
- 4.2 Further risk reducing measures have been implemented at both Scarborough and Whitby. Following recent industry best practise Standard Operating Procedures have been developed to ensure the integrity of all mooring bollards.
- 4.3 On 27 August Trinity House, the General Lighthouse Authority, undertook a full audit of the aids to navigation at both Scarborough and Whitby. This process included policy management, availability, and inspection and maintenance. All was found to be in compliance.
- 4.4 External marine consultants carried out an audit of the Harbour Authorities 'Safety Management Systems' on the 30 August 2019. The report concluded "Scarborough and Whitby Harbour has a good understanding of what is required to maintain PMSC compliance. The SMS is concise and generates useful records through worthwhile procedures. The need for review and updating is recognised and applied. A strong element of professionalism, pride and attention to detail was readily apparent during the audit".

5. HARBOUR MAINTENANCE – PROJECTS

5.1 Consultation on a Strategic Business Plan for Scarborough Harbour

Masterplan proposals for Scarborough Harbour continue to progress. Hemingway Design has held initial public consultation over the summer. They are currently developing their initial concepts for further consultation, anticipated to take place during October.

5.2 Whitby Piers

The East Pier remains closed for public access and the West Pier & its extension remain open with some restrictions in place. All Toe Beam works are now complete and work has commenced on the West Pier parapet wall and the slipway defector wall. Overall progress is on back on track and all works are anticipated to be completed by Autumn.

5.4 Whitby East Pier Footbridge

Offsite construction of the footbridge is now complete with onsite works anticipated to take place during the Autumn. These include the installation of the new bridge and its access, removal and refurbishment of handrails and works to the timber decking.

5.5 Whitby Fish Pier

Movement of the central section of the southern facing sheet piled wall and the timber decking associated with the RNLI facility has been observed. Access to this area has been temporarily closed for Health and Safety purposes. Recent engineering and diving surveys have been undertaken and the results will assist in formulating a way forward. Currently the pier is being monitored.

5.6 Whitby Fish Quay

Works have recently been completed on the installation of a new and efficient chiller system to Whitby's fish market at a cost of £34K. This has been well received by local and visiting fishing vessels and the associated buyers. The previous system was in excess of 20 years old, and becoming prone to failure, with the associated maintenance costs escalating and parts/spares becoming more difficult to source.

6. FILEY COBLE LANDING

- 6.1 Beach access to the landing has been cleared of a build-up of sand/pebbles when necessary. The Seasonal Attendant has once again been successful. Discussions are taking place with users/stakeholders and RNLI, regarding the forthcoming new Lifeboat.

Capt. Ian Vasey
Borough Harbour Master

**Whitby Harbour Marine Incident Register
(1 May to 30 September 2019)**

PMSC ref (if appropriate)	Date of Incident	Incident & Location	Consequences	Action Taken (if appropriate)	Mitigation	Action Plan (if appropriate)
WH 80	01/05/2019	Vessel contact with Whitby Swing Bridge East dolphin	Minor damage to bridge fendering.	NYCC advised, Incident investigated	Watch keeping service.	Maintain harbour watch keeper training regime, CCTV provision and OPRC training. Implement limitations/direction on vessel movements.
WH 81	07/07/2019	Leisure vessel capsize/sinking between Piers and Bell Buoy.	Total Loss of vessel, minor injuries to crew..	MAIB informed. CG, local FVS and RNLI attended	Watch keeping service.	Maintain harbour watch keeper training regime, CCTV provision.
WH 82	08/09/2019	Skipper of commercial pax vessel required medical assistance during river trip in upper harbour.	Vessel returned safely to berth. Passengers disembarked without incident.	MAIB informed. Incident investigated.	Watch keeping service.	Maintain harbour watch keeper training regime, CCTV provision.
WH 83	26/9/2019	Large fishing vessel grounded adjacent to West pier out with main navigation channel.	No observed or reported damage, no pollution.	MAIB informed. Incident investigated. Skipper offered appropriate advice.	Watch keeping service.	Maintain harbour watch keeper training regime, CCTV provision.

**Scarborough Harbour Marine Incident Register
(1 May to 30 September 2019)**

PMSC ref (if appropriate)	Date of Incident	Incident & Location	Consequences	Action Taken (if appropriate)	Mitigation	Action Plan (if appropriate)
SH57	06/06/2019	Person in water, outer harbour.	Minor impact on person.	Incident investigated. Person involved agreed change of practises when attending vessel.	Watch keeping service.	Maintain harbour watch keeper training regime.
SH58	22/06/2019	Person in water, outer harbour.	Minor impact on person.	Incident investigated.	Watch keeping service.	Maintain harbour watch keeper training regime.
SH59	06/07/2019	Fall from West Pier.	Casualty in critical condition.	Harbour staff, Yorkshire Ambulance Service, HMCG, NYP and Yorkshire Air Ambulance on scene.	Watch keeping service.	Maintain harbour watch keeper training regime

**Filey Coble Landing Marine Incident Register
(1 May to 30 September 2019)**

No reported incidents.

RISK MATRIX

Risk Ref	Date	Risk	Consequences	Mitigation	Current Risk Score	Target Score	Service Unit Manager/ Responsible Officer	Action Plan
1	October 2019	Duty holder and Council are unaware of current operational issues and performance.	Lack of correct information may lead to uninformed decisions.	Presentation of Brief to Harbour Executive.	C3	B2	Ian Vasey	Continue to present report
2	October 2019	Duty holder and Council are unaware of PMSC incidents	Non-compliance with PMSC recommendations.	Presentation of incident register	C3	B2	Ian Vasey	Continue to present report

Terms

- Risk: An event which may prevent the Council achieving its objectives
- Consequences: The outcome if the risk materialised
- Mitigation: The processes and procedures that are in place to reduce the risk
- Current Risk Score: The likelihood and impact score with the current mitigation measures in place
- Corporate Objectives: An assessment of the Corporate Objectives that are affected by the risk identified
- Target Risk Score: The likelihood and impact score that the Council is aiming to achieve
- Service Unit Manager: The Service Unit or Officer responsible for managing the risk
- Action Plan: The proposed actions to be implemented in order to reduce the risk to the target score

Risk Scoring

Impact	5					
	4					
	3					
	2					
	1					
		A	B	C	D	E
	Likelihood					

- Likelihood:
- A = Very Low
- B = Not Likely
- C = Likely
- D = Very Likely
- E = Almost Certain
- Impact
- 1 = Low
- 2 = Minor
- 3 = Medium
- 4 = Major
- 5 = Disaster