

**HARBOUR MASTER BRIEFING NOTE TO HARBOUR EXECUTIVE**  
**17 June 2019**

**1. WHITE AND SHELL FISH**

Submitted returns indicate the following figures and percentages:

**1.1 Whitby**

		2018/19	2017/18	2016/17	
January	Weight	35,961	29,096	29,031	Kilos
	Value	174,071	117,371	104,344	£
	Wharfage	6,963	4,695	3,904	£
February	Weight	25,285	23,380	16,339	Kilos
	Value	166,897	85,764	60,392	£
	Wharfage	6,510	3,430	2,416	£
March	Weight	34,684	41,824	42,427	Kilos
	Value	162,043	125,932	159,542	£
	Wharfage	6,396	5,037	6,382	£
Total to date	Weight	523,453	562,678	614,183	Kilos
1 April to	Value	2,842,172	2,337,073	2,207,633	£
31 March	Wharfage	113,436	93,412	86,357	£

1.2 January figures show grossing's to be 1% White, 99% Shell

February figures show grossing's to be 100% Shell

March figures show grossing's to be 100% Shell

**1.3 Scarborough**

		2018/19	2017/18	2016/17	
January	Weight	118,141	130,725	72,094	Kilos
	Value	385,851	272,098	191,706	£
	Wharfage	15,217	10,823	7,118	£
February	Weight	98,206	129,461	88,490	Kilos
	Value	306,331	290,367	217,216	£
	Wharfage	12,184	11,255	8,261	£
March	Weight	109,974	91,520	86,868	Kilos
	Value	335,860	233,838	146,129	£
	Wharfage	13,394	9,097	5,463	£
Total to date	Weight	1,833,759	1,659,579	1,569,061	Kilos
1 April to	Value	5,467,044	5,272,485	5,132,539	£
31 March	Wharfage	211,473	182,516	175,441	£

1.4 January figures show grossing's to be 100% Shell

February figures show grossing's to be 100% Shell

March figures show grossing's to be 1% White, 99% Shell

1.5 In comparison with previous years landings both ports show a decreased weight in product landed but significantly increased value, this is mainly due to the increasing number of vessels landing scallops within the ports. Correspondingly overall annual wharfage income has increased on previous years.

## 2. DREDGING

### 2.1 Whitby Harbour:-

	January to March 2019		January to March 2018	
	Loads	Tonnes	Loads	Tonnes
<u>Upper Harbour, Whitby</u>				
Main Channel	2	730	-	-
Endeavour / TC	1	360	5	1750
Ekside Wharf	-	-	14	4830
Chicken Run	-	-	1	370
Church Street	-	-	-	-
Party Pontoon	-	-	-	-
Endeavour Wharf	4	1490	-	-
Pontoons	47	16770	14	5080
West Side Pontoons				
<u>Lower Harbour, Whitby</u>	-	-	3	1020
Total	54	19350	37	13050
<b>Total To Date</b> (Apr. – Mar.)	138 Loads – 49,590 Tonnes		136 Loads – 45,110 Tonnes	
Working Days	67		67	
<u>Dredging Days Lost Due:-</u>				
Bad Weather	21		26	
Repairs	-		0	
Sickness	-		7	
Holidays	13		10	
Total Days Lost	34		43	
<b>TOTAL DAYS DREDGING</b>	54 loads for 33 days @ 1.63 Loads ( 652 tonnes) per day		37 loads for 24 days @ 1.54 Loads ( 616 tonnes) per day	

2.2 Scarborough Harbour:- During the months of 1 January 2019 to 31 March 2019 no dredging was undertaken at Scarborough Harbour.

2.3 Dredging operations have predominately concentrated on the upper harbour at Whitby, in particular the West side leisure vessel pontoons. Currently work in this area is drawing to completion where upon focus will move to the main navigation channel as part the annual dredging program.

## 3. FINANCIAL UPDATE – 2018/19

### 3.1 Whitby

Income in the year was slightly ahead of budget primarily as a result of fish dues and one off income from the Marina. General expenditure in the year was slightly above budget driven by one off professional fees, this variance offsetting the higher income. Maintenance expenditure was slightly below budget with the balance of this underspend being added to the General Reserve for future investment. As at 31 March 2019 the General Reserve stands at £81k.

Dredger charter income was down in the year; however this was offset through lower expenditure associated with the decreased external activity. Repairs and Maintenance in the year were also below budget as a consequence of the recent capital investment made to the vessel. These underspends were transferred to the Dredger Reserve resulting in a closing balance of £150k.

### **3.2 Scarborough**

Income in year exceeded budget by £200k primarily driven by fishing related income. Expenditure in the year was broadly in line with budget resulting in a significant overall in year surplus. In September 2018 a £55k surplus was projected and reported to Cabinet as part of the Councils corporate monitoring procedures. As a result of this income an additional contribution to the Reserve of £161k was made over and above the budgeted annual £47k contribution. Currently officers are undertaking a piece of work budgeting and prioritising primary assets for future maintenance, it is intended to utilise harbour reserves to ensure the longevity of harbour structures.

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

- 4.1 There have been two minor incidents during this reporting period.
- 4.2 Further risk reducing measures have been implemented on Scarborough's West Pier, which involved reconfiguring the car parking spaces at the immediate entrance to improve access and visibility.
- 4.3 A Security inspection was undertaken on 5 June at Whitby, by the maritime and security resilience division, under the auspices of the ship and port facility (Security) regulations 2004. All aspects were found to be in conformity.
- 4.4 Trinity House, the general lighthouse authority, undertook an inspection of the aids to navigation both at Whitby and Scarborough Harbours on 29 May 2019. All were found to be in compliance.
- 4.5 Director, Nick Edwards, will take the responsibility of Duty Holder for the interim period whilst the Council does not have a Chief Executive in post.

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

### **5.1 Scarborough North Wharf / West Pier**

Further to the completion of the North Wharf strengthening project, the installation of additional mooring bollards on the North wharf and West Pier has now been completed in full. In addition enhancements have been made to their respective vertical ladders, consisting of improved and extended handhold provision.

### **5.2 Consultation on a Strategic Business Plan for Scarborough Harbour**

Following a tender process "Hemingway Design", specialists in coastal regeneration, have been commissioned to help create a masterplan for Scarborough Harbour. Stakeholders are invited to attend a "visioning" event to be held 18 June.

### 5.3 **Whitby Piers**

Works re-commenced mid-March, the East Pier is closed for public access and the West Pier & its extension remain open with some restrictions in place. Overall progress is weather dependent, presently the “in water” aspects of the works are a number of weeks behind schedule, and the “out of water” elements are also slightly behind schedule. It may be possible to make up some of this lost time.

### 5.4 **Whitby Dockend Scheme**

Prior to the busy Easter period the works were substantially completed, including new paving, the re-profiling and renewal of the tarmac area, and the reinstatement/addition of planters and street furniture. Yorkshire Water have agreed to replace their inspection covers to match the new paving, this work will take place after the Summer period along with a small proportion of pavers which still require replacement.

**Capt. Ian Vasey**  
**Borough Harbour Master**

**Whitby Harbour Marine Incident Register  
(1 January 2019 to 30 April 2019)**

<b>PMSC ref</b> (if appropriate)	<b>Date of Incident</b>	<b>Incident &amp; Location</b>	<b>Consequences</b>	<b>Action Taken</b> (if appropriate)	<b>Mitigation</b>	<b>Action Plan</b> (if appropriate)
<b>WH 79</b>	25/04/2019	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.

**Scarborough Harbour Marine Incident Register  
(1 January 2019 to 30 April 2019)**

<b>PMSC ref</b> (if appropriate)	<b>Date of Incident</b>	<b>Incident &amp; Location</b>	<b>Consequences</b>	<b>Action Taken</b> (if appropriate)	<b>Mitigation</b>	<b>Action Plan</b> (if appropriate)
<b>SH56</b>	18/04/2019	Leisure vessel electrical fire. Inner harbour pontoons.	Minor damage to vessel.	Incident investigated Owners informed.	Watch keeping service.	Maintain harbour watch keeper training regime, and Tier1 equipment.

**Filey Coble Landing Marine Incident Register  
(1 January 2019 to 30 April 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	April 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	April 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

