

**Quality Audit of the  
Port of Whitby**

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**Confidential Report No. CR 181**

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August 2000



# **The Sea Fish Industry Authority**

## **Seafish Technology**

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T. Misson  
August 2000  
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**Sea Fish Industry Authority**  
**Seafish Technology**

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**Summary**

This report presents the findings of a Quality Audit of the fishing port of Whitby that examined the quality of raw material supplies to the port, standards of physical infrastructure, operating practices and management controls.

The quality of fish supplied to the market is generally good but let down by day-boats not using ice and by poor standards of gutting by some boats.

The fish market is refrigerated and generally maintained to a high standard but suffers from inadequate space for handling and transport ex-market that is compounded by public right of access.

The standard of hygiene on the market is poor despite the introduction of a code of practice with smoking, drinking, eating and walking on fish boxes commonplace. Wash-down of the market floor is adequate but improvements could be made to cleaning of the wall, market equipment and boxes.

Recommendation is made for establishing standards, procedures and controls, including documented records of monitoring and a policy for enforcement and for training.

## **1. Introduction**

The increasing demands of the corporate food sector and the requirements of food safety legislation have given impetus to the need to raise quality and operating standards within the fish industry. This was recognised by the Industry Task Force that identified the port sector as a potential weak link in the production and distribution chain.

In response to the recommendations of the Task Force, Seafish introduced an initiative targeted at raising standards by means of port quality audits. The audits examine and report on the quality of raw material supplies to the port, the standards of physical infrastructure, the operating practices, and management controls. Action is then encouraged at a local level as necessary.

The audit covers the operations from landings at the quayside to dispatch of fish from the market after sale. It does not cover standards of fishing vessels (other than in the quality of fish supplied to the market) nor fish factories. The report is confidential to the trade and port management and is not for publication.

This report presents the findings of a quality audit of the port of Whitby undertaken in June 2000. It was carried out with the full co-operation and participation of fishermen, salesmen/agents, buyers, merchants, processors, the Port Authority (Scarborough Borough Council) and ancillary services operators.

## **2. Background**

The Yorkshire coast port of Whitby serves a steady home fleet of about fifteen stern trawlers of 15 to 18 m length, in addition to Yorkshire cobles and other (keeled) day-boats. The fishing fleet totals approximately 55 vessels.

The trawlers are shelter-decked and usually work single or twin-rig ground-hopper gear on trips up to three days on local inshore grounds. A smaller number of the trawlers fish further afield on longer trips of seven or eight days and may land into other ports. The day-boats often use a variety of fishing methods according to prevailing conditions: gill nets, long-lines, and pots. There is one traditional side trawler still working from Whitby.

A considerable percentage of the fleet of trawlers is owned or part owned by Locker Trawlers Ltd, whose offices are above the Environmental Health Offices on the fish market.

The harbour is large and deep enough for larger fishing boats, but the home-based fleet remains below 60 feet in length to comply with local Sea Fishery Committee bylaws which restrict inshore trawling to boats under this length. Whitby is not a designated landing port.

During the days of the audit some of the longer-trip vessels were targeting red mullet off the Dutch coast and did not land to Whitby, so no assessments could be made of the longer trips. These vessels do, however, successfully land and market red mullet at Whitby.

Most wet-fish is sold across the market, whereas nearly all shellfish is landed direct to shellfish buyers and merchants, and is stored on the market prior to removal.

Since the beginning of the 1990's, Scarborough Borough Council has invested about £300,000 in upgrading the fish market to meet new EU hygiene standards. First-hand sales of fish and shellfish grossed more than five million pounds last year, 1999.

In an attempt to improve standards and conduct at Whitby (and Scarborough), Scarborough Borough Council implemented a Code of Practice for both markets at the beginning of April 1999. The Council issues licences to those wishing to buy or sell at the auction, and in extreme cases of disregard of the Code of Practice can revoke licences.

There is now only one sales agency at Whitby, Alliance Fish Selling Ltd; who are also vessel agents, fish buyers and fish wholesalers.

There is significant buying power on the market from local processors, wholesalers and merchants and prices are often stronger on Whitby market for codlings than at either Grimsby or Hull. Much of the prime fish is bought by local processors to supply up-market outlets, which will pay premium prices for fresh, quality fish.

### 3. Survey Procedures

The survey was undertaken between the 18th and 23rd June, 2000 by a small team of Seafish Technologists and Quality Assurance Officers.

All the fish sampled had been landed from vessels at Whitby market, or consigned overland from Amble. Wherever possible, the quality assessments were made when the fish were first received into the market building. Fish were taken from throughout each box and assessments made of:

- freshness (using the Torry Sensory Assessment System, see Appendix 1)
- gutting and washing
- temperature and icing practice
- box weights and box filling practice
- damage to fish

Note was also made of the trip length and any vessel operating practices or equipment which may have affected quality (e.g. fishroom insulation/chilling, fish handling systems, washing/gutting machines, etc.). Some fish had been landed during the weekend by Whitby day boats and held over in the fish market. Overall, 33 boxes of fish were assessed, from eight vessel landings, including two vessel landings consigned from Amble.

Skippers were interviewed during the audit, and their comments and observations have been incorporated into this report where appropriate.

Assessments of the standards of physical infrastructure, operating practices and management controls were undertaken using a structured approach. These included observations on site and discussions with a wide range of Port Authority and Scarborough Borough Council staff and harbour and market users.



## 4. Raw Material Supplies

### 4.1 The Sample

The samples came from eight boats, which landed for the Monday, Tuesday, Wednesday or Thursday markets, and included day-boats and trawlers. It was not possible to assess fish from the trip vessels working 7 to 10 day trips. The boxes examined are detailed in Table 1.

Table No. 1 - Boxes of fish sampled on the market

Species	Boxes Sampled
Cod	20
Dover sole	2
Haddock	5
Plaice	2
Mixed flatfish	3
Whiting	1

### 4.2 Freshness Quality

The average freshness of the fish examined was 8.75 on the 10 point Torry Freshness Scale (TFS). For details of Torry scoring and its relationship with eating quality and EU grades, see Appendix No. I. The fish quality ranged from 9.5 to 7 on the Torry Scale.

The fish that scored 7 were from day-boats and had been landed and held over the weekend. Temperatures were high and the fish may have been kept in the open onboard the boat throughout the day. The day-boats do not carry ice and the fish, which should have been best quality, had deteriorated by warming up in the hot sun, with rapid quality loss. Although the day boats ice their fish after landing, freshness quality in hot or warm weather will have already suffered by then, and most fish caught over the weekend had no ice left on them by Sunday evening, Figure No. 1. Although some day-boats such as cobbles have limited deck space for carrying ice, it was not coble-caught fish that scored 7; it was day boats (keelboats) whose fish had a low freshness score.



Figure No. 1 - Weekend day-boat fish with no ice left on by Sunday evening

The overall average score of 8.75 is a good score, indicating good care of the catch and good icing practice by the larger Whitby trawlers fishing for two, three or more days and would have been higher but for lack of ice by day boats at the weekend.

The full range of freshness scores for each species examined during the audit is given in Table No. 2.

**Table No. 2 - The range of freshness quality in the samples**

<b>Species</b>	<b>Boxes Sampled</b>	<b>TFS max</b>	<b>TFS min</b>
Cod	20	9.5	7
Dover sole	2	9.25	9.25
Haddock	5	9	8
Plaice	2	9.5	9.25
Mixed flatfish	3	9.5	9.25
Whiting	1	8.75	8.75

### **4.3 Gutting and Washing**

Spoilage of fish after death is caused by enzymatic and bacterial action, particularly within the gut cavity. By removing the gut contents and washing the fish, the rate of spoilage is reduced. However, the washing must be done efficiently or the bacteria from the gut cavity can spread to the cut flesh, which would increase the rate of spoilage.

Overall, the standards of gutting and washing were good, however some fish had been badly gutted and some also had cuts extending into the fillet material of the flesh. (Figure No. 3). 86% of the sample showed good or excellent standards of gutting and washing, as shown in Table No. 3.

**Table No. 3 - Gutting and washing standards**

<b>Standards</b>	<b>Gutting (% of sample)</b>	<b>Washing (% of sample)</b>
Excellent	22	19
Good	67	74
Poor	20	7

### **4.4 Temperature Control**

Temperature control is by far the most significant factor affecting the rate of deterioration of fish, because increased temperature (up to blood temperature) increases the rate of growth of bacteria.

Typically, white fish remains acceptable as a food product for about 10 or 11 days after capture if it has been and remains well iced i.e. kept at 0°C. However, this storage life can be reduced to just one or two days if the fish is left un-iced and unprotected at ambient summer temperatures.

This audit was carried out during a hot spell in mid-June, and the first weekend had been particularly hot. Ambient temperatures outside the market were high and fish that were not iced very rapidly lost quality, as witnessed by the poor TRS scores from some of the day-boats.

During the audit, the average fish temperature was +2.6°C for fish in the top layer of the box (closest to the ice) and +3.8°C for fish in the bottom of the box. The temperatures ranged between +15.5°C to +0.2°C, with an overall average of +4.3°C. Table No. 4 shows the fish temperature distribution. The average temperature would have been closer to 0°C but for one or two of the day boats allowing their fish to heat up to 12 or 13°C. Fish in one box were measured at 15.5°C, Figure No. 2. These vessels ice their fish when they land them, with ice waiting for them on the market, but they should be encouraged to take ice to sea to maintain maximum fish freshness quality.



Figure No. 2 – Recently iced fish on Whitby market, temperature still high, showing 15°C.

Table No. 4 – Temperature distribution of the fish sampled

Vessel	Fish temp max °C	Fish temp min °C	Average temp °C
1	+4.0	+0.2	+2.2
2	+5.2	+0.4	+2.8
3	+13.5	+1.5	+7.5
4	+3.0	+0.4	+1.7
5	+1.5	+4.3	+2.9
6	+3.8	+1.5	+2.6
7	+6.3	+0.7	+3.5
8	+6.0	+3.1	+4.5

#### 4.5 Physical Damage of Product

Of the boxes of fish examined, 85% had no sign of damage to the fish. The remaining 15% did have some degree of damage, including fillet slash, (Figure No. 3) caused by cutting into the flesh of the fillet, reducing its value on the market. There was no evidence to suggest poor handling at sea or excessive tow times or soak times and no serious crushing caused by overfilling of boxes.



**Figure No. 3 – Fillet slash**

#### **4.6 Boxing**

Boxing practices at sea are also critical to fish quality. Fish should be aligned within the box to prevent distortion, with their belly cavities down to facilitate drainage. To prevent crushing and to allow sufficient ice to cool the fish, the boxes must not be overfilled, and should be bottom- and top-iced.

Seafish research has shown that correctly laid out fish suffer far less damage overall than those that are tipped into a box, this is particularly so if the box is not overfilled. The levels of fish damage by crushing and distortion increase sharply at higher weights caused by over-filling fish-boxes. When the fish are tipped into boxes and not aligned correctly, damage levels are also relatively high, even if the box is not overfilled.

All fish sold over the market are graded, weighed and re-boxed prior to sale, by boat crews and Agency staff. All boxes used for selling on the market are Alliance (Scarborough & Whitby) boxes. Boats working longer trips or which might land in ports other than Whitby or Scarborough are encouraged to use Hudson (Hull) fish boxes: Hudson has an established national re-collection system and thus minimises Alliance box losses. Both companies' charges are approximately the same for box use.

#### **4.7 Size Grading**

Approximate size grading is carried out at sea. There is further grading done ashore when the fish are weighed, boxed and labelled prior to sale. They are also graded ashore for quality, according to EU regulations.

#### **4.8 Scheduling of Landings and Provision of Forward Information**

Forward landing information is phoned in; either the day prior to landing for the trawlers or each day for the day boats. Much of the fleet often fishes within sight of the Whitby headlands anyway, and landings information is readily available.

Because of Locker Trawler's interest in much of the Whitby trawler fleet, scheduling of landings is either left to the skippers discretion or agreed to suit associate companies involved in onward distribution or processing etc. This company has very accurate advanced landing information obtained by satellite, fax or telephone seven days a week. The information is readily available to any merchant who requests it.

## 5. Physical Infrastructure

### 5.1 Unloading Quays and Equipment

The fishing quay at Whitby is 215 m long, providing berthing space, fuel bunkers, fresh water and is adequate for landings of the local fleet in most circumstances, Figure 4. The maximum vessel length that can be admitted to the port is 85m and 6m draft. The quay and apron are well lit and provided with fresh water. The public right of way along the quayside is a serious problem for Scarborough Borough Council, confounding attempts to regulate access to the market. This problem will be tackled when the vehicle loading bay is built, section 5.5.

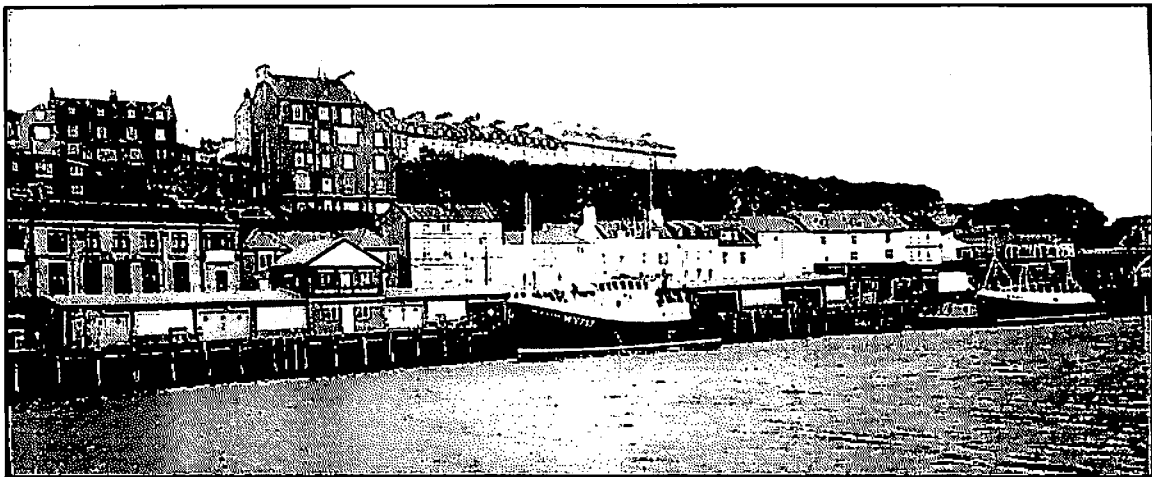


Figure No. 4 - Whitby fish quay and fish market

Although the market apron itself is well served with lights on the market walls, Scarborough Borough Council plans to install lights underneath the fish quay apron to shine through the pier supports, to assist in manoeuvring and unloading vessels at night.

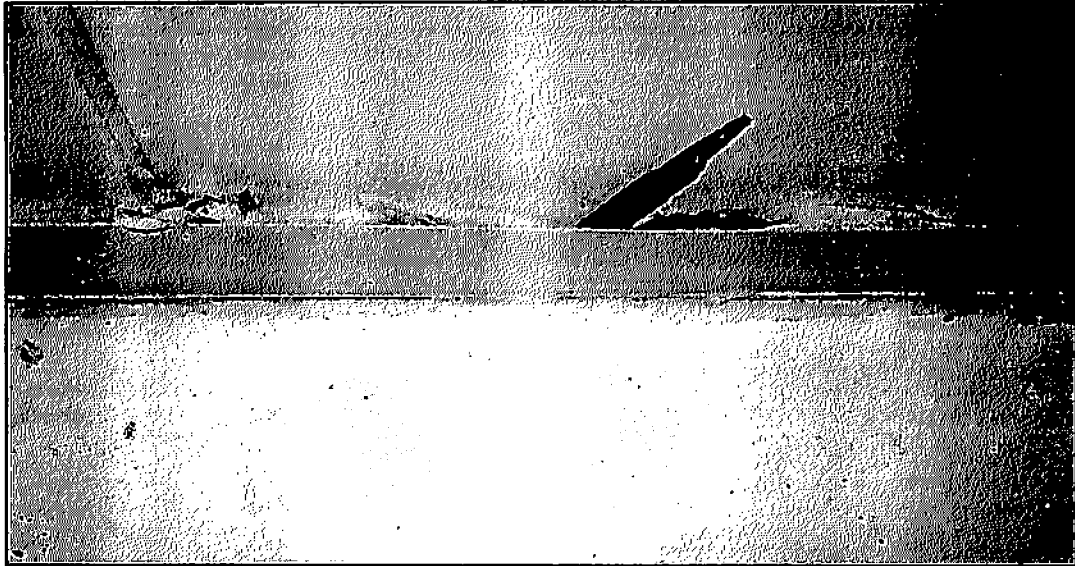
All landings by the local fleet are boxed; trawlers use their derricks for unloading, while day-boats use the small harbour crane on the south end of the fish quay (swl 100 kg). This crane installation would benefit from the installation of a personnel safety barrier on the harbour side. Concern was expressed during the audit by users of the crane about the electrical safety of the crane. Scarborough Borough Council electrical engineers should confirm the equipment is safe. A second crane is located at the north end of the market, (swl one tonne) for moving trawl doors from boats to the door-storage racks, and back onto the boats. The door storage is to be relocated to Eskside wharf to decrease danger to the public, and assist in the artic vehicle loading bay scheme.

### 5.2 Fish Market

The fish market has been upgraded to comply with EU hygiene regulations, and has fan-assisted refrigeration. Internally, the walls are covered with impervious plastic cladding with concrete coving at floor level. The floor, which is in good condition, is graded to the dock, where there are interceptor drains to remove surface water to mains sewerage.

The internal wall cladding has an edging strip, which is designed to seal the bottom of the sheets to the wall. In a number of places the edging strip is coming away from the wall

allowing debris and fish detritus to build up in the 'flap', Figure No. 5. Remedial action is required to remove the source of contamination and bacterial build-up inside the market by resealing the edging strip to the wall.



**Figure No. 5 - Debris in loose wall cladding**

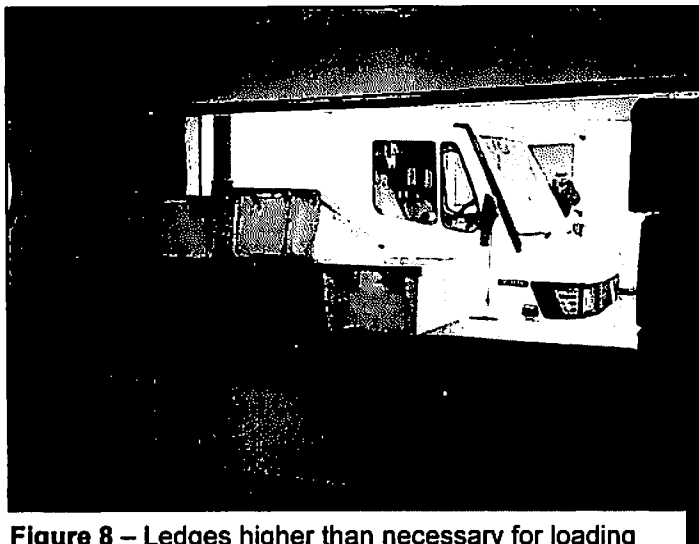
There is also evidence of water ingress into the market from outside, and there are algae and mould in a number of places, Figure No. 6. The water leaks should be sealed and the mould and algae steam-cleaned off.



**Figure No. 6 - Mould and leakage on internal walls**

The main market doors are of the up-and-over type, easy to use and well maintained apart from one that was inoperative and awaiting spare parts for repair. One of the downpipes outside the market was damaged, possibly by a forklift truck, and in need of re-siting, Figure No. 7. There was also forklift damage to some bollards outside the main market doors.

Fish is removed after the auction through shuttered hatches opening to the roadside and designed to stop the public from walking into the market. The idea is good in principle, but the height of the openings appears to have been designed for loading articulated lorries, rather than fish vans, (Figure No. 8) and involves unnecessary lifting.



**Figure 8 – Ledges higher than necessary for loading fish vans**



**Figure No. 7 - Damaged downpipe outside the fish market**

It is not always possible to have two people available to lift boxes of fish onto or off these ledges, particularly during the rush to get the fish into the van and away. If the ledges were lower, (closer to the height of the back of a fish van) the public would still be excluded, but the lifting of fish boxes onto and off the ledge would become an easier and safer operation.

### **5.3 Market Equipment**

Weigh-scales, boxes, fish bins for ice storage, pallet trucks and forklift are owned by Alliance and are well maintained and of hygienic construction. The weigh-scales, however, were dirty and in need of washing. The hoses provided for wash-down and potable water shows signs of drip leakage and mould growth and the reels would benefit from a coat of paint.



#### **5.4 Cleaning and Waste Facilities**

The market is cleaned daily by hose-down and the use of cleaning degreaser/detergent. The cleaning equipment is stored in a cupboard within the market, which is kept locked until used. The market walls and floors are not pressure-washed or steam-cleaned regularly, nor is there any documented cleaning schedule for the market or quay aprons.

There are public litterbins on the road outside the market and an 1100 litre wheelie-bin bin is provided by the Council for fishing vessel waste, which is kept near the gear storage area, and emptied as necessary.

Waste oil from fishing vessels may be deposited in a 2500 litre tank at the marina upstream. A public waste-oil tank is located adjacent to the harbour at Spittal Bridge. There is an approved port waste-management plan (Appendix II).

#### **5.5 Road Access and Parking**

Road access to the fish market is through the town. The fish market is in the busy tourist area of the town, and during the summer congestion is caused by vehicles and the high number of visitors. Merchants' vans park either on the market apron or on the pavement at the roadside, creating traffic congestion in the area, Figure No. 9.



**Figure No. 9 – Shortage of space around the fish market**

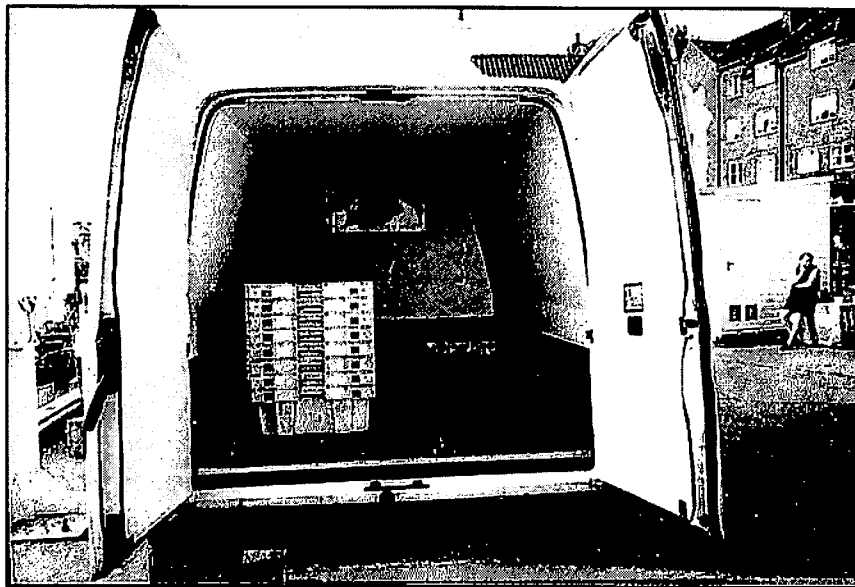
Fortunately, market times are early morning and most of the auctioned fish is removed quickly by local processors with refrigerated vans before the majority of visitors are about.

There are plans and capital funds allocated to alter the layout of the northern end of the fish quay. This will provide parking and loading space for an articulated fish-transport lorry where the gear-store is at present. The alterations proposed would include new walls and gates, which will physically exclude the public from the quay and the market during auction and vehicle-loading times, Appendix III.

It is intended to restrict public access on the fish quay during working hours on the grounds of health and safety.

### **5.6 Transport**

All fish is removed from the market by road. Generally after the auction, fish is removed promptly from the market into merchants' vans. For heavier landings and quantities of round whittings, Peterhead Transport makes a pick-up with a refrigerated articulated lorry for transport to Grampian. The general standard of vehicle used is high, being refrigerated and insulated (Figure No. 10). One merchant however was seen to be using an open-top pickup truck to transport fish from the market.



**Figure No. 10 - Refrigerated and insulated fish-van**

### **5.7 Ice, Water and Fuel Supply**

Whitby has a new ice plant, built on the site of the old ice plant, owned by the Whitby Fishermen's Co-operative Ice Society. Recently, when ice was unavailable at Whitby, the larger vessels steamed to Scarborough to take ice there, or had it brought in by road, as did Alliance for the smaller vessels' use and use on the market.

The new plant, which is at the northern end of the fish quay, has a production capacity of approximately 18 tonnes per day, and storage capacity for about 30 tonnes. Ice is sold at £45 per tonne. Commissioned six weeks before the audit, there have been some teething troubles with the new machinery. Ice will be available 24 hrs a day via a swipe-card system.

Drinking water is available at the fish quay, from a hose outside the fish market. There is also a hose outside the ice plant, enabling vessels to take water at the same time as ice.

A key-operated self-service fuel supply is provided by W. Eves and Co., at the ice plant quay. The diesel storage tanks are located underneath the quay.

Vessels can take ice, fuel and water all at the same time whilst tied up beside the ice plant as shown in Figure No. 11.



**Figure No.11.** - A new Whitby vessel taking fuel and water at the ice berth.

## 6. Operating Practices

### 6.1 Landing and Handling

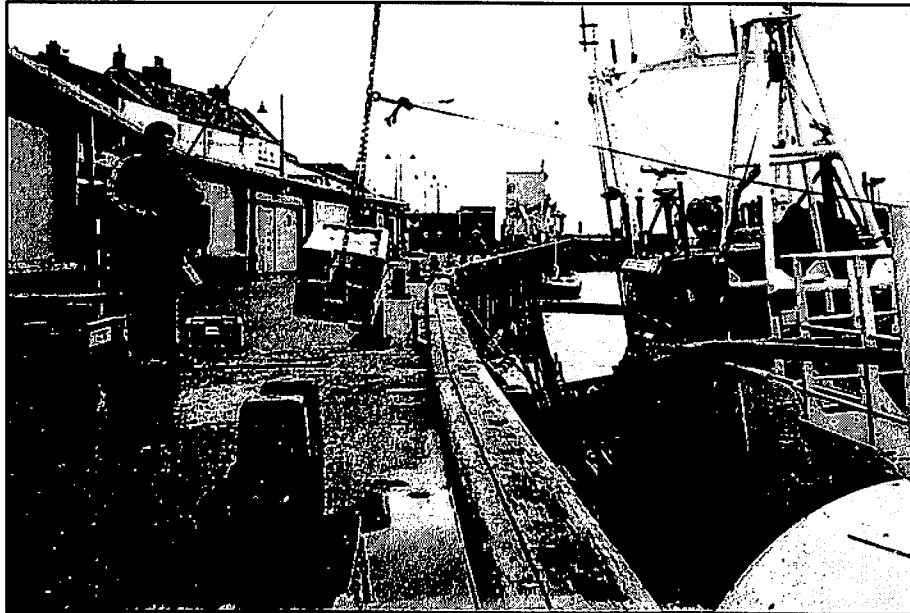


Figure No. 12 - Unloading fish onto the quayside

Landing of wet-fish is undertaken by vessel crews and Alliance or Locker Trawler employees, either late in the evening or during the night. The boats unload onto the market apron using their derricks, Figure No. 12. The fish are then moved into the market, manually dragging with hooks or palletising the boxes before moving them with a forklift.

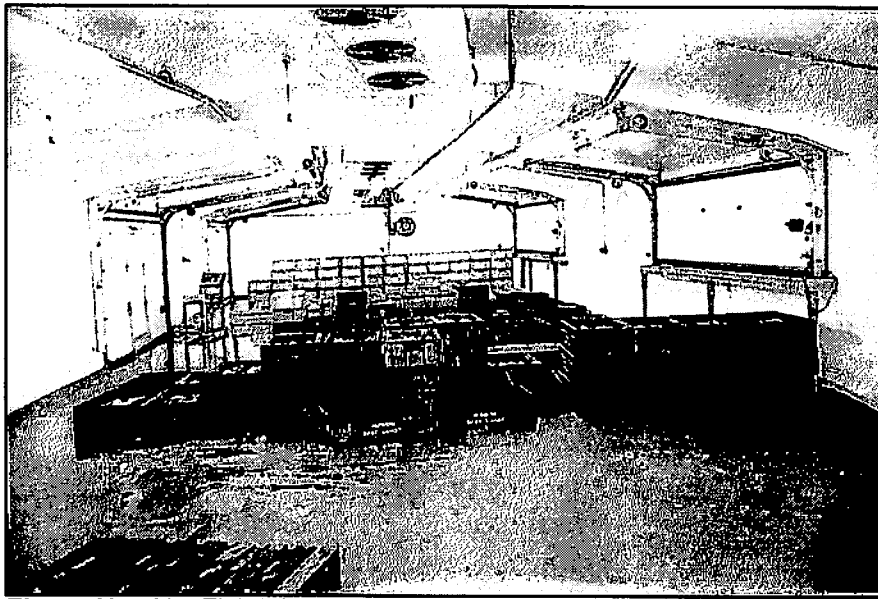
Day boats with smaller landings unload with the 100 kg crane at the southern end of the market and ice their fish inside the market. Fish are moved promptly from the apron into the market with no undue delay or risk of contamination.

### 6.2 Preparation for Sale

Most fish on the market is sold as landed, having been sorted and packed at sea but some is graded, re-boxed, weighed and labelled on the market. The fish are laid out within the market up to four boxes high (for same species and grade) in areas within the market chosen by the vessel skipper. (Figure No. 13).

### **6.3 Sale**

The shout auction is conducted daily Monday to Saturday by Alliance, the sole fish-selling agency at Whitby. The auction begins at 0730 weekdays, and at 0630 on Saturday. The auction is conducted reasonably swiftly with most merchants and buyers eager to get the fish to their processing plant or onto onward transport. After purchase, the fish are tipped into buyers' own boxes and loaded into vans. The Alliance boxes (used during the auction) are taken to the end of the market where they are washed and stored.



**Figure No. 13 - Fish laid out for auction**

Consideration is now being given to implementing electronic auctions at Whitby and Scarborough, but probably not in the immediate future. Both Alliance companies are currently exploring this option, including linking the two port auctions.

### **6.4 Hygiene and Cleaning**

The Environmental Health Department of Scarborough Borough Council have office space provided for them on the market but are not involved on a day-to-day basis.

The Senior EHO considers his staff not to possess the technical expertise or experience in dealing with fish quality and would welcome assistance from Seafish Training and Standards Division. He would then be prepared to involve his staff in a more 'hands-on' approach to work.

#### **6.4.1 Hygiene at the auction**

The general standard of hygiene on the market is poor with smoking, eating, drinking and walking on fish boxes commonplace. The standard of dress is also poor. The Code of Practice is clearly not yet fully accepted and implemented by licensed market users.

With the public allowed so close to the market, there is inevitably some encroachment during landings and markets. A dog was observed with its owner during one of the auctions, Figure No. 14.

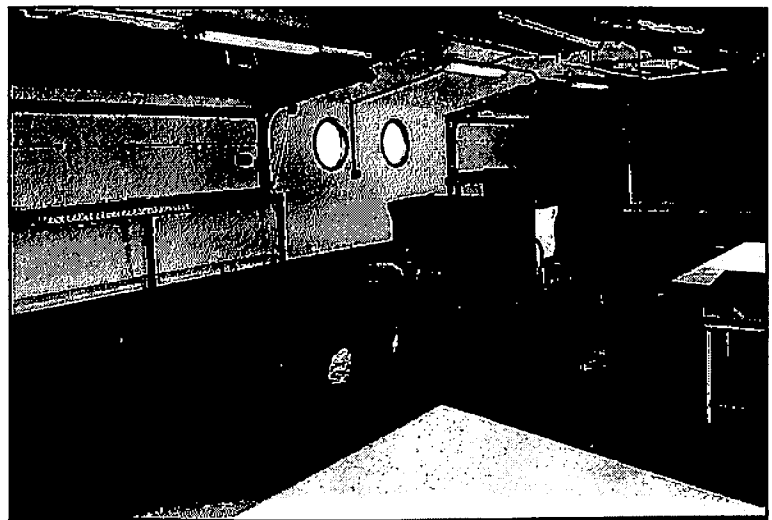


**Figure No. 14 - Dog and owner watching the proceedings**

#### **6.4.2 Cleaning of the Market Hall and Equipment**

Responsibility for cleaning of the auction hall lies with Scarborough Borough Council.

Harbour staff hose down the floor and walls daily after the auction, Figure No. 15.



**Figure No. 15 - The auction hall was well hosed-down after the auction**

Wash down of the market floor is good but the fabric of the building should be steam and pressure washed regularly to remove mould and fish oils (see 5.2). The weigh-scales were in dirty condition. The lavatory and hand-washing facilities for staff were clean and in good order. There were no signs of infestation within the market.

All Alliance fish boxes used on the market are cleaned by Alliance in a dedicated area using a hand-held pressure washer. The process is not so efficient as it might be and risks contamination of clean boxes stored in the same room. Subject to successful trials at Scarborough, Alliance may introduce a tunnel box-washer.

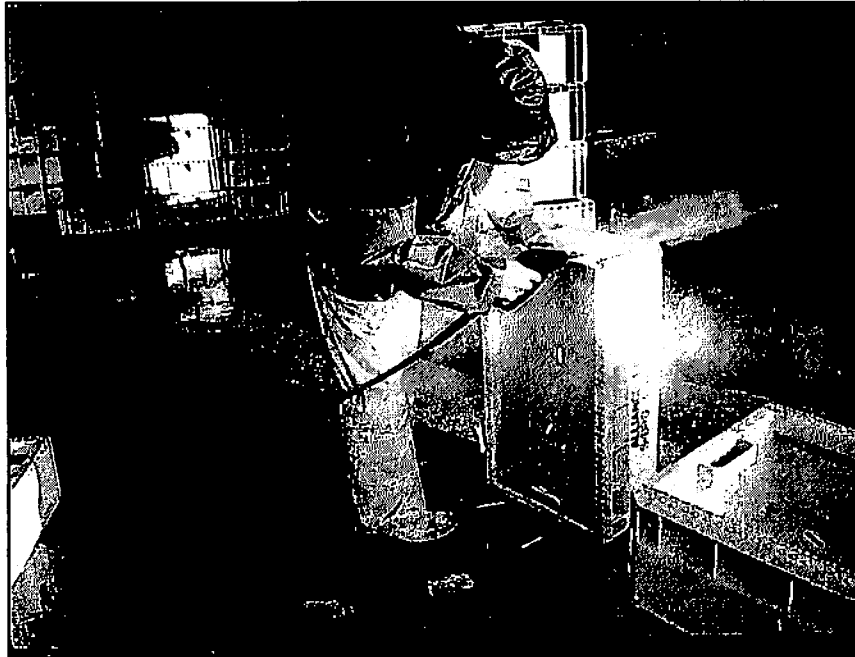


Figure No. 16 - Unsuitable box-washing facility

#### 6.4.3 Market aprons and gear storage area

The market aprons and quaysides are, in general, tidy, although not in a clean condition; litter and general harbour, vessel and gear waste was evident that could encourage pests/rodents. The abundance of take-away shops supplying the tourist trade in the area does not help; fish, chip and other food debris are widely scattered around the market and quayside.

The gear-store compounds are in a poor condition, with spare or redundant gear spilling out onto the quayside, Figure No. 17. The gear storage area, however, will be relocated as part of the development of the fish-transport (lorry-loading) development scheme.

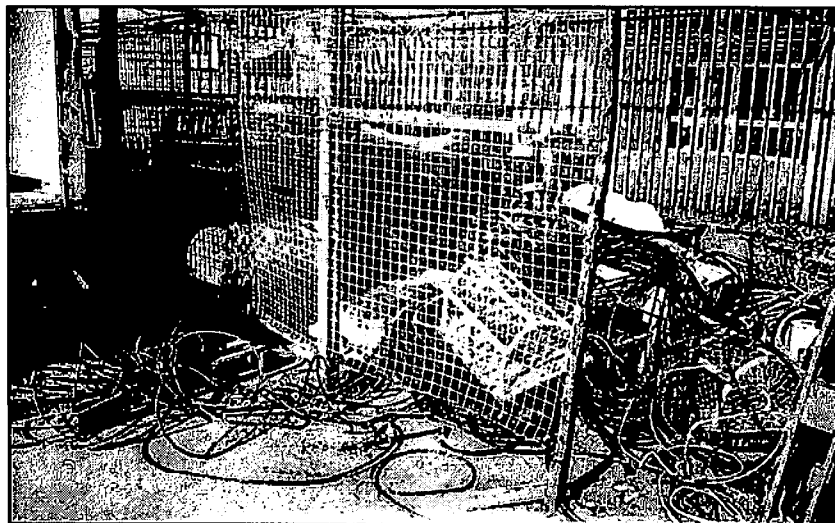


Figure No. 17 - Gear storage compounds on the quayside

The area used for trawl door storage does present a safety hazard to the public, who have right of way along the quayside and through the trawl-door storage area. There are plans to relocate both the trawl-door storage and the gear storage to a safer location up-river to Eskside wharf. Figure No. 18 shows the present attempt to limit public access onto the quayside, and the proximity of the gear stores and the trawl door racks.



**Figure No. 18 - Public 'right of way' through gear and trawl-door storage**



## **7. Organisation and Management Controls**

### **7.1 Commercial Structures**

The port of Whitby is owned and maintained by Scarborough Borough Council through the Harbours department within Harbours and Engineering Services section of Technical Services. It is managed on a day-to-day basis by the Borough Harbourmaster and his staff.

Fish sales, ice, fuel, box supply and ancillary services are in private ownership. Scarborough Borough Council grants licences to buyers and merchants and sales agents, and it is a condition of such licences to abide by the recently introduced Code of Practice.

Scarborough Borough Council has produced a business plan for Whitby Harbour, Appendix VI.

### **7.2 Communications**

There is a Harbours Committee within Scarborough Borough Council with representatives of both the catching sector and the shore-side of the fishing industry. This Committee makes policy decisions concerning the harbour. There is also a (Whitby) Port Users Committee, which represents the various sectoral interests including fishermen and merchants, freightage and the leisure sector, and has representation on the Harbours Committee.

Whitby is also a member of the Yorkshire Coast Fishing Forum that promotes the interests of the regions fishing ports and fish business.

There appears to be open and constructive communication between Whitby harbourmaster and Alliance Fish Selling (Whitby) and Locker Trawlers Ltd. The buyers and merchants did not appear to have a well-defined means of representation to the Port Authority on an informal or frequent, working level.

### **7.3 Management Controls**

Generally there is a lack of agreed standards, procedures and adequate controls with regard to quality control and food safety on the market. It is essential that where infrastructures are in communal use, management functions, authority levels and interface arrangements between users are clearly defined, agreed and enforced. This is not always the case.

Documented procedures and monitoring of cleaning operations, pest control measures, water quality checks, defects reporting, routine maintenance and medical certification of staff etc., could all be improved and the recently introduced Code of Practice (Appendix V) more rigorously enforced. Powers exist to revoke market-trading licences and the threat of such action may encourage compliance.

Security within the market and on the quaysides is good with around the clock surveillance by CCTV.

The port has an approved Port Waste Management Plan (Appendix II).

#### **7.4 Training**

To achieve the standards of product quality and food safety desired, managers and staff, both of the Local Authority and the trade should have a clear understanding of both technical requirements of product quality and food safety and their legal responsibilities. Training of port staff would appear to be limited to fork-lift truck safety.

It is recommended that those responsible for the standard of upkeep of premises and equipment ensure their relevant staff are trained in food safety and cleaning.

It is recommended that all those involved in the landing and handling of fish on the market be made aware of the basic requirements of food safety. Those involved in quality grading and inspection (including PO staff and EHO's) should be trained in sensory quality assessment and the legal requirements of EC marketing standards regulations.

With regard to some of the problems identified in Section 4, with practices at sea (gutting, washing and icing) it is recommended that there is a review of the training material available in support of the knowledge requirements of NVQ unit SF2/402 (Handle and Stow the Catch).

## **8. Recommendations**

- 8.1 That the Yorkshire Coast Fishing Forum, as part of its quality initiative, and in co-operation with the P.O. and Sales Agency, consider ways in which quality standards at sea can be improved (particularly gutting and icing by day-boats).
- 8.2 In connection with 8.1 above, the GTA consider training initiatives where appropriate to improve the care of the catch at sea, including review of training material available in support of NVQ unit SF2/402 (Handle and Stow the Catch).
- 8.3 That greater care be taken with landings made at the weekend and held over in the market for the Monday sale to ensure they are held close to 0°C.
- 8.4 Signage of prohibited practices and display of the new Code of Practice is made more prominent.
- 8.5 To encourage adequate space on the market for inspection and removal of fish, the lines on the market floor should be repainted. Also consider physical segregation of shellfish and whitefish operations.
- 8.6 Minor repairs should be undertaken to wall cladding of the market and surface water down pipe.
- 8.7 Consider the installation of a users safety-barrier for the 100 kg crane and confirm its electrical safety.
- 8.8 That the proposed relocation of the gear and trawl door storage area be effected as soon as possible.
- 8.9 Until such time as the relocation (8.8), greater effort be made to maintain the existing storage area in a clean and safe condition.
- 8.10 Seek to remove or restrict the public right of way along the market quay in the interests of both trade and public (on the grounds of safety).
- 8.11 Consider the possible lowering of the sill of the despatch hatches to the rear of the market to a height more convenient to existing vehicles.
- 8.12 Introduce documented procedures and controls, including records of monitoring of: cleaning, pest control, maintenance, water quality, medical certification of staff etc. as appropriate.
- 8.13 That greater effort be made by the Council, by both harbour staff and the Environmental Health Department to encourage compliance with the agreed Code of Practice and that greater support be given by the trade.

- 8.14 That those responsible for the standard of upkeep of premises and equipment ensure their relevant staff are trained in food safety and cleaning. That those involved in the landing and handling of fish on the market be made aware of the basic requirements of food safety.

Those involved in quality grading and inspection (including P. O. staff and EHO's) be trained in sensory assessment and the legal requirements of EC marketing standards regulations.

## 9. Acknowledgements

The assistance of the following is gratefully acknowledged, plus the many skippers, crew, merchants, buyers and harbour users not listed:

Captain Bill Estill	Borough Harbourmaster covering Whitby and Scarborough
John Woodhead	Northern Area Engineer, Scarborough Borough Council
Captain Arthur Miller	Harbourmaster, Scarborough
Arnold Locker	Locker Trawlers
Dave Winspear	Alliance, Whitby
Pete Hansell	NESFC
Dennis Crooks	Merchant/Processor, Whitby
Bill Rae	W.B. Rae Ltd, Merchant/Processor, Whitby
Mike Russell	Storrus Seafish, Whitby
Duncan Amos	Project Manager, Yorkshire Coast Fishing Forum, Scarborough
Terry Pearson	Alliance, Scarborough
Steven Reynolds	Senior Environmental Health Officer, Scarborough Borough Council
Joe Blakemore	Whitby Ice Society
Nick Roome	Scarborough Ice Co Ltd
Carolyn Beat	GTA, Scarborough
Keith Thomas	Scarborough United Fish Selling, Scarborough
Brian Leggett	MAFF, Scarborough
Alan	Whitby fish market attendant
Barry McNally	Scarborough



## **Appendix I**

### **Torry Freshness Assessment Scoring System**

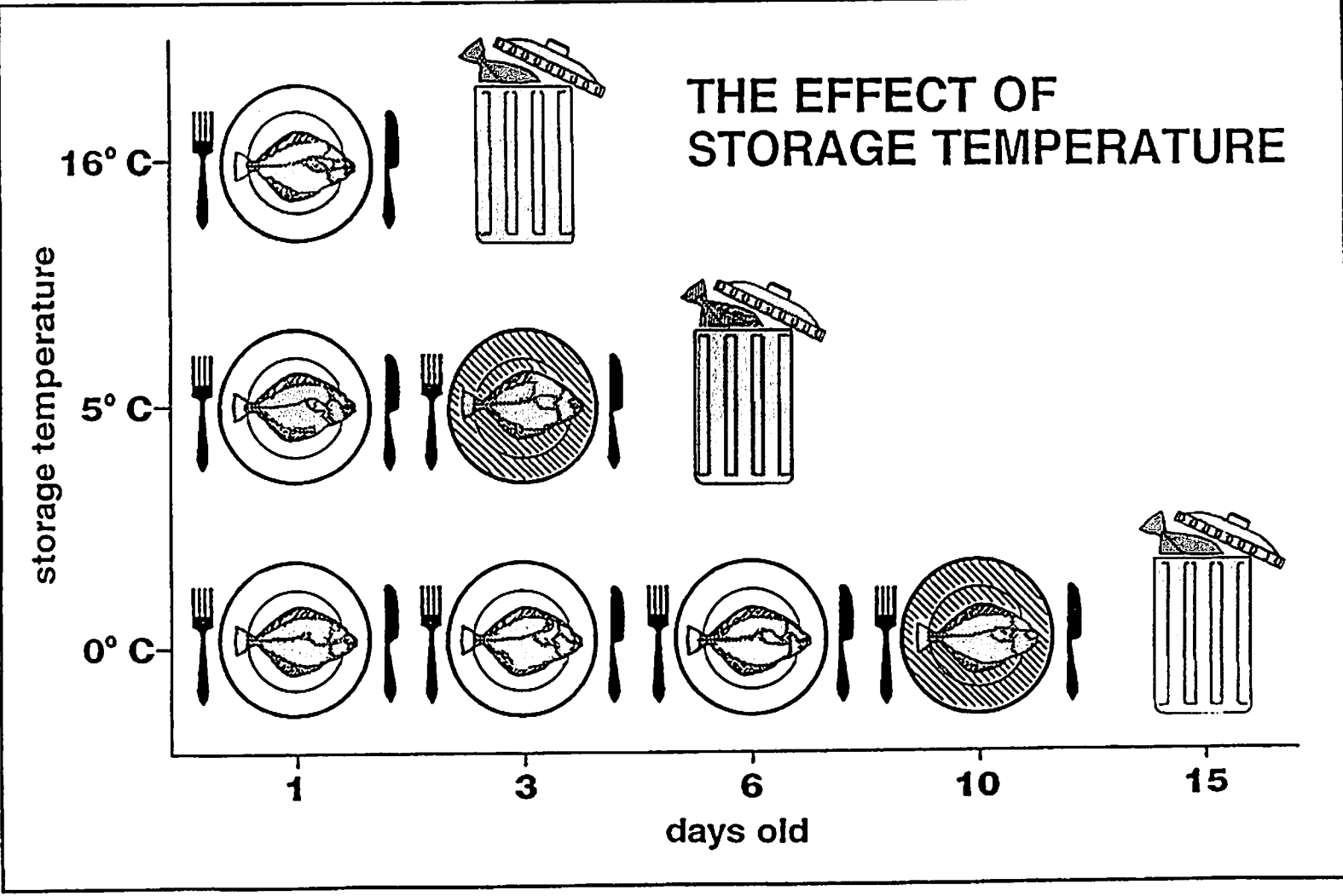
## **Torry Freshness Assessment Scoring System**

The Torry Freshness Assessment Scoring System judges freshness quality using external appearance and odours as indicators of freshness on a scale zero to ten. Figure 8 overleaf shows the relationship between Torry Score, the number of days the fish is held on ice and eating quality.

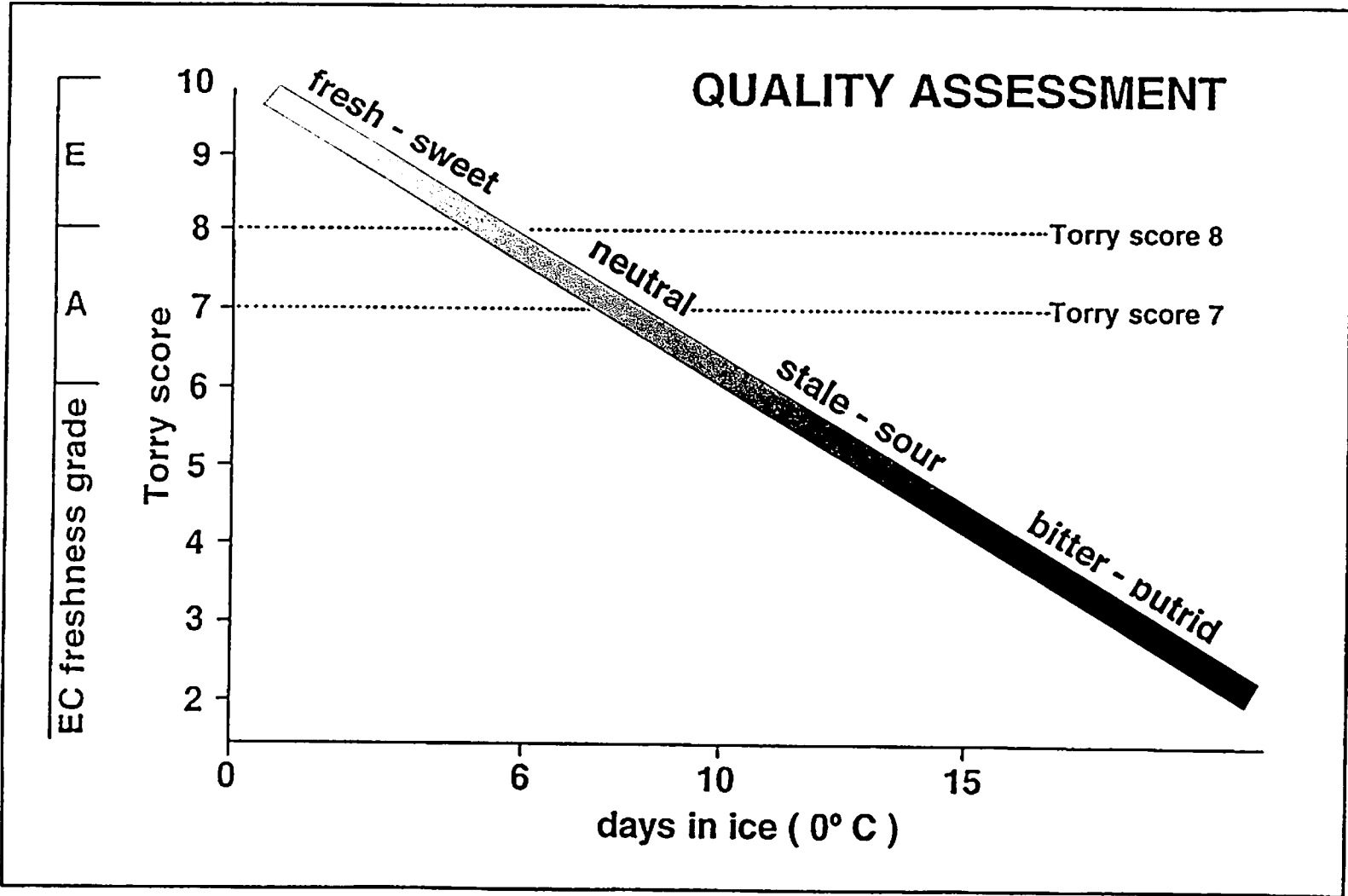
The Seafish Guidelines for Fish Processors recommend that the fish they purchase should preferably be of Torry Score 8 or above (EU freshness Grade E), in order that their products have a good chance of retaining sweet, desirable flavours when they reach the consumer and the fish should be no lower than Torry Score 7, so that their products should not have undesirable sour or bitter flavours by the time they reach the consumer.

Note that temperature control is by far the most significant factor affecting the rate of deterioration of fish and that at temperatures above that of melting ice, spoilage is greatly accelerated, see Figure No. 9 overleaf.

Typically white fish remains acceptable for about 10-11 days after capture if well iced, but this can be reduced to a matter of a few days if left unprotected at summertime ambient temperatures.







The effect of storage temperature



## **Appendix II**

### **Whitby Harbour Port Waste Management Plan**

# SCARBOROUGH BOROUGH COUNCIL

## WHITBY HARBOUR

### WASTE MANAGEMENT PLAN

This plan is produced to comply with the Merchant Shipping (Port Waste Reception Facilities) Regulations 1997.

#### 1. CONSULTATION

The users of Whitby Harbour are represented by a newly formed Harbour Users Group. All the various users of the port have members represented on the Group and include fishermen, private craft owners, passenger vessel operators, Ship's Agents and Stevedores, fishing industry representatives.

The waste facilities existing and proposed were discussed at a group meeting on Thursday 4 June 1998 and the objectives of the Waste Management Plan were outlined. The group agreed that the facilities adequately covered the requirements of the plan.

#### 2. WASTE GENERATION

No records are available of the total waste generated at the port but the following table shows the amounts that are estimated to be generated annually.

	Engine Oil	Garbage	Disposal Costs
Fishing Fleet	4,000 Ltrs	70 tonnes	£492
Private Craft & Passenger Vessels	2,000 Ltrs	50 tonnes	£856
Cargo Vessels	Nil	25 tonnes	£393

#### 3. WASTE RECEPTION FACILITIES

##### Garbage

Fishing Fleet -	An 1,100 Ltr Wheelie Bin is provided on the fish quay - emptied as required.
Private & Passenger Vessels -	An 1,100 Ltr Wheelie Bin is provided near Marina Amenity Block. Two 360 Ltr Wheelie Bin is are provided on East Side pontoons. All are emptied 3 times weekly throughout the summer period and as necessary at other times.
Cargo Vessels	An 1,100 Ltr Wheelie Bin is provided on each cargo wharf emptied weekly.

##### Sewage

A facility for the disposal of sewage waste from pleasure craft is provided with the Amenity Block adjacent to West Pontoons.

## Waste Oil

A 2,500 Ltr tank is provided at the Marina and further facilities exist at the Council facility adjacent to the harbour at Spital Bridge. The tank is emptied by a licensed operator as necessary.

## Cargo Residues

The licensed operators listed in annexe A can provide the necessary facilities to dispose of cargo wastes. All charges will be for the vessel's account.

## Oily Bilge Water

No facilities are provided within the port but arrangements can be made with licensed operators if required. All charges will be for the vessel's account. Privately licensed operators who can offer a suitable service are listed in annexe A.

## Charging Regime

Except for cargo residues and oily bilge water all reception facilities are provided free of charge.

## Location of Facilities

The location of reception facilities is shown on the plan in annexe B.

## Craft using Whitby Harbour

The numbers and types of vessel using Whitby Harbour are listed in annexe C.

## Notification

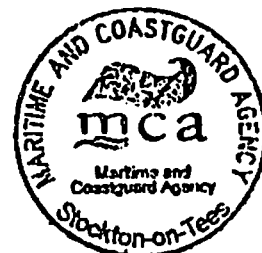
Following approval of the plan a leaflet will be produced and distributed to harbour users. Details of the facilities will be posted on notice boards for the attention of visiting craft.

The plans are approved in  
accordance with the Merchant Shipping  
(Port Waste Reception Facilities)  
Regulations 1997

*F. M. Carter*

F. M. CARTER

30 NOVEMBER 1998



Annexe A

Private contractors capable of removal of oily bilge water and cargo residues.

1. Ray Owen Waste Disposals  
Teydale Farm  
Whitby Road  
Cloughton  
Scarborough

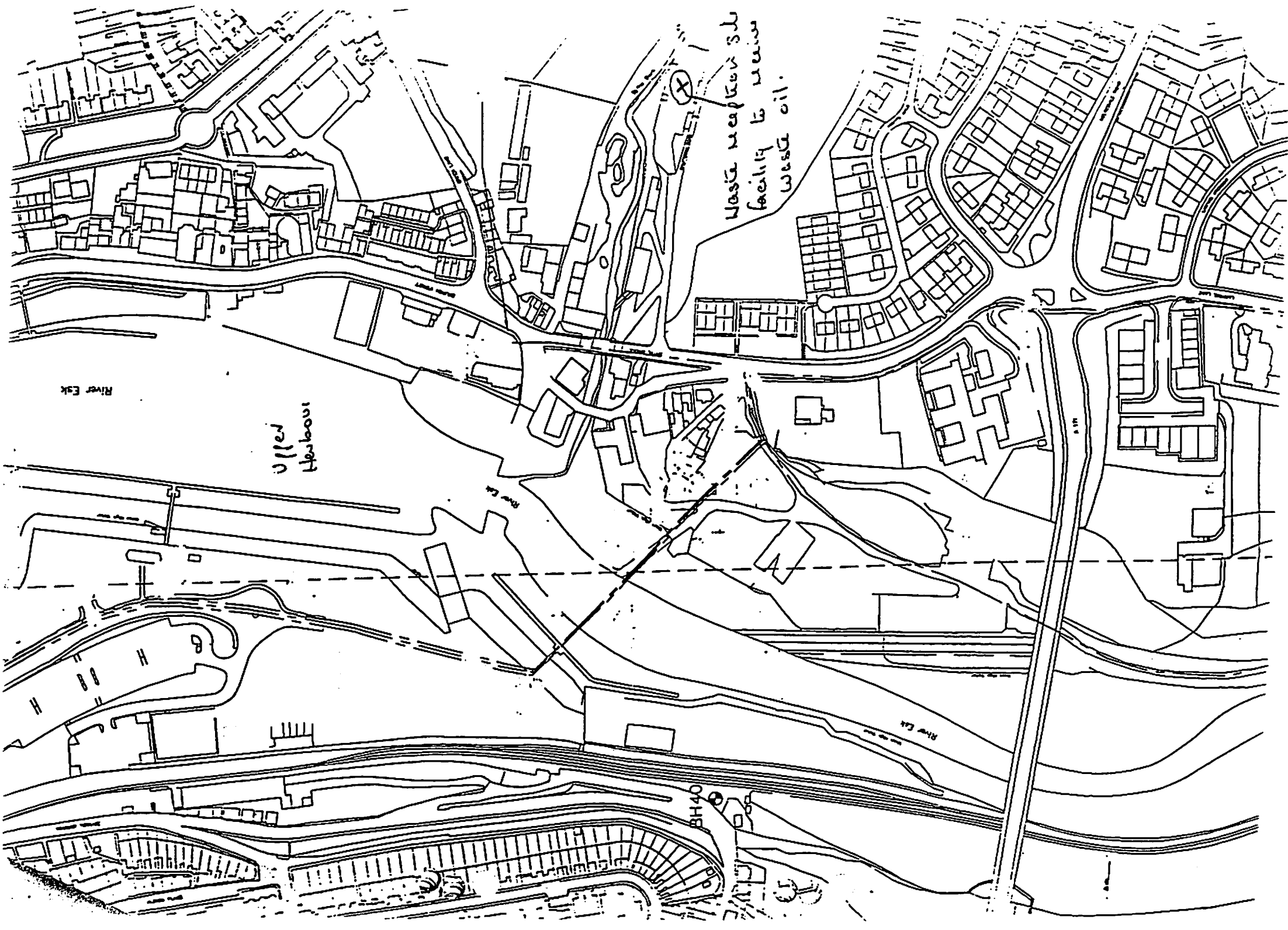
Tel: 01723 870213

2. Marcus Richardson Waste Disposal  
Moorcock Farm  
Guisborough Road  
Whitby

Tel: 01947 895355

## **Appendix III**

### **Proposals for Lorry-Loading Arrangements on the Fish Quay at Whitby**



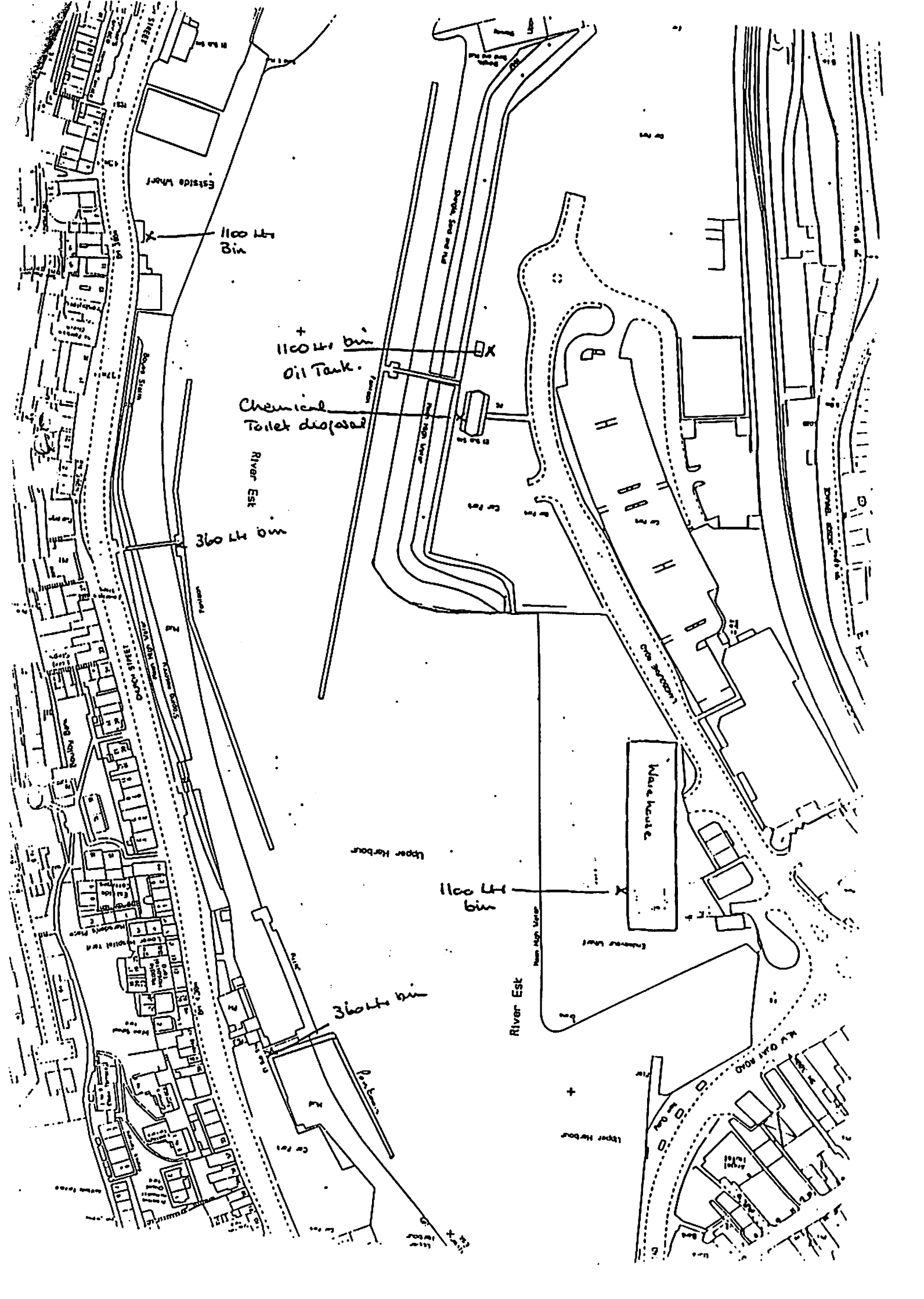
River Esk

Ullevålsveien  
Harbourn

Waste treatment plant  
facility to receive  
waste oil.

BH40

River Esk



ESTIMOTE WHARF

1100 Lt Bin

+ 1100 Lt bin  
Oil Tank.

Chemical  
Toilet disposal

River Est

360 Lt bin

DUNLOP STREET  
CROWN STREET

Upper Harbor

1100 Lt bin

Ware House

River Est

360 Lt bin

Upper Harbor

WV OIL ROAD



Annexe C

Vessels based in Whitby Harbour

1. Fishing vessels:-

15 Trawlers  
37 Smaller vessels

2. Passenger & Licensed Craft:-

28

3. Private Pleasure Craft:-

270

Visiting Vessels

Cargo Ships -	49
Fishing Vessels -	30
Yachts & Motor Cruisers -	600
Launched Craft -	750



## **Appendix IV**

### **Scarborough Borough Council Business Plan, Whitby Harbour**

# **SCARBOROUGH BOROUGH COUNCIL**

## **BUSINESS PLAN**

### **WHITBY HARBOUR**

#### **Introduction**

Whitby Harbour, located at the heart of the historic town of Whitby, lies on the north east coast at the confluence of the River Esk with the North Sea. The port is a key economic generator in the town and an important visitor destination.

The port has a diverse economic base: a leisure orientated Upper Harbour which is home for over 300 leisure craft and for around 650 visiting craft per annum, a vibrant fishing industry comprising of approximately 55 vessels, and a significant cargo trade.

The port is owned and managed by Scarborough Borough Council.

The port's development, on either side of the River Esk, is in close proximity to the properties and infrastructure of the town which results in a significant area of the harbour land been readily accessible by both the general public and the various harbour industries using it.

#### **Key Business Aims and Objectives**

The Borough Council must seek to strike a balance in all of its services, between expenditure on structural maintenance and investment in improvements. This is increasingly difficult to achieve when the leverage for sources of improvement funding is high but available Council capital is relatively low.

In the case of the harbour this situation is more of a problem because of the high cost of long term maintenance for the major historic structures. It is essential, however, that the role of the harbour is maintained as part of the community, as a commercial facility and as part of the resort's offering to the tourist.

In this context the Council has established two key aims:

- To secure the long term maintenance of the harbour
- To improve the facilities and services of the harbour for the community, commerce and tourism

Within these aims the following key objectives have been adopted:

- To support the fishing and cargo trades and to facilitate the future development of each in partnership with operators and other agencies.
- To continue to improve the harbour facilities for small passenger carrying craft as an important part of the tourist industry.

- To develop the potential of the harbour to its maximum for the mooring of small private craft and to provide attractive facilities for resident and visiting users.
- To support the attractiveness of the harbour as a key element of the tourist environment.
- To secure the long term stability and maintenance of the harbour's important historic structures and buildings.
- To develop the established partnership working with all harbour users, customers and service providers.
- To continue to provide high standards of safety in pilotage and harbour operations through co-operation with HSE, MCA, RNLI and other agencies.
- To continue to develop the leading role of the Council's harbour operations within the nation's small ports through representation on BPA Council and Committees and other bodies.
- To maximise the revenue earning potential of spare capacity in harbour services.
- To develop partnership working in order to maximise the economic potential of in-house specialist skills.
- To utilise Council and partnership funding in order to maximise necessary inward investment.
- To continue to develop the harbour's important historical function as the heart of the neighbouring community.
- To develop Council and partners' staff as the key resource through which services are provided.
- To seek out and apply best practice in all aspects of harbour services.
- To establish and maintain a high standard of reliability in operation of the Swing Bridge as the only link between the two halves of the historic core of the town.
- To regularly review and monitor all aspects of the harbour service in order to ensure the early identification of opportunities for improvement.
- To ensure the provision of Best Value in all of the harbour's business.

**Targets for Three Year Period 1999/2000, 2000/01 and 2001/02**

1. To instigate the schemes included in the Council's Capital Works Programme.
2. To report regularly to Members of the Council's **WHAIBY** Harbour Committee on the progress of the Harbour Capital Works Programme.
3. To review and monitor the Harbour Capital Works Programme in the light of changing priorities and the availability of funding.
4. To secure funding to undertake all programmed safety/maintenance works.
5. To review the condition of all the harbour piers, buildings, roads/walkways and services annually to ensure that they are fully safe for use and comply with all current appropriate safety regulations.
6. Develop an inspection and monitoring regime to ensure all minor safety works are instigated as soon as is practical.
7. Review safety at the harbour with the Council's Health and Safety Officer.
8. To establish a suitable monitoring system to control expenditure and progress on both capital and revenue works.
9. To liaise with harbour users with respect to any works which may have a bearing on their operations.
10. To comply fully with health and safety regulations.
11. To endeavour to minimise conflict between harbour businesses and tourism, in order to improve safety.
12. To introduce controls on parking on areas of harbour land in order to minimise public access and improve safety.
13. To improve CCTV coverage and operation, particularly with regard to security and supervision of the fish market.
14. To review practices and hygiene in the fish market and in transshipment operations and to develop a code of practice agreed with the industry.
15. To implement an inspection regime in order to met the Council's obligations under EC regulations, in partnership with the fishing industry.
16. To review and improve the safety of the public in the vicinity of operational areas of the harbour.
17. To review staff development and training.

## Current Position

Since the beginning of the 1990's substantial capital funding has been invested in the harbour infrastructure by way of a new fish market to new EC hygiene standards (£300,000), a new warehouse facility for the cargo operations (£500,000), new yacht pontoons (£200,000) and new toilets and shower facilities at the marina (£50,000).

In conjunction with the above schemes the Council has developed a capital programme which includes improvement works to the harbour and its vicinity and a number of schemes which are considered to be essential for the safety of harbour users and the general public. It is these essential safety/maintenance works which are the subject of this business plan.

These works include:

- i. The replacement of the Harbour pilot boat.
- ii. The renewal of steel sheet piling at Endeavour Wharf.
- iii. The renewal of defective harbour ladders and steps.
- iv. The renovation/renewal of harbour timbering and structures and associated safety related works.
- v. Remedial works to steel sheet piling which is subject to accelerated low water corrosion.
- vi. Pier Road - Safety works to fish market operations.
- vii. Fish Market - Safety improvements to market refrigeration.
- viii. Removal/reconstruction of Bog Hall Weir.
- ix. Replacement of harbourside railings.
- x. Safety lighting under Fish Quay.
- xi. Swing Bridge - Replacement of main pivot bearing, etc.
- xii. Swing Bridge - Provision of back-up engines.
- xiii. Swing Bridge - New gear box, hydraulics and gate.
- xiv. Eskside Wharf - Rebuild joiners' workshop.
- xv. Marina Slipway - Extension to low water.
- xvi. Endeavour Wharf - Remedial works to decking.
- xvii. Church Street frontage - Steel sheet piling repairs.

18. To review administration and the efficiency of the collection of various harbour dues.
19. To develop a long term maintenance plan for the Swing Bridge in partnership with the County Council as Highway Authority.
20. To secure the safety of the pilotage operation, particularly in adverse weather conditions, by replacing the pilot boat.
21. To secure the continuity of pilotage operations by the training and certification of additional pilots.
22. To maximise the income arising from the contract dredging work carried out using spare capacity.
23. Develop and obtain approval to Oil Spill Contingency Plan.
24. Put in place contracted response arrangements for Oil Spill Contingency Plan.
25. Subsequent to publication of the Marine Operations Code, complete review of bylaws.
26. Complete public consultations and prepare future Harbour Management Plan.
27. Review existing Waste Management Plan and implement necessary alterations after consultation with users.
28. Identify consequences of accelerated low water corrosion (ALWC) and programme remedial treatment works.

Technical Services Department,  
Town Hall,  
Scarborough.

KA/NC/RMF

28th October, 1999



## **Appendix V**

### **Code of Market Practice**



**Scarborough Borough Council  
Department of Technical Services**

**Scarborough and Whitby Fish Markets  
Conditions of Operation**

**Introduction**

- This scheme of operation in respect of the Scarborough and Whitby fish markets is intended to bring about the highest standards of compliance with current legislation and codes of practice.
- It is designed to ensure the highest possible quality assurance in respect of fish and shellfish sold on these markets
- This scheme has been developed with the Yorkshire Coast Fishing Forum and its representatives from the local fishing industry whose continued contribution will ensure the success of the scheme.

**Location and Application**

1. These conditions as set out below cover both the Scarborough and Whitby fish markets and apply to all users of the market including licensed fish buyers, workers, employees, auctioneers and agents.

**Entry to the Market**

2. Entry to the markets, whilst in operation, is restricted to permit holders and Authorised Officers only. Permits are issued to licensed fish buyers, auctioneers, agents, representatives and employees subject to the conditions as set out in the following section.

**Issue of Permits**

3. Permits will be issued by the Harbour Master at his discretion and upon payment of the appropriate fee. Any permit remains the property of the Scarborough Borough Council. The Harbour Master may issue temporary permits to authorised visitors as appropriate.
4. Permits must be worn whilst holders are attending the market. They must be displayed in a conspicuous and visible location. Persons not displaying a valid permit will be asked to leave the market.
5. Permits may be issued to individuals or companies for the benefit of their representatives and employees and are not otherwise transferable. Permits must not be altered or tampered with in any way under any circumstances.
6. The Scarborough Borough Council retains the right to remove a permit at any time, subject to the conditions as set out in the relevant section below.

## **Withdrawal of Permits**

7. Any badge holder shall, if required, give his or her name and address to any Authorised Officer of the Council.
8. Authorised Officers of the Council have, at any time, authority to
  - a) Refuse entry to the market
  - b) Expel any unauthorised person from the market
  - c) Expel any permitted person from the market who has contravened any relevant legislation or any of the conditions of this scheme
  - d) Remove the permit of any person who has contravened any relevant legislation or any of the conditions of this scheme
  - e) Issue a written notice setting out the reasons for any action taken under condition 8 of this scheme
9. Any person who has had their permit withdrawn under condition 8 above shall have 48 hours to make written representations to the Harbour Master who, at his discretion may reinstate the permit. Where the permit is not reinstated the holder may appeal to the Councils Appeals panel, in writing, within seven days of the withdrawal. Where an appeal is lodged the appellant will have the permit returned pending the outcome of the appeal

## **Conditions Applicable to Market Use**

10. All persons resorting to the market do so at their own risk.
11. All users of the market must comply with any instructions given by a duly Authorised Officer of the Council.
12. All users must comply with all relevant statutes, Approved Codes of Practice, guidance documents and byelaws in force relating to the handling, storage and sale of fish, with particular regard to the following:
  - a) The Food Safety Act 1990 and supporting legislation
  - b) The Food Safety (Fishery Products and Live Shellfish)(Hygiene) Regulations 1998
  - c) The Health and Safety at Work etc. Act 1974 and supporting legislation
  - d) Any other legislation as may be subsequently notified to the Harbour Committees
13. All fish, fish boxes and other containers must be removed from the market immediately after the end of each daily sale.
14. All boxes laid out in the market for sale shall be positioned as may be directed by a duly Authorised Officer of the Council so as to ensure that all boxes are accessible without the need to walk on other boxes of fish.

15. Without prejudice to any foregoing conditions users shall not:

- a) pack or process fish in the market unless so authorised by the Council
- b) spit or smoke in the market nor consume food and drink in the market
- c) bring any dog or other animal onto the market
- d) damage, deface or otherwise interfere with the market, its fixtures and fittings or exhibit any sign or notice in the market
- e) leave any nets or other gear or equipment in the market
- f) use the market for any purpose other than the display and sale of fish
- g) mend, clean or maintain any gear or other equipment in the market
- h) use any vehicle or other motorised equipment within the market other than an LPG or electric fork lift truck
- i) operate or interfere with the refrigeration equipment
- j) walk or stand on fish boxes containing fish
- k) tip fish onto the floor for sorting or transferring

16. All persons engaged in the handling of fish must wear clean protective overclothing.