SEA FISH INDUSTRY AUTHORITY
Industrial Development Unit

SCRABSTER HARBOUR

ADVICE ON FUTURE FISHING PORT FACILITIES

Internal Report No. 1296

November 1986

J. D. Wood

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SUMMARY

Scrabster has a continuing role to play as a fish landing port. It is strategically placed to receive fish taken from the fishing grounds lying to the West of the Orkney and Shetland Islands and to the North West of Scotland. Whilst the annual volume of landings has shown no significant increase over the past 5 years the landed value has doubled since 1982 to over £2M. Given the Harbour Trust's responsibility to maintain and improve its facilities and the current drive to improve the better distribution of fish, and thus the quality of fish generally, they should now be considering providing more modern facilities.

No doubt the expenditure on such work must be subject to economic assessment which lie beyond the brief of this report. It is unlikely that Scrabster will develop a significant local fish market and so plans for improving facilities at the port together with the associated financial assessment must take a view beyond this prospect.

Scrabster's geographical position in relation to the fishing grounds between Iceland and the North Coast of Scotland on the one hand and the road and rail distribution network to the whole of the U.K. and to the Continent on the other hand holds much potential as a fish landing/consigning port which is unique to the E.E.C. The natural harbour offers basic deep water facilities which can be developed fairly easily and relatively cheaply. Developed properly the port could offer facilities to cater not only for the landing of boxed fresh fish but also Ro-Ro containerised fresh, or processed fish, currently much in demand on most U.K. and Continental markets. This is particularly relevant to fish produced outwith the E.E.C. especially from Iceland and/or Faroes. The importation and distribution of this fish throughout the E.E.C. is a growing one and as far as it is possible to see the E.E.C. will always need this trade. Scrabster lying to the West of the Pentland Firth, where infamous tidal streams are of such strength as to considerably lengthen the sea voyage to East Coast English and Continental ports (and so affect quality) offers the nearest landing port for such consignments. In addition to Ro-Ro and direct landing facilities which can be developed, the port also offers immediate space for any processing construction that might arise out of these developments.

The report acknowledges that the port of Wick only 22 miles to the East of Scarbster is a longer established fishing port offering considerable landing facilities. The evidence suggests that the barrier of the Pentland Firth which lies between the two ports effectively places them in separate environments and as each port has an important contribution to make in its own sphere there is a good case for the separate development of each.

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1 INTRODUCTION

At the request of the Scrabster Harbour Trust, the Sea Fish Industry Authority agreed to provide advice on the most appropriate form and layout for any future improvement or expansion of fish landing/marketing facilities.

Two members of the SFIA's Port Development Group, Messrs. Dougal Wood and Howard Richings, visited Scrabster on the 9th and 10th of June 1986 and met with the Chairman of the Trustees, Mr. Henderson and with the Harbour Master, Captain Mackay.

After discussions on the current port operations and plans and a tour of the port areas, it was agreed that a short report would be prepared for the SHT to include, an assessment of the importance of Scrabster as a fish landing port, reference to the relationship between Scrabster and Wick, and comments upon the location, layout and operation of future, improved fishing port facilities.

Following the presentation of a draft report a further meeting was held on 18th September at which Trust members Mr. James Wilson (Vice-Chairman) and Mr. George Gibson were present. Some minor additions were suggested but generally the form and content of the report were agreed.

2 GENERAL DESCRIPTION AND LANDING PATTERN

Scrabster lies on the north coast of Scotland, some 125 miles from Inverness on the A9 trunk road. It is the most northerly British mainland port and is historically the link port with the Orkney Isles.

The port is the home base to a small fleet of fishing vessels but as can be seen from Tables 1 and 2, this comprised only four vessels in 1985, one of 48 ft and three of 79/80 ft. Landings are, however, dominated by other UK registered vessels and by some foreign visitor vessels.

The Pentland Firth which lies north east of Scrabster forms an almost physical barrier between Scrabster and the neighbouring Caithness port of Wick. The interrelationship with Wick and case for providing landing facilties at both ports are examined in the following chapter for although only 22 miles apart, the ports are effectively in separate fishing environments. Scrabster serves fishing grounds to the north and north west - Table 5 indicates the distances to the principal grounds from Scrabster.

Recent statistics on landings in the Wick district are given in the attached tables with Tables 6, 6A and 7 showing the detailed monthly figures for Scrabster for the period 1982 - 1985.

The port handles demersal, pelagic and shellfish catches, but there are considerable seasonal variations and pelagics - herring/mackerel - are restricted to the months of September - November.

The statistics indicate a significant rise in landed value from £1.17 million in 1982 to £2.05 million in 1985 for a similar total landed weight.

Peak landings for white fish occur in autumn and early winter with a short lived peak in early summer. Shellfish catches which account for 10% by value of landings are concentrated in the period May - August when monthly figures are about 15 tonnes with an occasional peak of over 100 tonnes as in July 1985 and October 1984.

The 1984 and 1985 figures show landings by visitor vessels including Danish gill netters and Irish vessels. In 1985 some 9 vessels from other Scottish ports landed regularly and 5 vessels from English ports based themselves at Scrabster during the summer.

The seasonal effects are important when considering the requirement for facilities. The average monthly landings in 1985 were some 600 cwts whereas the peak figure was over 11000 cwts. Daily figures have not been analysed at this stage but assuming significant landings on 3 days/week and a maximum daily landing of 2.5 times the average so calculated the port might be expected to handle up to 2500 boxes occasionally. A more normal daily average during the autumn would seem to be 500 - 600 boxes with the addition of some bulk pealgic fish.

Fish landed at Scrabster is split between the local market and the more distant markets of Aberdeen, Glasgow and Humberside. Table 8 gives the details of the market split for the Wick district as a whole in 1984 from which it can be seen that some 42% of landings were consigned accounting for 48% of the value. The figures for Scrabster are not given but whilst it can be seen from Table 11 - that Scrabster accounts for 30 - 50% of the Wick District the bulk of this is consigned to the southern markets.

3 RELATIONSHIP BETWEEN SCRABSTER AND WICK

It would be imprudent to consider any fishing port development at Scrabster without taking into account the facilities provided or likely to be provided at the neighbouring port of Wick, 22 miles to the south east.

Tables 1 to 4 and 8 to 11 set out statistical landing data and information on locally registered fishing vessels for the Wick district which includes Scrabster.

Wick has a well established fishing tradition and was a prominent landing port for herring in the 19th century. It developed to meet the expansion of the industry in the early part of the 20th century and the three spacious basins of the present harbour at one time provided summer berthing for several hundred herring drifters. The port suffered a decline with the demise of the herring industry between the two world wars and has not shared fully in the recent rapid emergence of the Scottish inshore white fish fleet. Tables 1 and 2 indicate the extent of the local fleet in 1985 when there were only 12 seine net vessels ranging in size from 48 to 80 ft with an average age of 20 years.

In contrast to Wick, Scrabster has a much more modest fishing tradition and its development has undoubtedly been affected by the proximity of Wick and, to a lesser extent, Thurso. The port has, however, developed over recent years and now has a modern Ro-Ro facility for the Orkney ferry service and two harbour basins providing quays and berthage for fishing vessels, etc. The general layout is shown on Figure 2 from which it can be seen that some potential development land exists in the south west corner of the port.

Given the total landings for Wick and Scrabster and their relatively close geographic locations it would seem difficult to justify parallel development at a time of limited financial resources. The navigational and operational restraints imposed by the Pentland Firth and the distribution of the fishing grounds, however, result in Scrabster and Wick serving distinct areas and any requirement for vessels to pass through the Pentland Firth to land would involve penalties in lost fishing time and increased safety risks.

Due to the earlier development of Wick there are currently adequate berthage and service facilities available. The decline in traffic has however lead to deterioration in some areas and replacement of the old timber wharf in the outer basin with a modern fish landing and general loading area is under consideration.

Justification for development can be made as Wick port is proving attractive to "stranger" vessels particular the Danes whose vessels made 42 landings in 1985 and who were much in evidence during the teams' visit in June. Paradoxically, in view of the lack of investment by local vessel owners in the Scottish inshore fishery, Wick is the home base of Scotland's leading seine netter - one of the few newer vessels listed in Table 1.

The facilities for landing fish at Scrabster are basic; the small covered fish market on the fish quay is completely inadequate for modern fish handling. Photographs 1 and 2 illustrate the existing facilities. Bunkering facilities are currently being improved with new fuel tanks installed (photograph 4) and a new tube ice plant and store constructed (photograph 5). Assuming that UK landings to the port are maintained, and there is no reason to suppose this will not be the case, the necessity to raise quality

standards and offer facilities to attract foreign landings (Faroes and Icelandic) dictate that modernisation and improvement of landing and handling/storage facilities will be required and should be properly planned.

Thus, although the total landings of the Wick District are not large by national standards both Wick and Scrabster provide landing/harbour services that are necessary to the operation of the national fleet. Both also offer the potential of attracting foreign landings, being strategically placed relative to fishing grounds and land transport routes.

4 DISCUSSION AND RECOMMENDATIONS FOR SCRABSTER

4.1 Existing Facilities and Conditions

Figure 3 shows the existing layout of the harbour of Scrabster and the activities which take place currently. The inner and outer basins provide a considerable length of berthage which is used by fishing vessels as required.

The basins are well sheltered under most weather conditions but can suffer from a surge phenomenon when the wind is in the north north west. The cause of this has not been studied in detail but is probably due to reflection of swell from the far side of the bay. The effect is to cause strong flows in and out of the harbour entrance and between the inner and outer basins. It can also render the outer harbour unsafe for mooring. The inner basin is, reportedly, always safe.

In comparision to Wick, Scrabster is less prone to weather closure losing only 2 or 3 days a year. Conditions at Wick can become severe and additional protection works would prove very expensive. Wick also suffers some siltation within the harbour basin requiring maintenance dredging whereas Scrabster is free of any regular dredging requirement.

The most recent addition to the harbour facilities is a roll-on roll-off terminal currently used for a twice daily service to Orkney and by occasional visitors. The largest vessel accommodated was of 8000 tonnes but this overhung the quay. Plans to lengthen the quay have been prepared but are currently shelved.

A new refuelling facility has recently been constructed alongside the Ro-Ro access (photograph 4). This provides 2 x 15000 litre storage and is apparently proving successful. The tanks are used to compliment the main refuelling facilities available at the oil

depot by providing an "out of hours" service ensuring the port can offer a 24 hours bunkering service. The tanks are operated by Scrabster Harbour Trust (SHT) and fuel is sold at the standard price with no additional charges.

A new ice plant with a production rate of 25T/day and a storage capacity of 70T was due for completion in September 1986. The plant is located on the seaward end of the Ola Quay (photograph 5). The plant will produce tube ice and discharge directly to vessels at the icing berth. Space has been left for the installation of a second 25T/day unit should this become necessary. Ice is currently imported from Peterhead at a cost of £24 per tonne. When commissioned the new plant will offer a 24 hour service.

The SHT Trust and local suppliers offer a full range of services to vessels and the following can be obtained on a 24 hour basis:

Water:
available at most quays at a cost of 60p/tonne.

Fuel:
available from the main depot or from the new bunkering tanks run by the SHT. The latter facility provides an "out of hours" service at no extra cost.

Engineering Services:
two local companies offer a 24 hour service.

Diving:
DTp approved divers are available on a 24 hour basis for underwater repairs.

General Provisions:
groceries can be delivered to the quayside 24 hours/day with no extra charge for "out of hours" service.

Accommodation, Cafe, Etc.:
the Seamen's Mission offers modern facilities including washrooms and showers and overnight accommodation.

4.2 Recommendations for Future Planning

The landings of fish are not high enough to make major capital expenditure on quays or shore facilities an obvious priority. However, the existing facilities are very basic and do little to safeguard the quality of fish or to meet the specific needs of users. During the preliminary discussions held with the Harbour Master and SHT Trust, outline ideas for future development and the requirement of users were explained.

Good fish handling practice and the need to provide UK ports with facilities comparable with competing European ports coupled with the SHT's responsibilities dictate that consideration should be given to modernisation of the facilities.

Currently the bulk of fish landed is consigned directly with only a small amount sold locally. Landings from Scottish vessels tend to be boxed but Danish vessels require facilities for bulk landing and on-shore grading.

The potential for the port to handle landings from Icelandic and Faroese vessels either as fresh fish or after primary processing should also be borne in mind. Although no definite plans for such trade are known the location of Scrabster makes it a possibility and the planning of facilities with this in mind would improve the chances of such trade being attracted to the port. A summer Ro-Ro

service between the Faroe Islands and Scrabster has operated over recent years.

The distinct operations of landing; servicing; bunkering and layover berthing should be physically separated to avoid congestion and interference.

The existing harbour with the recently introduced bunkering and icing points already achieves this and the intended development of a new fishing quay and backup area in front of the terminal building - 'Basin A' on figure 3 - would further this, provided it was designated for landing only.

Figure 4 shows a suggested quay line for the first stage of any development. Account has been taken of the requirement to retain a usable layby berth on the west side of the Ro-Ro access landward of the new fuel tanks. Clearly a compromise might have to be made here; the existing quay is new and serviceable and any additional works should minimise the effect on such a structure but on the other hand any new quay across the head of the basin must have an adequate backup width.

Any reclamation works in 'Basin A' must take account of the areas required by a future fish market building and its assoiciated berthing/loading areas. Mechanical handling using pallet or fork lift trucks should be assumed as should the use of plastic boxes by Scottish vessels. These factors dictate certain minimum dimensions irrespective of the volumes handled.

Adequate parking/loading areas for road transport will be required irrespective of whether fish is being directly consigned or collected from an auction.

Direct road access to at least one berth is essential to accommodate the direct consignment of boxed-at-sea fish and any future fish market should have a quayside apron of at least 4.5m and preferably more to facilitate safe mechanical handling using Fork lift trucks.

Any developments should have the primary aim of retaining the quality of the landed fish whilst it is in transit through the port.

This is most likely to be achieved if quay areas and market/storage buildings are laid out to give adequate space for handling.

The design of a future market building must take particular account of the necessity to ensure a suitable environment for the grading/display/storage of fish. It is essential fish in transit is protected from exposure to wind, direct sunlight and ambient temperatures above $10^{o}C$ (lower if storage of over 12 hours is anticipated). The Seafish are currently researching market hall design and have inspected facilities in Denmark and Holland and recent UK proposals. A minimum recommendation is that any new buildings should be insulated, ventilated and should have minimum number of doors. Should firm plans be made for a new market building the Authority should be consulted before specifications are finalised.

The width of any market building will be dependent upon the intended use but a minimum of 16m is recommended to accommodate mechanical handling in a safe and efficient manner.

The existing harbour suffers occasional surge problems and before proceeding with construction of a SE facing solid quay the likely effects on vessels using such a quay of NNW wind conditions should be studied.

The final decision on facilities will depend on the capital investment, grant aid and the long term prospects for Scrabster. In this latter context the ability to attract foreign landings or freighted supplies from Iceland or Faroe must figure strongly.

TABLE 1

WICK DISTRICT FLEET BY CREEK

CREEK	Reg. Length	Year Built	Fishing Method
WICK			
Alvidra Elaine	61.4	'70	Seine Net (SN)
Andrias	53	'67	S.N.
Astra 2	66.6	'67	S.N.
Avalon 3	68.3	'58	S.N.
Ben Loyal	66.6	'60	S.N.
Boy Andrew	79.3	'79	S.N.
Chance	48.7	'57	S.N.
Crusader 2	67.1	'72	S.N.
Glenloth	58	'59	S.N.
Maldon	57.3	'71	S.N.
Provider	51.4	'76	S.N.
Star of Peace 2	61.7	'57	S.N.
Total 12			
SCRABSTER			
Giomach	42.0	'79	Nephrop Trawl
Prolific	60.5	'48	Light Trawl
Kestrel	40	'80	Creels
Viking Queen	40	'80	Nephrop Trawl
Total 4			
HELMSDALE			
Ocean Hunter	52.8	'69	S.N.
Bunillidh	59.4	'84	S.N.
Homecliffe 2	46.9	'60	Nephrop Trawl
Celtic Dawn	40	'83	Creels
Stroma Isle	40	'75	Nephrop Trawl
Total 5			
LYBSTER			
Marvenna	55.1	'85	Other Dem. Nets
Fox Glove	44.8	'45	Nephrop Trawl
Silver Cloud 2	51.1	'57	S.N.
Total 3			

Source D.A.F.S.

TABLE 2

WICK DISTRICT VESSELS

COMPOSITION BY AGE GROUP

Under 5 years old	5
Over 5 years under 10 years	4
Over 10 years under 15 years	4
Over 15 years under 20 years	2
Over 20 years	9
	24

Source: D.A.F.S.

WICK DISTRICT VESSELS

COMPOSITION BY AGE GROUP

Under 5 years old	5
Over 5 years under 10 years	4
Over 10 years under 15 years	4
Over 15 years under 20 years	2
Over 20 years	9
	24

Source: D.A.F.S.

TABLE 3

WICK - 1985

Landings by British Vessels

Whitefish					Strangers	Shellfish - Creels			
Month	Arrs.	Days	Cwts.	Value £	Scot/Eng.	Arrs.	Days	Cwts	Value £
Jan	44	51	1461	37653	1	Nil			
Feb	56	74	2095	53048	2	170	170	109	8994
Mar	49	72	1162	34278	1	120	120	11	4637
Apr	52	65	2214	52336	-	100	100	14	5538
May	70	81	2211	49146	-	Nil			
June	78	206	6855	228442	5	Nil			
July	105	233	6910	265095	11	400	400	859	32824
Aug	83	138	6111	152334	8	Nil			
Sept	64	84	4435	70913	-	300	300	573	27039
Oct	75	78	2938	47115	-	150	150	379	16333
Nov	86	90	4420	100844	-	80	80	116	4340
Dec	53	112	2563	64957	-	60	60	19	1416
Total	**815**	**1264**	**43375**	**1156161**		**1380**	**1380**	**2080**	**101121**

Landings for Foreign Vessels

Jan-Mar	Nil					
Apr	20	124	3309	119671	11 Danish Gill Net	
May	36	246	6761	204600	16 " " " 2 Danish P/Trawl	
June	22	146	3699	108679	6 " " " 2 " "	
July	7	59	2572	79711	1 " " " 2 " "	
Aug	Nil					
Sept	4	22	1559	61855	1 " " " 1 "	Ind/Trawl (by catch)
						2 Faroese P/Trawl
Total	**89**	**597**	**17900**	**574516**		

There were also a number of Foreign arrivals calling in for supplies

Source: D.A.F.S.

TABLE 4

LANDINGS BY FOREIGN VESSELS AT WICK
1977-83

		DEMERSAL FISH	
YEAR	FLAG	TONNES	VALUE
1983	Denmark	956	£482,000
1982	Denmark	26	£ 14,000
1981	Nil	Nil	
1980	Nil	Nil	
1979	Nil	Nil	
1978	Norway	37.7	£ 8,757
1977	Nil	Nil	

Source: D.A.F.S.

TABLE 5

FISHING GROUND DISTANCES FROM SCRABSTER

Stormy Bank - Sule Skerry	40'
West Coast Orkney) Whitten Head Bank)	30'
Fair Isle	90'
Shetland	120'
Sulisker Bank	80'
Butt of Lewis	90'
Kinlochbervie	60'
Flannan	130'
Rockall	330'
Faroes	200'
Iceland	700'

PLATE 5

Existing ground observations from geophysics

TABLE 6

SCRABSTER - 1985

Landings by British Vessels

Whitefish							Shellfish - Creels			
Month	Arrs.	Days	Cwts.	Value £	Scot/Eng.		Arrs.	Days	Cwts	Value £
Jan	110	206	5041	141361	5		Nil			
Feb	71	104	2834	82606	6		220	220	80	10113
Mar	42	64	2239	70126	6		130	130	13	6104
Apr	61	138	4614	144434	5		130	130	19	7393
May	69	130	4151	114424	2		Nil			
June	90	249	11239	390329	1	5	Nil			
July	56	143	5678	185916	3	4	458	461	2598	73871
Aug	76	127	4830	130562	2	2	Nil			
Sept	84	175	8494	202028	5	2	500	502	1023	54717
Oct	95	145	5857	123678	6		150	150	197	22171
Nov	75	151	*9828	161698	9		60	60	85	3995
Dec	73	163	2693	124745	8		30	30	27	2414
Total	**902**	**1795**	**67498**	**1871907**			**1678**	**1683**	**4042**	**180778**

* Includes 216 Tonnes Mackerel by P/Seine

Source: D.A.F.S.

| | | |

TABLE 6A

SCRABSTER - 1984

Landings by British Vessels

Whitefish					Strangers		Shellfish - Creels			
Month	Arrs.	Days	Cwts.	Value £	Scot/Eng.		Arrs.	Days	Cwts	Value £
Jan	77	93	3095	87008	7		Nil			
Feb	72	125	5082	133699	14		70	70	24	2818
Mar	22	37	1097	23297	7		60	60	20	1636
Apr	44	93	2626	70247	6		115	115	60	3972
May	87	194	7629	222446	4	4	100	100	244	7361
June	98	233	8392	243558	6	10	130	130	319	11800
July	65	160	6035	182187	7	8	125	125	305	30679
Aug	46	86	2927	90294	5	4	120	120	220	13680
Sept	44	67	1561	41718	3		200	200	90	15409
Oct	97	160	5509	140235	9		600	600	2128	81140
Nov*	169	313	19354	323738	26		200	200	133	8767
Dec	112	211	6738	229831	29		20	20	131	7259
Total	**933**	**1772**	**70045**	**1788258**			**1740**	**1740**	**3674**	**184521**

* Includes 8 arrs. 12 days 521.8 tonnes £58400 Mackerel by Purse Seine
and 1 2 32.0 tonnes £ 3520 Mackerel by Pelagic Pair Trawl
Shellfish figures include weight and value for squid caught incidentally to whitefish

FOREIGN Landings Scrabster 1984

Apr	3	16	390	8623	3 Danish Gill Netters
May	1	3	53	1588	1 " " "
June	1	7	116	2523	1 " " "
July	2	3	364	10052	1 " " "
Nov	1	4	217	7603	1 Eire Light Trawl
Total	**8**	**33**	**1140**	**30389**	

TABLE 2

[illegible]

Landings by [illegible]

Month	Trips	Days	Weight (cwt)	Value £	[illegible]	[illegible]	[illegible]	[illegible]	Value £
Jan	7	33	3090	27008	2	Nil			
Feb	72	105	7082	133699	14	70	70	[illegible]	6880
Mar	11	37	1097	23297	2	60	60	20	1556
Apr	46	93	2026	34247	5	145	115	60	[illegible]
May	67	144	7626	122496	4	100	100	744	1561
June	99	133	6332	242838	10	420	430	415	11009
July	55	140	6025	172137	[illegible]	125	425	505	[illegible]
Aug	45	98	4927	59299	[illegible]	265	420	620	[illegible]
Sept	46	67	1531	41718	3	200	600	90	15409
Oct	38	160	5500	222795	9	650	600	2110	[illegible]
Nov	114	213	[illegible]	223728	40	600	600	425	[illegible]
Dec	112	211	6729	229031	20	420	[illegible]	435	[illegible]
Total	932	1770	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]

* Includes 3 trawls, 12 days 5245 ... 72400 Mackerel by Purse Seine

and ... 29.0 tonnes ... 3520 Mackerel by Pelagic Pair Trawl

Shellfish figures include weight and value for squid caught incidentally to whitefish

FOREIGN Landings Mackerel 1978

Month	Vessels	Days	Weight	Value £	
Apr	3	15	290	9623	2 Danish Gill Netters
May	1	3	53	1506	1 " " "
June	1	7	116	2523	1 " " "
July	2	9	364	10852	1 " " "
Nov	1	4	117	7603	1 Blue Light Trawl
Total	8	38	[illegible]	32008	

TABLE 7

SCRABSTER:

MONTHLY LANDINGS AT SCRABSTER 1982-1983

	Landings (live weight tonnes)						Value (£000)					
	Demersal		Pelagic		Shellfish		Demersal		Pelagic		Shellfish	
Year	82	83	82	83	82	83	82	83	82	83	82	83
Jan	166.4	32.4	0	0	0.5	0.1	61.5	17.4	0	0	3.1	0.1
Feb	155.5	131.8	0	0	1.3	0.2	53.9	47.2	0	0	8.3	1.2
Mar	61.5	53.1	0	0	0.7	0.3	26.5	18.2	0	0	5.6	2.0
Apr	180.1	162.8	0	0	3.0	4.5	53.5	59.8	0	0	9.0	4.5
May	235.8	180.1	0	0	12.2	15.5	84.9	66.7	0	0	3.7	7.6
June	283.6	214.4	0	0	2.8	29.7	96.2	88.2	0	0	11.3	13.1
Jul	170.6	130.5	0	0	43.9	16.3	35.6	41.4	0	0	18.0	7.3
Aug	189.4	125.8	0	0	14.9	1.5	52.2	41.5	0	0	9.4	2.9
Sep	238.2	253.9	201.5	287.6	8.2	3.5	61.6	97.3	22.4	34.0	15.0	6.8
Oct	383.3	223.4	291.5	574.2	4.2	4.3	113.3	94.2	34.9	62.5	11.5	15.7
Nov	390.3	456.6	138.0	274.5	36.4	59.3	158.3	175.4	5.1	15.3	18.1	49.0
Dec	525.8	241.6	0	0	6.4	4.5	171.5	90.8	0	0	26.2	15.1
Total	2,908.3	2,206.4	631.0	1,136.3	134.4	139.7	968.9	838.2	62.4	111.8	139.0	125.3

Source: D.A.F.S.

TABLE 8

WICK DISTRICT 1984

Arrivals 1989	Days 3161
White Fish	103619 cwts. at £2801104
Sold Locally	60145 cwts. at £1458021
Consigned	43474 cwts. at £1343083

CONSIGNMENT 1984

Aberdeen	22126 cwts.	£ 654117
Peterhead	3250 cwts.	£ 87388
Grimsby	16234 cwts.	£ 541079
Lossiemouth	131 cwts.	£ 3537
Hull	1136 cwts.	£ 37956
Kinlochbervie	597 cwts.	£ 19006
	43474 cwts.	£1343083

Source: D.A.F.S.

TABLE 9

WICK DISTRICT ARRIVALS BY LOCAL AND VISITOR VESSELS - 1983

	VISITOR	LOCAL		VISITOR	LOCAL
JANUARY	1	11	AUGUST	10	10
	8	19		4	13
	6	18		-	11
	4	18		7	9
FEBRUARY	4	19	SEPTEMBER	_	16
	12	15		-	-
	5	18		1	11
	3	8		3	9
				2	15
MARCH	9	17			
	4	15	OCTOBER	-	9
	3	19		6	15
	3	15		5	17
	0	13		3	14
APRIL	1	14	NOVEMBER	4	7
	1	16		1	12
	1	13		19	11
	-	20		10	12
MAY	1	21	DECEMBER	6	14
				5	14
JUNE	6	24		9	15
	10	20		11	13
	5	20			
	12	22			
	4	21			
JULY	3	12			
	13	10			
	1	9			
	2	8			

Source: D.A.F.S.

TABLE 9

MICRODISTRICT ARRIVALS BY LOCAL AND VISITOR VESSELS - 1982

	VISITOR	LOCAL		VISITOR	LOCAL
JANUARY			AUGUST		
FEBRUARY			SEPTEMBER		
MARCH			OCTOBER		
APRIL			NOVEMBER		
MAY			DECEMBER		
JUNE					
JULY					

TABLE 10

LANDINGS IN WICK DISTRICT - 1983

CREEK	DEMERSAL				PELAGIC				SHELLFISH			
	TONNES	%	VALUE	£'000 %	TONNES	%	VALUE	£'000 %	TONNES	%	VALUE	£'000 %
Brora	-		-		-				1		4.1	
Helmsdale	86		44.3		-				25		33.4	
Dunbeath	-		-		-				7		15.8	
Lybster	306		133.4		-				61		65.3	
Wick	2188	48.4	916.7	47.4	-				221		171.8	33.7
Keiss	-		-		-				149		61.1	
J. O'Groats	-		-		-				31		19.2	
Scrabster	1940	42.9	838.1	43.4	1136	100	111.8	100	140		123.5	24.7
Portskerra	-								6		14.1	
TOTAL	**4520**		**1932.5**		**1136**		**111.8**		**640**		**510.2**	

Source: D.A.F.S.

TABLE 11

DEMERSAL LANDINGS WICK DISTRICT (TONNES)

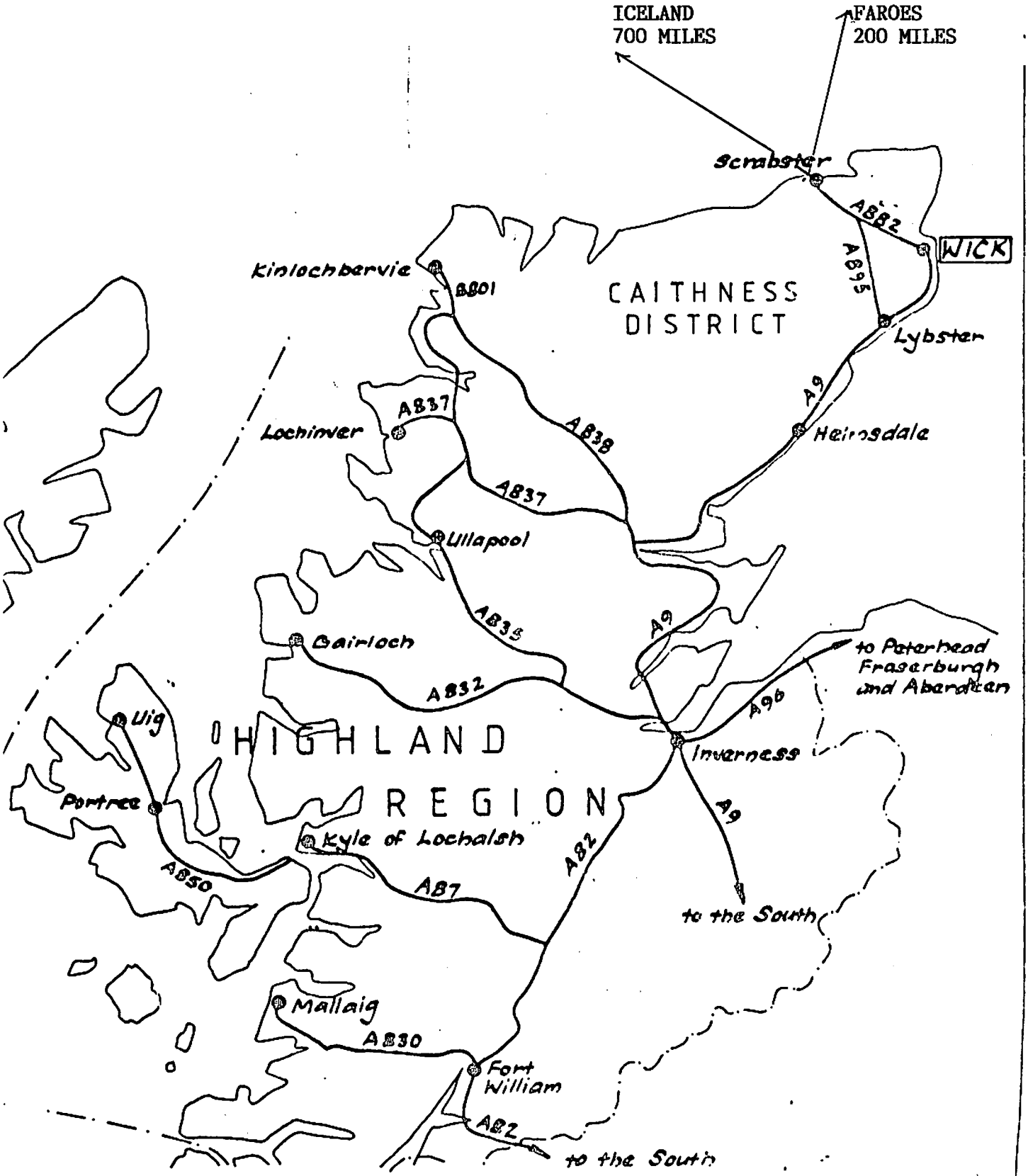
	1976	1977	1978	1979	1980	1981	1982	1983	1984
Wick	2705	2367	1942	1769	2059	2205	1699	2461	-
Scrabster	1162	1246	812	868	1614	1358	2630	2206	-
Helmsdale	556	384	284	420	462	376	150	96	-
Lybster	396	531	275	393	442	364	412	346	-
TOTAL	4819	4528	3313	3450	4577	4303	4891	5109	5377

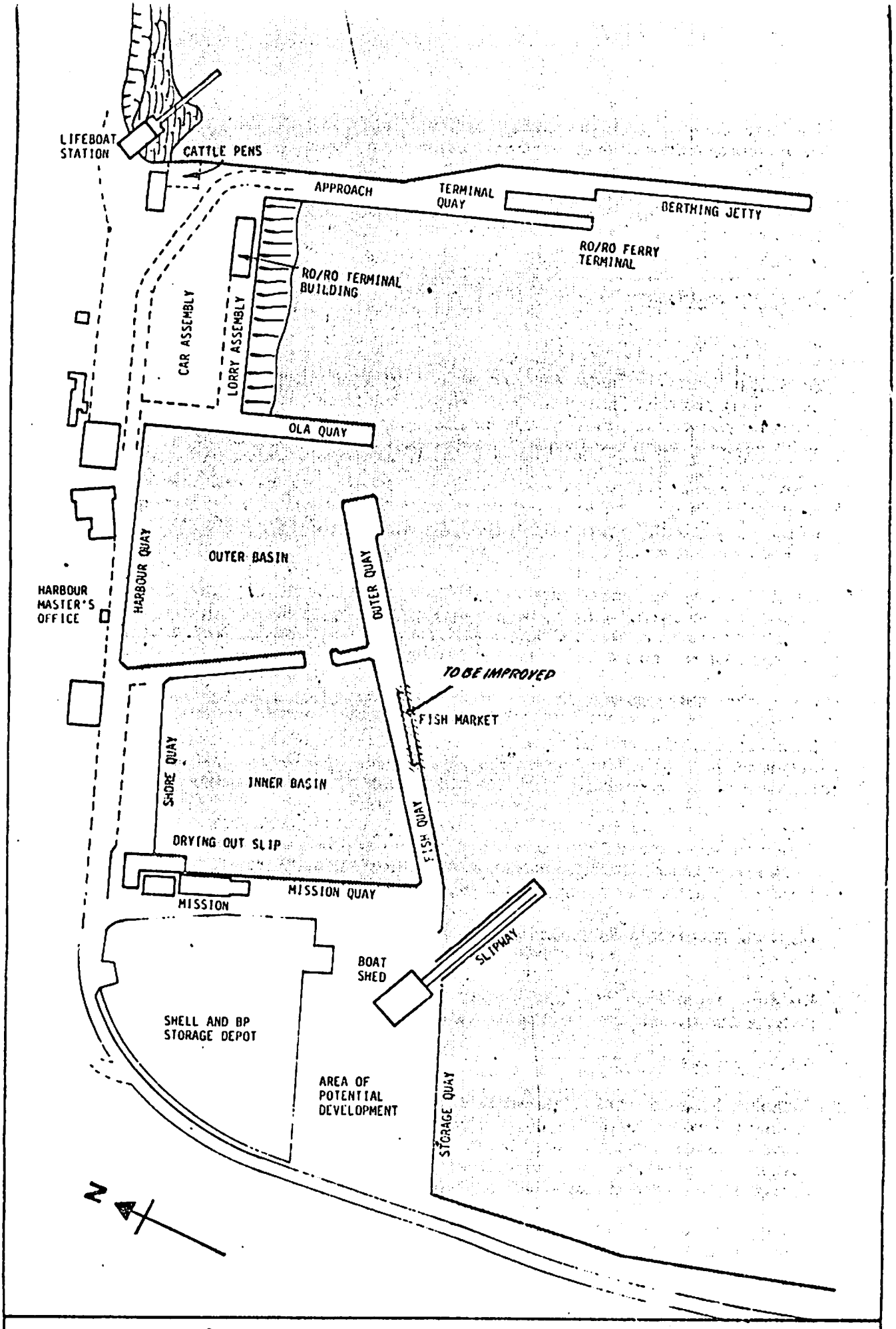
Source: D.A.F.S.

FIG. 1

LOCATION MAP

HIGHLAND REGION

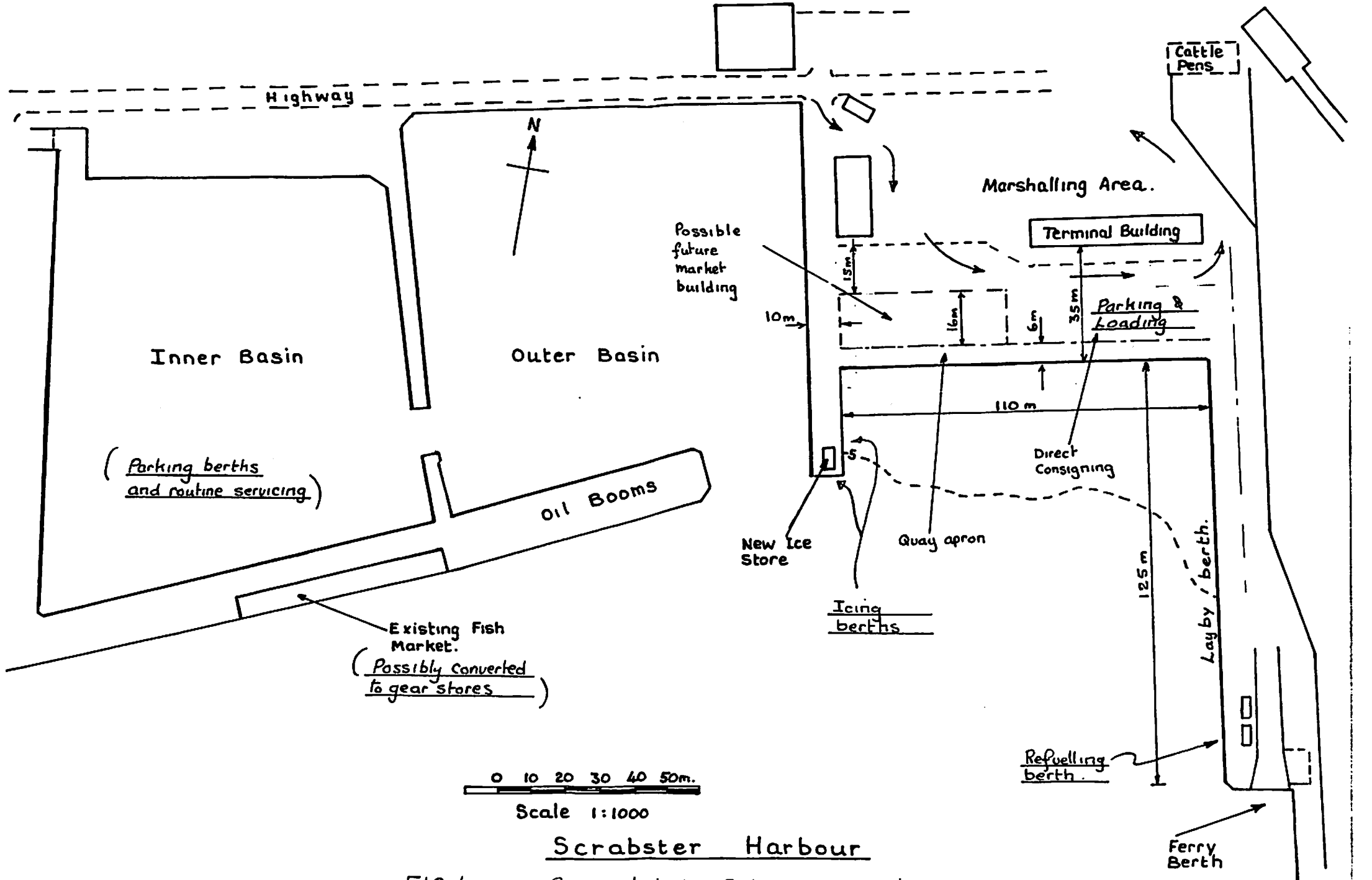




Scale: 1/2500

SCRABSTER HARBOUR

FIG. 2



Scrabster Harbour

FIG 4. Suggested New Fish Quay Layout

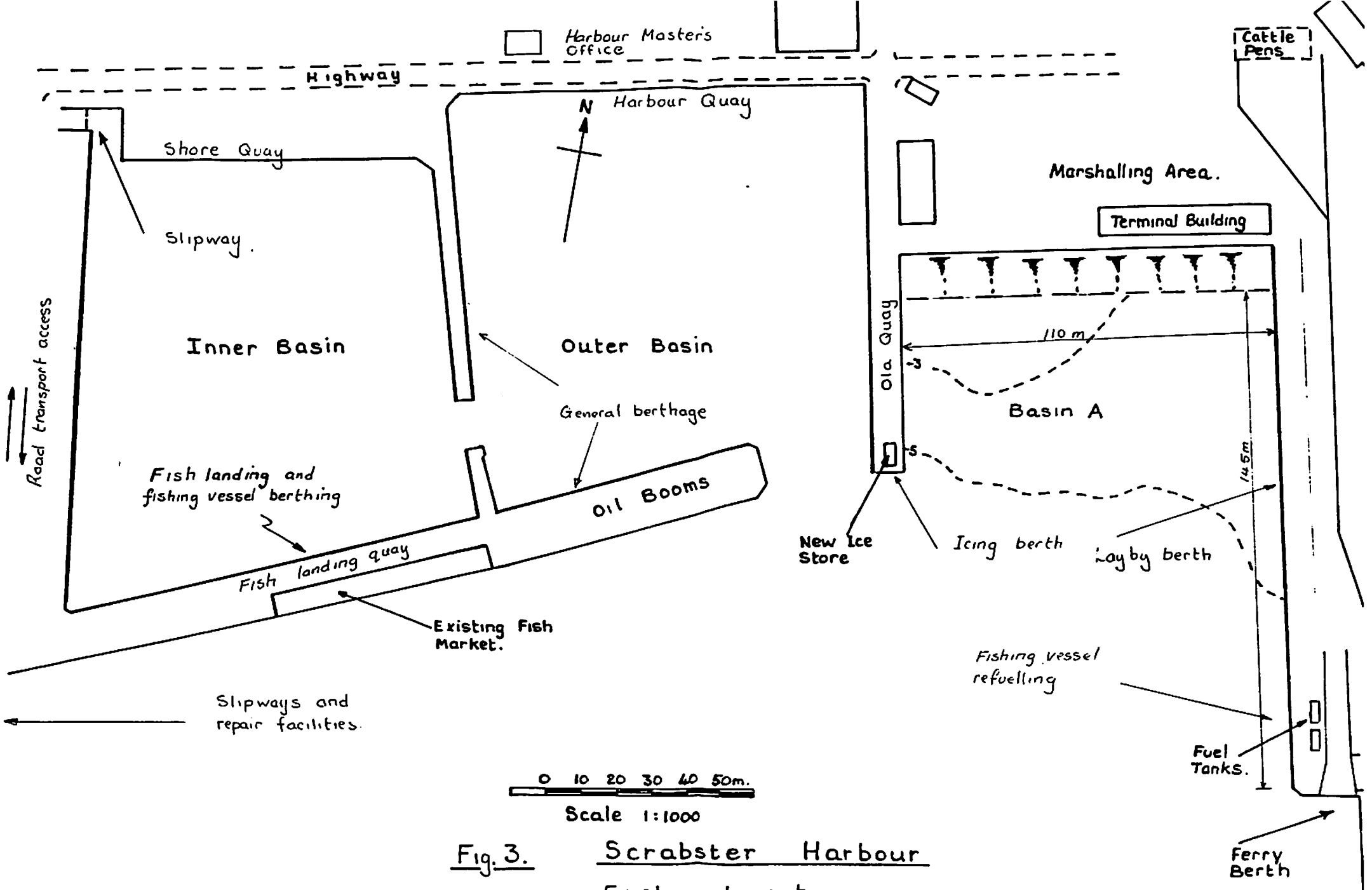


Fig. 3. Scrabster Harbour

Existing Layout

Photo N° 1 - Fish Market

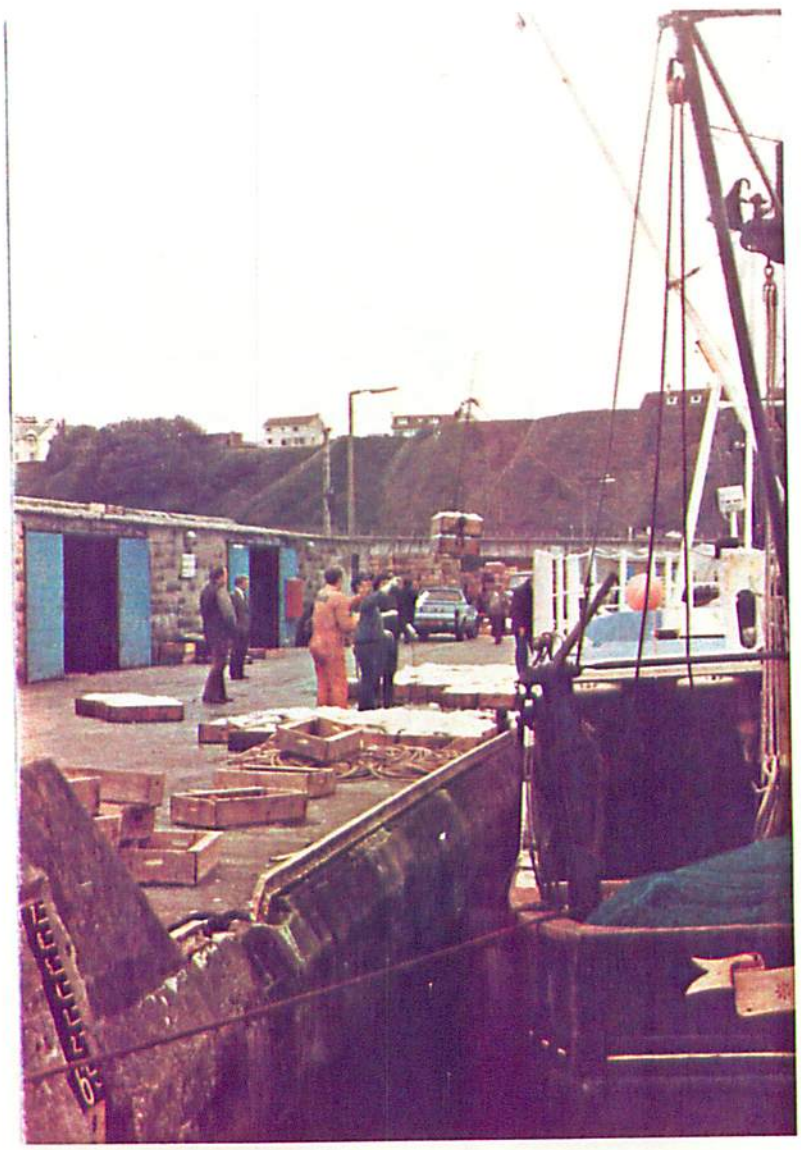


Photo N°2

Fish Quay with market in background.

Photo 3 : View over harbour.

Photo 4 : New fuel tanks alongside the Ro-Ro berth.

Photo 5 – Ferry basin with new ice store in background.