



**CORNWALL**  
**COUNCIL**  
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# Harbours Board

Annual Report

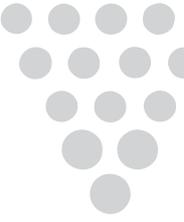
June 2019



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# Contents

- 03** Chairmans' introduction
- 04** Annual Report 2019
- 04** Business Plan
- 05** Review of local authority ports and harbours in Cornwall
- 05** Port Master/Operational Plans
- 05** Sustainable Strategy
- 05** Port Marine Safety Code
- 06** Pilotage
- 07** Port Facility Security Plan
- 07** Oil Spill Contingency Plan
- 08** Port Waste Management Plan
- 08** Maritime Emergency Plans
- 08** Inspection of Local Aids to Navigation
- 08** Harbour byelaws
- 08** Activities undertaken within the ports and harbours
- 10** Ports Good Governance Guidance (Municipal Ports Review)
- 10** Harbour Board Reports
- 11** Financial information
- 16** Harbours Board
- 18** Independent Board Members
- 20** Port map



# Chairmans' introduction

Welcome to our Annual Report for 2019, outlining the activities and context of the operations of all of the Ports, Harbours, and maritime assets governed by the Cornwall Council Harbours Board.

As a municipal harbour authority we have strong governance and an excellent marine staff, combining to ensure that our Ports and maritime assets are managed, cared for, and stewarded to a high standard.

First and foremost, we run our Harbours for the benefit of our communities, who have always had a meaningful connection and reliance on the sea, whether for employment or leisure. But we can only do this with a financial competence and business planning that demonstrates a real understanding of how to do what we do.

The new Harbour Revision Order recently passed by Cornwall Council will now ensure we have the legal surety to enable our Ports to thrive into the future, and I thank my colleagues on the Cornwall Council Harbours Board and our Maritime Management for their hard and determined work this past year.





# Annual Report June 2019

The Harbours Board is responsible for the operation of all of the municipal ports and harbours in Cornwall which includes Bude, Newquay, Portreath, St Ives, Penzance, Prince of Wales Pier (Falmouth), Penryn, Truro, Portscatho and Portwrinkle. Other assets that the Maritime Team is responsible for are at Saltash, Donderry and Looe.

The Board consists of 12 members, with six being Councillors and six Independent Board members who are appointed following a skills audit. There are also non-voting, co-opted members, who are stakeholder representatives, appointed to it.

The Harbours Board has been set up following best practice which was identified in the Municipal Ports Review and latterly the Ports Good Governance Guidance (March 2018) and it operates as a committee of the Council. The Harbours Board is a non-executive function and reports to the Full Council.

Its role and function is described in the Memorandum of Understanding (MoU) between the Council and the Board. It is a requirement under the MoU that the Harbours Board will provide an annual report to Cornwall Council on how it is governing the Ports in a manner that is consistent with relevant policies, plans and legislation.

Over the last twelve months the Harbours Board has considered a number of issues:-

## Business Plan

This is a written document that describes the business of the various harbours, the objectives, strategies, what it does and its financial forecasts. It is a document that is updated annually and modified as circumstances change and develop.

It was last updated in October 2018 and will be reviewed again later this year.

The Memorandum of Understanding (MoU) between Cornwall Council and the Harbours Board considers that Plans should promote the Ports to be financially self-sustainable bodies in the long term, reducing the risk of the need to call upon the Councils General Fund.



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## Review of local authority ports and harbours in Cornwall

In October 2014 a study was completed which looked at the municipal ports and harbours in Cornwall and then advised on governance, staffing, income potential and assets and liabilities.

It concluded that there were twelve main harbour facilities hosted within the ownership of Cornwall Council ranging from small facilities to extensive harbours. It found that there were very strong local community and socio economic links and functions with strong support for social inclusion and that some harbours are indivisible from the local tourism identity.

It also found that the harbours are effectively run, with scope for taking the next step for cohesion into a strong team and that the harbours portfolio has been progressively managed into a collective surplus via a 21% cost reduction in real terms over the last five years.

The findings of this report have been developed further and the Council will be seeking a new Harbour Revision Order for all of its ports and harbours which will require a Harbours Board to be in place and which will also create a single ring-fenced account for them. Some harbour limits will also be redrawn in order to include some assets in them.

## Port Master/ Operational Plans

A Port Master Plan has been adopted for Truro and Penryn which reflects the physical but flexible expression of the future vision for the harbours. The goal has been to develop a vision that is consistent with the Sustainable Strategy and permit the harbours to be managed in a financially self-sustainable way in the long term.

The recent ports and harbours review recommended that there should be mini master plans for each harbour and as a result of this a Port Operational Plan has been completed and adopted by the Harbours Board for Penzance Harbour.

## Sustainable Strategy

As part of the review package a new Sustainable Strategy was developed in November 2014 and adopted by the Harbours Board. The objective of this document is to meet the needs and aspirations of the present without compromising the ability to meet those of the future and is based around five key elements which are:-

- A successful and long term financially sustaining harbours portfolio.
- Achieved through strong governance and management with an active localism agenda, based on a modern fit for purpose regulatory regime.
- Contributing to prosperity.
- Balanced with environmental stewardship in its widest sense.
- Subject to an absolute requirement for safety for all users.

## Port Marine Safety Code

The Port Marine Safety Code is primarily aimed at the 'Duty Holder' (i.e. Full Council) who is directly accountable for marine safety in harbour waters.

The Code was updated in November 2016 and sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the UK port marine environment. It is endorsed by the UK Government, the devolved administrations and representatives from across the maritime sector and, while the Code is not mandatory, these bodies have a strong expectation that all harbour authorities will comply.

The Code is intended to be flexible enough so that any size of harbour or marine facility will be able to apply its principles in a way that is appropriate and proportionate to local requirements.

The new Code considers ten key areas which are, Duty Holder, Designated Person, Legislation, Duties and Powers, Risk Assessment, Marine Safety Management System, Review and Audit, Competence, Plan and Aids to Navigation.

The Formal Safety Assessment for Truro and Penryn which was undertaken in October 2010 can now be viewed on the website [www.portoftruro.co.uk](http://www.portoftruro.co.uk) and



has been updated in July 2018. A further update took place for Penryn in May 2019 to include the permanent mooring of the vessel 'The ARC'.

Penzance Harbour underwent a Formal Safety Assessment (FSA) in April 2011, Newquay Harbour in March 2012 and St. Ives Harbour in March 2013 with all marine hazards in the harbour assessed to be 'as low as reasonably practicable' (ALARP) or below.

Bude Harbour completed its FSA in January 2011 and Portreath Harbour in May 2014. Portwrinkle was completed in July 2016, Portscatho in December 2016 and the Prince of Wales Pier (Falmouth) in January 2019.

Penzance Harbour undertook an update with a Navigation Risk Assessment in June 2016 for the new freight vessel 'Mali Rose' which was to replace the 'Gry Maritha' but which has since been withdrawn from service.

The accompanying Guide to Good Practice on Port Marine Operations was updated in February 2017. This guide is intended to support and supplement the Port Marine Safety Code and contains useful information and more detailed guidance on a number of issues relevant to the management of port facilities.

A letter of compliance with the Code, which is required every three years, has been sent by the Chairman of Cornwall Council to the Maritime and Coastguard Agency dated May 2018 and which is valid until May 2021.

## Pilotage

The Harbours Board as the Competent Harbour Authority (CHA) for Truro, Penryn, Penzance and St Ives has a duty to keep the need for pilotage under review (Section 2 (1) of the Pilotage Act 1987). It also has to consider the authorisation of pilots, employment arrangements for its authorised pilots, the approval of pilot launches, the issue of pilotage directions and the issue of exemption certificates.

As a result of this the Pilotage Agreement with Falmouth Harbour Commissioners for the provision of pilotage services within the Ports of Truro and Penryn has been extended from 1 January 2016 for a period of five years.

Pilotage Directions applicable to the Ports of Truro and Penryn are those for vessels over 60 metres loa, carrying dangerous or polluting goods, using the services of harbour tugs, having chart deficiencies and/or when directed by the harbour master in the interests of safety of the vessel, other vessels, persons, the port or its infrastructure.

A member of the Harbours Board sits on the Pilotage Standards Committee and is involved directly with the authorising and re-authorising of pilots. Additionally, the Harbour Master attends relevant Pilotage Assessment Panels and attends the Fal Estuary Marine Safety Committee.

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“ The goal has been to develop a vision that is consistent with the Sustainable Strategy and permit the harbours to be managed in a financially self-sustainable way in the long term. ”

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St Ives is covered by the St Ives (Pilotage) Harbour Revision Order 1988 and is able to make pilotage compulsory for ships within the area covered by the Order. This was reviewed by the Harbours Board, following the Marine Navigation Act 2014, and it was agreed in November 2018, following consultation with Hayle Harbour, that there is no need for pilotage at St Ives Harbour at the

present time. The CHA status will be retained and the pilotage requirement at St Ives Harbour will be reviewed by the Harbours Board on a 3 yearly basis.

Penzance Harbour is covered by the Penzance and Newlyn (Pilotage) Harbour Revision Order 1988 and is also able to make pilotage compulsory for ships within the area covered by the Order. This was reviewed by the Harbours Board, again following the Marine Navigation Act 2014, and it was agreed in January 2019, following consultation with Newlyn Harbour, that there is no need for pilotage at Penzance Harbour at this time. Furthermore it was considered that CHA status should be retained and the pilotage requirement reviewed on a minimum 3 yearly basis or less should there be a change in harbour use.

## Port Facility Security Plan

Regulation (EC) No. 725/2004 of the European Parliament, together with the Ship and Port Facility (Security) Regulations 2004 and the Ship and Port Facility (Security) (Amendment) Regulations 2005 are the principle pieces of legislation that have relevance to the International Ship and Port Security (ISPS) Code in the UK.

Compliance with this legislation is required by virtue of the Ports of Penzance and Truro handling vessels greater than 500GT engaged on international voyages.



The Port Facility Security Plan for Truro was revised in February 2015 following statutory requirements and is valid for a period of five years. The Port Facility Security Plan for Penzance was completed in August 2019.

In addition, there is a requirement to have a Port Facility Security Officer (PFSO) for each of the ports together with the need for training.

## Oil Spill Contingency Plan

These five year plans are a requirement under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 which requires contingency plans for any harbour or oil handling facility offering berths alongside, on buoys or at anchor, to ships of over 400 GT or tankers (oil or chemical) of over 150 GT.

There is a need to be capable of responding to a Tier 1 oil spill, together with holding the appropriate stock of equipment, have a formal agreement in place for a Tier 2 response together with adequate training and exercising of the plan.

The plan for Truro has been approved until September 2022 and the plan for Penzance has been approved by the Maritime and Coastguard Agency until July 2024.

Harbour Staff in Truro, Penryn and Penzance have been involved in oil spill training as part of their obligations to existing legislation and to exercise their incident management team and practical roles in responding to a pollution incident within their areas of jurisdiction.

## Port Waste Management Plan

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 are applicable to any harbour or terminal within the UK. Every harbour authority operator has to provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal in question, without undue delay to ships.

In addition to the provision of facilities, there is also a requirement to produce Port Waste Management Plans, valid for three years, for the various ports and harbours managed by the Council. St Ives Harbour and Newquay Harbour had their plans renewed in June 2019. The plan for Penzance Harbour is currently being renewed.

## Maritime Emergency Plans

Plans are prepared in accordance with the legal obligations placed on authorities that are contained within:-

- The Dangerous Substances in Harbour Areas Regulations 1987 (Regulations 26, 27 and 28)
- Control of Industrial Major Accident Hazard Regulations 1984
- Public Health (Ships) Regulations 1979

The Fal Estuary Marine Emergency Plan which includes the ports of Truro and Penryn was updated in April 2017 and the Penzance Harbour Marine Emergency Plan will be updated in 2019.

## Inspection of Local Aids to Navigation

It is a requirement under the Merchant Shipping Act 1995 (Section 198(1)) that an inspection of the Local Aids to Navigation in all harbours is carried out annually by an officer from Trinity House Lighthouse Service with any deficiencies corrected and reported back to them.

## Harbour byelaws

Harbour byelaws for the ports and harbours are an integral part of the Port Marine Safety Code and need to be reviewed and updated when required. Updated byelaws for St Ives have been submitted to the Department for Transport for confirmation.

## Activities undertaken within the ports and harbours

### Commercial

Truro continues to export bulk and baled scrap metal to the UK and Near Continent together with offering laid up shipping berths in the King Harry Reach.

During 2016 a new traditional boatyard was started up at Newham and which is hoping to expand its operations further.

Penzance Harbour offers facilities for the handling of passengers and freight to and from the Isles of Scilly as well as passenger landings by the occasional cruise liner.

Newquay, St Ives and Bude are also used by the fishing industry for the landing of fish and shellfish. St Ives Harbour had a new compressor for the ice-making plant in 2016 and the ice-making plant in Newquay was replaced in 2018. New ice making facilities were also installed in Bude in 2018 and, following a successful funding bid will be installed in Portreath at a later date. New fuel facilities have been provided at Newquay Harbour and improved facilities for fishermen are expected at Penryn subject to successful funding.

Additionally, there are a number of businesses operating within the harbours ranging from boat hire to a dry dock, pleasure boat trips to marinas and boatyards to engineering firms.

This has been recognised in the Sustainable Strategy where it states that:-

- The community benefits from the business transacted in the harbours.
- Harbours add value through job creation, facilitation of trade and efficiency in transport logistic trains.



- Harbours add value through the facilitation of the tourism and leisure economy.

The Licencing of Boats and Boatmen is also undertaken in a number of locations in Cornwall whereby any vessel let out for hire or carrying up to 12 passengers, and not going beyond categorised waters, has to have an inspection and examination. Over the last year there have been approximately 200 vessels (including kayaks) licenced and 80 Boatmen examined for a licence or having a renewal.

“ Additionally, there are a number of businesses operating within the harbours ranging from boat hire to a dry dock, pleasure boat trips to marinas and boatyards to engineering firms. ”

## Leisure

All of the ports and harbours cater for the leisure market to varying degrees. This can include spaces available for small dinghies, swinging moorings, pontoon berths, quay berths, storage ashore to facilities for much larger vessels.

It also includes leased areas for clubs and associations who wish to manage their own areas themselves, although they will continue to be within harbour limits and subject to the normal rules and regulations contained within harbour byelaws and other legislation.

A kayak rack was installed at Smeaton's Pier in 2018 following a successful bid for money from the BID. Malpas Marine in Truro was purchased in 2018 in order to protect access to the water, to continue to provide for pleasure boat landings and to safeguard mooring facilities for its existing customers. A planning application has been submitted in order to extend the pontoon berths.

Fees and charges are considered on an annual basis and then recommended to the Full Council for adoption. The policy is to collectively manage the ports and harbours as a financially self-sustaining enterprise with prices set appropriately considering other objectives.

## Environment

There are a number of areas around, and in, a number of the harbours that are designated Special Areas of Conservation, Special Protection Area or Marine Conservation Zones.

The Conservation (Natural Habitats &c) regulations 1994 require relevant authorities (those organisations with statutory powers and duties for the marine environment) within, or adjacent to a European marine site to be responsible for the management of the site.

Under the Countryside and Rights of Way Act 2000 the harbour authority, as a relevant authority, shall have regard to Areas of Outstanding Natural Beauty.

The Sustainable Strategy states that the key principles should be to:-

- Adopt an overall stewardship/leadership role in the environmental management of harbours.
- Improve the physical amenity and public perception of harbours.
- Minimise waste, pollutants and adverse environmental impacts.
- Maintain accountability by developing specific, measurable and achievable performance indicators.
- Complete preparation of Environmental Management System for all harbours together with maintaining ISO 14001 accreditation.

The Environmental Management System, for all of the ports and harbours, was updated on the 11 March 2019 and accreditation to the new ISO 14001:2015 standard was achieved on the 24 April 2018 and which is valid for three years.

## Ports Good Governance Guidance (Municipal Ports Review)

The Department for Transport (DfT) has published the new Ports Good Governance Guidance (March 2018) which is focussed on corporate governance for all statutory harbour authorities in England. It includes sections relevant to all types of ports with specific detailed guidance on trust and local authority owned ports. This new guidance will now be for all ports and harbours irrespective of whether they are managed as a trust, municipal or private port.



# Harbour Board Reports

During the last twelve months the Harbours Board has considered a number of reports:

- Budget Monitoring
- Minutes of Stakeholder Groups
- Annual Report 2018
- Pontoon at Lime Quay, Tregothnan
- Malpas Marine – Extension of Pontoons
- Ports Good Governance Guidance
- Lease of Ponsharden Foreshore
- Fees and Charges 2019/2020
- Appointment of Board Members
- Ports of Truro & Penryn – Navigation Risk Assessment Review
- ISO 14001: Assessment Report and Award of ISO 14001:2015 Certification
- Ports and Harbours Business Plan 18/19
- Port and Harbour Budgets 2019 – 2020
- St Ives Harbour – Review of Pilotage Requirement
- Women in Maritime Charter
- Penzance Harbour – Coastal Communities Funding
- Penzance Harbour – Review of Pilotage
- St Ives Harbour Byelaws
- Prince of Wales Pier – Formal safety Assessment
- Abandoned Boats for Disposal
- The ARC – Proposals for the use of a vessel as a Registered Children’s Home
- Maritime 2050 – Navigating the Future
- ISO 14001 Audit Assessment & Annual Management Review
- Permits to Ply for Hire (Prince of Wales Pier, Falmouth)
- Falmouth Harbourside CiC – Financial Contribution
- Cornwall Maritime Strategy Refresh
- Port Marine Safety Code – Health Check Trends
- Safety of Cornish Fishermen
- BPA Monthly Updates
- BPA Annual Report
- Port Skills and Safety Monthly Updates





# Financial information

Summary profit and loss account as at 31 March 2019

## St Ives Harbour

	2018/19	2017/18
Operating Income	(208,785)	(178,150)
Expenditure Operating and Maintenance	199,403	175,687
Overheads	8,420	8,658
	<b>207,823</b>	<b>184,345</b>
Operating Deficit / (Surplus)	(962)	6,195
Contribution To Reserves	0	0
Bad Debts Movement	0	0
Interest	-371	-126
	<b>(371)</b>	<b>(126)</b>
Net Deficit / (Surplus)	<b>(1,333)</b>	<b>6,069</b>

## Newquay Harbour

	2018/19	2017/18
Operating Income	(178,113)	(109,139)
Expenditure Operating and Maintenance	165,514	108,849
Overheads	16,778	17,080
	<b>182,292</b>	<b>125,929</b>
Operating Deficit / (Surplus)	4,179	16,790
Contribution To Reserves	0	0
Bad Debts Movement	55	0
Interest	0	0
	<b>0</b>	<b>0</b>
Net Deficit / (Surplus)	<b>4,234</b>	<b>16,790</b>

## Penzance Harbour

	2018/19	2017/18
Operating Income	(557,569)	(540,423)
Expenditure Operating and Maintenance	391,492	3428,958
Overheads	57,856	326,386
	<b>449,348</b>	<b>379,344</b>
Operating Deficit / (Surplus)	(108,221)	(161,079)
Contribution To Reserves	0	0
Bad Debts Movement	579	1,701
Interest	0	0
	<b>579</b>	<b>1,701</b>
Net Deficit / (Surplus)	(107,642)	(159,378)

## Penryn Port and Harbour

	2018/19	2017/18
Operating Income	(166,862)	(165,874)
Expenditure Operating and Maintenance	85,735	56,008
Overheads	40,941	39,8637
	<b>126,676</b>	<b>95,871</b>
Operating Deficit / (Surplus)	(40,186)	(70,003)
Contribution To Reserves	42,037	70,620
Bad Debts Movement	790	158
Interest	-2,641	-775
	<b>40,186</b>	<b>70,003</b>
Net Deficit / (Surplus)	0	0

## Truro Port and Harbour

	2018/19	2017/18
Operating Income	(515,501)	(516,800)
Expenditure Operating and Maintenance	245,874	228,452
Overheads	218,060	156,962
	<b>463,934</b>	<b>385,414</b>
Operating Deficit / (Surplus)	(51,567 )	(131,386)
Contribution To Reserves	52,398	129,987
Bad Debts Movement	876	2,966
Interest	-1,707	-1,567
	<b>51,567</b>	<b>131,386</b>
Net Deficit / (Surplus)	0	0

## Bude Harbour

	2018/19	2017/18
Operating Income	(37,566)	(26,878)
Expenditure Operating and Maintenance	39,513	44,301
Overheads	6,415	6,292
	<b>45,928</b>	<b>50,593</b>
Operating Deficit / (Surplus)	8,362	23,715
Contribution To Reserves	0	0
Bad Debts Movement	0	0
Interest	0	0
	<b>0</b>	<b>0</b>
Net Deficit / (Surplus)	8,362	23,715

## Prince of Wales Pier, Falmouth

	2018/19	2017/18
Operating Income	(64,102)	(64,406)
Expenditure Operating and Maintenance	47,859	47,337
Overheads	17,212	10,906
	<b>65,071</b>	<b>58,243</b>
Operating Deficit / (Surplus)	969	(6,163)
Contribution To Reserves	0	0
Bad Debts Movement	0	0
Interest	0	0
	<b>0</b>	<b>0</b>
Net Deficit / (Surplus)	969	(6,163)

## Portreath Harbour

	2018/19	2017/18
Operating Income	(3,765)	(3,765)
Expenditure Operating and Maintenance	25,939	30,895
Overheads	5,000	5,006
	<b>30,939</b>	<b>35,901</b>
Operating Deficit / (Surplus)	27,174	32,136
Contribution To Reserves	0	0
Bad Debts Movement	0	0
Interest	0	0
	<b>0</b>	<b>0</b>
Net Deficit / (Surplus)	27,174	32,136

## Portscatho Harbour

	2018/19	2017/18
Operating Income	(13,325)	(12,009)
Expenditure Operating and Maintenance	12,016	11,333
Overheads	2,000	2,000
	<b>14,016</b>	<b>13,333</b>
Operating Deficit / (Surplus)	691	1,324
Contribution To Reserves	0	0
Bad Debts Movement	0	0
Interest	0	0
	<b>0</b>	<b>0</b>
Net Deficit / (Surplus)	691	1,324

## Saltash and Portwrinkle Harbour

	2018/19	2017/18
Operating Income	(26,920)	(27,774)
Expenditure Operating and Maintenance	25,619	33,118
Overheads	4,390	4,000
	<b>30,009</b>	<b>37,118</b>
Operating Deficit / (Surplus)	3,089	9,344
Contribution To Reserves	0	0
Bad Debts Movement	0	372
Interest	0	0
	<b>0</b>	<b>372</b>
Net Deficit / (Surplus)	3,089	9,716



# Harbours Board



## Councillor Loic Rich

is the Chairman of the Harbours Board. He is an Independent Member for the Truro Tregolls Electoral Division. Other committees that he sits on are:

- Cornwall Council
- Audit Committee (Substitutes)
- Central Sub-Area Planning Committee (Substitutes)
- East Sub-Area Planning Committee (Substitutes)
- West Sub-Area Planning Committee (Substitutes)
- Constitution and Governance Committee (Substitutes)
- Health and Social Care Overview and Scrutiny
- Making Integration Happen
- Miscellaneous Licensing Committee

His term of office commenced in May 2013 and he is also a member of Truro City Council and past Mayor for Truro.



## Councillor Geoff Brown

is also the Portfolio Holder for Transport. He is a Liberal Democrat for the Newquay Central Division. Other committees that he sits on include:

- Cornwall Council
- Cabinet
- Coordination of Council Business Group
- Cornwall Inshore Fisheries and Conservation Authority
- Cornwall Airport Newquay Consultative Forum
- Tamar Bridge and Torpoint Ferry Joint Committee

His term of office commenced in June 2009. He is also a Harbour Commissioner for Port Isaac and DLA for Newquay RNLI.



## Councillor Geoffrey Evans MBE

is the Conservative Member for the Falmouth Arwenack Division. Other committees that he sits on include:

- Cornwall Council
- Licensing Act Committee
- Licensing Act Sub Committee
- Neighbourhoods Overview and Scrutiny (Substitutes)
- Strategic Planning Committee
- Street Trading Sub Committee

His term of office commenced in June 2009. He has also held terms of office as Mayor of Falmouth.



## Councillor **Jim McKenna**

is the Independent Member for Penzance Promenade and the Portfolio Holder for Adult Care. Other committee appointments include:

- Cornwall Council
- Economic Growth and Development Overview and Scrutiny
- Framework for (Positive) Parking in Cornwall Inquiry
- Penzance Place Shaping Board (Chairman)
- Penzance Regeneration Board (Vice Chairman)

His term of office commenced in June 2013. He is also a Newlyn Harbour Commissioner and is Chairman of the Penwith Landscape Partnership Board.



## Councillor **Rob Nolan**

is the Liberal Democrat Member for Truro Redannick Electoral Division. Other committees that he sits on are:

- Cornwall Council
- Central Sub-Area Planning Committee
- Economic Growth and Development Overview and Scrutiny Committee
- Licensing Act Committee
- Licensing Act Sub Committee
- Strategic Planning Committee (Chairman)
- Street Trading Sub Committee
- Cornwall's Capacity to Deliver Homes and Workspace Inquiry

His term of office commenced in June 2009. He has also been a past Mayor of Truro.



## Councillor **Richard Robinson MBE**

is the Conservative Member for St Ives East. Other committee appointments include:

- Cornwall Council
- Economic Growth and Development O&S Committee
- Framework for Positive Parking in Cornwall Inquiry
- West Sub-Area Planning Committee

His term of office commenced in May 2018. He also sits on the Tate St Ives Advisory Council.

## Independent Board Members

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### **Simon Hendra**

is responsible for the continuing expansion and development of GJ Hendra in Truro, Penryn and the Isles of Scilly. As a pharmacist he has seen the business expand from a dual site pharmacy business to nine different businesses. He has spent his working life based in Truro and is also a founder and Past Chairman of the Working for Truro Association, Director of the Totally Truro Board and Director of Truro Cathedral Ltd.



### **Michael Brougham MBE**

completed a full career as an Engineer Officer in the Royal Navy in 2001, retiring in the rank of Commodore. In his final appointment he was the Royal Navy's senior chartered aircraft engineer. In 2002/03 he applied for Objective One EU funding to develop the Cornwall Marine Network (CMN), which now has a membership of over 350 marine businesses. CMN collaborates closely with other sectors and training providers, specialising in the delivery of national and international training and marketing support programmes for the sector, and has recently passed the milestone of 1000 marine apprentices engaged in small businesses. Michael has recently retired from the position as Chairman of CMN. He is a keen sailor and has lived near the Carrick Roads since 1983.



### **Garrick Royle**

is the Operations Manager for Cornwall Ferries Limited responsible for ensuring the smooth and safe operation of this service whilst also assisting in developing plans for its sustainability and development. Educated at the Camborne School of Mines he graduated with a degree in Environmental Science and has an active interest in the local environment. He is a member of the Institute of Waste Management and sits on the Falmouth Traffic Infrastructure Group.



## **Geoff Wilson**

followed a career at sea rising to Captain E (Engineer) in the Royal Fleet Auxiliary and is now the Managing Director and Principal Surveyor of a Marine Surveying and Consultancy business based in Penryn. He is a fellow of the Society of Consulting Engineers and Ship Surveyors and is a surveyor for a number of Classification Societies, Foreign Ship Registries and MECAL. He is also Treasurer of Penryn Community Development Trust and sits on the Maritime and Coastguard Agency South West District Marine Safety Group.



## **Martin Gilbert**

has been a fisherman for over 30 years and has experience of working in most of the harbours around Cornwall. He is a member of the Cornish Fish Producers Organisation. He has been a volunteer crew member of the RNLI. He works his own vessel from Newquay Harbour and takes a keen interest in the environment, both local and further afield.



## **Mel Sharp**

has spent many years in the marine environment. On leaving school he joined the Royal Marines serving in 45 Commando, commanding sections of raiding craft and working on larger landing craft.

Following 12 years' service he based himself in Penzance and started to work locally and abroad in the commercial and leisure sector. After qualifying as a commercial diver he travelled to Angola, working on oil and gas installations, and also started to develop his own Company A2 Rigging Ltd.

A2 Rigging is based in Falmouth Marina and Gweek Quay Boatyard. Its work takes him and his team to many harbours in Cornwall and he is keen to see these develop for all users.

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## New Harbour Board Members

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### Councillor Mary May

is the Independent Member for Penryn West and the Vice- Chair of the Council. Other committee appointments include:-

- Cornwall Council
- Appeals Committee
- Central, East and West Sub-Area Planning Committee
- Customer and Support Services Overview and Scrutiny
- Strategic Planning Committee
- Licensing Act Committee and Sub-Committee
- Miscellaneous Licensing Committee
- Street Trading Sub-Committee

Her term of office commenced in May 2019. She also sits on the Bereavement Services Advisory Group and as a Director on Cornwall Housing Ltd.



### Drystan Jones

joined the A&P Group in 2007 and has been in the management of coastal harbour related businesses since 1996. He is the Port Operations Director for the Falmouth Docks and Engineering Company which has busy cargo, cruise and towage departments as well as the Managing Director of Marine Designs Ltd which is an established pontoon design and build contractor supplying crew transfer pontoons to the offshore wind industry. He is a Director of Cornwall Marine Network and is committed to the development of marine jobs in Cornwall. Prior to working for the A&P Group Drystan spent eleven years in marina operations in Mylor and Southampton.



## **Commodore Ian Shipperley CBE**

served in the Royal Navy at sea and ashore from operations as diverse as volcano relief to supporting the coalition effort in the Gulf and latterly as the CO of Devonport Naval Base, the largest in Western Europe. Ian's responsibilities included management of the Port of Plymouth with particular emphasis on the environment. He helped to balance the protection of internationally important habitats around the Plymouth Sound with the needs of the many communities engaged in marine activities. With stewardship for over 150 historic structures he also led a major capital infrastructure programme with the City Council to regenerate redundant docks and waterfront sites.



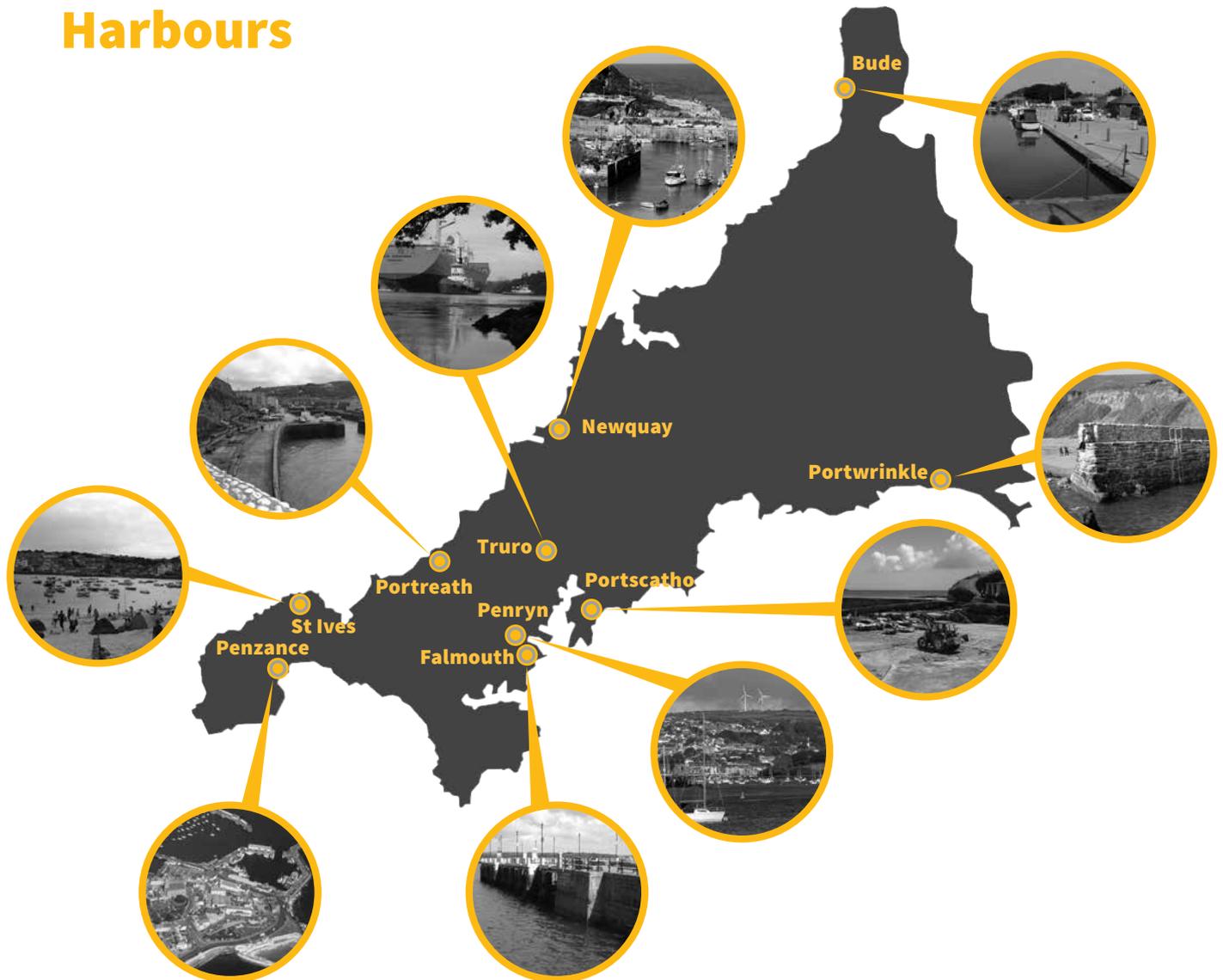
## **Charles Gurd**

followed a marine career from leaving Warsash Nautical College, Southampton at the age of 17, qualifying as a Master Mariner at 26 and entering the oil industry in Nigeria as a marine pilot in 1977. Qualifying as a commercial diver and underwater welding inspector in 1979 he spent the rest of his career in oil industry port operations. The last 20 years of his formal career was working for an American International Oil Company, retiring as a marine Superintendent and International Marine Projects Advisor. Following formal retirement for 4 years he undertook rig moves and carried out ship inspections and safety audits in Northern Europe.

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# Ports and Harbours



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