

Dear Mooring Holder/Harbour User

There has been quite a lot happening this year as the transformation of the new Council was completed on the 1st April. As reported in the last newsletter the Maritime Section now sits within the Environment Service within the Environment, Planning and Economy Directorate of Cornwall Council. The environment service is also currently being reviewed, along with two other Services of the Council, to see if further efficiencies can be made although it is thought that the Maritime Section will remain untouched during this process.

The new Maritime Section consists of and has responsibilities for the following:

- Municipal Ports and Harbours within Cornwall (Bude, Newquay, Portreath, St. Ives, Penzance, Truro, Penryn, Prince of Wales Pier, Portscatho and Portwrinkle)
- Other Maritime infrastructure and responsibilities which are not found within ports and harbours (Helford River, Donderry, Saltash, Looe and Caffa Mill)
- Boat and Boatman Licensing (primarily in the old Carrick, Kerrier and Restormel Districts)
- Beach Safety
- Byelaw enforcement outside of ports and harbours (Percuil River, Restronguet Creek, Carne and Pendower Beaches, Cawsand, Helford and Gillan Creeks)
- Technical advice and support to other Services within the Council

I was successful in being appointed as Maritime Manager for this new Section and began my new role at the beginning of June this year. I shall therefore be stepping down as your Harbour Master, a position which I have thoroughly enjoyed and been fortunate to have held for the last 22½ years, and which we will soon be looking to fill.

The Harbours Board successfully transitioned the period between three Councils (Carrick, County and now Cornwall Council) and remains in charge of the management of the Ports of Truro and Penryn. There has been one slight amendment with the Chairman of the user group now becoming a non-voting member of the Board.

With regard to what has happened over the last year:

Laid up Shipping

Without a doubt this has been the busiest period we have had in probably thirty years with the berths more or less filled as the worldwide recession commenced in November 2008. You will probably be familiar with the types of ship – predominantly container vessels and car carriers which have been berthed in King Harry ferry during the year. What a difference two years can make!

<i>'Windsor Castle'</i>	<i>Ex-Buoy tender</i>	<i>1,268 tonnes</i>
<i>'Setubal'</i>	<i>Car carrier</i>	<i>20,248 tonnes (sailed 4.12.08)</i>
<i>'Autocarrier'</i>	<i>Car carrier</i>	<i>6,395 tonnes (sailed 29.6.09)</i>
<i>'Pietari Glory'</i>	<i>Reefer</i>	<i>10,151 tonnes (sailed 19.4.08)</i>
<i>'Autoline'</i>	<i>Car carrier</i>	<i>7,087 tonnes (sailed 11.11.09)</i>
<i>'Pietari Bright'</i>	<i>Reefer</i>	<i>12,061 tonnes (sailed 8.4.09)</i>
<i>'Pietari Cliff'</i>	<i>Reefer</i>	<i>7,949 tonnes (sailed 26.3.09)</i>
<i>'Adventure II'</i>	<i>Bulk carrier</i>	<i>22,600 tonnes (sailed 27.3.09)</i>
<i>'Challenger II'</i>	<i>Bulk carrier</i>	<i>23,007 tonnes (sailed 24.3.09)</i>

<i>'Autotransporter'</i>	<i>Car carrier</i>	<i>7,069 tonnes (sailed 10.11.09)</i>
<i>'Santa Giuliana'</i>	<i>Container vessel</i>	<i>21,531 tonnes</i>
<i>'Santa Giulietta'</i>	<i>Container vessel</i>	<i>21,531 tonnes</i>
<i>'Autoprestige'</i>	<i>Car carrier</i>	<i>11,596 tonnes</i>
<i>'Autopremier'</i>	<i>Car carrier</i>	<i>11,591 tonnes</i>
<i>'Santa Giovanna'</i>	<i>Container vessel</i>	<i>21,531 tonnes</i>
<i>'San Francisco'</i>	<i>Container vessel</i>	<i>15,859 tonnes (sailed 3.7.09)</i>
<i>'Santa Giannina'</i>	<i>Container vessel</i>	<i>21,531 tonnes</i>

We are still receiving enquiries for these berths and expect to remain fairly busy for the next twelve months. This is particularly relevant for container vessels as there is an over tonnage caused in part by the large amount of new builds that were ordered prior to the recession.

Commercial Shipping

We have also been negatively hit by the recession as the shipping company that leased the warehouse on Lighterage Quay went into receivership in December last year. Unfortunately they were unsuccessful in getting cargoes for the port which needed this facility and we are currently considering its future use.

Cargoes of bulk cement from Bremen in Germany have increased this year and scrap continues to be exported. We have also imported road salt this year in preparation for gritting the County's roads during the cold spells. There have also been a couple of visits from an Army landing craft and a marine civil engineering company, the latter one doing work on offshore windfarms.

We are still involved with the Environment Agency with regard to plans to improve the flood defence systems for Truro. The Council, as the harbour authority for Truro is committed to assisting the EA financially with the replacement of Lighterage Quay which supports the existing flood defence structure.

Leisure Moorings

The moorings continue to be much in demand with waiting lists still in place and visitors moorings well used. There will be a number of visitor's pontoons replaced in the New Year and the Moorings Policy will be re-visited as there was not time to review it properly this year.

The dory for the Helford River was replaced during the year and we are currently working with some of the groups and organisations in the Helford to see how we can improve on our work there.

Plans for pontoons between P7 and P7A buoys north of Tolverne, identified in the Port Masterplan, have been put on hold owing to the interest in the lay up berths but the longer term view is still to have pontoon berths for leisure craft located here.

The Harbours Board have also considered better landing facilities and pontoons alongside Exchequer Quay in Penryn together with some tender facilities at Ponsharden.

Portscatho, Prince of Wales Pier and Helford River

Two new Pier Masters started on the Pier this year and have quickly become involved in and up to speed with the workings of the Pier. The St Nazaire memorial was further improved with the

addition of flag poles in time for a visit from the veterans and civic leaders from St Nazaire in France as well as locally, which took place in October. The two shelters at the end of the Pier were finally removed which has greatly improved the sea views and reduced a lot of the anti-social behaviour that took place there.

More repair work and maintenance was done under the Pier with a number of 'cells' having concrete repairs undertaken. The large crack in the solid section continues to be monitored and evaluated and repairs will need to be done at some stage in the future once financial resources have been identified.

Portscatho Harbour has had a couple of extra visitors moorings laid and they continue to be well used.

As mentioned earlier a new patrol craft has been purchased (locally) to replace the dory that used to be used in the Helford. In addition we have also increased the hours that the Patrol Officer is on duty. The primary aim of this role is to enforce a seasonal pleasure craft byelaw and to offer environmental and safety advice to users.

Harbours Board and Harbours Forum

The Board for the Ports of Truro & Penryn (Harbours Board) continues to exist in order to manage these two ports and the Harbours Forum remains the dedicated stakeholder group. The only significant change has been for the Board to have the Chairman of the Harbours Forum on the Board as a non-voting member. This will improve stakeholder input and allow further transparency in the way that the Board conduct their business.

The Council as a whole will need to consider the Municipal Ports Review and how it should apply to other ports – the main ones being St Ives, Penzance and Newquay or indeed whether it should apply to the other smaller municipal ports as well. For example would it make sense to have a single Board for all local authority ports, only some of them or to have separate boards for each port?

Issues that the Board have discussed over the last twelve months include:

- Provision of water supply and compliance of water fittings to all craft
- Marine Accident Investigation Branch Reports
- Inspection of Local Aids to Navigation
- Wreck Removal
- Fees and Charges
- Presentation by DfT regarding Municipal Ports Review
- Helford River replacement craft
- Pilotage Agreement
- Updated Trust Port Governance
- Port Marine Safety Code Audit – Requirement to update Formal Safety Assessment
- Port Marine Safety Code – Refresh
- Annual Report, Business Plan and Financial Reports
- Provision of Emergency response equipment
- Replacement Harbour Craft
- Consultation on Community Plans
- Membership of 'Port Skills and Safety'
- Provision of Pontoons and Landing stage at Exchequer Quay, Penryn.

There was a period of time between the transition to the new single unitary authority when the Board did not meet as regularly as it had done in the past but the important thing was that it went through this process and came out the other side intact and very much part of the governance of the new authority.

There is likely to be a lot of work in the next twelve months as the Maritime service develops and addresses some of the many issues that are around. In addition you should be aware that the Port Marine safety Code has now been 'refreshed' and published on the 2nd September 2009 – whilst aimed at the 'duty holder' the document has been simplified and it is a lot easier to understand.

In addition you will be able to find our Sustainable Strategy, Port masterplan, Business Plan, Annual Report and Final Accounts on our website (www.portoftruro.co.uk). Please give us a call if you need any further information.

Sea Cadets

On a related matter I am currently the Chairman for the Truro Sea Cadets but will be giving up the role next year. We are always looking for committee members who would be willing to give some of their time to assist in the running of the Unit. There is another unit based in Penryn which also serves the Falmouth area and no doubt they would also be happy to hear from anyone as well. If you cannot afford the time then please consider a donation as they are all charities and have to fundraise in order to provide for the very worthwhile training that the cadets receive.

Finally, I would like to wish you all a very happy New Year and safe sailing for 2010.

Regards

Andy Brigden