

**Minutes of Consultative Committee Meeting
Tuesday June 10th 2008 at 1000 hrs**

Present: Cliff Brown (Chairman)
Mark Sansom (Harbour Master and Chief Executive)
Peter Morgan
Tim Light
Walter Amos
Barry Buist
Mary Stribley (Finance Admin Assistant)

Apologies for absence: David Bickle
Tony Richards
Ian Mundy

The minutes of the previous meeting were approved.

Matters arising: a) Waterfront Development – Cliff Brown informed the committee that the money for a Boardwalk between Prince of Wales Pier and Fish Strand Quay had been identified.

There was a possibility that the promenade could happen in isolation rather than waiting for approval for a larger scheme. Carrick District Council were optimistic of getting funds from the Coastal Seaside Towns fund by the end of the year, for work to start next year. Carrick will be talking to structural engineers, as they have only an artist's impression at this time, and no idea of costs.

Cliff Brown brought up the subject of the rising bollard in Church Street. Peter Morgan said that, rather than dig a hole, ultra sounding were to be done this week to find out what is under the surface.

b) Falmouth Harbour By-Laws – Mark Sansom said that he had received input from committee members for Bye Law revisions. He would be using these to produce a draft set of Bye-Laws for discussion.

Tim Light said that they had now had a barrier erected at the entrance to Ponsharden for boats launching from the slipway and have employed a supervisor. Mark Sansom said that a common policy with regard to safety issues would be useful and make things easier for the public, and that a joint initiative providing training could be made available to the public. Cliff Brown suggested that Ian Mundy approached with regard to this as he runs training courses at the RCYC, and he may be able to help.

Walter Amos informed the committee about the difficulties arising in creating an 8-knot speed limit at St Mawes. Several clubs have agreed not to object to this limit but the RYA will continue to fight against it, as they say it is setting a precedent which other harbour authorities may follow. Mark Sansom suggested that this was short-sighted and that the 8-knot limit was designed to prevent accidents, which is a legitimate concern. He also explained that the SW Ports Association supported this view and had written to the Department for Transport in support.

Walter Amos told the committee that the finishing line for Falmouth Week will be in the roads, which has upset the Working Boat class, who are planning to boycott the racing. Mark Sansom outlined his position saying that he would scrutinise risk assessments put forward by race organisers but not take a lead on where courses could be set. Tim Light commented that this decision would be disappointing for both locals and for Falmouth Week.

c) Mooring Holders' Questionnaire – Barry Buist passed around copies of the proposed questionnaire. He said that much of the old questionnaire asked for any more information than was already known. Mark Sansom felt that it had roughly identified that people wanted improvements but in general weren't prepared to pay for it. Cliff Brown would like to see "Facilities Supervisor" clarified, and commented that the questions seemed very focussed on customer service. Tim Light thought it advertised the services well and made sure the public knew about the fuel barge and website. He queried what it was the commissioners were trying to find out from the public. Barry Buist said we had content management on the website and wanted feedback, although if the questionnaire were to be put on the website, some of the questions would be irrelevant. The questionnaire was generally approved.

d) Proposed Dredging Scheme – Mark Sansom informed the committee that he had recently attended a meeting in London with several environmental bodies. Unfortunately little obvious progress was made. It was reported that the Board were meeting shortly to look at possible routes to make progress. Tim Light reported that he had recently had a positive experience where a high profile figure had championed the cause about Boatman's qualifications.

e) Harbour Regulation Issues – A pollution incident, whereby a fishing boat overfilled its tanks and swept excess diesel overboard, has been successfully prosecuted. A further prosecution was pending for a bunkering spill. It was reported that investigations were being carried out into incidents involving local divers and commercial shipping. It was reported that regulations surrounding divers in the area are vague, and that an incentive is needed to induce parties to tighten up safety procedures. Mark Sansom will start discussions with the HSE.

Mooring Partnership Agreements:

Barry Buist explained the situation regarding moorings to the committee. He reported that Lloyd Pond, Moorings Officer, had noticed a trend in which individuals were using partnerships as a back-door into receiving their own mooring, and jumping the queue. After discussion, all agreed to recommend discontinuing recognising future partnerships, although not to de-recognise existing legitimate partnerships. Tim Light went on to enquire whether allowing a certain percentage of local people to get priority with mooring allocations would increase the Harbour Authority's standing with locals and show they have a responsibility for and fairness with local people. There was unanimous approval to put the case to the commissioners, and that it would be a good idea to find out what other Harbour Authorities do in this situation. Cliff Brown asked when the

Harbour Authority added or moved moorings and was told by Mark Sansom that there have been none added since 1996 and that all the moorings are GPS located. The question of visitors' moorings arose and Barry Buist told the committee that a vessel can stay for any length of time, although the cost has been set to make it bit prohibitive for a long stay, and that there were no plans to lay more visitors' moorings

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Tim Light asked for an update of the Integration of Powers report. Mark Sansom replied that there were discussions aimed at clarifying the powers overlap with the Docks. There would be the creation of One Cornwall which opened the possibility of a single Estuarial Authority. Cornwall County Council had responded that the possibility of the Falmouth estuary being under one harbour authority was not being considered at the moment.

Any other business:

Cliff Brown wanted to know why the Black Rock hasn't been painted, and Mark Sansom said that seals colonise the rocks at the base of it and there are also problems with H&S regulations. Walter Amos told the committee that vessels regularly hit rocks North of the Beacon. Mark Sansom asked for cases of this to be reported so that the navigational aid issue could be removed.

Cliff Brown asked the committee if the fuel charges had been sorted out yet, and was told by Barry Buist that there will be two types of charges by November, which will undoubtedly lead to confusion initially.

Cliff Brown advised the Committee that he had been Chairman for about four years. Mark Sansom said that whilst there was nothing in the constitution about the role of the chair, he would place the subject on the agenda for the next meeting as the constitution could do with being clarified.

Ian Mundy (absent) is reported as being conscious of the fact that he hasn't attended a meeting for some time and wondered whether the committee would like to make his place available to others. Cliff Brown has agreed to discuss this with him.

Tim Light asked Mark Sansom if he will have his turn on Radio Cornwall, to discuss how busy the harbour currently, as David Barnicoat does at the moment.

Cliff Brown showed photos of the "Welcome to Falmouth" sign at the entrance to the docks, which is in a dreadful state of repair, and asked that something be done about it.

Meeting ended: 1200 noon

Date of next meeting: Tuesday September 2nd 2008