

**Minutes of Consultative Committee Meeting  
Tuesday 23rd September 2008 at 1000 hrs**

**Present:** Cliff Brown (Chairman)  
Mark Sansom (Harbour Master and Chief Executive)  
David Bickle  
Tony Richards  
Ian Mundy  
Walter Amos  
Barry Buist

**Apologies for absence:**  
Peter Morgan  
Tim Light

**Annual Meeting**

**Election of Chairman and Vice Chairman**

Having reviewed the constitution, it was agreed that, should he wish to, Cliff Brown could stand for another year as Chairman. Cliff Brown agreed that he would stand again for Chairmanship, and this was agreed in a unanimous vote by the committee.

Ian Mundy was nominated for Vice Chairman by Cliff Brown. David Bickle also volunteered for the role, but agreed that he was happy for Ian Mundy to take the post. Tony Richards seconded Ian Mundy's nomination and this was then agreed by the committee.

**The minutes of the previous meeting were approved.**

**Matters arising:**

**a) Waterfront Development:** Plans have been put forward to FHC by Rodger Radcliff of Cornwall County Council for Fish Strand Quay. This is suggested as a low level development and includes a 'boardwalk' from Fish Strand Quay to Prince of Wales Pier. This may fit in with FHC's plans to extend the Yacht Haven, as this would provide a breakwater for the Fish Strand Quay development. However, it is understood that there are still issues to be resolved surrounding the loss of revenue from the current car park.

Cliff Brown commented that the boardwalk could be developed separately from Fish Strand Quay, as a low level development would not provide enough income to fund the boardwalk as part of the project.

The installation of a rising bollard to prevent traffic passing through town has been put back to January.

Mark Sansom commented on the proposed development at Greenbank. He was mis-quoted in the article, as he had never given his support for the development. He informed the meeting that he had written to CSA Architects to clarify the point.

**b) Falmouth Harbour Bye-Laws:** No further progress has been made since the last meeting.

**c) Mooring Holders Questionnaire:** Barry Buist presented the online questionnaire he had developed. This has security built-in to prevent the submission of several forms by the same person, and can be linked directly from the FHC website.

Walter Amos commented that an online questionnaire had proved useful for Falmouth Week feedback, rather than sending out paper questionnaires.

**d) Proposed Dredging Scheme:** Mark Sansom reported that the EIA report should meet the concerns raised from an environmental point-of-view, however the costs have risen from £10million to £35million. The main reason for the increase in costs is the insistence that contaminated spoil is incinerated in order to remove the contaminants.

Cliff Brown asked if the SAC area could be revisited to not include the docks, in line with other European countries. Mark Sansom said that this may be difficult, as the political process would be lengthy. The dredging is essential to the long-term viability of the port, and it is therefore important to ensure the project goes ahead.

**e) Harbour Regulation Issues:** Mark Sansom commented that it has been a good summer with no major incidents occurring. Two oil pollution incident court cases were successfully resolved in FHC's favour. There were very few complaints or incidents from Tall Ships.

Ian Mundy commented that he had a very positive response for the Regulation Officer in regards to an incident at the weekend.

### **Minutes of Harbour Board Meetings: May 08 June 08 July 08:**

Cliff Brown said it was good that the Commissioners had responded to the Consultative Committee's suggestions about the visitors moorings, however he had noted that they did not go along with the idea of 'priority' moorings for local people. Barry Buist reported that the records for mooring holders had been looked into, and as over 80% of mooring holders live locally there seemed to be no need for priority allocation.

Ian Mundy commended the staff at the Yacht Haven, who he said were very courteous during his stay there this summer.

David Bickle asked if boats could be rafted alongside on visitors moorings during busy periods. Mark Sansom said that this had been looked into, but was difficult for insurance reasons.

### **FHC Award:**

It was suggested that the award should be given in relation to the success of the Tall Ships. John Hick from the Tall Ships Committee was suggested, as was Sam Groom from the Cornwall County Council Tourism Office. It was argued that John Hick may be more relevant, as his was a volunteer role.

The committee agreed unanimously to John Hick receiving the award, however it was suggested that a letter of appreciation be sent to Sam Groom.

### **Feedback from Falmouth Week / Tall Ships:**

Walter Amos reported on Falmouth Week, and said that the dinghy event went well, and that numbers were slightly up due to the Comet nationals being held during at the same time. The consensus seems to be that the dinghy week is expensive, however the dinghy racing is currently subsidised by the rest of Falmouth Week so it would be difficult to lower prices. Ian Frazer has now resigned, and it will be difficult to run the dinghy racing without him. There is a policy meeting on Saturday to sort through these issues.

The bay racing went well, with the number of entries slightly up. The cruising class had proved popular, with several entries this year. Whilst the numbers were down generally for regattas this year in Briton, Falmouth Week over all seemed to do well. Two days were lost due to the weather, however two races on Thursday and Friday made up for this. This proved popular, and two races a day were suggested for next year.

POFSA had been involved in a dispute with the Working Boat Association regarding the Working Boat finishing on club lines. Using Frigate buoy was suggested as a compromise, but this was rejected. This resulted in the Working Boats not racing, a lot of bad press for Falmouth Week.

As a result, twelve of the sixteen organisers for Falmouth Week have resigned due to the bad feeling. There now needs to be negotiations to get the Working Boats back on board, with the possibility of allowing them to finish on club lines. A compromise was suggested, whereby the boats finish on club lines, but that the courses are arranged to allow for shortening if necessary. Walter Amos said he was hoping to persuade the Harbour Master to assist by placing the harbour launch at the top of the channel, warning people of the racing taking place.

Mark Sansom, said that, from an organisational and safety point of view, Falmouth Week had been excellent.

Mark Sansom reported on Tall Ships, and warmly applauded the organisers for a very successful event. There were very few problems, and the Parade of Sail went very well. People seemed very sensible and cooperative, and there were no major incidents.

Walter Amos commented on the fact that the gigs came out alone in rough conditions, without lifejackets, a VHF or flares. Mark Sansom reported

the Vikki Drummond, Captain of Falmouth Gig Club, had attended a FEMSC meeting to discuss these issues.

**Any Other Business:**

None.

**Date of next meeting: Tuesday 16<sup>th</sup> December 2008**