

Harbours Board

Annual Report

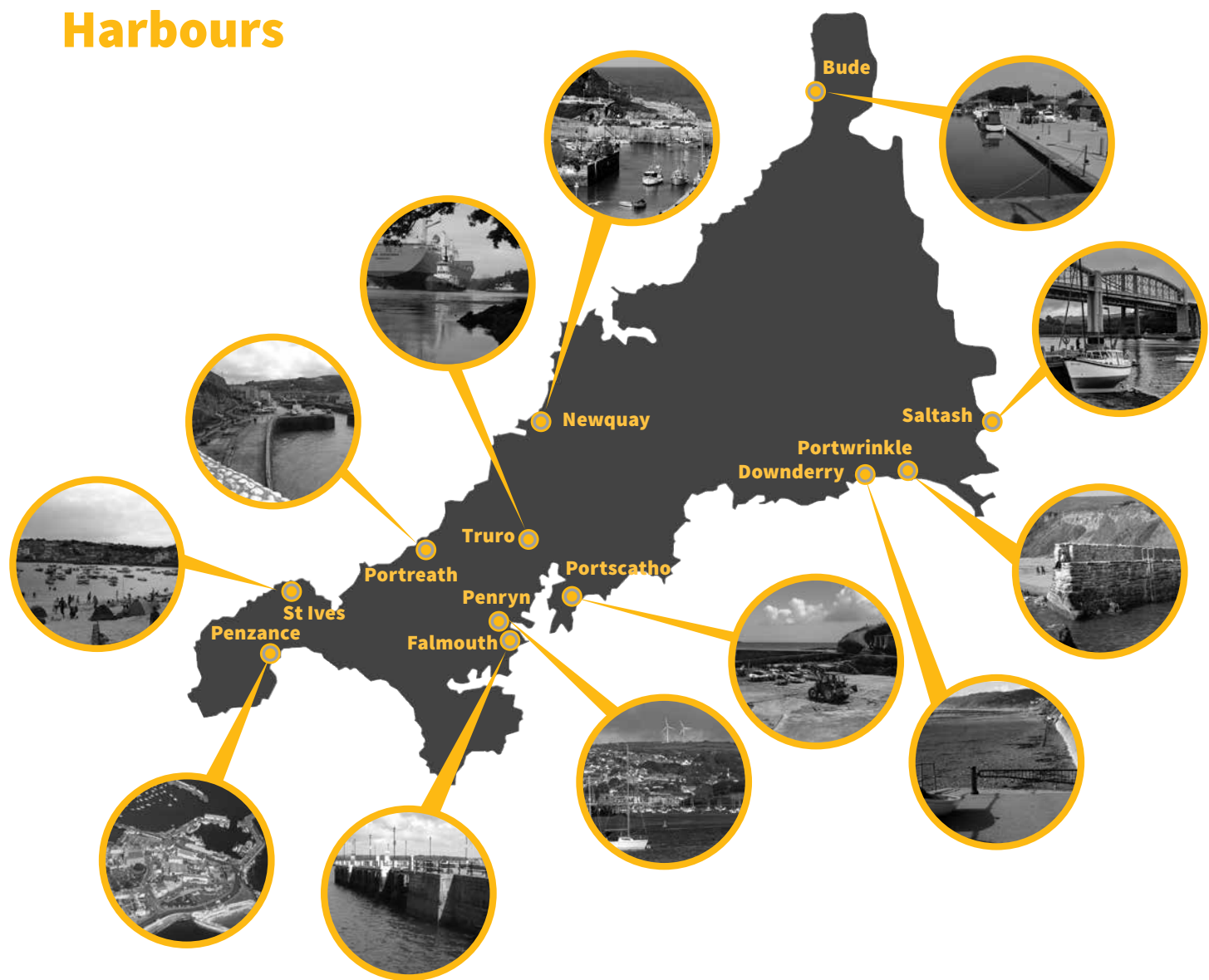
June 2021



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Ports and Harbours



Chairmans' introduction

Welcome to the Cornwall Council Harbours Board for 2021. Our Ports and Harbours, and other maritime assets are governed by 12 members of our board, who represent both our communities and marine industries in Cornwall. This document outlines all that we do, and sets out the framework and context in which we operate as a Municipal Port Authority.

Our approach has always been community focused, but underpinned by a commitment to safety, business management, and accountability. However, this report covers a year in which the world has had to respond to a huge public health challenge.

I want to thank every one of our maritime staff for their unwavering resilience, commitment, and dedication to ensure they have been bravely able to manage our many responsibilities - from laying up ships to managing the new ways of working in and out of our buildings - throughout.

This approach of putting the safety and welfare of our communities first is to be commended and I sincerely thank all of our maritime officers for this.



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Governance of our Ports and Harbours

The Harbours Board, a Harbour Management Committee, 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 Service is responsible for include Saltash and Donderry.

The Harbours 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 reports to the Full Council who are the Duty Holder.

The Harbours Board was set up following best practice, identified in the DfT Ports Good Governance Guidance, and it operates as a committee of the Council.

The Harbours Board role and function is described in the Memorandum of Understanding (MoU) between the Council and the Board, last reviewed in 2015. 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 and Harbours in a manner that is consistent with relevant policies, plans and legislation.



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.

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.

The findings of this report have been developed further and the Council will be seeking a new Harbour Revision Order during 2021 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 have also been redrawn as part of this process, formalising management of the harbour areas further and Portreath, Portscatho and Portwrinkle will become Statutory Harbours Areas as part of this process.

Port Marine Safety Code

The Port Marine Safety Code 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 that any size or type of harbour or marine facility will be able to apply its principles in a way that is appropriate and proportionate to local requirements.

The Code has been developed to improve safety in the port marine environment and to enable organisations to manage their marine operations to nationally agreed standards. It provides a measure by which organisations can be accountable for discharging their statutory powers and duties to run harbours or facilities safely and effectively. It also provides a standard against which the policies, procedures and performance of organisations can be measured. The Code describes the role of board members, officers and key personnel in relation to safety of navigation and summarises the main statutory duties and powers of harbour authorities. The Code is designed to reduce the risk of incidents occurring within the port marine environment and to clarify the responsibilities of organisations within its scope.

The Code should be read in conjunction with its companion Guide to Good Practice on Port Marine Operations. This Guide underpins the ethos of the Code by providing additional guidance and practical examples and has been written and approved by maritime professionals to assist organisations in promoting and executing safe, efficient and accountable port marine operations based on industry best practice.

“ The Port Marine Safety Code sets out a national standard for every aspect of port marine safety. **”**

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 was signed on 1 January 2021 for a period of 5 years, continuing the long standing agreement.

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.

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.





Sustainable Strategy

A 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 self 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.

Business Plan

The Business Plan describes the objectives, strategies, activities and financial forecasts for all of the Ports and Harbours managed by the Harbours Board. The Memorandum of Understanding (MoU) between Cornwall Council and the Harbours Board considers that Plans should promote the ports and harbours to be financially self-sustainable bodies in the long term, reducing the risk of the need to call upon the Councils General Fund. The plan was last updated in 2019 and will be re-written by the Harbours Board for the period of 2021-2026

Port and Harbour Master Plans

A Port Master Plan has been adopted for Truro, Penryn and Penzance which reflect 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. These plans have been adopted by the Harbours Board.



Compliance at our Ports and Harbours

Marine Safety Management System

A Safety Management Manual has been developed to ensure compliance with the Port Marine Safety Code. This was last updated in May 2019. Navigation Safety Assessment for Truro and Penryn was undertaken in October 2010 and updated in July 2018. A further update took place for Penryn in May 2019. Penzance Harbour underwent a Navigation Safety Assessment 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 at that time. During 2020/21 these Navigation Risk Assessments have been loaded onto Hazman, a live database linked to incident reporting. The process is now underway to upload the remaining Harbours to the system.

A letter of compliance with the Code, which is required every three years, has been sent by Cornwall Council to the Maritime and Coastguard Agency on 5 March 2021.

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 Penzance has been updated in 2021 and valid for a period of five years. At Truro the plan was issued in 2018 and recently updated following changes to management.

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. Two additional PFSO's were trained in early 2021 and gained the required security clearance.

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 until July 2024 subject to annual review.

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. Truro and Penryn plan was reviewed in April 2021. Newquay and St Ives Harbour both had their plans reviewed in June 2019 and Penzance's plan was reviewed in October 2019.

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 includes the ports of Truro and Penryn.

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.

Inspections were undertaken by Trinity House at Bude, Newquay, St Ives, Penzance, Truro & Penryn. All were found to be compliant.

Harbour Byelaws and Directions

Harbour byelaws and Directions 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 were submitted to the Department for Transport in 2018 but remain unapproved by them. A provision of the proposed Cornwall Harbours Revision Order is for the ability to make General Directions which will significantly enhance the legislation to manage the ports and harbours in a safe and efficient manner.

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 ISO 14001:2015 accredited Environmental Management System for all of the ports and harbours, was updated in March 2021 and recertification gained.





Activity within our Ports and Harbours

Commercial Sector

Truro continues to export bulk scrap metal to the UK and Near Continent and 9960 tonnes were handled through the port in 2020-21. Furthermore, having obtained a suitable license to dispose of vessels the recycling company based at Lighterage Quay have dismantled 2 beam trawlers and a number of small vessels.

Commercial lay up moorings in the River Fal continue to be offered providing ship owners with a cost-effective option. During the year a variety of vessels have made use of this facility including two cross channel ferries, two car carriers, a wave energy device and ocean-going tug.

Penryn's Exchequer Quay continues to be used as a commercial facility and has been used for loading stores for vessels at anchor. It also continues to be the homeport of a number of small commercial vessels

Penzance Harbour offers facilities for the handling of passengers and a wide variety of freight to and from the Isles of Scilly. It can also provide cruise ship passenger landings, being approved by the DfT for this purpose. The dry dock remains operational and has recently been taken over by a new operator keen to expand on its current business. Furthermore, the harbour has also received a number of sail cargoes and supported other commercial activity. A programme of minor works has been undertaken at the harbour this year including wall pointing, installation of new ladders and void filling in the quay walls.

Fishing Sector

Penzance, Newquay, St Ives and Bude are regularly used by the fishing industry for the landing of fish and shellfish. Ice machines are provided at Bude, Newquay and St Ives. At Penzance fish can be landed directly to lorries for onward transport and an established Marine Engineering Business is heavily involved in supporting this sector. Fuel facilities are provided at Newquay, St Ives and Penzance.

Leisure Sector

All of the ports and harbours cater for the leisure market to varying degrees. Facilities include spaces for small dinghies or kayaks, swinging moorings, pontoon berths, quay berths, storage ashore and lay up facilities for superyachts.

In some harbours, areas are leased to clubs and associations to manage their own facilities 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.

Malpas Marina, near 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. In early 2021 the pontoon system was expanded to enhance facilities for visiting vessels.

Fees and charges are reviewed by the Harbours Board 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. To promote the ports and harbours a new website was launched in early 2021 –

www.cornwallharbours.co.uk

Additionally, there are a large 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. Fuel facilities are provided at Newquay, St Ives and Penzance.

Licensing of Boats and Boatmen

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.





Financial information

Summary profit and loss account as at 31 March 2021

St Ives Harbour

	2020/21	2019/20
Operating Income	(179,312)	(207,341)
Expenditure Operating and Maintenance	134,430	182,826
Overheads	11,218	8,574
	145,648	191,400
Operating Deficit / (Surplus)	(33,664)	(15,041)
Contribution To Reserves	0	0
Bad Debts Movement	5995	0
Interest	(0)	(398)
	(0)	(398)
Net Deficit / (Surplus)	(27,669)	(16,339)

Newquay Harbour

	2020/21	2019/20
Operating Income	(180,462)	(211,283)
Expenditure Operating and Maintenance	151,471	187,062
Overheads	14,098	13,302
	165,569	200,364
Operating Deficit / (Surplus)	(14,893)	19,919
Contribution To Reserves	0	0
Bad Debts Movement	7,696	55
Interest	0	0
	0	0
Net Deficit / (Surplus)	(7,197)	(10,869)

Penzance Harbour

	2020/21	2019/20
Operating Income	(460,898)	(517,676)
Expenditure Operating and Maintenance	380,686	383,981
Overheads	35,070	55,948
	415,756	439,929
Operating Deficit / (Surplus)	(45,142)	(77,747)
Contribution To Reserves	0	0
Bad Debts Movement	15,846	0
Interest	0	0
	0	0
Net Deficit / (Surplus)	(29,296)	(77,747)

Penryn Port and Harbour

	2020/21	2019/20
Operating Income	(149,819)	(163,592)
Expenditure Operating and Maintenance	80,627	81,959
Overheads	39,604	41,600
	120,231	123,559
Operating Deficit / (Surplus)	(20,588)	(40,033)
Contribution To Reserves	44,087	43,308
Bad Debts Movement	2,893	0
Interest	(547)	(3,276)
	46,433	40,033
Net Deficit / (Surplus)	25,845*	0

Truro Port and Harbour

	2020/21	2019/20
Operating Income	(599,735)	(537,757)
Expenditure Operating and Maintenance	315,425	260,804
Overheads	182,232	203,851
	497,657	464,655
Operating Deficit / (Surplus)	(102,078)	(73,101)
Contribution To Reserves	114,559	75,605
Bad Debts Movement	18,369	0
Interest	(547)	(2504)
	132,281	73,101
Net Deficit / (Surplus)	30,303*	0

Bude Harbour

	2020/21	2019/20
Operating Income	(18,318)	(22,037)
Expenditure Operating and Maintenance	41,270	53,616
Overheads	7,604	6,421
	48,874	59,737
Operating Deficit / (Surplus)	30,565	37,701
Contribution To Reserves	0	0
Bad Debts Movement	(377)	0
Interest	0	0
	0	0
Net Deficit / (Surplus)	30,179	37,701

Prince of Wales Pier, Falmouth

	2020/21	2019/20
Operating Income	(61,908)	(78,431)
Expenditure Operating and Maintenance	60,220	59,367
Overheads	13,804	11,758
	74,024	71,125
Operating Deficit / (Surplus)	12,116	(7,306)
Contribution To Reserves	0	0
Bad Debts Movement	(119)	0
Interest	0	0
	0	0
Net Deficit / (Surplus)	(11,997)	(7,306)

Portreath Harbour

	2020/21	2019/20
Operating Income	(11,755)	(30,820)
Expenditure Operating and Maintenance	14,454	52,035
Overheads	6,000	5,000
	20,454	57,035
Operating Deficit / (Surplus)	8,699	26,215
Contribution To Reserves	0	0
Bad Debts Movement	0	0
Interest	0	0
	0	0
Net Deficit / (Surplus)	8,699	26,215

Portscatho Harbour

	2020/21	2019/20
Operating Income	(12,565)	(13,135)
Expenditure Operating and Maintenance	16,032	10,881
Overheads	3,000	2,006
	19,032	12,887
Operating Deficit / (Surplus)	6,467	(248)
Contribution To Reserves	0	0
Bad Debts Movement	0	0
Interest	0	0
	0	0
Net Deficit / (Surplus)	6,467	(248)

Saltash and Portwrinkle Harbour

	2020/21	2019/20
Operating Income	(26,519)	(29,089)
Expenditure Operating and Maintenance	17,806	31,916
Overheads	5,000	4,612
	22,806	36,528
Operating Deficit / (Surplus)	3,713	7,439
Contribution To Reserves	0	0
Bad Debts Movement	2,835	0
Interest	0	0
	0	0
Net Deficit / (Surplus)	(878)	7,439



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
- Central Sub-Area Planning Committee (Substitutes)
- Chief Officers Employment Committee
- Cornwall and Isles of Scilly Leadership Board
- Cornwall Council
- Customer and Support Services Overview and Scrutiny Committee (Substitutes)
- East Sub-Area Planning Committee (Substitutes)
- Economic Growth and Development Overview and Scrutiny Committee (Substitutes)
- Harbours Board (Chairman)
- Neighbourhoods Overview and Scrutiny Committee (Substitutes)
- Strategic Planning Committee (Substitutes)



Councillor **Pete Mitchell**

is the Vice Chairman of the Harbours Board. He is the Liberal Democrat Member for the St Agnes Electoral Division. Other committees that he sits on are:

- Cornwall Council
- Cornwall Inshore Fisheries and Conservation Authority
- Harbours Board (Vice-Chairman)
- Standards Committee



Councillor **Peter Channon**

is the Conservative member for the Hayle West Electoral Division. Other committees that he sits on are:

- Cornwall Council
- Economic Growth and Development Overview and Scrutiny Committee
- Harbours Board
- Strategic Planning Committee

Councillor Channon also sits on the board of Newlyn Pier and Harbour Commissioners



Councillor **Jennifer Cruse**

is the Conservative member for the Lanivet, Blisland & Bodmin St Lawrence Electoral Division. Other committees that she sits on are:

- Cornwall Council
- East Sub-Area Planning Committee
- Harbours Board
- Health and Adult Social Care Overview and Scrutiny Committee
- Neighbourhoods Overview and Scrutiny Committee (Substitutes)



Councillor **Louis Gardner**

is the Conservative member for the Newquay Central & Pentire Electoral Division. Other committees that he sits on are:

- Central Sub-Area Planning Committee (Substitutes)
- Cornwall Airport Newquay Consultative Forum
- Cornwall Council
- Economic Growth and Development Overview
- and Scrutiny Committee (Chairman)
- Harbours Board
- Neighbourhoods Overview and Scrutiny Committee (Substitutes)
- Strategic Planning Committee



Councillor **Lionel Pascoe**

is the Conservative member for the Gwinear-Gwithian & Hayle East Electoral Division. Other committees that he sits on are:

- Central Sub-Area Planning Committee (Substitutes)
- Cornwall Council
- Cornwall Inshore Fisheries and Conservation Authority
- Harbours Board
- Strategic Planning Committee (Substitutes)
- West Sub-Area Planning Committee (Chairman)

Independent Board Members



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.



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.



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



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.



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 whose work takes the team to many harbours in Cornwall and he is keen to see these develop for all users.



Ryan Kitchener

Joined the RAF and worked as an Avionics engineer working on 29 and 6 fast jet Squadrons on the Eurofighter (Typhoon). For the past 10 years Ryan has worked as a Director at Wills Ridley Ltd. A design and mechanical engineering company based in Penryn, Cornwall, specialising in Steering gear and electrical controls for Military, Commercial, Fishing vessels and Super Yachts all over the world. The role has taken him to over 32 different Countries in his tenure and many visited on multiple occasions. There he specifies/designs the steering gear system to suit each vessel. Making sure any classification society rules are complied with.

**If you would like this information in another
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