



Annual Report 2021

FALMOUTH HARBOR



UK's Atlantic Gateway



VISION

- Falmouth Harbour is the UK’s Atlantic gateway.
- A vibrant, pristine harbour with a thriving marine cluster.
- World-leading National Water Sports facilities accessing one of the best global sailing and water sports environments.
- Supporting a thriving coastal community where opportunity exists for all to have skilled, well-paid jobs.

LOOKING AHEAD: FALMOUTH IN 2030

Falmouth Harbour continues to be a vibrant, valuable Harbour for the UK, with a thriving marine cluster, but also becoming a focus for blue growth around new marine and environmental technologies as a key part of Cornwall’s low-carbon future. Falmouth Harbour has grasped the opportunity for a new industrial marine revolution; infrastructure investment has delivered

better jobs and careers for the local community in new industries and future technologies such as autonomous vessels, energy devices, data, future fuels, future shipping, superyachts, recreation and sustainable tourism. Falmouth Harbour is the UK’s Atlantic gateway with access to one of the best global sailing and watersports environments.

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“ Some of the best sailing waters in the world ”
 – SIR BEN AINSLIE

ABOUT US

OUR VALUES

- The best customer service we can provide**
- Harbour leaders – renowned for doing things differently (mould breakers)**
- Stand up for what is right for our Harbour and be willing to do so publicly**
- Pride in Falmouth Harbour and what we do**
- Safety and risk management at heart of all we do**

Falmouth Harbour is a statutory port authority with responsibility for the Inner Harbour at Falmouth Harbour (excluding Falmouth Docks), the Penryn River up as far as Coastlines Wharf, the southern part of the Carrick Roads and a large part of Falmouth Bay.

Falmouth Harbour is managed by a Board of Trustees (Commissioners), set up as a Trust Port by Act of Parliament in 1870 to administer the harbour in the best interests of its stakeholders. In 2020 the Trust celebrated its 150th anniversary.

Our purpose is to manage over 16sq miles of harbour and to shape and maintain the Harbour for the benefit of all stakeholders. Any surplus we make is reinvested into the Harbour to benefit everyone, creating jobs and opportunities.

Falmouth Harbour manages two business arms: Falmouth Pilot Services and Falmouth Haven Marina.

OUR GOALS

- We at Falmouth Harbour aim to:**
- Provide a safe and regulated environment for all users of the Harbour
 - Implement best practice across the organisation
 - Proactively engage with external stakeholders and the community
 - Deliver long-term financial sustainability, invest in the long-term future of the harbour, support and develop marine employment
 - Attract and retain knowledgeable and experienced staff with a strong work ethic
 - Deliver sector-leading user experiences

OUR GOVERNANCE

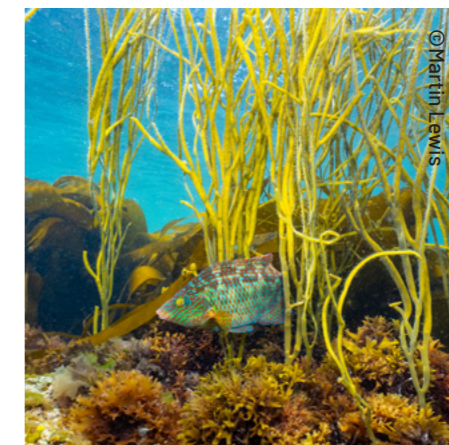
Falmouth Harbour is a Trust Port, designated and recognised by the Department for Transport (DfT).

As a Trust Port, Falmouth Harbour must hold itself accountable to its stakeholders and operate openly and transparently. Falmouth Harbour has no shareholders or owners. A Board of Commissioners is appointed to oversee the running of the Harbour in accordance with a set of duties and powers, as an independent authority. As such, Falmouth Harbour operates within DfT guidelines including Ports Good Governance Guidance.

OUR COMMISSIONERS

Today, Falmouth Harbour continues to be managed by a board of seven commissioners and a CEO.

We also have a Consultative Committee of nine individuals who represent various stakeholders and users of Falmouth Harbour, as well as our local government and scientific, marine and local resident communities.



OUR RESPONSIBILITIES

- FALMOUTH HARBOUR SERVICES & CONSERVANCY**
Overall corporate activity, environmental responsibility, navigational safety, emergency response and legislation and regulatory compliance for Falmouth Harbour and surrounding waters.
- FALMOUTH HAVEN**
Leisure activity and growth, boat moorings, marinas, quays, boatyard services and launch slipway for over 600 mooring and berth holders.
- FALMOUTH PILOT SERVICES**
Providing 24/7 pilotage service to commercial vessels including cruise vessels and superyachts.



Carrie Gilmore
CHAIR



Miles Carden
CEO



Mark Chanter
Commissioner



Adrian Davis
Commissioner



Ben Grigg
Commissioner



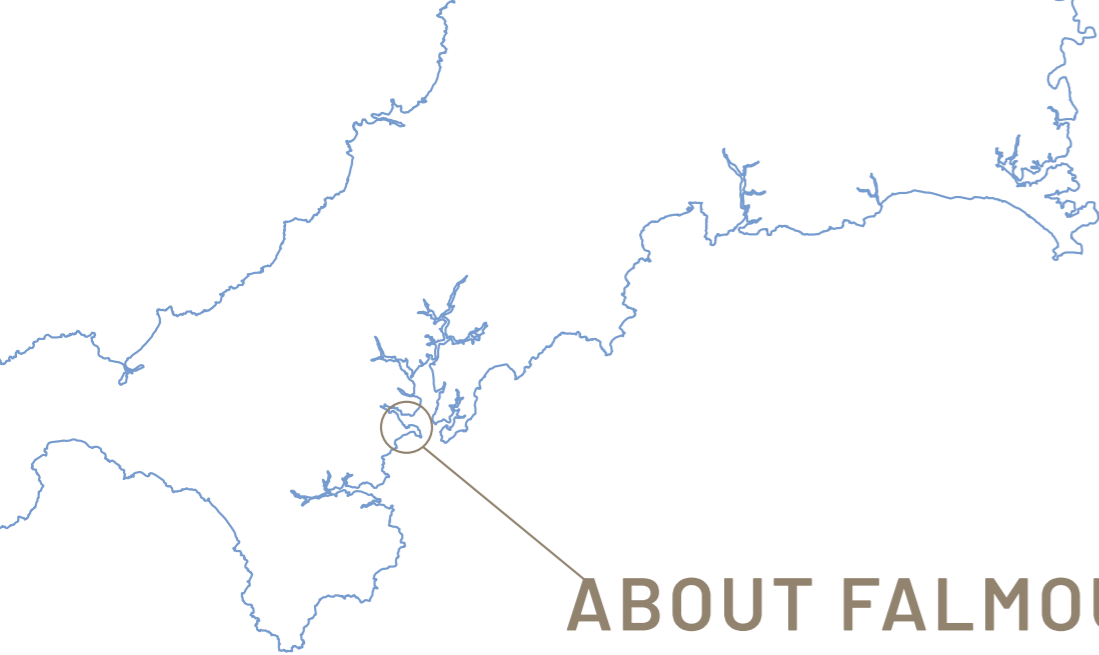
John Elliot
Commissioner



Gary Tranter
Commissioner



Andrew Williams
Commissioner



ABOUT FALMOUTH

Falmouth is the UK's first and last major Port, conveniently located at the entrance to the Western Approaches. Together with the Carrick Roads, Falmouth Harbour is the third- deepest natural harbour in the world and is the deepest in Western Europe.

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Falmouth offers services to vessels of all sizes, all taking place within an unrivalled natural environment.

3rd deepest natural harbour in the world

Flanked by Henry VIII's two castles (Pendennis and St Mawes), the Harbour has been providing a comforting welcome to seafarers since well before the town's creation in the early 1600s. Built around the packet-ship trade, Falmouth was the first landfall for sailing ships returning to Britain from distant shores. Reminders

of this golden age can still be seen throughout the town and form a central part of its unique character. Framed by Areas of Outstanding Natural Beauty (AONBs) along the Helford, River Fal and Roseland Peninsula, and located on the outstanding Southwest Coast Path, the area is a magnet for walkers, and a world-leading location for water sports, sailing and other active pursuits. The bustling town of Falmouth boasts world-class beaches, a diverse high street and a thriving café/restaurant culture. Combined with the relaxed atmosphere that Cornwall is famous for, it's no wonder that Falmouth is renowned as one of the UK's premier holiday destinations and a must-see for many.

Falmouth in particular is famous for its harbour. It is also famous for being the start or finish point of various round-the-world record-breaking voyages, such as those of Sir Robin Knox-Johnston and Dame Ellen MacArthur.



“ Why Falmouth? ”

The beating heart of the Cornish Marine Industry, a balance of the old and the new; where tradition meets the future. Falmouth means so much to everyone and has is a special place not just within Cornwall and the South West but globally, as well as being one of the marine destinations of the world

Andrew Williams
High Sheriff of Cornwall



Carrie Gilmore
CHAIR

“

This is the last year of my six-year term as Chair. It has been a huge privilege to undertake this role and as I step down as Chair in December, and resume my role as a Commissioner, I am excited about the opportunities the future holds for us

”

CHAIR'S STATEMENT

Some key changes within the organisation heralded a new and exciting phase for Falmouth Harbour during 2021.

Miles Carden, who joined us as CEO in January 2021, led the team in welcoming regular and new harbour users back to Falmouth Harbour after the pandemic. He has quickly established himself in his role and in building partnerships in the marine and business communities in Falmouth, as well as representing us in the broader port sector at a national level.

Although COVID meant planned events such as Tall Ships were scaled down or had to be rescheduled during 2021, the water became a vibrant, safe space to enjoy post-COVID freedom, alongside the extension of outside eating and drinking areas on Custom House Quay. Other events such as Falmouth Classics continued to thrive in the town.

Fortunately, the loss of events has proven to be short term, and we are excited about the events that are now planned for 2023, including the rescheduled Tall Ships and Armed Forces Day.

It is easy to forget the challenges that 'opening up' to full service post-COVID generated for our amazing staff, but I'd like to take this opportunity to formally record our thanks for the exceptional skill and diligence with which they delivered all our services. They ensured that our pilotage, conservancy and environmental services were 100% operational throughout 2020 and 2021, and our team welcomed so many

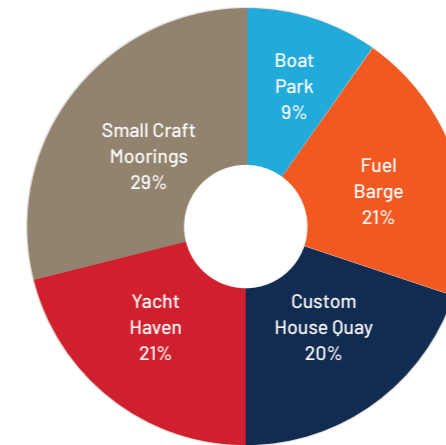
new visitors to Falmouth Haven, in a year that made a staycation in Cornwall, and the beautiful sailing waters of Falmouth, the place so many people wanted to be!

We have also continued to extend our commitment to our environmental projects and have been recognised through being shortlisted, and winning, environmental awards due to protection of seagrass and habitat restoration, and for ensuring clean waters in our marina through the introduction of our pump-out facility for blackwater. This is a really important commitment for the Board. Our environmental projects feature strongly on our website, and you can read more about what is being achieved.

This is the last year of my six-year term as Chair. It has been a huge privilege to undertake this role and as I step down as Chair in December, and resume my role as a Commissioner, I am excited about the opportunities the future holds for us, both as an organisation and for the economic and environmental sustainability of Falmouth Harbour.

We will continue to work closely with partners, and collaborate on environmental and economic initiatives, and Mark Chanter, who will take over as Chair in January 2023, will lead the Harbour Board in driving our good Blue Growth agenda.

INCOME AND EXPENDITURE



LEISURE INCOME

COMMUNITY CONTRIBUTION

Environment and Community contributions: £20,500

INCOME ANALYSIS

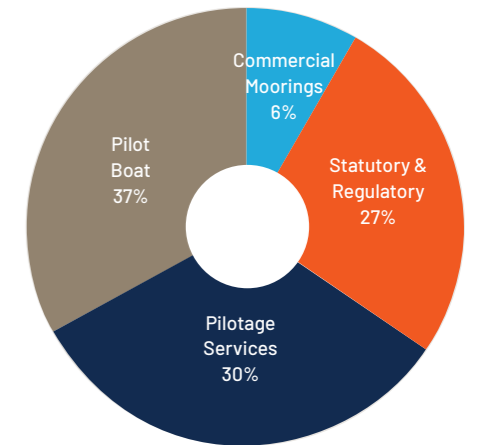
Commercial Harbour Dues: £350,000

Falmouth Harbour Moorings, Berths and Commercial: £775,000

Falmouth Harbour Fuel Services: £290,000

Pilotage incl. Boarding and Landing: £830,000

Falmouth Harbour Property Services: £285,000



COMMERCIAL INCOME

EXPENDITURE ANALYSIS

Fuel barge cost and operations: £215,000

Team: £1,230,000

Depreciation and insurance: £172,000

Haven utilities and maintenance: £202,000

STRATEGIC FOCUS



LEISURE

Enhancing the experience of our local and visiting customers



SHIPPING

Providing a seamless and first-class pilotage and destination for bunkering, super-yachts and commercial vessels



©Martin Lewis

ENVIRONMENT

Committed to protecting and enhancing our marine environment



CEO STATEMENT

What a year! In my first full year as CEO at Falmouth Harbour a lot happened, from the stop-and-start staggering exit from a global pandemic to the arrival of global leaders from G7 in Cornwall and Falmouth.

“

Why Falmouth?

I have been sailing the waters of this harbour since I was a very young lad; I never imagined one day I would be responsible for the future of the best place on the planet to sail. That is an honour and a little daunting, but made easier by my amazing team at Falmouth Harbour and our incredible community.

”

Miles Carden
CEO

Overall financial performance saw us grow turnover from £2.57m to £2.75m, but we sadly made a small operating loss in 2021 of £75,000, which was expected after a tough year operationally due to COVID and offset COVID losses from 2020.

Other 2021 highlights:

1. The return of Cruise after COVID, with 33 visits in 2021 a welcome economic boost into the town. This included a special short visit by a Saga cruise vessel for the Falmouth Week Fireworks.
2. Good growth in our leisure revenues with sailing and boating being a very popular post-COVID safe pursuit.
3. Record fuel sales driven in part by increase in staycations.
4. The then-Prime Minister Boris Johnson visiting the Harbour and having a trip on our Pilot Vessel.
5. Local and media feedback on our new openness drive - we will continue to strive for more regular constant engagement with the local community and our customers.
6. Falmouth Harbour won the 2021 Cornwall Sustainability Awards for Environmental Growth.

In terms of corporate direction and strategy, in 2021 the executive and the Harbour teams worked with our Harbour Board to relook at our business objectives in a post- COVID world.

These objectives are now set, and we are commencing a process of detailed project plans to deliver these:

1. Surplus - Establish a surplus balance sheet and increase business resilience.
2. Good Place to Work - Deliver an excellent working environment for our people, where we all love to work, feel safe, work hard and have pride in Falmouth Harbour.
3. Invest - Invest to deliver new income streams, grow local jobs and provide continued improvement in customer services and community benefits.
4. Safe Harbour - Manage harbour use with the aim of ensuring a high level of safety, PMSC compliance and security for users.
5. Sustainability - An industry leader and advocate for change through supporting policy shift and demonstrating and highlighting good practice in industry.

In addition, we have established some cultural objectives that will influence how we go about our plans and everything we do. These are:

1. Ocean as a Solution
2. Clear Procedures
3. See it, Say it, Improve it!
4. Our People and Community (future and diversity)
5. Make Sustainable Decisions

Service Resilience is key for us, and we are continuing to upgrade our mooring

facilities to move to an aim of zero-failure target on all our infrastructure. With climate change and an increase in “storminess” this will mean we continue to upgrade our equipment to provide and protect customers’ boats. In 2023, we will further enhance safety and customer experience by moving towards 100% moorings with supplied mooring strops. More on that in 2022/23.

We took the difficult decision to change our leisure and commercial prices at the end of 2021. At the time, these changes were seen by some to be possibly higher than would have been expected, but with the economic situation, energy prices and inflationary pressures that we are facing, this now seems to have been very prudent and has allowed us to continue to provide an excellent service and continue to invest into visitor facilities.

We made a number of new investments in the Harbour, including:

1. Extra capacity in the Falmouth Haven Marina with an extension of the pontoons.
2. New slipway pontoons - Due to COVID and local supply-chain issues these pontoons were regrettably installed a little late, but now offer a really great facility for users of our slipway.
3. We have committed to a new harbour management software system, Harbour Assist, that will increase efficiency and customer service.

2022 onwards will see further investment into our Marina, Commercial and Visitor moorings upgrades and the completion of quay wall fendering at our blackwater pump-out facility. Leisure revenue growth is good, and the Marina saw increased visitor night stays. This was illustrated by fuel sale increases. We sold 263,000 litres



of diesel (up from 2020 - 177,700 ltrs) and 63,000 ltrs petrol (2020 - 39,500 ltrs) - an incredible effort from the Haven team.

We have had a lot of staff changes, with the retirement of a number of the team and a few people moving on to new challenges. Recruitment and retention remain a challenge, as they do for many organisations in the marine industry. In 2021 we started the recruitment for a Head of Commercial Operations, and Holly Manvell joined my team in 2022 and is now pushing our modernisation and commercialisation programme.

We are doing incredible work on delivering our Sustainability Plan and recently won the Cornwall Sustainability Awards, in testament to our hard work in this area.

We have seen further demand for restaurant seating around Custom House Quay and this will see good increases in commercial revenues into 2022.

CEO STATEMENT



Commercial Shipping has seen a very difficult few years, with 972 total shipping movements in 2021 down from 1029 in 2020. This was mostly down to COVID and contraction in shipping demand. We do expect less volatility as we move into 2022 and beyond and expect overall movements to recover to pre-COVID levels, and bunkering should stabilise.

- **Superyachts** – the Harbour is establishing a good reputation as a reprovisioning and stopover Harbour for Superyachts, and there are good revenue prospects in 2022 and beyond from this high-value sector.

- **Cruise** – 33 vessel visits, a record year for the Port. (In 2020 we had no cruise visits, in 2019 there were 23 cruise visits.) The average vessel size has almost doubled since 2019. The average length has increased from 183m in 2019 to 202m in 2021. Falmouth Harbour joined Cruise Britain to help support the visitor promotion around Cruise, and have secured Ambassador Cruise with a new vessel for Autumn of 2022.

Falmouth Pilot Services continued with an unbroken service through 2021, another significant challenge as COVID continued to pose issues around team absences. My thanks to the team for their commitment to this and the vital work to procure a new 17m pilot boat to replace the LK Mitchell. The LK Mitchell is heading towards the end of her economic life, and it is time to replace her, so we have a resilient service for the Port and Harbour for next 10-20 years. We have commenced a procurement process for a new vessel, and we expect to contract with a builder in 2022 for delivery in 2024/25.

We have driven significant improvement and change in procedures and risk management as we strive for better customer care, safety and cost control.

The Harbour Board approved the submission of a modernised Harbour Revision Order, which will be submitted in 2022 and consulted upon in 2023. This is a key step to allow us to manage your Harbour safely, effectively and efficiently in a rapidly changing world.

Cruise Statistics for 2021		
Number of Visits	Total Number	33
	Bay	6
	Docks Berth	26
Length	Harbour	1
	LOA (m)	6,656
	Average (m)	202
Tonnage	Total	1,387,978
	Average	42,060
Passengers		10,252

I hope the community and our stakeholders have noticed that we have continued to increase our levels of public engagement, with a new openness. I hope this significant shift in culture is welcomed locally. We will continue to improve and listen more.

We have created two new websites, improved our Falmouth Harbour marketing material, progressed the rebrand and pushed more social-media channels.

As we look ahead through 2022 and 2023, we will be looking at delivering our joint-venture drone-testing project, "Clear Skies", which is part of the UK Government's Future Flight Challenge funded through Innovate UK. We secured £440,000 of funding for 2022-2024 to look at commercial testing and integration of drones into a harbour environment, looking at safety, efficiency and environmental initiatives. We are also looking at other new technology opportunities around Floating Offshore Wind, future fuels such as hydrogen, and autonomy.

There are many challenges with the economic situation, cost of living and affordability and inflationary cost pressures, but I am very optimistic that if we continue to provide excellent services, we have strong future prospects. I am still incredibly positive about the future of our amazing Harbour.



CASE STUDY

Regenerating Our Seagrass

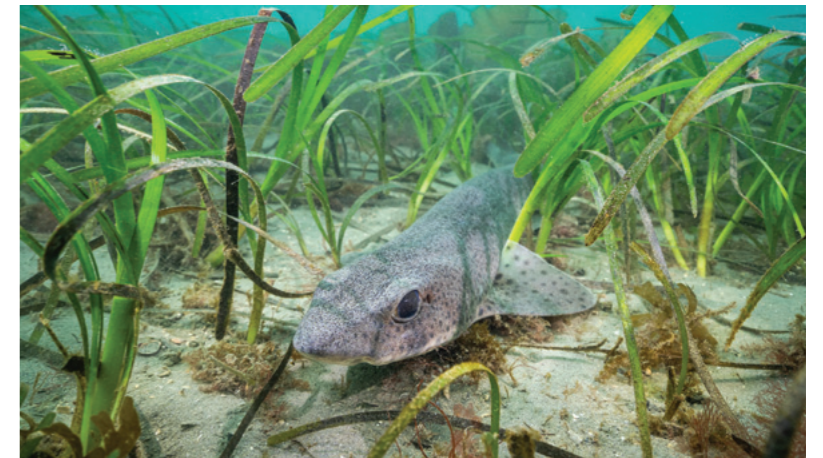
working to reduce pressures caused by our activities on seagrass beds

Falmouth Harbour is constantly looking for ways we can contribute positively to the climate and biodiversity crises currently underway. As part of this, we are working to reduce pressures caused by our activities on the seagrass beds in our waters.

In May 2021, we removed 11 swinging moorings that were having a localised impact on the seagrass beds at Flushing, due to the action of the heavy chains scouring the sea floor. To ensure the impacts caused by the moorings are not replaced by other physical impacts, we have created a Voluntary No Anchor Zone to encourage harbour users not to anchor in this area so that regeneration can be measured.

The scour patches created by the moorings Falmouth Harbour removed were surveyed by the University of Exeter and Seasearch divers from Cornwall Wildlife Trust in August 2021 and May 2022. They measured from the centre of each scour patch in four different directions - NE, SE, SW and NW - to measure the extent of the area. These measurements have been plotted over each other to help to display the differences between the two surveys.

Some of these scour patches have reduced in extent as the seagrass has managed to grow into the patches, showing areas of regeneration. More information is available from our website.



CHARTING OUR SEAGRASS AND MAERL BEDS

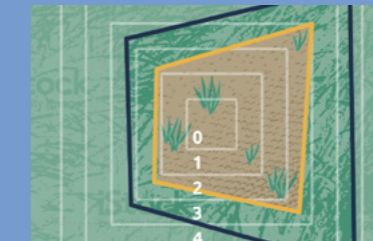
Both seagrass and maerl are sensitive to the physical impacts caused by anchoring and mooring. We want to highlight where these areas are, as they are not currently marked on charts unless there is a no-anchor zone in the area.

Seagrass and maerl provide valuable services to coastal communities. They absorb carbon from the atmosphere and lock it away in the sediments, helping with climate change, and at the same time release oxygen. They also provide important habitats for lots of commercial and rare species of fish and shellfish. Seagrass also creates a network of roots that help to stabilise the sand and shore whilst the fronds dampen the effects of storms.

Boats anchoring over seagrass and maerl beds have a physical impact. The action of the anchor dragging and cutting into the seabed damages the seagrass and maerl. If this is done many times in different places it can have a significant impact on habitat health.

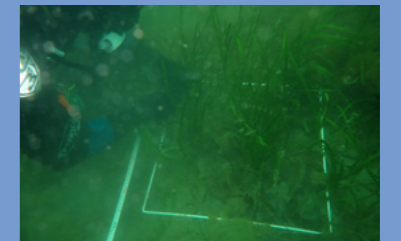
We know the vast majority of marine leisure users want to do their bit to protect the environment. To help, sensitive marine habitats of seagrass and maerl have been

MEASURING SEAGRASS REGENERATION



Volunteer divers from Cornwall Seasearch and the University of Exeter are helping to monitor the regeneration of the seagrass within the Voluntary No Anchor Zone (VNAZ).

The site was dived in August 2021 and May 2022. The divers assessed each mooring area from the centre of each scour patch in four different directions - NE, SE, SW and NW -

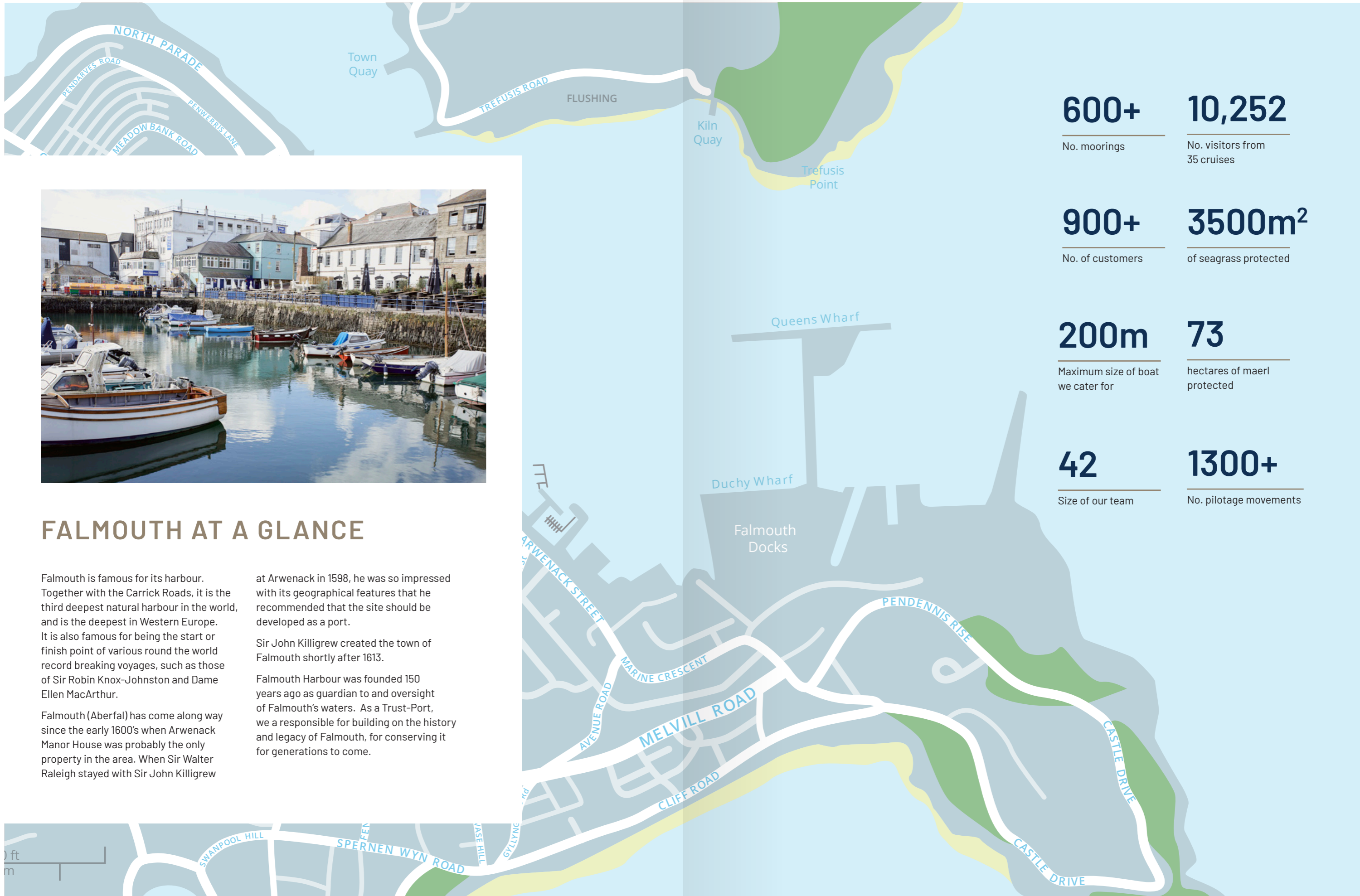


to measure the extent of the seabed scouring. Some of these scour patches have reduced in size, showing that seagrass has managed to re-grow in scoured areas.

There are some anomalies in the data which are difficult to attribute to a single cause. We aim to continue the dive surveys and increase understanding around these anomalies.

marked using buoys by Falmouth Harbour with the Ocean Conservation Trust and their main partners, Plymouth Gin. We aim for the new marker buoys to raise awareness of where the sensitive areas are, to highlight these valuable habitats and how our actions can impact our marine environment.

The markers are over maerl and seagrass beds which have been charted to make them more known to sailors, boat owners and water-users alike.



FALMOUTH AT A GLANCE

Falmouth is famous for its harbour. Together with the Carrick Roads, it is the third deepest natural harbour in the world, and is the deepest in Western Europe. It is also famous for being the start or finish point of various round the world record breaking voyages, such as those of Sir Robin Knox-Johnston and Dame Ellen MacArthur.

Falmouth (Aberfal) has come along way since the early 1600's when Arwenack Manor House was probably the only property in the area. When Sir Walter Raleigh stayed with Sir John Killigrew

at Arwenack in 1598, he was so impressed with its geographical features that he recommended that the site should be developed as a port.

Sir John Killigrew created the town of Falmouth shortly after 1613.

Falmouth Harbour was founded 150 years ago as guardian to and oversight of Falmouth's waters. As a Trust-Port, we are responsible for building on the history and legacy of Falmouth, for conserving it for generations to come.

OUR PURPOSE

Falmouth Harbour is the UK's Atlantic gateway, conveniently located for the Western Approaches to both The Solent and the Atlantic ocean.

We are a thriving marine cluster through sailing, water sports, commercial shipping and cruising and are increasingly becoming a focus for Blue Growth around new marine and environmental technologies.

Falmouth Harbour is grasping the opportunity for revolutions within the marine industry, as infrastructure investments deliver better jobs and careers for our local community and new technologies and innovations are tried, tested and implemented across the marine industry.

We are a strategic leader in Cornwall's low-carbon future and, through our industry connections, have invested in several opportunities to make our vision for Falmouth Harbour, our local community, future technologies and innovations, and our commitment to cleaner, healthier waters, a reality.

We at Falmouth Harbour are taking the opportunity to provide for and partner with infrastructure investment, new technologies, recreation and sustainable tourism to support and deliver better jobs and careers for our local community in new industries.

COMMUNITY

Supporting Falmouth projects and events

Providing opportunities for student research

Accessibility to Falmouth waters

ENVIRONMENT

Enhancing our natural environment

Protecting our marine ecosystems

Providing opportunities for student research

Collaborating with conservation organisations

INNOVATION

Providing a test-bed for tomorrow's technology

Trialling new, cleaner products and innovations

Focused on skills and jobs for marine in Cornwall





Miles Carden
CEO



Duncan Paul
HARBOUR MASTER



Holly Manvell
HEAD OF
COMMERCIAL
OPERATIONS



Tom Redgrave
OPERATIONS
MANAGER,
FALMOUTH
PILOT SERVICES



Tim Jones
ASSISTANT
HARBOUR
MASTER



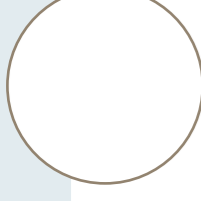
Ifor Pedley
ASSISTANT
HARBOUR
MASTER



Vicki Spooner
ENVIRONMENT
AND QUALITY
SYSTEMS
MANAGER



Kathryn Smith
EXECUTIVE
SUPPORT



Lesley Allan
FINANCE
MANAGER

OUR LEADERSHIP TEAM

At Falmouth Harbour, we pride ourselves on having a highly experienced team working across our services to ensure we deliver the best possible experience for our customers.

Our Team covers three key areas: Falmouth Harbour as a whole, Falmouth Haven and Falmouth Pilot Services.

MILES CARDEN CEO

Miles joined FHC as CEO in 2021. Miles' background before joining FHC includes property, economic development, marketing, trade and investment and the aviation, aerospace and space industries. Miles lives locally in St Mawes and has over 40 years of sailing experience in the Port. As Chief Executive, Miles is a member of the Board and is responsible for the sustainable growth of Falmouth Harbour and management and development of the organisation.

DUNCAN PAUL Harbour Master

Duncan was appointed Harbour Master in June 2020, having previously served in assistant and deputy harbour-master roles. As Harbour Master, he is responsible for overseeing the marine safety management system, a role he combines with that of General Manager for Falmouth Pilot Services.

HOLLY MANVELL Head of Commercial Operations

Holly Manvell is a qualified company secretary with a background in legal and business from small start-ups to listed companies. She is also an experienced

yachtswoman who founded the global not-for-profit organisations Clean Sailors and Cleaner Marinas. Holly's strategic focus is on the longer-term growth for Falmouth Harbour, working closely with CEO, Miles, to generate new, profitable, innovative business streams and projects. She is also tasked with improving customer services and the range of Harbour services for our various local and international stakeholders.

VICKI SPOONER Environment & Quality Systems Manager

Vicki is the Environment and Quality Systems Manager responsible for developing and maintaining the organisation's integrated management system. She has always been inspired and fascinated by the marine environment. Vicki studied Marine Zoology at university and found that she wanted to understand more about human impacts and how these can be mitigated. She is motivated to continuously develop ideas and work collaboratively with colleagues and wider stakeholders, to find solutions and opportunities to lead and advocate for change to make a positive impact on the environment and communities.

TOM REDGRAVE Operations Manager, Falmouth Pilot Services

Tom holds over 15 years' experience in commercial shipping and the operation



and management of work boats. He is responsible for day-to-day pilot-boat operations and acts as a first point of contact for commercial stakeholders. Tom is also a keen yacht racer and has competed with success at large regattas throughout the UK, Europe and the Caribbean. He is a graduate of the University of Exeter.

TIM JONES Assistant Harbour Master

Tim took over as Assistant Harbour Master in March 2021 and is responsible for the Conservancy function of Falmouth Harbour. Tim is a keen sailor, having cruised the south coast all his life, and worked away on larger sailboats for a number of years before joining FHC. He holds a BSc Hons in Environmental Science and is interested in providing sustainable solutions moving forward.

IFOR PEDLEY Assistant Harbour Master

Ifor became Assistant Harbour Master (Operations) in January 2022 after previously serving on the pilot boats. In his role, Ifor has responsibility for the pilot boats and crews as well as supporting Duncan with port marine safety. Ifor has a background in Operations Management and has a Masters Degree in Business.



KATHRYN SMITH Executive Support

Having lived in the Midlands all her life, Kathryn has recently relocated to Falmouth with her Cornish husband. Kathryn has extensive PA/Executive Support experience and is enjoying her new role working with the CEO and the Board at FHC.

LESLEY ALLAN Finance Manager

Lesley is the Finance Manager for FHC responsible for ensuring that the finances of the Organisation are managed in an accountable and auditable manner. She provides financial management information to assist the CEO and the Board to make informed financial decisions and ensures that statutory responsibilities in respect of required returns of financial information are complied with. She also produces collated accounts in the required format by statute or guidance.



“ Why Falmouth?

Working with a team fully committed to developing all aspects of the port and surrounding area is invigorating.

”
Mark Chanter
Local solicitor
and Harbour
Commissioner

FALMOUTH HARBOUR



OUR OPERATIONS

SAFETY

99%

Regulations Navigations Marks reliability rating – 78 Local Aids to Navigation components under our management had over 99% availability. Trinity House target over 97%

19

No. safety marker buoys – 19 Safety Buoys (Inclusive of new Sensitive Seabed Markers)

629

No. moorings serviced – 623 Small Craft Moorings + 5 Large Vessel Moorings + Cross Roads Mooring.

480hrs

No. Harbour maintenance hours – Winter Harbour Maintenance (Mooring servicing) = 480hrs

A LOOK AT FALMOUTH HARBOUR

Falmouth Harbour is a Trust Port with statutory duties and powers. Our purpose is to maintain an organisation of quality and excellence to safely manage Falmouth Harbour, in order to facilitate sustainable prosperity for the Port to the benefit of the users of the Harbour and the wider community.

Falmouth Harbour is a statutory port authority with responsibility for the Inner Harbour at Falmouth Harbour (excluding Falmouth Docks), the Penryn River up as far as Coastlines Wharf, the southern part of the Carrick Roads and a large part of Falmouth Bay.

ANCHORAGE

Falmouth Bay is a large, deepwater anchorage, with year-round shelter from the prevailing south-westerly winds and capable of accommodating some of the largest ships in the world.

The anchorages of the Carrick Roads can accommodate vessels up to 183m LOA on a running moor, whilst smaller vessels can utilise the Falmouth Bank anchorage for ease of access to the Port's facilities and the town.

Falmouth's anchorages are ideally suited for vessels taking bunkers, awaiting orders, seeking shelter or undertaking stores, crew changes and other service calls.

BUNKERING

Falmouth is a long-established bunker-supply port known for quick turnarounds and minimal delays.

The Eastern Jetty and fuel terminal provide the UK's most western outpost for deep-water bunkering.

COMMERCIAL VESSELS AND SUPERYACHTS

As the third-deepest natural Harbour in the world, Falmouth's unique geography and position as the UK's Atlantic Gateway makes it a highly valuable port for a range of operators.

Falmouth Bay is the only bunker anchorage in the UK that is outside of the Northern European SECA area. Due to Falmouth's location and level of vessel traffic, operators can often enjoy a quick and efficient turnaround, reducing vessel downtime and costs.

Alongside berths for ship repair, refit, cruise calls, lay-up and cargo handling are available at the shipyard operated by A&P Falmouth Ltd. Berths are available for vessels up to 230m and 8.4m draft.

The shipyard can is equipped with dry-dock facilities for vessels up to 250m.

The Harbour area is equipped with a number of commercial moorings capable of accommodating a range of vessels up to 190m LOA.

The area can cater for a truly diverse range of vessels and offers a complete range of services to the shipping industry including:

- Deep-water bunkering
- Cruise calls



- Ship repair, refit and dry-docking facilities via A&P Falmouth
- Long- and short-term lay-up
- Cargo handling
- Casualty reception
- Anchorages for vessels seeking shelter
- Personnel transfer, stores and other port services
- In-water surveys
- Propellor polishing
- Superyacht berthing, repair and refit
- Deepwater moorings for vessels up to 180m and 10.5m draft

CRUISE

With alongside berths for vessels up to 240m and 8m draft, and anchorages capable of accommodating the largest cruise ships in the world, Falmouth Harbour is a world-class cruise destination.

As the UK's first and last major port, the area is well placed to support a wide variety of cruises, whether this is shorter round-Britain-and-Ireland cruising or as part of a much larger trans-Atlantic cruise.

Combining the full range of marine services available with the area's unique tourism offer means that Falmouth Harbour is a key destination for cruise lines and passengers alike.

Falmouth's deepwater Cruise Ship Anchorage can accommodate vessels that are too large to berth alongside or wish to add flexibility to their schedule around tide times.

Positioned approximately 1 – 1.5nm from the Inner Harbour and town, the Anchorage sits in view of Pendennis and St Mawes castles and St Anthony's Lighthouse.

This unique location, combined with the pristine waters of the Carrick Roads, means that guests can enjoy a scenic and atmospheric tender-ride to shore.

The anchorage can comfortably accommodate the largest cruise ships in the world.

FALMOUTH HAVEN AND LEISURE SERVICES





Barry
GENERAL
MANAGER



Sue
ACCOUNTS
MANAGER



Martyn
SERVICES
MANAGER



Mark
SERVICES
MANAGER



Karen
MARINE
ASSISTANT



Elise
MARINE
ASSISTANT



Anthony
MARINE
ASSISTANT



Tim
MARINE
ASSISTANT

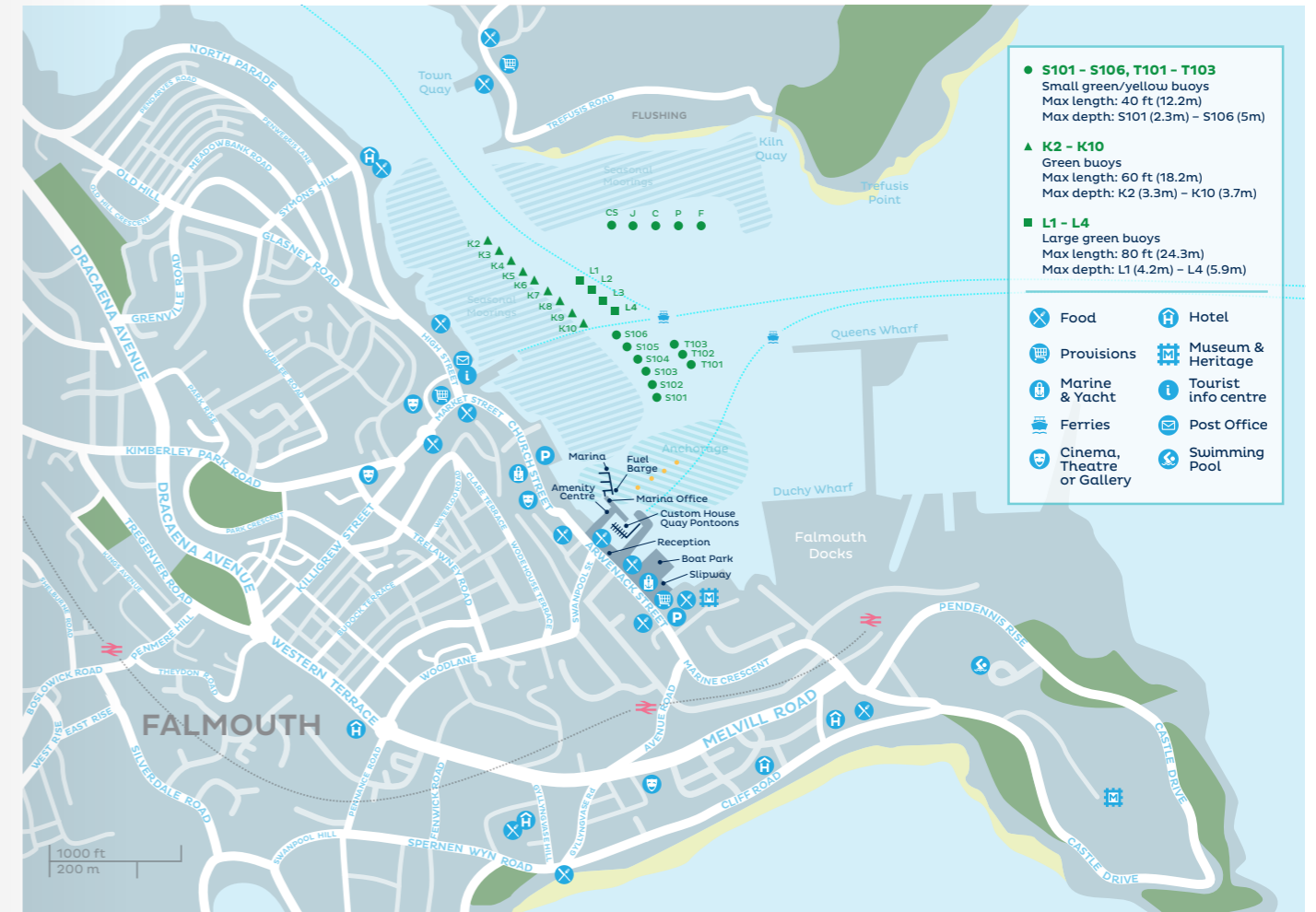
OUR OPERATIONS

A LOOK AT FALMOUTH HAVEN AND LEISURE SERVICES

Our Falmouth Haven serves over 600 customers, with approximately 650 swinging moorings for small craft, available on a seasonal or annual basis. Visitors to Falmouth Harbour can benefit from berthing for up to 100 vessels on Falmouth Haven Marina, as well as 21 deepwater moorings, all located on or near to the main channel.

We also have an anchorage area situated between Custom House Quay and Falmouth Docks, and our Team manages car-parking facilities on Custom House and North Quays and oversees the customers and operations of Grove Place

Boat Park and Slipway, as well as running our Falmouth Haven Marina Fuel Barge, which is available to all Falmouth Harbour residents, visitors and water-based businesses.



37

Annual Marina Berths

220

Boat Park Summer Spaces

39

Custom House Quay Berths

64

Small Boat Outhauls

650

Small Craft Moorings

211,601

Litres of diesel sold

59,777

Litres of petrol sold

“ Why Falmouth? ”

Growing up, Falmouth has made a lasting impression on me with my grandfather, great uncle and father all having worked on the iconic Falmouth Working Boats. It is a place of outstanding beauty and I am pleased to be part of the continuation of preserving this natural, beautiful resource and making it a place for all to enjoy and appreciate.

”

Sue Cocks
Falmouth Haven
Team

FALMOUTH PILOT SERVICE AND SHIPPING

972

No. piloted movements for 2021

35

No. cruise ships

129

No. bunkering calls

200+

No. years of experience in team

521

No. non-piloted movements 2021

2000+

No. hours on the water



OUR OPERATIONS

A LOOK AT FALMOUTH PILOT SERVICE AND SHIPPING

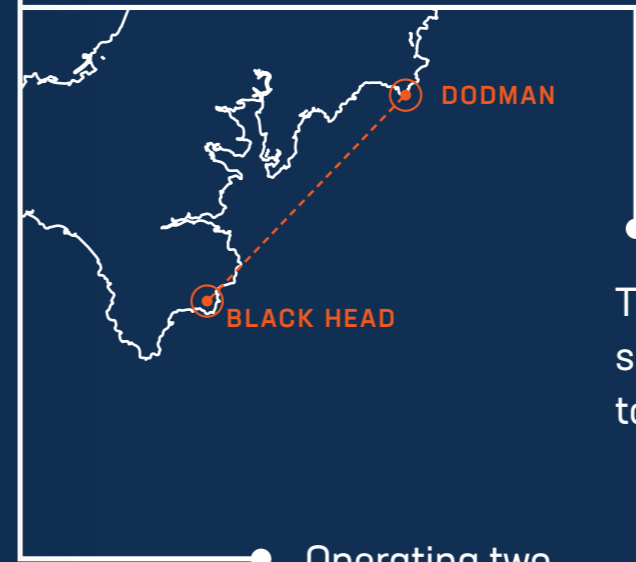
We provide 24/7 pilotage service to commercial vessels, including cruise vessels and superyachts, guiding them safely in and out of harbour as well as assisting their refuelling activities.

Our Falmouth Pilotage Area includes Falmouth Harbour and, in partnership with Cornwall Council and A&P Falmouth, a much wider area of the anchorages in Falmouth Bay and Carrick Roads, Falmouth Docks, Truro, Penryn and St Mawes, as well as the Helford River, the Quarries on the East side of the Lizard Peninsula and the Falmouth, Gerrans and Veryan Bays.

Depending on length, destination and cargo, a Falmouth Pilot is required to assist ships entering the Harbour waters. The Harbour charges for boarding and landing of the pilot and for use of the pilot boats.

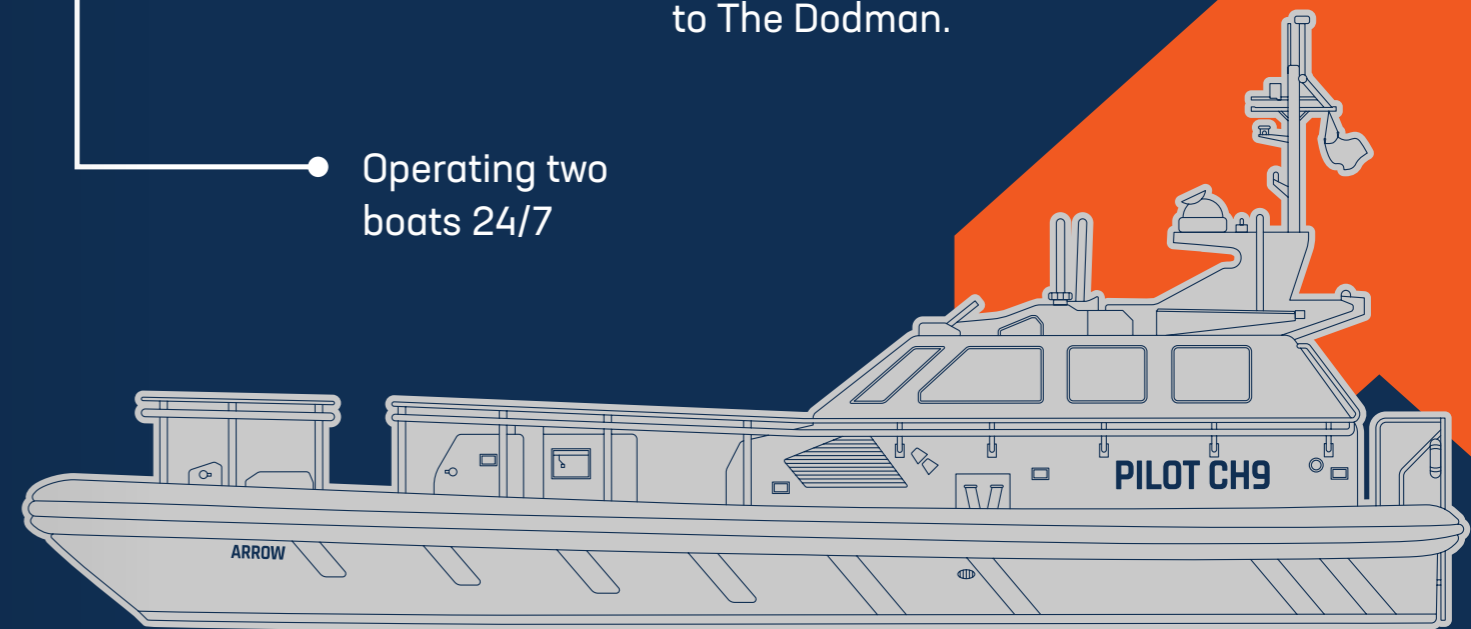


THE FALMOUTH PILOTAGE AREA



The Falmouth Pilotage area spans from Black Head to The Dodman.

Operating two boats 24/7



SUPPORTING SERVICES AVAILABLE TO SHIPPING IN FALMOUTH

- | | | |
|--|---|---|
| REFUELLING  | SHELTER  | DRY DOCKING  |
| CHANGING CREW  | CRUISE CALLS  | SUPERYACHT SERVICES  |
| REPAIRS  | TAKING STORES  | SERVICE CALLS  |
| CARGO HANDLING  | DIVE SURVEYS  | WAITING ORDERS  |



CASE STUDY

Advanced Mooring Systems

helping to protect our seabed

In order to help protect our seabed, we've been keen to learn more about Advanced Mooring Systems (AMS): how they perform, and whether it is possible to use them to reduce impacts in areas of sensitive seabed.

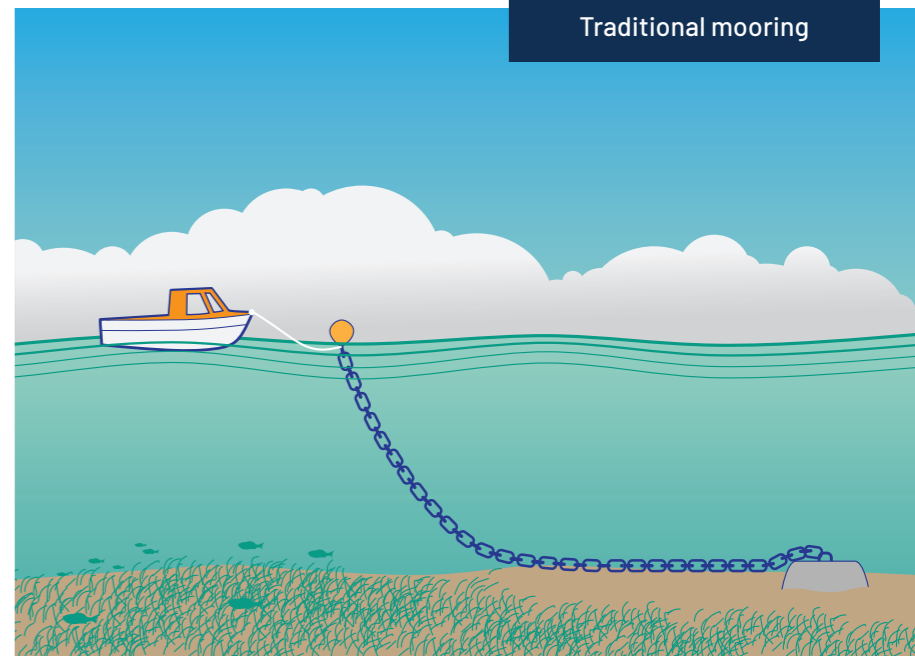
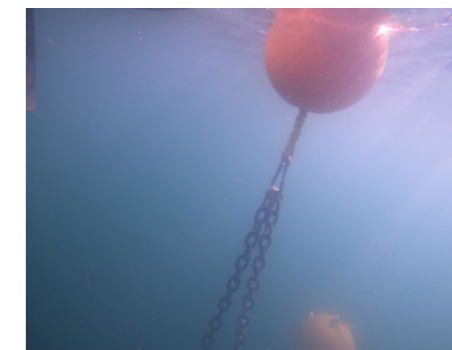
The AMS in place off Flushing Beach has been designed by naval architect and engineering firm MOREK, working with Falmouth Harbour's marine operations team, with floats along the length of the mooring chain to lift it off the seabed.

We are now monitoring how the AMS sits in the water, in all weathers and tides, to gauge how safe and practical the system is for wider use in a commercial and leisure harbour environment.

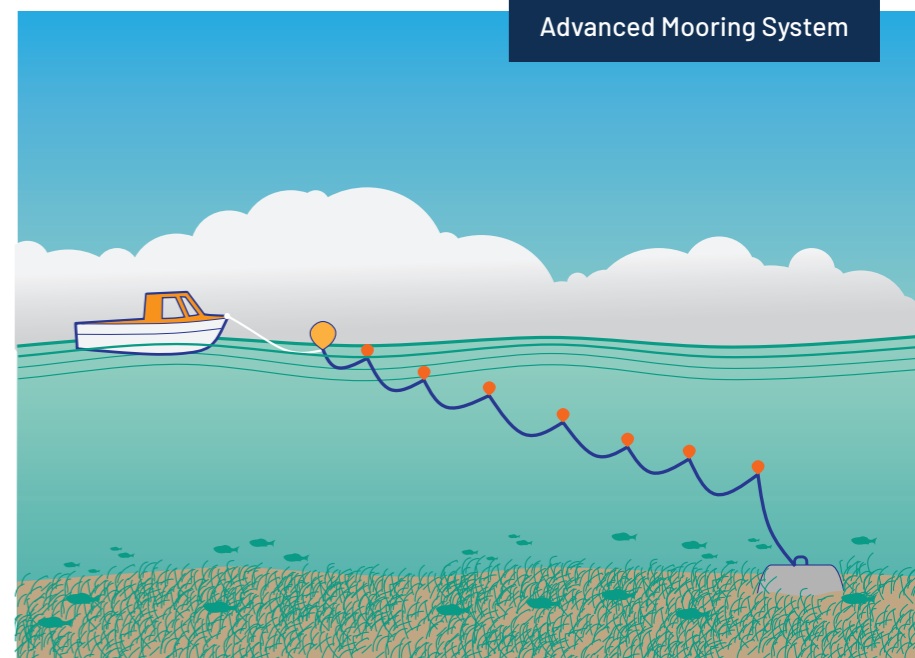
The AMS we are trialling in Falmouth is a 'Sterling' design, where floats are used along the length of the mooring chain to lift the chain off the seabed. MOREK have designed this mooring and considered navigational safety, depth of water, boat size and materials that we already use as a harbour authority in our traditional swing moorings.

This design has used the orcafex modelling software. During the time the mooring is in place, we hope to monitor the boats' movement around a central point and also measure cleat forces.

Top images: Trialling an Advanced Mooring System.



Traditional mooring



Advanced Mooring System



Keeping Our Water Clean

for both wildlife and water-users

CASE STUDIES

KEEPING BLACKWATER OUT OF THE SEA

Blackwater - bilge and sewage water from boats - contains pollutants and bacteria.

In 2021, we installed our pump-out facility on North Quay, urging our local and visiting seafarers to pump out waste water from their vessels.

We aim to curb the amount of raw sewage pollution by the many craft which use the waters of Falmouth Bay, Falmouth Harbour and the Carrick Roads each year, which poses a threat to sea life and ecosystems as well as public health.

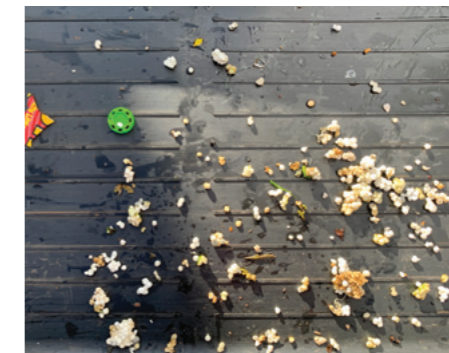
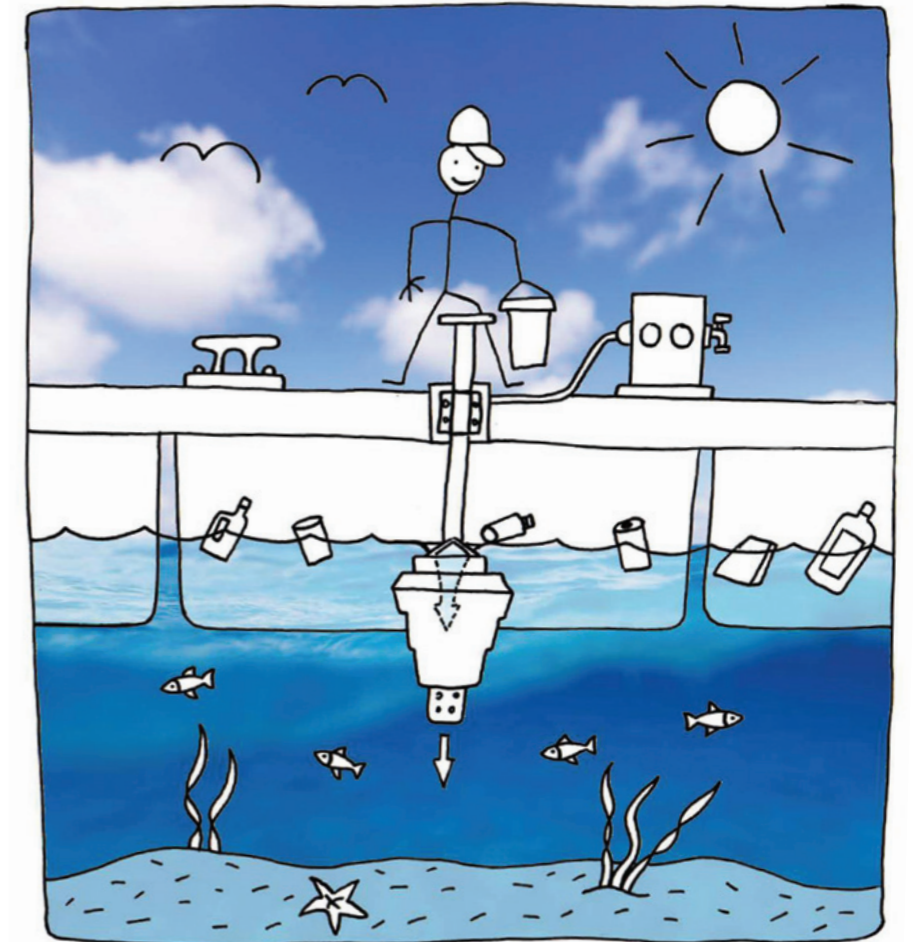
Any boat or craft with a holding tank can pump out using the waste water station, which directs effluent into the sewerage system to be appropriately treated by South West Water. The service is free to all Falmouth Haven berth and mooring customers, while other users will be asked to spend just £12 a pump to help cover running costs.

CLEANING OUR MARINA WATER

Our Marina is a safe-haven for boats and, as such, also provides excellent shelter for our Seabin, which works across the tidal range to collect marine debris.

Water is sucked in from the surface with a submersible water pump before being passed through a catch bag. The water is then pumped back into the marina, leaving marine debris trapped inside the catch bag to be either recycled or sent to our waste-management facility.

Our Seabin was installed on our pontoons in late 2021 in collaboration with PaddleLogger. It is emptied daily, and waste audits of what has been caught are completed to identify trends. Here are some examples of what has been caught in the Falmouth Haven Seabin.



The Seabin can catch microplastics down to 2mm size

That's the equivalent of 16,500 plastic bottles

The Seabin can catch 90,000 plastic bags every year

CASE STUDIES

Waters For Innovation

a unique setting for testing, refining and researching

As the third-deepest natural harbour in the world, with tidal reach and a whole host of leisure and commercial activity, our Falmouth Harbour presents a unique setting for testing, refining and researching ocean technology and innovation.

SPOTLIGHT ON: FABTEST

We have entered into a collaborative arrangement with University of Exeter, supported by companies in the local supply chain, to provide a test site for marine energy converters in Falmouth Bay. The Falmouth Bay Test Site (known as FaBTest) was leased from the Crown Estate and licensed by the MMO for the testing of wave energy devices since 2011.

The test site offers a combination of shelter from prevailing wind and swell direction, enabling the high levels of accessibility to deployed devices required for development at TRL 4-8, yet giving exposure to significant sea states from the East/South East. FaBTest has its own web site, which gives full information about the characteristics of the area and live wave information and is open for applications to demonstrate wave-energy converters, autonomous systems and floating wind turbines.

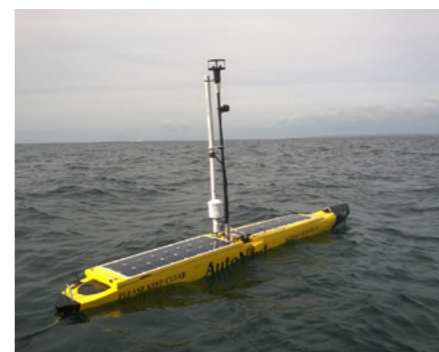
SPOTLIGHT ON: AUTONAUT

We were proud to host sea trials for Uncrewed Surface Vessel, AutoNaut. Powered by renewable, natural energy, AutoNaut's vessel is propelled by the power of waves and will be using the waters of Falmouth Harbour for acoustic data collection.

The AutoNaut is designed to be self-righting and resilient in storm conditions and has survived 65kt storm conditions with 10m waves, capsizing and righting four times and successfully continuing with the mission.

AutoNaut is set a pre-programmed course and monitored by 'operators/pilots' during missions. These trained remote operators oversee incoming data and are able to adjust the mission if necessary, monitor the health of the onboard systems and have remote control of onboard functions.

AutoNaut has also been involved in the monitoring of ocean life including fish, dolphins and seabirds; has provided meteorological data as an "unmanned metbuoy" and has collected data on ocean currents to help ocean clean-up projects better understand the movement of plastic at sea.





©OYTSouth

CASE STUDIES

Giving Back

reinvesting to support the long-term success of the harbour

Trust Ports must operate commercially. After making strategic investments and contingencies, Trust Port Boards should reinvest surpluses to support the continuing and long-term success of a port for the benefit of stakeholders.

During 2021, Falmouth Harbour supported a variety of community projects and spent a total of over £20,000 across the Harbour.

We also support local water-based charities through sponsored mooring fees, including the Sea Cadets, Ocean Youth Trust South, Wet Wheels Foundation, Turn to Starboard and local community services including the Fire Service and Border Force.

We are also very proud to be a long-standing partner and supporter of events in Falmouth, including Falmouth Classics and Sea Shanties and Falmouth Week.



©Sea Sanctuary



©OYTSouth

ABOUT OCEAN YOUTH TRUST SOUTH

Ocean Youth Trust South is charity which uses Adventure Under Sail as a personal development opportunity for young people aged 12-25, taking them to sea in 30-metre vessel Prolific. OYT South sails with around 450 young people each year. Roughly two thirds are disadvantaged or vulnerable in some way. For all these young people, a voyage is designed to develop confidence, team-working, the ability to cope with unfamiliar situations, and tolerance and understanding of others. Young crew members not only sail the boat, keep watch and help to navigate, they also learn basic life-skills such as cooking and healthy eating.



SEA SANCTUARY

Sea Sanctuary is a well-established and innovative mental health charity building its services around its blue health ethos and the medium of sailing since 2010, to improve the lives of hundreds of young people and adults, from all walks of life. The combination of psychological support, experiential learning and sailing is a unique combination, not offered anywhere else in the world. It's award-winning therapeutic sailing programmes see clients step aboard a historic tall ship, Irene of Bridgwater. Built over a century ago, Irene is a 120ft gaffer Irene is one of the last West Country traditional trading ketches to sail our seas and she's quite a sight to behold in Falmouth Harbour and beyond.



ABOUT WET WHEELS FOUNDATION

Wet Wheels provides the opportunity for all disabled people, including those with profound and complex disabilities, to access the sea in a safe, stimulating and rewarding way onboard specially built, fully accessible powerboats.

By offering the opportunity to experience this as active participants, Wet Wheels builds confidence and improves physical and mental wellbeing.



ABOUT TURN TO STARBOARD

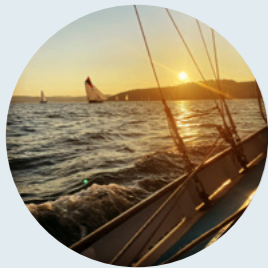
Research has shown that, for a significant number of Armed Forces personnel, moving back in to civilian life after time spent on deployed operations can be a huge shock. Readjusting to 'normal' life can be a real challenge. Turn to Starboard use sail training to support Armed Forces personnel affected by military operations. They also support frontline NHS workers and the Emergency Services. As a registered charity, Turn to Starboard help serving and retired Armed Forces personnel and their families readjust after operations and assist them in meeting the unique demands placed on them by Service life, and aim to provide relief and recovery to NHS workers, supporting their mental health.



PHOTOGRAPHY CREDITS



Martin Lewis
WEBSITE: wildlifevision.com
INSTAGRAM: [/sensoryecology](https://www.instagram.com/sensoryecology)



Ben Turner
PILOT BOAT COXSWAIN



Tom Vaughan
WEBSITE: tomvaughanphotography.com
INSTAGRAM: [tvaughanphotography](https://www.instagram.com/tvaughanphotography)



Jay Stone
WEBSITE: oceanconservationtrust.org



Matt Slater
WEBSITE: cornwallwildlifetrust.org.uk



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FALMOUTH HARBOUR



+44 (0)1326 213537
Info@Falmouthharbour.Co.Uk
44 Arwenack Street,
Falmouth TR11 3JQ
United Kingdom

Lat/Long
50.1397° N, 5.0846° W

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