



FALMOUTH HARBOUR

ANNUAL REPORT

DERIVAS BLEDHYNNYEK

2025

Falmouth Harbour
UK's Atlantic gateway

Porth Aberfala

Pennporth Atlantek an RU



OUR VISION

To be the UK's best harbour to invest in, live beside or visit.

Bos an gwella porth RU rag kevarghewi, bewa po vysytya.

Falmouth Harbour continues to be a vibrant, valuable harbour for the UK, a marine industry hub from boatbuilding to marine education, and the first and last port in the UK.

Falmouth Harbour is increasing focus for blue growth around new marine and environmental technologies as a key part of Cornwall's low-carbon future. Commercial shipping plays a crucial role in the local and regional economy. Falmouth Harbour is prioritising ways to ensure we grasp future opportunities, such as clean fuels and future shipping trends, so that these can be continued for

the benefit of future generations in a way that both protects and enhances the environment.

Falmouth Harbour is the UK's Atlantic gateway, providing access to UK largest sheltered Harbour, one of the best global sailing and watersports environments, set within unparalleled natural beauty on Cornwall's Atlantic edge.

STRATEGIC FOCUS



LEISURE

Enhancing the experience of our local and visiting customers. Promote and encourage social use of the harbour for well-being and recreation.



SHIPPING

Providing a seamless and first-class pilotage and destination for bunkering, superyachts and commercial vessels.



ENVIRONMENT

Committed to protecting and enhancing our marine environment. Promote the use of our waters as an environmental classroom to educate and encourage young people and other harbour users about the preservation of the marine environment.

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ABOUT US



Falmouth Harbour is a statutory harbour 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 was set up as a Trust Port by Act of Parliament in 1870 to maintain, manage and improve the harbour in the best interests of its stakeholders. In 2020 the Trust celebrated its 150th anniversary.

Falmouth Harbour has a wide variety of stakeholders: from operators of international cruise ships, superyachts and commercial vessels to paddleboarders, jet-skiers and wild swimmers. Importantly, our marine environment: dolphins, whales, seabirds and seals, are also key stakeholders in Falmouth Harbour, as an area of national environmental importance. Both above and below the water there is a rich ecosystem which makes this

area so unique and provides us with a valuable habitat. Our purpose is to manage over 65sq 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 is home to important marine ecosystem and habitats, and we understand our role and responsibly in protecting and conserving our environment.

As a Trust Port governed by the Harbours Act 1964, we also have a legislative responsibility to consider the environment during the discharge of our functions.



We also have a responsibility under the Habitats Regulations to act as a relevant authority. The Marine and Coastal Access Act 2009 also places a responsibility on us to permit a small number of activities in our waters, and we need to ensure these are completed sustainably

in accordance with the policies contained within the South West Marine Plan.

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

Falmouth Harbour is the UK's Atlantic gateway. It is unique; sheltered and deep with a globally important position, being the first and last post strategically placed at the Western approach.

A vibrant, pristine harbour with a thriving marine cluster.

Leading national watersports facilities accessing one of the best global sailing and water sports environments.

Support a thriving coastal community, leading in marine education and where opportunity exists for all the have skilled, well-paid jobs.



“Some of the best sailing waters in the world”

SIR BEN AINSLIE

ABOUT US



CURRENT BOARD (2026)



Nigel Tipple
CHAIR



James Langley
NON-EXECUTIVE DIRECTOR



Miles Carden
CEO & NON-EXECUTIVE DIRECTOR



Kay Penney
NON-EXECUTIVE DIRECTOR



Natasha Collings-Costello
NON-EXECUTIVE DIRECTOR



Andy Wright
NON-EXECUTIVE DIRECTOR



Michael Glanville
NON-EXECUTIVE DIRECTOR



Andrew Williams
NON-EXECUTIVE DIRECTOR

OUR GOAL

Falmouth Harbour aim to be the UK's best harbour to invest in, live besides and visit through:

Safe Harbour: Providing a safe and regulated environment for all users of the harbour.

Sustainable Growth: Delivering long-term financial sustainability, investing in the long-term future of the harbour, supporting and developing marine employment.

Stakeholder Dividend: Proactively engaging with external stakeholders and community to deliver benefits locally and beyond.

Sustainability: An industry leader and advocate for change through supporting policy shift and demonstrating and highlighting good practice in industry.

A Great Place to Work: Attracting and retaining knowledgeable and experienced staff with a strong work ethic.

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, marina, quays, boatyard services and launch slipway for over 600 moorings and berth holders.

FALMOUTH PILOT SERVICES

Providing 24/7 pilotage services to the Falmouth Pilotage Area which spans from Black Head to the Dodman.

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. The Falmouth Harbour Board 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 Department of Transport (DfT) guidelines including Ports Good Governance Guidance and the Port & Marine Facilities Safety Code (PMSC).

OUR NON-EXECUTIVE DIRECTORS

Today, Falmouth Harbour continues to be managed by a board of seven Non-Executive Directors and a CEO.

We have an established Harbour Users Group (HUG) who represent various stakeholders and users of Falmouth Harbour, as well as our local government and scientific, marine and local resident communities.

COMMITTEE MEETING ATTENDANCE 2025

Board Meetings		14/02	14/05	10/09																																																																																																																														
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OUR PURPOSE

Falmouth Harbour is the UK's Atlantic gateway, conveniently located off the Western Approaches of the Atlantic Ocean.

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

Our strategy is positioning Falmouth Harbour to grasp the opportunity for innovations 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 striving to be 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.

Falmouth is 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.



Scan the QR code to download our Sustainability Plan



COMMUNITY

Supporting Falmouth projects and events

Providing opportunities for student research

Accessibility to Falmouth waters



ENVIRONMENT

Working to restore, enhance, improve and protect our marine ecosystem

Providing opportunities for student research

Collaborating with conservation organisations



INNOVATION

Providing a testbed for tomorrow's technology

Trialling new, cleaner products and innovations

Focussed on marine skills and jobs in Cornwall

AT A GLANCE

FALMOUTH HARBOUR



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 a long way since the early 1600s, 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, in 1613. Falmouth Harbour was founded over 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, conserving it for generations to come.



600+

No. of moorings

110km²

of sea and 54km of coast cared for

900+

No. of customers

36

Size of our team

55,000

No. of visitors from 42 cruise vessels

73

hectares of maerl protected

25

hectares of seagrass protected

1000+

No. of pilotage movements



CHAIR'S STATEMENT

I am delighted to present the Falmouth Harbour's Annual report for 2025 as the new Chair having taken up the role in December 2025

2025 was yet another busy and productive year for the Board and Executive team which has seen our leadership team strengthened and Board refreshed under the leadership of our former Chair Mark Chanter. I am grateful to Mark, Gerald Pitts and John Elliott who also stepped down at the end of their term in December, who between them have shown outstanding commitment to Falmouth Harbour in recent years. As with all such organisational transition, change comes with new opportunity. It has been a pleasure to become part of a Board made up of committed and skilled Non-Executive Directors (NEDs), and to work with an operational team that consistently delivers outstanding service. In December we also saw the appointment of two new NED's James Langley and Michael Glanville who between them bring extensive maritime and leadership experience to the Board.

As always, the team has continued to innovate, to explore new opportunities whilst delivering the best possible service to our customers, community and industry. Our income this year was positive overall, and we see the opportunity to build upon our commercial income through leisure, cruise and bunkering capability in the years to come. We have also launched a consultation on a new pontoon investment which would see us increase our capacity to accommodate larger leisure and commercial craft. This alongside significant investment into marine conservation and innovation sets an ambition and trajectory which will take us forward over the next 5 to 10 years.

Our pilotage capability has once again proven to be critical to the safe movement and operation of vessels coming into and out of the harbour. Indeed, such service capability, alongside the professional leadership of the organisation allows us to

explore commercial opportunities backed by class leading service response times and flexibility. Their expertise and that of our crews was most recently highlighted during Storm Goretti when deployed to support the RNLI in operations at the height of what proved to be one of the most devastating storms to hit Cornwall.



Earlier in the year we were proud to be awarded "SME Port of the Year" at the British Ports Association (BPA) Awards ceremony held in Hull. It was particularly pleasing to have such positive industry feedback and support from our fellow ports and harbours. We continue to strive for improvement and as we look forward, we can be assured of the strong foundations which have been laid. Our attention now turns to ensuring we continue to be an employer of choice, supporting the development of our staff whilst securing the investment needed to ensure our operations are efficient, effective and customer focused.

BOARD ROLE

As a Trust Port, Falmouth Harbour is charged with the responsibility to ensure Falmouth Harbour, as a natural asset, is managed, maintained, nurtured and enhanced for the benefit of our communities of interest, both at sea and on land. An asset that is there to provide access to leisure opportunities, business and employment opportunities for generations to come. As a Board we

are responsible for a wide range of activity including port management, safety, leisure access, statutory compliance, financial sustainability and custodianship of our marine environment. Overall, that can only be achieved through partnership and over the last year we have worked hard to build those relationships with our stakeholders. As such we refreshed our approach, strengthening support for our Harbour Users Group (HUG) alongside proactive stakeholder engagement. This has allowed us to gather important local intelligence, strengthen our community reach and going forward, ensure a strong voice in the development of the harbour asset for all stakeholders. We are grateful to Dave Owens and Dave Nichol for their dedication and commitment as Chair and Vice Chair of the HUG over the last 12 months and to the many members of the Group who dedicate time and expertise to helping us deliver to our community of interest.

Please take a look at our website which not only provides information on what we do, how we do it and who is here to support you, but also highlights some of the outstanding work the team do on a day-to-day basis.

FINANCIAL REPORT

The last 12 months for all businesses have been testing, changes in employer costs compounded by economic instability have led to challenging times for the maritime sector in particular. However, as we see in such times, innovation and dedication to service delivery has seen us manage our year with a small but positive net increase in the year's finances after tax. We have inherited a long-term pension strain which in recent years has required very careful management and resources, whilst this is set to continue through to 2028, we anticipate maintaining our steady positive financial trajectory.

It is worth remembering that whilst we endeavour to keep our costs down, we must also invest for the future. In recent years we have seen the replacement of one of our pilot boats with the purchase of the Atlantic, without which we would not be able to maintain our service levels; that alone represents an investment of some £1.6m into strategic assets. These investments are by nature long term and essential, which is why we need to balance our fees and charging policy with future reinvestment needs, we do not get external government support for such investment and rely upon commercial income to service such investment.

As a board we are clear that the development of a long-term Corporate Plan and Financial Strategy is essential if we are to invest in our leisure and commercial facilities, address our ageing harbour infrastructure and maximise our environmental, social and economic impact. This will always be a challenge, there are tough choices to make, but with transparency and proactive engagement, we are confident we can take the next important steps forward over the coming year.

A copy of our audited accounts can be accessed via our website once published.

OUR TEAM

It is fair to say that without the dedication of our operational team, Falmouth Harbour could simply not operate safely, effectively and efficiently. Whether it's the Harbour Master and his Team, our Pilotage service, commercial, leisure, environmental teams and operationally important maintenance crew; all play their part in the experience of our communities, stakeholders and users of the Harbour. On behalf of the Board, I wanted to place on record our thanks and gratitude to all for their efforts over the last 12 months.

THE BEACH SAFETY ZONE

The Beach Safety Zone runs directly out to sea from Gyllyngvase beach and is marked with yellow buoys and onshore signs.



BEACH SAFETY ZONE. WHAT, WHY AND WHERE

What is the Beach Safety Zone?

A designated area off Gyllyngvase Beach marked by buoys and signage where vessels are not allowed. This zone is created to protect swimmers and human-powered water users.

Why is it needed?

To reduce the risk of collisions and injuries by keeping powered vessels separate from swimmers, paddlers, and other vulnerable users. This helps ensure a safer beach environment for everyone.

When is it in operation?

The Beach Safety Zone operates from dawn to dusk year-round. It's not in force at night, though a 4-knot speed limit applies 24/7 in the summer season. Anchoring is discouraged due to sensitive seabed. In winter, buoy numbers may reduce, but the zone remains active. Please check harbour notices (No.7 of 2025) for buoy coordinates.

WHO CAN AND CANNOT USE THE BEACH SAFETY ZONE

Permitted Users (Human-powered only):

- > Swimmers
- > Kayakers
- > Stand Up Paddleboarders
- > Rowers and small dinghies (non-powered)
- > Surfboarders and bodyboarders
- > Foiling craft, kite surfers, wing foilers, windsurfers

Use with care-watch for others and follow the lifeguard flag system.

Prohibited Users (Powered or wind-driven craft):

- > Motorboats, jet skis, RIBs
- > Sailing yachts, dayboats, dinghies (over 2.5m)
- > Hovercraft, fishing boats, commercial vessels
- > Any powered watercraft or those creating wake or posing injury risk

All prohibited vessels must stay clear of the Beach Safety Zone. Lifeguards, harbour vessels, and emergency services are exempt.

2025 FINANCIAL NARRATIVE

The financial year 2025 was challenging, with turnover remaining broadly consistent year-on-year at £3.8m, indicating stable demand across most core operations, although Pilotage revenue continued its multi-year downward trend.

Despite revenue pressures, the organisation advanced key strategic growth initiatives and operational efficiency programmes aimed at strengthening long-term resilience. Grant income supported aspects of this work, but delivery activity contributed to increased expenditure. Operating costs rose to £3.78m in 2025 compared with £3.59m in 2024, driven primarily by higher depreciation (£246k vs £161k) linked to the new Pilot Boat and updated asset useful lives review, increased operating expenses (£1.61m

vs £1.48m), and rising pension-related costs (£207k vs £188k). Unplanned fleet costs, including repairs, replacement engines, and issues with the launch

Despite revenue pressures, the organisation advanced key strategic growth initiatives

boat, added further pressure. As a result, the operating surplus after pension adjustments fell significantly from £232k in 2024 to £39k in 2025. Cashflow tightened accordingly; however, operational continuity was maintained

throughout the year with a continued focus on safety, service reliability, and sustainable delivery. Despite pressures, the final operational surplus improved

to £214k compared with £140k in 2024. The organisation now remains focused on stabilising revenue, consolidating project outcomes, and strengthening financial resilience for the year ahead.

COMMERCIAL INCOME

	£
Pilot Boat	516,533
Statutory & Regulatory	729,984
Pilot Services	480,701
Other Income	187,991
Total	1,915,209

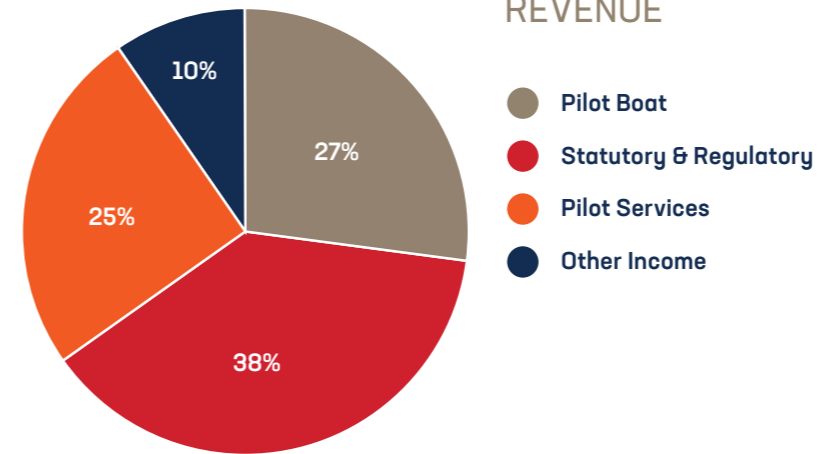
LEISURE INCOME

	£
Small Craft Moorings	521,962
Yacht Haven	434,510
Boat park	155,244
Fuel Barge	381,414
Custom House Quay	410,171
Total	1,903,301

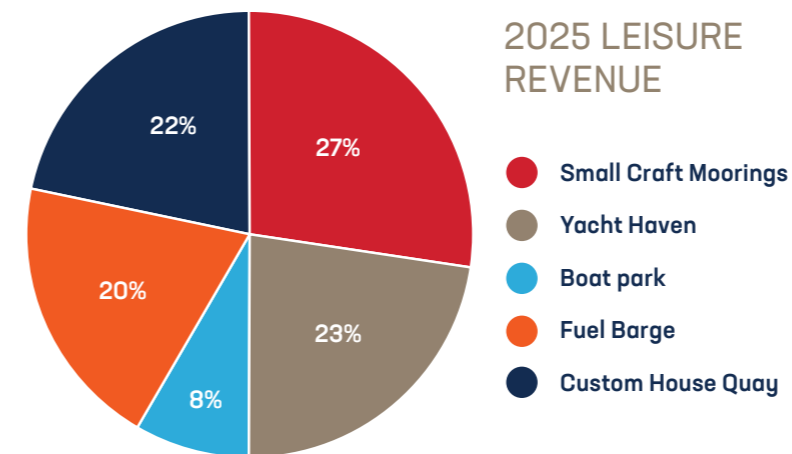
EXPENSES

	£
Staff Costs & Pilot Fees	1,918,339
Depreciation	246,473
Haven Utilities & Maintenance	118,920
Boat Maintenance & Repairs	339,951
Fuel Barge Cost & Operations	287,102
Other Operational Costs	869,006
Total	3,779,791

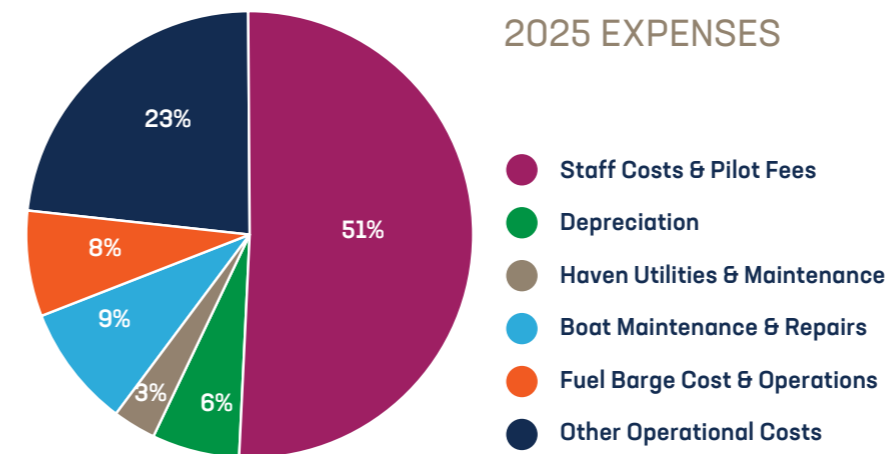
2025 COMMERCIAL REVENUE



2025 LEISURE REVENUE



2025 EXPENSES



Charlie Whelan
Moorings Officer

WHY FALMOUTH?



“Falmouth, with its long maritime heritage and vibrant sailing community, is a great place to be a part of the maritime industry. Large parts of the town revolve around the water; having the opportunity to help to enable that makes any role fulfilling.”

In 2025 we have worked with the full range of vessels and events, from small to large, grassroots to some of the highest value yachts on the planet, and most importantly, making sure that we have provided the best experience we can to all of them. As someone who has always worked and played afloat being able to enable that for others makes it easy to get up in the morning.”



CEO STATEMENT

A YEAR IN FALMOUTH HARBOUR

In 2025 we decided not to deliver an annual report but bring forward our annual review 6 months earlier to April 2026. So, it is good to report 2 years financial results and report on 2025 activity in Falmouth Harbour.

2024 Year-End Results - As an organisation, 2024 closed with a strong financial performance in challenging times when we also retired the “LK Mitchell” and fully integrated our new £1.6m pilot boat Atlantic, a major step toward future resilience and low-emission operations. It was another year of steady growth and sound governance at Falmouth Harbour. Turnover rose to £3.82m (from £3.58m 2023). Costs at £3.59m up slightly from £3.48m. Up 3.2% just below inflation. Times are not easy for SMEs or small harbours - but good incremental progress being made and my thanks to all my team at Falmouth Harbour who have made this possible.

Over the last 2 years our pension positions have strengthened albeit the legacy issues with the Pilots’ National Pension Fund (PNPF) continue, and our Marine Development Plan has been delivered which starts to set the direction for the next decade of sustainable harbour growth.

Thanks to our accountants and auditors, and good also to have a clean audit 2 years running which confirms our continued focus on transparency, stewardship, and financial strength.

2025 update

In January, Falmouth Harbour had an important moment with the departure of the long-serving all-weather lifeboat RNLB Lifeboat Richard Cox Scott (17-29), bringing to a close almost 30 years of service to Falmouth and the surrounding waters. Since entering service in the mid-1990s, Richard Cox Scott had responded

to hundreds of call-outs and became a constant, reassuring presence across the harbour. Her departure was a fitting farewell to a vessel that saved many lives, and a reminder of the extraordinary commitment of the volunteer crews who serve the RNLB.



Our shelter and depth in the bay continue to provide a good place to bunker vessels. As shipping changes the number and volume of ships decreases but the size of vessels increases, with winter we see a predominance of tankers such as the 315m LNG carrier “Al Karaana” that took bunkers in September. Bunkering is the transfer of fuel oil from a smaller bunker vessel to the visiting vessel; this has been undertaken in the bay for decades safely. The support we provide to shipping is a good reminder of the strategic role Falmouth Harbour plays for shipping passing the UK.



In May, we strengthened commercial operations with an important new partnership between Graypen global shipping agents, with a base in Falmouth, and SafeSTS, a specialist contractor who announced a new joint ship-to-ship operation with us. This cargo was a molasses cargo from South America, which was transferred ship to ship in the bay the mother ship to smaller vessels.

The product is then distributed around the UK and western Europe.

Molasses is utilised in various industries as a ship cargo, including agriculture, food manufacturing, and energy production. This is a significant diversification of services, and something we think will grow as it provides economic and environmental advantages due to reduction in sea miles.



One of my standout moments was heading out on our pilot boat Atlantic in heavy, confused seas to transfer “land” a pilot (from Southampton Pilotage) from Cunard’s 345m long Queen Mary 2. The QM2 is the last true active purpose-built ocean liner in the world - operating on the Southampton to New York route a typical 7-day trip, where she can push over 30knots of speed. The swell was very confused and base wind 30 knots gusting 40 knots. As the QM2 approached the agreed rendezvous she slowed to 8-10 knots and turned across the swell to provide a safe lee for the landing and for the Pilot Boat to approach. As the liner turned her scale was breathtaking and the wind around the vessel changed dramatically, the energy and wind acceleration around the bow was biblical. But once settled the short-term calm for the landing is impressive. This was an overcarry operation, the QM2 couldn't

land her pilot out of Southampton upon departure. The vessel came to Falmouth to use our shelter behind the Lizard and the depth in the bay to minimise delay. An over-carried pilot is a pilot who remains on board a vessel beyond the intended authorised point of disembarkation, and is therefore carried to another port, anchorage, or position unintentionally or unavoidably due to weather.

Falmouth has a reputation for reliability with overcarries with our experienced crews and vessel capability, with frequent over carries in bad weather from Southampton, Milford Haven, and Cobh (Cork).

The pilot transfer was of course routine, but it really highlights the excellence of our pilot boat crews and their professionalism alongside the incredible operational capability of our two vessels give to the port all year round. We also are providing a national service to keep the UK trading and operating throughout the year, something we get no HM Government funding to provide, all costs are covered from harbour dues and other charges.



Not long after this, we hosted Feadship’s “Lady S”, a 93m superyacht complete with IMAX cinema, glass-bottomed pool, helicopter and 30 crew. She arrived under tow due to a propulsion fault that arose whilst transiting the Biscay. The vessel was safely moored for over a week on our commercial vessel moorings that can take up to 100m vessels. The way local businesses rallied to support her was impressive with engineering, provisioning,

and other bespoke services, showcasing the strength and depth of Falmouth’s marine economy.



In the same week we provided shelter and mooring to another casualty vessel on the Cross Roads buoy to the 90m cargo vessel “Celtic Voyager”.



A major milestone landed in July when Crondall Energy deployed their Buoyant Production offshore renewable energy demonstrator at FabTest. The device built at A&P Falmouth Docks was a bright yellow structure “mega buoy”, it sat in the bay for 4 months and good to see local jobs and economic value being delivered around renewable energy is not just talk - it’s very real and happening just off the Roseland! Falmouth will have an increasingly larger role in test, demonstration and long-term maintenance support to offshore renewables.

FaBTest is a test area located within Falmouth Bay, leased from the Crown Estate to Falmouth Harbour and serves as a nursery facility for testing marine energy technologies and components. The site offers moderate wave height allowing developers to test devices related to renewable energy, including wave energy devices and autonomous systems.

FaBTest is approximately 2.8 km² in size, due south of St Anthony’s light house and provides access to extensive port infrastructure, making it an ideal location for offshore renewable energy testing.

We closed the cruise year with record numbers of 42 visits, 55,000 passengers a record passenger total, and the broadest mix of vessels we have ever hosted - from expedition ships to larger cruise ships.



“Regal Princess” at 330m was the largest vessel ever to enter the Harbour in April when she anchored just off Molunan



In May the 253m “AidaSol” moored to the Cross Roads buoy in the Carrick Roads - one of the largest vessels to ever do so followed by Viking Neptune on Cross Roads buoy at 229m in October.

On 20 June, we also experienced a memorable moment when two Saga cruise ships were present simultaneously: “Spirit of Adventure” made a special visit to the harbour while her sister ship “Spirit of Discovery” was in dry dock undergoing maintenance. Seeing both vessels together underlined Falmouth’s versatility and capability to support the cruise industry, not only to accommodate visiting cruise ships but provide through APCL Falmouth Docks marine engineering support through world-class dry dock facilities.



CEO STATEMENT

In October "Rotterdam" at 296 m sat for the duration of her stay on Dynamic positioning and not anchored just inside the lighthouse.

Our final cruise call at the end of October was an unplanned visit due to severe weather divert of the 331m MSC "Virtuosa", a record 6,000 people tendered ashore from anchor.

We also visited Seatrade Europe in Hamburg a major cruise season highlight. On a new "Cruise Cornwall" stand with colleagues from APCL, Cornwall Trade and Investment, Cornwall Chamber of Commerce and Isles of Scilly representatives. It was good to promote Cornwall and Falmouth, on an international stage as an amazing destination. 2026 will see up to 50 visits as the number and types of vessels grow.



In June, Falmouth welcomed its new all-weather lifeboat RNLB "Decibel Too" (13-56). A Shannon-class lifeboat, "Decibel Too" is 13.6 metres long, capable of speeds of up to 25 knots, and powered by twin diesel engines driving waterjets, giving exceptional manoeuvrability and control in severe conditions. The Shannon class replaces earlier generations of all-weather lifeboats and brings enhanced speed, endurance, navigation systems and crew protection.

We have an increasing number of superyachts that visit us as Falmouth is a go to harbour before departing Europe or the UK. One standout, was the visit of the historic superyacht Talitha in May, built in 1929/30 by Krupp Germaniawerft in

Kiel. She served as a US Navy Patrol for a period during the second world war, then reconverted to a yacht and owned by the Getty family since 1993. At just under 80 metres in length and originally built as a steam yacht, Talitha remains one of the very few large pre-war yachts still operating worldwide, and her presence in the harbour drew widespread admiration.



Falmouth Harbour is run by a Board of 7 appointed Commissioners (Non-Executive Directors). We have had a lot of change on the board through 2025, in January, Kay Penney and Andy Wright joined the Board, followed later in the year by James Langley and Michael Glanville, bringing additional expertise across HR, public sector leadership, maritime, port, leisure and property sectors. Around the same time, Nigel Tipple was appointed as Chair.

In 2025, we introduced Hydrotreated Vegetable Oil (HVO) across our operational vessels as a transition fuel, as a substitute for diesel. This delivered immediate reductions in greenhouse gas emissions without engine modification or compromise to safety or reliability. This step allowed us to reduce emissions by 41% even after 6 months use across pilot boat and support craft. We hope to start retailing HVO to leisure vessels in 2026, a UK Harbour first.

Falmouth Classics was a major highlight alongside the Sea Shanty Festival, and once again filled the Carrick Roads with classic and traditional yachts. The organisers put in significant proactive

steps to improve safety management of the event after the severe weather encountered in 2024. This was a hugely positive welcome step and the volunteers behind the event should be applauded as they are committed to ensure high-quality safe racing for an incredible variety of boats.

During Falmouth Week, the appearance of the Red Arrows drew large crowds to the water, town and headlands. Falmouth Harbour is the lead organisation for the provision of the air safety clearance zone on the water. Our thanks to all the local partners who always step up to assist this high-profile event.



Responding to increased recreational use, we also introduced a new beach safety zone at Gyllyngvase Beach, marked by seasonal yellow buoys. Developed in coordination with beach operators and emergency services, the zone provides clear separation between swimmers and powered craft, reducing risk and improving clarity for all users during peak summer months, while allowing wider harbour activity to continue uninterrupted.

In October, Falmouth Harbour was crowned SME Port of the Year 2025, an extraordinary moment. Accepting the award on behalf of my entire team and for local partners who make the harbour work so well, was a highlight. We were also shortlisted for Sustainable Port of the Year, confirming that our environmental work is respected by the wider industry.

As the year came to an end the harbour then goes into winter maintenance

mode, over 600 leisure moorings and navigational marks to maintain.

In 2026 we are also taking over maintenance of all the Port of Falmouth Sailing Association (PoFSA) race marks in a new joint venture. We will be working with PoFSA to update the buoy ground tackle to hopefully make their positions more reliable.

To finish the year we welcomed the "Apollo" a jack-up vessel onto Cross Roads buoy, equipped with four 107 metre long legs that allow it to "jack-up" on the sea bed lifting the whole hull out of the water to provide a stable platform to work at depths of down to 70 metres. With a deadweight of 5,200 tonnes, the vessel is 90m long, 42m wide, 8m high and is able to reach a speed of 12 knots. It is designed predominately to install offshore turbines and other renewables, perhaps a more common harbour visitor in the future.



Andy Wright
NED

WHY FALMOUTH?

"I was honoured to be appointed a Non-Executive Director of Falmouth Harbour in 2025 as part of relocating with my wife to Cornwall from Suffolk. As a boat owner we were attracted to Falmouth by its deep water and being a fantastic base to explore the Cornish coast. Plus, the vibrant town with its mix of independent shops, art galleries, high quality eateries and pubs along with its maritime history and culture have been a pleasure to explore and experience."

Our first season berthed in the Haven Marina has been a fabulous experience. The friendly and welcoming attitude of the marina team along with befriending fellow boat owners has helped us feel at home quickly. Another highlight

has been experiencing the wide diversity of events in the town with the Falmouth Classics and Sea Shanty weekend being particularly memorable.

As a Non-Executive Director I have learnt a lot about the diverse operation of the harbour and working with Harbour Users Group has also been really informative about how the many different businesses and organisations contribute to its successful operation.

I am really looking forward to learning and experiencing more through 2026.

"As a boat owner we were attracted to Falmouth by its deep water and being a fantastic base to explore the Cornish coast."

EVENTS



RED BULL SEA SPRINT

Falmouth Harbour hosted the inaugural Red Bull Sea Sprint, a unique and highly energetic gig racing event that brought a new dimension to competitive rowing in the port. The event attracted 15 gig racing teams from across the Southwest, with spectators lining the North Quay to watch the action unfold in challenging and ever-changing conditions.

The innovative race format tested both endurance and agility. Teams began by swimming 100 metres to their moored gigs before racing

towards the vessel, where one crew member dismounted, climbed the netting to retrieve the team buoy, and then returned to the gig. This was followed by an all-out sprint back to shore, with the objective of securing the buoy in the fastest possible time.

The event proved extremely popular with both participants and spectators, adding a dynamic and engaging spectacle to Falmouth's programme of maritime events and reinforcing the harbour's reputation as a venue for high-profile and innovative watersports competitions.

YACHTING WORLD DAYBOAT WEEK

2025 Yachting World Dayboat week was held from 26th to 31st July and was hosted by the Royal Cornwall Yacht Club in Falmouth. Falmouth has always been a popular venue for the class but this year 30 boats entered, which was the largest fleet the class has enjoyed for 17 years. Falmouth Harbour's Grove Place boat park hosted the fleet for launching and recovery making sure they started the event well and had a smooth departure after a busy week.

UK BLUEFIN TUNA CHAMPIONSHIPS



The UK Bluefin Tuna Championships 2025 were held in Falmouth Harbour from 4-6 September, bringing together over 30 vessels and more than 100 anglers for the UK's largest offshore catch-and-release fishing tournament.

The event successfully combined high-level competitive sport with strong environmental and conservation values. Strict catch-and-release protocols were in place throughout, supported by beach clean initiatives

and a ban on single-use plastics, reinforcing the Championships' commitment to sustainability and responsible angling.

The programme attracted national media coverage and significant public interest, with vibrant evening hospitality and large numbers of spectators contributing to a lively atmosphere around the harbour. The Championships delivered an impressive sporting spectacle while

also providing a strong promotional platform for partners and sponsors.

A highlight of the event was an insightful presentation by Dr Lucy Hawkes, who shared updates on the Thunnus UK project, which is investigating the return of Atlantic bluefin tuna to UK waters and helping to inform future conservation and management strategies.

FALMOUTH CLASSICS

The annual Falmouth Classics sailing event once again proved to be a highlight of the harbour calendar. While Friday's weather was unfavourable, with persistent heavy rain affecting both competitors and the Maritime Village, conditions improved significantly over the weekend, allowing the event to be enjoyed by participants and visitors alike.

A total of 160 vessels took part, creating an impressive spectacle on the water. The Parade of Sail and Power was led by three Royal Navy Archer Class P2000 vessels, forming a striking grey arrow formation, followed by the current Falmouth lifeboats and two vintage lifeboats.

The Dutch brig Morgenster added to the memorable scene, setting several of her square sails across both masts and drawing considerable attention from spectators.

Many crews embraced the fancy dress theme, adding colour and character to the event and contributing to the lively atmosphere both afloat and ashore.

This year, the Maritime Village was concentrated on Custom House Quay and attracted a record number of exhibitors. Despite experiencing challenging conditions on Friday, exhibitors reported strong footfall and good levels

of trade over the following two days. Several have already expressed a keen interest in returning for the 2026 event, reflecting the continued success and popularity of Falmouth Classics.



FALMOUTH HARBOUR USERS GROUP

In July 2024 the Falmouth Harbour Board took the progressive step to create the Falmouth Harbour Users Group (HUG). This forum is made up of local stakeholders including commercial and leisure users, fishers, neighbouring harbour authorities, statutory bodies including the Environment Agency and Natural England, local community representatives and of course the Falmouth Harbour Master.

The Board is required to consult the HUG on matters substantially affecting the management, maintenance, improvement, conservation, protection or regulation of Falmouth Harbour. The HUG meets quarterly and the Chair regularly attends Falmouth Harbour Board meetings. HUG representatives also sit on the A&P Falmouth Port User Group.

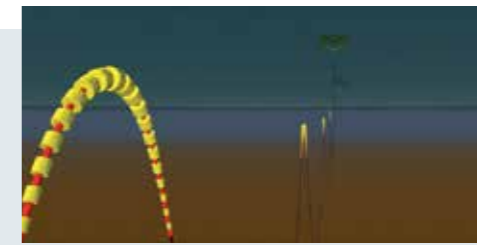
An early aim of the HUG has been to improve awareness of the multiple activities that go on in the Harbour ranging from individual leisure activities through to the major shipping movements in the

estuary and in the Bay. Harbour user safety is a key ongoing focus and is a permanent item on the agenda. During 2025 the Group assisted the Harbour Master to consult the local community and then successfully deliver the Gyllyngvase Beach Safety Zone.

The Terms of Reference and Minutes of the meetings are available on the Falmouth Harbour website (Scan the QR code below).



Image: L-R Dave Owens (Chair), Andy Wright (NED) & Dave Nichols (Deputy Chair)



FaBTest

In 2025 FaBTest, a 1.5km area of seabed 4.5km off land in Falmouth Bay which has been leased by Falmouth Harbour from the Crown Estate to allow real-world testing of devices related to renewable energy and associated equipment, saw two deployments.

These deployments were a result of collaboration between Celtic Sea Power, University of Exeter, Falmouth Harbour and the device developers.

The first deployment was a support platform designed by Buoyant Productions to survive in harsh environmental conditions and monitor technology for supporting Floating Offshore Wind (FLOW), subsea carbon capture and other offshore industries.

The second device deployed was a dynamic cable protection system called "CableSpring". Designed for submarine dynamic power cables that connect floating offshore wind turbines to the grid. Designed by SeaThor Ltd to enhance the durability of cables in challenging shallow waters and energetic wave conditions.

Device Developers provided positive feedback:

David Steed, General Manager at Buoyant Productions said "FaBTest was selected over other UK test sites due to the ideal offshore wave environment, the track record of past successful testing on the

site and the close availability of experienced contractors, such as the fabrication facility at APCL A&P Falmouth."

Andy Simmonds from SeaThor said, "Following extensive design and laboratory testing, it has been great to see CableSpring at FaBTest - which provides the ideal location for real-world sea trials. Excellent port facilities and local expertise provide the best support for research and testing."

Falmouth Harbour's Environment Manager Vicki Spooner says, "Seeing not just one, but two cutting-edge marine energy devices deployed at FaBTest this year has been a real milestone."

"By bringing innovators to Falmouth, we're not only powering a more sustainable future for the maritime industry but also boosting the local economy and putting Falmouth firmly on the map for marine energy."

Each project destined for testing at FaBTest requires permission from the Marine Management Organisation (MMO).

This licensing and implementation process is supported by partners working hand in hand including designers, Falmouth Harbour, Celtic Sea Power and the University of Exeter among others.

Neil Farrington of Celtic Sea Power says, "We've been delighted to support the consenting process for new technologies at FaBTest. Especially as it is providing contracts for local companies and highlights the growing investment into Cornwall from offshore renewables."

Falmouth Harbour sees this collaborative approach as key to the success of FaBTest with benefits for developers, partners and local suppliers and encourages innovation to come to Falmouth and hopes to build on the successful deployments this year by increasing marketing of FaBTest as a key UK renewable energy test site.

LEADERSHIP



MILES GARDEN CEO

Miles joined Falmouth Harbour as CEO in 2021. Miles' background before joining FH 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, management and development of the organisation.

IFOR PEDLEY Harbour Master

Ifor stepped up as Harbour Master in August 2024 after previously serving as both Deputy and Assistant Harbour Master (Operations) and on the pilot boats. In his role, Ifor has responsibility for the Pilotage Service and port marine safety. Ifor has a background in Operations Management and has a Master's Degree in Business. Ifor obtained his UK Harbour Master Certificate in 2023. A keen yachtsman, Ifor

has competed in international sailing events and lives aboard his trawler yacht in Falmouth.

TRISTAN ROWE Head of Commercial Operations

Tristan is a keen harbour leisure user with lifelong sailing and watersports credentials, Tristan also spent the last 20 years of his career working on the after-sales and commercial operations of Cockwells Boatbuilding, Pendennis Shipyard and MacGregor Yachts International.

Tristan was appointed Head of Commercial Operations in August 2024 and his focus is on longer term growth for Falmouth Harbour, to generate new, profitable, innovative business streams. In addition to this important role, he is tasked with improving customer services and the wider range of harbour services.

VICKI SPOONER Environment and Quality Systems Manager

Vicki is responsible for developing, implementing & managing the

organisation's sustainability plan, integrated management system and FaBTest site. She is a Chartered Environmentalist with over 20 years' experience in marine construction and maritime. Vicki holds a master's degree in environmental business management and is an active full member of the Institute for Sustainability and Environmental Professionals currently sitting on the Biodiversity and Natural Capital steering group. 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.

ANGELA HARVEY Head of Finance

Angela joined Falmouth Harbour in 2025. As our strategic Head of Finance and a qualified Chartered Accountant, Angela brings extensive experience, across financial leadership, financial strategies, business transformation, and performance. Angela has a recognised track

record for strengthening financial controls, improving reporting transparency, and aligning finance with broader organisational strategy. She is a trusted adviser to senior leadership and a people focused leader dedicated to developing teams and delivering sustainable, long-term value.

EMMA-JANE WOOD Head of People and Corporate Services

Emma-Jane joined Falmouth Harbour in 2025, bringing with her a broad range of experience across senior leadership, people and organisational development. Her career includes roles as Chief of Staff, Head of Apprenticeships, and senior HR and operations management positions across a variety of sectors.

In her current role, Emma-Jane leads all people, governance and corporate services activities across Falmouth Harbour. Originally from Kent, she has called Cornwall home for over two decades.



Miles Carden
CEO



Ifor Pedley
HARBOUR MASTER



Tristan Rowe
HEAD OF COMMERCIAL OPERATIONS



Vicki Spooner
ENVIRONMENT AND QUALITY SYSTEMS MANAGER



Angela Harvey
HEAD OF FINANCE



Emma-Jane Wood
HEAD OF PEOPLE AND CORPORATE SERVICES

Our Team covers three key areas:

Falmouth Harbour as a whole

Falmouth Haven

Falmouth Pilot Services

 OUR OPERATIONS

FALMOUTH HARBOUR OPERATIONS



© Miles Curden

HARBOUR MASTER TEAM



Supporting Ifor Pedley in ensuring safety and compliance for Harbour Operations there is a highly qualified and experienced team. This team comprises of: -

BEN BORNE Deputy Harbour Master

Ben is a qualified Master Mariner who has spent 13 years at sea, working primarily with the British Antarctic Survey and on super yachts. He joined Falmouth Harbour in April 2025, with a focus on commercial shipping operations. Ben grew up in Falmouth and is very happy to be permanently based here again, after spending a long time away with work and travel. Ben is a keen snowboarder; in 2022 he spent 12 weeks in Canada obtaining his snowboard instructor licence.

TIM JONES Assistant Harbour Master (Conservancy and Maintenance)

Tim joined Falmouth Harbour in 2019 and became Assistant Harbour Master in March 2021. He is responsible for leading Falmouth Harbour's Conservancy and Maintenance functions. His role covers the day-to-day management of harbour operations, infrastructure and mooring maintenance, survey programmes, staff training, risk assessments and emergency preparedness, ensuring the harbour meets its statutory conservancy duties.

Before joining Falmouth Harbour, Tim worked extensively at sea, serving as First Mate and Relief Captain on large sailing boats operating from the Arctic to the

Adriatic, and previously as an RYA Yachtmaster Instructor and charter skipper. A lifelong sailor, he now cruises a Westerly Fulmar with his family. Outside work Tim is a keen skier and can often be found exploring the coast and countryside with his spaniel.

TOM REDGRAVE Marine Manager

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. Tom is a graduate of the University of Exeter.

ELISE VOOGHT Harbour Officer

Elise has recently joined our Harbour Master team after two seasons serving Falmouth Haven, overseeing our marina, moorings and fuel operations. Elise has a strong boating background, having spent several years sailing various parts of the world as Deck Stew on a 112-foot superyacht. In her role as Harbour Officer, Elise is responsible for undertaking patrols of the harbour afloat, assisting with incident investigation, maintaining the patrol vessels and generally supporting the Harbour Master team with a wide variety of work.



Ifor Pedley
HARBOUR MASTER



Ben Borne
DEPUTY
HARBOUR MASTER



Tim Jones
ASSISTANT
HARBOUR MASTER



Tom Redgrave
MARINE MANAGER



Elise Vooght
HARBOUR OFFICER

HARBOUR OPERATIONS

Falmouth Harbour is a Trust Port with specific statutory duties and powers. Its primary purpose is to maintain a high standard of organisation and excellence in managing Falmouth Harbour.

This management is carried out with a focus on safety and sustainability, aiming to promote prosperity for the port and benefit both the users of the harbour and the broader community.

COMMERCIAL VESSELS AND SUPERYACHTS

The Falmouth Harbour area caters 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

- Crew transfers from Cornwall Airport Newquay to Europe and the USA via London or Dublin.

ANCHORAGE & MOORINGS

Our harbour provides several anchorages where vessels of all sizes can seek shelter during adverse weather conditions, for provisioning stops or simply to enjoy the view and access the beautiful South Coast of Cornwall.

Our anchorage locations can comfortably accommodate the largest cruise ships in the world.

Falmouth Harbour also offers deepwater moorings capable of accommodating vessels with a length of up to 180m and a draft of 10.5m.

CRUISE

Falmouth Harbour is well equipped to welcome cruise ships. It has alongside berths for cruise vessels up to 240m in length and 8m in

draft. It also provides anchorages that can accommodate the largest cruise ships in the world, making it a world-class destination. This is advantageous for various types of cruises, including those around Britain and Ireland or as port of larger trans-Atlantic cruises

The unique location of Falmouth's deepwater cruise ship anchorage, with scenic views of landmarks like Pendennis and St Mawes castles and St Anthony's Lighthouse, enhances the cruise experience. The anchorage's proximity to the inner harbour and town allows passengers to enjoy a picturesque and atmospheric tender ride to shore.

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.

PORT & MARINE FACILITIES SAFETY CODE (PMSC)

Falmouth Harbour remains compliant with the PMSC, and an independent audit of the Marine Safety Management System was undertaken by the Designated Person in December 2025.

A Designated Person must be appointed to provide independent assurance about the operation of the Marine Safety Management System. The Designated Person must have direct access to the Duty Holder.

The Falmouth Harbour Board of seven Non-Executive Directors is the designated Duty Holder, whose members are individually

and collectively accountable for compliance with the PMSC, and their performance in ensuring safe marine operations in the harbour and its approaches. They accept they cannot assign or delegate their accountability for compliance with the Code on the grounds they do not have particular skills.

The findings of the independent audit were presented to the Board of Non-Executive Directors who serve as the Duty Holder for Falmouth Harbour under the PMSC.

The report detailed that Falmouth Harbour continues to demonstrate best practice and maintain an excellent safety culture.

AIDS TO NAVIGATION AND OTHER MARKERS

Falmouth Harbour provides and maintains 25 Category 2 and Category 3 aids to navigation, including Governor, St Mawes/ Lugo, Vilt, St Just, Northbank, East and West Narrows and Black Rock, and also owns and maintains Black Rock Beacon. We also oversee a number of third-party owned aids to navigation and manage over 25 yellow special marks across the harbour, such as speed limits, water ski zones and beach safety markers, with a mix of seasonal and year-round deployments.

Falmouth Harbour is designated as a Local Lighthouse Authority, with legal responsibility for local aids to navigation. We are inspected and audited annually by Trinity House to ensure required performance standards are met, maintenance records and defect reporting systems are in place, and Local Notices to Mariners are issued to keep harbour users informed.

2025 Maintenance and Conservancy data:

98.92%

AtoN (Aids to Navigation) total availability

50+ AtoN

Inspected and maintained

Over 600

moorings serviced

2.4km

(over 10 tonnes) of new chain fitted

Mooring Incidents:

x1 rope strop failure

Zero failures for chain strops



OUR OPERATIONS



**FALMOUTH HAVEN
AND LEISURE
SERVICES**

HAVERN AND LEISURE

Renowned for its sheltered waters and exceptional natural setting, Falmouth Harbour provides safe and accessible berthing for leisure craft throughout the year. Falmouth Haven Marina accommodates both annual berth holders and visiting vessels, including cruising yachts and organised flotillas from across the UK, Europe and further afield.

The Grove Place Boat Park offers a centrally located waterside facility, providing secure storage together with launch and recovery services via the adjacent slipway, all within easy reach of Falmouth town centre.

Falmouth Haven provides 600+ swinging moorings for small craft on both a seasonal and annual basis. Visiting vessels are supported by berthing for up to 100 boats at Falmouth Haven Marina, in addition to 21 deep-water moorings, all positioned on or close to the main navigational channel.

The Haven also maintains a designated anchorage area between Custom House Quay and Falmouth Docks. The team manages car parking operations at Custom House and North Quays, and oversees the facilities and customers at Grove Place Boat Park and Slipway, alongside the operation of the Falmouth Haven Marina Fuel Barge, which is

available to harbour users, visitors and local marine businesses.

Whilst 50% of our customers and visitors hail from Falmouth and the South West, some of our UK customer and visitors are from as far afield as the South East, Northern England, Wales, Scotland and the Channel Islands.

160

boat park summer spaces

600+

small craft moorings

64

small boat outhauls

241,590

litres of diesel sold (2025)

63,045

litres of unleaded sold (2025)

816

licenced customers

37

annual marina berths

39

Custom House Quay berths

60%

fuel sold to visitors (2025)

516

moorings licenced in 2025



Tristan Rowe
HEAD OF COMMERCIAL
OPERATIONS



David Chaundy
MARINE HUB MANAGER



Sue Cocks
LEISURE COORDINATOR



Karen George
MARINE ASSISTANT



Daisy Gould
MARINA MANAGER



Charlie Whelan
MOORINGS OFFICER

Customer Survey Comments 2025

Staff are helpful and courteous
Staff are welcoming and friendly
Staff are excellent
Staff are very efficient



OUR OPERATIONS

FALMOUTH PILOT SERVICE AND SHIPPING

658

NO. PILOTED MOVES

42

CRUISE SHIPS PILOTED BY PILOT SERVICES

59

NO. BUNKER CALLS

109

PILOT EXEMPTION CERTIFICATE HOLDER MOVES

5

BUNKER SUPPLY SHIPS APPROVED FOR OPERATION

354

NON-PILOTED SHIP MOVEMENTS (ABOVE 24M LOA)

549

BOARDING & LANDINGS

PILOT SERVICES

©Miles Cordeiro



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

Our Falmouth Pilotage Area includes Falmouth Harbour, and, in partnership with Cornwall Council and APCL A&P Group 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 Veryon Bays.

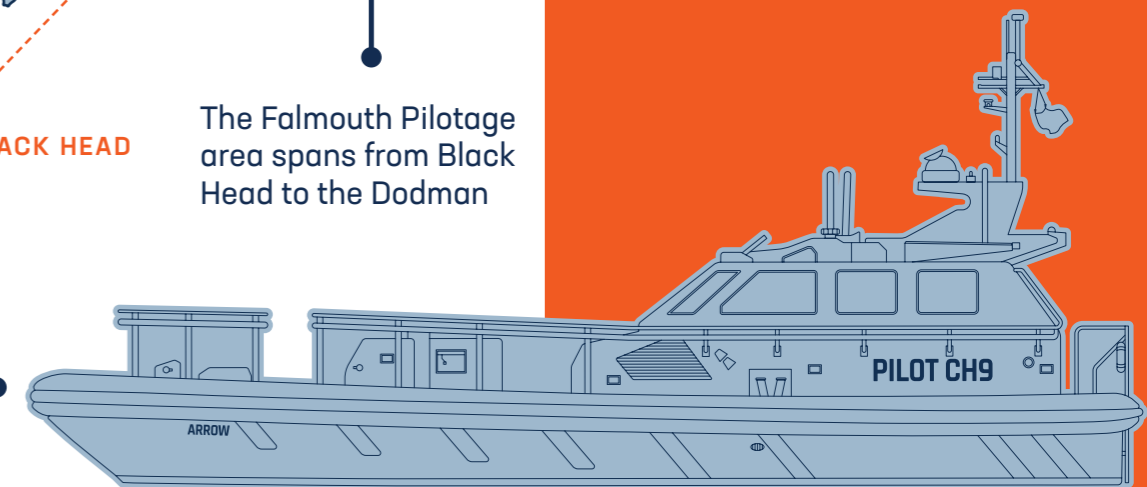
Depending on length, destination and cargo, a Falmouth Pilot is required to assist ships entering the harbour waters. The harbour charges for boarding and landing of the pilot and for use of the pilot boats.

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

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

A YEAR IN REVIEW - FALMOUTH PILOTAGE SERVICES

Throughout 2024-25 we continued to see demand from a diverse range of commercial operators and agents; from bunker supply companies to superyachts, cruise ships and state of the art offshore construction vessels and whilst movement numbers were slightly lower than hoped our pilotage service continues to play a pivotal role in the local and regional marine industry.

We continue to see very large vessels utilising the sheltered anchorages of Falmouth Bay for a wide variety of uses and by a wide range of ships and vessels. During 2025 we saw several successful Ship-to-Ship Operations for the transfer of molasses cargo supported by local, regional and international operators.

Whilst the nature of the bunker supply business is constantly changing, we continue to see bunker supply traffic using Falmouth Bay and the Carrick Roads via several different supply companies. Bunker supply operations are now more regularly involving much larger ships requiring larger volumes of fuel being supplied by bunker vessels that are commonly not based in the port but requiring shelter to complete safe and efficient deliveries. This demonstrates the ongoing strategic value of our deepwater anchorages.

We have seen an increase in demand for use of our Large Vessel Moorings in the Inner Harbour and our Crossroads Buoy in the Carrick Roads. A commitment has been made to replace the Caldy and Frigate mooring buoys with polymer type alternatives during 2026 to better support superyacht calls. These vessels often require pilotage and further use of harbour services.

Our 24/7 pilotage service and LPS (Local Port Service) remains fundamental to our key functions as both an Statutory Harbour Authority and Competent Harbour Authority and whilst movement numbers continue to change, the continued service provision ensures that local businesses can respond to enquiries and meet vessel call requirements as the industry evolves. The service provision continues to play a central role in ensuring ships and vessels of all sizes can access the harbour area safely.

During 2025 our new pilot vessel, Atlantic, met all operational expectations and we are assured that we have a highly efficient and capable pilot vessel that will serve the port well into the future. We have also made positive steps towards Work Boat Code 3 compliance for Arrow with the remaining works due to be completed in 2026.

Falmouth Harbour is very much open for business and as the shipping industry continues to change, we welcome enquiries, engagement and cooperation from operators and agents who wish to work with us positively to utilise the harbour area.

DELIVERY & INTRODUCTION OF THE ATLANTIC

In October 2024, the Atlantic was bought into service alongside the Arrow following the retirement of our long serving pilot vessel LK Mitchell. Given the success of both the LK Mitchell and the Arrow, the Atlantic had big shoes to fill!

Atlantic is a 16.6m dedicated pilot boat, built by Holyhead Marine and designed by Camarc. The design follows Camarc's globally successful, Pi17 series of pilot vessels, of which the Arrow was an early version. Following a full industry scoping exercise by the Falmouth Harbour project team, an open tendering process was completed and the £1.6m build contract was awarded to Holyhead Marine.

We knew from years of operating the Arrow and the LK Mitchell that for this project to be a success we needed to balance a drive for efficiency with a need for a heavier vessel which creates a safe working platform alongside the range of ships and vessels that we work with, which can include some of the largest ships in the world!

The tried and tested offering from Holyhead Marine and Camarc, blended the strengths of the Arrow, a boat that we are really happy with, with evolutions in fuel efficiency, safety and crew welfare. This provided the best option for a modern vessel without introducing excessive risk to the project.

Our pilot boat crew were involved in every aspect of the project from the initial scoping exercise including sea trialling various vessel options to yard visits throughout build, providing input into final dashboard layout and then during sea trials and adoption into service.

After 18 months in operation the vessel is proving to surpass expectations:

- **Operational safety:** the vessel is Work Boat Code 3 compliant, fitted with the latest fire suppression systems, has two independent means of person overboard recovery, latest Furuno navigational equipment and deck lighting systems.
- **Fuel efficiency:** the refined hull design, combined with the Humphree interceptor trim tabs and Scania D113 engines mean the vessel is up to 20% more efficient than the Arrow and nearly 40% more efficient than the LK Mitchell.

- **Crew welfare:** with a resiliently mounted wheelhouse reducing cabin noise to less than 75dB at full load, refined hull design leads to less 'slamming' in a sea state.

- **Environmental benefits:** cleaner running with the IMO Tier 3 compliant system and HVO fuel adoption reducing vessel emissions by up to 80%.

- **Maintenance costs:** the internal layout and design is focussed on reducing through life maintenance costs and we are already seeing benefits over the other boats.

Ben Whipp, Pilot Boat Coxswain: *'We are delighted with the build quality, layout and finish of Atlantic. The navigation equipment is a big step forward and the increased all-round visibility is excellent for boarding and landing. The modern safety equipment is much easier to use and deploy. Having a boat with very similar characteristics to the Arrow has made for a smooth transition to a newer generation boat.'*

Since the Atlantic entered service, we have looked to replicate some of the new features aboard Arrow, including LED deck illumination and Furuno touch screen chart plotter. After 18 months of operating the vessel we are assured that in Atlantic we have a highly capable pilot vessel that will serve the port well into the future.



Barry Buist - I.T. & Facilities Manager

CYBER SECURITY

“The ever-increasing threat from cyber attacks is evident and we have been working hard to protect our systems.”

The rapidly evolving cyber security landscape is a challenge for all organisations, and we continue to adapt our systems so that they are robust. All our team undergo regular cyber security

training to be made aware of the latest threats whilst we remain dedicated to monitoring and improving our use of technology to ensure our operations are uninterrupted.



Our new front door which was replaced to Grade II listed specification.

FALMOUTH HARBOUR MAINTENANCE

The Maintenance Team, led by Jono Elliss (Maintenance Supervisor) alongside Matt Hooper and Tim Jackson, delivers the essential day-to-day maintenance that keeps Falmouth Harbour operating safely, efficiently, and to a consistently high standard. Working year-round on the water and across the harbour, the team maintains more than 600 moorings, all navigational aids, pontoons, quays, buildings, and the harbour workboat fleet.

A major part of their work is the comprehensive winter servicing of the entire mooring field, including the removal, cleaning, inspection, and refitting of strops ready for returning summer mooring holders. You may often see the team out on Aberfal, our dedicated moorings vessel, undertaking this work and supporting wider harbour operations. This seasonal programme is complemented by summer navigation buoy and beacon inspections, vessel servicing, reactive repairs, and maintaining readiness for emergency and pollution response tasks.

Harbour Master (Conservancy and Maintenance), to deliver planned and reactive maintenance programmes in line with Falmouth Harbour’s statutory duties and operational commitments. Their professionalism, skill, and dedication form a core part of maintaining a safe and well-managed harbour.

The team continue to maintain the 2 Advanced Mooring Systems (AMS) attached to sensitive seabed markers installed in 2021 to mark our seagrass restoration area. These systems minimise seabed disturbance. A further 7 markers with AMS are deployed around the harbour and are a result of collaboration with the Ocean Conservation Trust, Cornwall Council and Mylor Moorings.

Together, they ensure the harbour’s infrastructure remains safe, resilient, and ready for all users. The team works closely with Tim Jones, Assistant



MEMBERSHIPS AND SPONSORSHIPS

- British Ports Association
- British Marine Federation
- Cornwall Chamber of Commerce
- Cornwall Marine Network
- Cruise Britain
- Kernow Conservation Membership
- Living Wage Employer
- Royal Yacht Association
- South West Regional Ports Association
- UK Harbour Masters Association



 HARBOUR

OUR PEOPLE & COMMUNITY



OUR PEOPLE AND COMMUNITY



Our People

FIRST STAFF SURVEY

An opportunity to share thoughts, experiences and ideas across a wide range of topics.

75%
of staff participated

96%
staff said they are proud to work for Falmouth Harbour

89%
said they would recommend working at Falmouth Harbour to a friend or family member

96%
feel that Falmouth Harbour genuinely cares about their health and wellbeing

100%
said they feel a sense of belonging within their team

100%
said that they feel that their work adds value to Falmouth Harbour

Individual comments included:

Friendly work environment

I love working with the team and can see the great work that is being done

I feel proud to wear the uniform and tell anyone that asks what Falmouth Harbour does

I am very proud of the work that Falmouth Harbour does

I love being at the forefront of the harbour and being able to drive one of the most advanced pilot boats in the world

Our community

THE CHILDREN'S SAILING TRUST MARKER BOUYS

When the first ever Cornwall Swim Festival took place in November at Trevassack Lake on the Lizard Peninsula - home of the Children's Sailing Trust - the event will be that bit safer thanks to a new set of marker buoys sourced and funded by Falmouth Harbour.

In a spirit of true community partnership which is at the heart of both the Cornish charity and the Trust Port, Falmouth Harbour has replaced old inflatable markers which were starting to sink with eight new buoys - essential at Trevassack for water management during training sessions, events and open-water swimming.

Children's Sailing Trust operates from its fully accessible Trevassack Lake HQ helping children of all backgrounds build confidence, independence and life skills through sailing and watersports. Events like the Cornwall Swim Festival helps raise awareness and funds for its work in providing life-changing opportunities for young people across Cornwall.

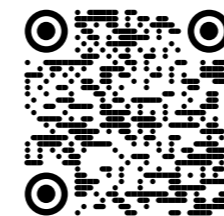


SKATEPARK

In June 2024 Falmouth Town opened its free to use Skatepark. To enhance the skatepark grass, wildflowers and trees have been planted around the park. The skatepark has been designed for wheelchair access and use and is free to use. Falmouth Harbour were pleased to be able to support this project with the donation of one of the trees.

WILD KERNOW

Falmouth Harbour donated to Wild Kernow to support the return of Ospreys to the harbour by sponsoring artificial nesting platforms.



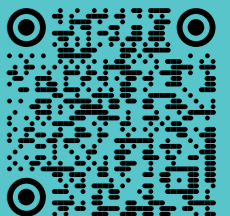
Supporting events

Falmouth Harbour were able to support various events with harbour closures, boat movements and support including:

- Falmouth Classics Regatta and Classic Boat Parade
- Castle to Castle swim (run to support the RNLI)
- Falmouth Sailing week and the Falmouth Sunbeam Centenary Regatta.

Student support

- 195 hours of work experience placements provided for 4 students at Falmouth Marine School
- Worked with group of students from Falmouth University on potential social media campaign
- 3 Year 10 work experience placements provided
- Providing an area of the pontoon to support the intertidal seagrass restoration project run by Cornwall Wildlife Trust enabling volunteer access to sort seagrass seeds
- Supported a MSc project University of Plymouth - Baited Remote Underwater Video Surveillance
- Supported a PhD project University of Exeter - scan the QR code below left for more detail and below right for a project update.



Well-being

Four Mental Health First Aiders and delivered stress awareness training during staff day.



FALMOUTH HARBOUR

ANNUAL REPORT

DERIVAS BLEDHYNNYEK

2025



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