

by TONY ATKINSON

TUESDAY, JANUARY 3

Before dawn, Malta-flagged, Singapore-operated tanker Hafnia Arctic (gross tonnage 42,914/year built 2010), which had arrived from Nigeria two days early, weighed anchor, under way to ride out the bad-weather over the next seven days.

After dawn, Malta-registered, Croatian tanker Zoilo (29,785/15) completed loading her bunkers (fuel) and continued her voyage from Montreal, Canada, to Amsterdam, where a week later she is loading at the Zenith Energy oil terminal in the Australiehaven area of the Dutch port. During the evening Lacanau (7,020/07), a French-owned, Danish-operated products tanker, arrived in Falmouth Bay from Stanlow oil refinery on the Manchester Ship Canal to load bunkers.

WEDNESDAY, JANUARY 4

Cypriot-registered bunkering-tanker Andros (3,212/12) supplied bunkers to Lacanau during the morning. The French tanker sailed in the early afternoon for Rotterdam but this was later changed to Brunsbuttel, Germany. Six days later she is loading in the Kiel Canal at Vesta Biofuel Terminal at Brunsbuttel.

Seawide Services' launch James Dalton (20/88) conducted engine trials in Carrick Roads in the afternoon and then returned to Coastlines Wharf, Penryn River.

THURSDAY, JANUARY 5

Air crew training vessel Smit Dee (96/03) left Duchy Wharf to undertake training for about eight hours, working with a Merlin helicopter crew from RNAS Culdrose, at Helston, between Gerrans Bay, south of Portscatho, and Maenporth, Falmouth Bay.

After midday, bulk carrier V Uno (23,689/15) arrived from Greenore, Ireland, and anchored in Gerrans Bay. The Italian-owned, Malta-flagged vessel had discharged cargo loaded in the Mississippi River between buoys at New Orleans at the Deepwater Berth, Ringaskiddy, Cork, and alongside North Quay at Greenore. For a second day harbour launch James Dalton conducted sea trails in Carrick Roads.

FRIDAY, JANUARY 6

Well before dawn, A&P harbour tugs Percuil (167/68) and St Piran (223/79), together with Teignmouth Marine Services tug Christine (40/04), moved Marshall Islands-registered, Ukrainian general cargo-ship Alexia I (6,945/05) from number two dry dock into number four dry dock.

Air crew training vessel Smit



» Offshore diving support vessel Seven Atlantic arrived alongside Queen's Wharf on Sunday morning. Operated from offices near Aberdeen, and registered at Douglas, Isle of Man, Seven Atlantic is due to enter number two dry dock later in week for a refit. She was built by Merwede Shipyard BV, Hardinxveld, Rotterdam. Construction commenced in November 2007 and she was launched on July 18, 2008. She was delivered to Subsea 7 Ltd at the end of January 2010 for a reported \$200 million. Every ship is given an IMO number. The International Maritime Organization (IMO) is a specialised agency of the United Nations responsible for regulating shipping. Seven Atlantic has three IMO numbers – one for the vessel (9419125), a second (8871045) for her 24-person saturation diving system, which includes four living chambers, two decompression chambers and two transfer pressure chambers, and the third (8771057) is for an air-nitrox diving system providing a mixture of oxygen and nitrogen. A lower proportion of nitrogen than is normally present in the air reduces the risk of decompression sickness

Ruud and Marcel Coster

Dart (96/03) arrived in Falmouth Bay from Turnchapel Wharf, Plymouth, to conduct training with helicopters for a couple of hours before returning to her base. Mid-morning, Tamar-class relief RNLI lifeboat Frank and Anne Wilkinson 16-06 (32/07) arrived from Padstow and berthed at Port Pendennis Marina.

During the afternoon she moved to Falmouth Boat Construction boatyard at Flushing for maintenance. Arklow Vanguard (2,999/17), an Irish-owned, Netherlands-flagged general cargo vessel, left Falmouth Bay for Bilbao, Spain. She had been waiting orders and dodging gales since the end of December in the bay.

Bulk carrier V Uno and Dutch-owned, Belgium-operated refrigerated cargo ship Sierra Leyre (5,100/97) left Gerrans Bay and Coverack Bay for sheltered waters to the east of the Normandy peninsula, France. Harbour tug St Piran was employed overnight pushing RFA Lyme Bay against the wind on Duchy Wharf.

Late in the evening, Chinese-operated, Panama-flagged crude oil tanker Lyra (58,136/04) arrived from the Gulf of Laconian, Greece, and anchored south of Coverack. Back in November she was in a similar position before sailing for Primorsk in the Gulf of Fin-

land, to load crude oil. In mid-December she passed Falmouth heading west, fully laden but showing no destination.

On Christmas Eve she arrived in the Gulf of Laconian, Greece, where, over a number of days, she transferred her Russian crude to a large Greek tanker. That tanker is now heading for an India port to discharge the Russian crude for refining and I suspect Lyra will load crude oil in the Baltic.

There are a number of new companies buying up tankers capable of loading crude. One formed in July 2022 already has a fleet of 12 second hand tankers.

SATURDAY, JANUARY 7

Before dawn, St Piran was back on her moorings with RFA Lyme Bay still safely alongside Duchy Wharf. Mid-morning, Croatian-owned, Zadar-registered tanker Pag (29,735/15) arrived to load bunkers. Her last cargo was loaded at Marathon Galveston Bay Refinery at Texas City, Houston, and discharged over Christmas Eve and Christmas Day alongside Buckeye St Lucia oil terminal at Cul-de-Sac, St Lucia, in the Caribbean. Bunkering tanker Whitstar attempted to deliver her bunker fuel but this wasn't carried out due to the condi-

tions. Before midday, Harbour Express (12,745/11), a Portuguese-registered, German-owned tanker anchored off Coverack.

Late evening, she continued her voyage with cargo loaded alongside number four jetty at Vopak Europoort Terminal, on the Calland Canal, Rotterdam-Europoort, for Foynes on the Shannon River, Ireland.

SUNDAY, JANUARY 8

Well before dawn, bunkering tanker Whitstar commenced supplying bunkers to the Croatian tanker Pag which left for Skagen, Denmark, before midday. Just after dawn, Isle of Man-registered, Norwegian-owned diving support vessel Seven Atlantic (17,496/10) arrived from Peterhead, Scotland, and berthed alongside the north side of Queen's Wharf. At around the same time, Saudi Arabia tanker Maria (33,817/22) arrived from Amsterdam and anchored off Coverack. In the afternoon, Dutch-owned cargo-vessel Stroombank (2,999/09) arrived from Port Scaldia Bulk Terminal, at Vlissingen East, and anchored in Gerrans Bay and C Rigel (2,452/03), a Barbados-registered, Turkish-operated cargo ship arrived from Vlaardingen, Rotterdam, and anchored outside port limits.

MONDAY, JANUARY 9

Well before dawn, Stroombank had sailed from Gerrans Bay heading for Santander on the north coast of Spain.

Mid-morning, Maria sailed, heading south still showing Falmouth as her next port. At the same time, Seawide Services' work boat Seahorse left Coastlines Wharf, Penryn River, with stores for Greek-owned, Marshall Islands-flagged bulk-carrier Premier-ship (88,479/10).

On the way out a technical issue occurred and harbour launch Swallow (17/77) went just south of Pendennis Point and towed her back to base where the stores were transferred to their launch James Dalton. James Dalton arrived alongside Premiership just after midday to deliver the stores. The only other movement was Smit Dee going out into Falmouth Bay on another training exercise late in the afternoon.

ACKNOWLEDGEMENTS

Falmouth Harbour Commissioners, Truro Harbour Master, Marine Operations – A&P Falmouth, FD Marine Ltd, Seawide Services Ltd, Teignmouth Marine Services Ltd, Keynvor MorLift Ltd, and national and international members of the WSS.

by **TONY ATKINSON****TUESDAY, JANUARY 10**

Before dawn, Barbados-registered, Turkish-operated cargo ship C Rigel (gross tonnage 2,452/year built 2003), which had been sheltering off Falmouth Bay, sailed to continue her voyage to Figueira-da-Foz, Portugal. After daybreak, Hafnia Arctic (42,914/10), a Malta-flagged, Singapore-operated tanker returned and anchored offshore where Seawide Services' launch James Dalton (20/88) carried out a transfer. She then headed offshore, returning late in the afternoon when James Dalton went out to her again. Hafnia Arctic then sailed for Scheveningen Anchorage, off the Dutch Coast, for orders. Falmouth pilot launch Arrow (28/06) went offshore around the same time as the James Dalton. Arrow collected a Milford Pilot from Marshall Islands-registered tanker Nave Equinox (30,119/07). She had discharged at Valero oil terminal, at Milford Haven, and a week later she is loading her next cargo in Amsterdam at the EuroTank Storage terminal. Anchored offshore for a couple of hours before midday was Shell tankers-operated, Liberia-flagged gas tanker Kool Boreas (113,876/15). She arrived from Lyme Bay, and later headed back there, but has since discharged in Dunkirk and is headed for Point Fortin, Trinidad. Just before midday, harbour tug Percuil (167/68) was tasked to push RFA Lyme Bay against her berth against the strong gale force wind. Air crew training craft Smit Dee (96/03) worked with Merlin helicopter crews for a couple of hours between Gerrans Bay and Falmouth Bay, returning to Duchy Wharf in the afternoon. Late evening, Norwegian cargo vessel Hav Dolphin (1,960/93) was heading west off Gwennap Head in the afternoon when her skipper decided to seek shelter in Falmouth Bay and anchored late Tuesday evening.

WEDNESDAY, JANUARY 11

Fri Kvam (2,858/00), a Norwegian-owned, Cyprus-registered cargo vessel arrived in the early hours. She arrived in Gerrans Bay from Northern Ireland after loading alongside North Wharf, Stormont Terminal, Belfast, for Portugal. After daybreak, feeder container ship CMA CGM Goya (7,702/08) arrived from Seaforth Container Terminal, Liverpool, and anchored in Falmouth Bay. During the evening she moved to Coverack Bay. Late morning, pilot boat Arrow went offshore to collect another overcarried Milford Pilot. German-owned, Singapore-flagged tanker Eva Schulte (11,233/10) discharged alongside Valero oil terminal,



» With gale force wind over the past week, Falmouth pilot vessel Arrow has been needed to collect overcarried Milford pilots. But this week one arrived from Southampton aboard Cunard cruise ship Queen Victoria which is on passage from Mayflower Terminal, Southampton, to New York. She can carry 2,250 passengers in 1,007 cabins with 1,253 crew. In December 2023, Queen Victoria, Queen Elizabeth and the large Queen Mary will be joined by the Italian built Queen Anne. Today, Cunard is an America company, part of the Carnival Corporation based in Florida, which has 82 vessels under numerous companies operating worldwide

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Milford Haven, on passage for Antwerp. Smit Dee was out conducting training with helicopters for a couple of hours. Harbour launch James Dalton visited both Greek bulk carrier Premiership, awaiting orders, and bunker (re-fuelling) tanker Whitionia in the afternoon. Late afternoon, German-owned cargo vessel Spanaco Loyalty (2,990/07) and Norwegian-owned cargo vessel Hav Pike (2,446/94) arrived from Ipswich, East Anglia, and Rostock, Germany, respectively to shelter.

THURSDAY, JANUARY 12

Pilot vessel Arrow went offshore again just before daybreak, this time for a Solent pilot from Cunard-operated, Bermuda-registered cruise ship Queen Victoria (90,746/07). She left Mayflower Cruise Terminal, Southampton, for New York the previous evening. In the afternoon, Fri Kvam sailed for Leixoes, Portugal, and Smit Dee spent a couple of hours offshore.

FRIDAY, JANUARY 13

Before dawn, Norwegian owned Hav Pike and Hav Dolphin left to continue their voyages to Lisahally Terminal, Londonderry, and to Belview Terminal, Waterford. Also, container ship CMA CGM Goya sailed for Leixoes, Portugal. TMS tug Christine (40/04) assisted Aberdeen-operated diving support vessel Seven Atlantic (17,496/10) move from Queen's Wharf into number two dry dock. Christine,

together with harbour tugs St Piran (223/79) and Percuil, moved Malta-owned, Marshall Islands-flagged cargo ship Alexia I (6,945/05) from number four dry dock to Queen's Wharf. Hull-owned bunker tanker Whitstar (2,159/04) left Eastern Arm for Liverpool in the evening. After discharging part of her cargo in Huskisson Dock, Liverpool, on Monday she arrived in Belfast just after midday on Tuesday.

SATURDAY, JANUARY 14

After dawn, Greek tanker Seapride (29,925/13) arrived outside port limits so pilot boat Arrow could collect another Milford pilot. Once her pilot had been transferred, Seapride headed for Hamburg, Germany. Early afternoon, Turkish-owned, Marshall Islands-flagged tanker Advantage Pride (23,240/06) and Lorax (60,120/22), a Bahamas-flagged, Greek-owned crude oil tanker, arrived from Kingston, Jamaica, and Le Havre, France, respectively to load bunkers from Andros. Just before midnight Advantage Pride and Lorax sailed for Archangel, Russia, and Bantry Bay, Ireland. In the afternoon, Swedish cement carrier Sunnavik (7,454/78) arrived from Terneuzen, Netherlands, to shelter in Falmouth Bay and Bulgarian-owned bulk carrier Midjur (27,000/19) anchored off Coverack for a few hours. Midjur had loaded phosphate alongside Terminaux Vraquiers-du-Senegal, at Dakar, Senegal, and before midnight was underway again

to discharge at Kotka, Finland. Seawide Services' work boat Obervargh (59/19) and harbour launch Swallow (17/77) visited Adventure Pride during the afternoon and evening. Harbour launch James Dalton went from Coastlines Wharf, Penryn River, to outside port limits to rendezvous with Chilean-owned, Panama-flagged tanker Pudu (30,010/09) which was on passage from Klaipeda, Lithuania, to Puerto Rico. Around the same time Turkish-owned tanker Scot Hamburg (5,145/02) arrived from Petit Couronne, Rouen, on the River Seine and anchored in Falmouth Bay to shelter.

SUNDAY, JANUARY 15

In the afternoon, Singapore-operated, Japanese-owned gas tanker Epic Matterhorn (7,218/07) arrived outside port limits from Antwerp and Singapore-owned Liberian-flagged crude oil tanker Caspian Sea (63,416/19) arrived from Whiffen Head storage terminal, near Come by Chance, Newfoundland, to load bunkers from Andros. Just before midnight, Caspian Sea sailed for Wilhelmshaven to deliver her cargo of crude oil. In the evening, Seawide Services' work boat Boy Brendan (55/79), together with Obervargh, Swallow and James Dalton, moved Cayman Islands luxury catamaran Hemisphere (499/11) and Jamaica-registered motor yacht Jester (1,470/72) between number one dry dock and the wet dock at Pendennis Shipyard.

MONDAY, JANUARY 16

Mid-morning, tanker Adamas I (29,924/09), Greek-owned under a Panama-flag, arrived from Beaumont, Texas, and anchored off Coverack awaiting orders. As the tanker anchored, cargo vessel Spanaco Loyalty left the sheltered anchorage for Drogheda, Ireland. Smit Dee was out training helicopter air crew from mid-morning until early evening. In the afternoon, Keynvor MorLift Ltd-owned utility vessel Severn Sea (147/47) left her Penryn River berth for Hythe. In the afternoon, River-class patrol vessel HMS Tyne P281 (1,700/02) was moved by tugs Percuil, St Piran and Christine. She moved from the southside of Queen's Wharf into the harbour, turned 180 degrees and put back alongside. Once completed, harbour tug St Piran went back to her berth and the other two assisted cargo vessel Alexia I to sail from the northside of Queen's Wharf for La Rochelle, France. Finally in the evening, Greek-owned, Bermuda-registered gas tanker Gaslog Windsor (120,709/20) arrived from the Isle of Grain, Medway, in Kent, and anchored.

ACKNOWLEDGEMENTS

Falmouth Harbour Commissioners, Truro Harbour Master, Marine Operations - A&P Falmouth, FD Marine Ltd, Seawide Services Ltd, Teignmouth Marine Services Ltd, Keynvor MorLift Ltd, and national and international members of the WSS.

by TONY ATKINSON

TUESDAY, DECEMBER 27

After daybreak, Keynvor MorLift Ltd-owned tug Venture (gross tonnage 166/year built 1977) carried out engine trials from her berth at Coastlines Wharf, Penryn River, to the harbour entrance and back. Also, bunkering (re-fuelling) tankers Andros (3,212/12) and Whitstar (2,159/04) returned from the offshore ship-to-ship (STS) transfer area into Falmouth Bay. The only other movement was the departure of Golden Ocean-owned, Hong Kong-flagged bulk carrier Golden Savannah (94,528/17). She had been anchored off Cornwall since October 2 laded with Australian coal. Due to the weather warning she headed out to ride out the bad weather but, in the early hours of Thursday morning, orders came for her to head for Rotterdam to discharge.

WEDNESDAY, DECEMBER 28

Seawide Services' harbour launch Swallow (17/77) went out to survey vessel Horizon Geobay at anchor and Singapore-registered, Japanese-owned tanker Solar Claire (29,591/20) which was on passage from Kinder Morgan terminal at Perth Amboy, New Jersey, to the Shell oil terminal at Pernis, Rotterdam, to load her next cargo.

THURSDAY, DECEMBER 29

Before dawn, harbour launch Swallow carried out a transfer to bunkering tanker Whitstar and late morning also visited bulk carrier Premiership anchored offshore awaiting orders. South Korean-owned, Liberia-registered gas tanker HLS Amber (49,567/20) arrived from Le Havre, France, before dawn to load bunkers from Andros. Owned by Hyundai LNG Shipping Co Ltd, Seoul, South Korea she finished loading fuel in the afternoon and headed west giving no destination. Seawide Services' boat Reclaim (53/52) loaded freshwater alongside Eastern Arm which she took out to Premiership and was moored back alongside Coastlines Wharf, Penryn River, early in the afternoon.

FRIDAY, DECEMBER 30

On a very windy day Swedish-operated, Malta-flagged tanker Songa Crystal (8,485/06) arrived offshore in the morning and late evening Arklow Vanguard (2,999/17), a Dutch-registered, Irish-owned cargo vessel, arrived from Londonderry, Northern Ireland, and anchored in Falmouth Bay.

SATURDAY, DECEMBER 31

Shortly after daybreak, Norwegian tanker Stenberg (11,935/03) arrived in the bay from Stanlow oil terminal, on the Manchester Ship Canal, to load bunkers from Hull-owned,



» Bulk carrier Knightship has been anchored offshore with Premiership for a few months laden with coal loaded in Queensland, Australia. She was built in South Korea for Ernst Rickmers, Hamburg, as ER Bayern, one of four sister ships. She entered service in August 2010. She has nine holds and fully laden can carry 178,980 tonnes with a draught of 18.2 metres. In December 2016 she was sold to her present owners Seanergy Maritime Holdings Corp, Athens, Greece, for a reported \$20.8 million and subsequently renamed Knightship
Ruud and Marcel Coster



» Hull-owned bunkering tanker Whitstar was busy re-fuelling ships over the past week

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bunker-tanker Whitstar. Just after midday, Stenberg finished loading her bunkers and sailed for Rotterdam to load her next cargo alongside number two jetty at the Eurotank Storage Terminal in the Caland Canal. Late morning, harbour tugs St Piran (223/79) and Percuil (167/68) assisted Norwegian-owned tanker Songa Crystal moor alongside Eastern Arm to discharge cargo loaded at Holborn oil terminal on the Suderelbe, Hamburg. In the afternoon, Marshall Islands-flagged tanker Yasa Hawk (29,593/17) arrived from Marathon Galveston Bay Refinery, Texas, to load bunkers. Bunkering tanker Whitstar attempted to go alongside but because of the severe weather this was aborted. Late afternoon, Singapore bulk carrier Zola (36,353/18) arrived for bunkers. She arrived from Aughinish on the Shannon River, Ireland, where she had discharged

bauxite loaded in Port Kamsar, Guinea. She had loaded from the bulk offshore storage vessel Afina. As Megalochari, she briefly laid up in the River Fal in January 1999. After only 20 days in lay-up she sailed as Katherina S, purchased for \$4 million. She was sold a year later for \$6.4 million. Portland-based bunkering tanker Monjasa Promoter (2,143/08) arrived and anchored in Falmouth Bay late in the evening.

SUNDAY, JANUARY 1

After daybreak, United Arab Emirates-owned, Panama-registered research ship Horizon Geobay (3,502/72) sailed for Teesport where she was due to arrive yesterday morning. Mid-morning, Greek liquified natural gas tanker Maran Gas Posidonia (105,773/14) arrived to load bunkers. Her last port was Rotterdam-Europoort where she had discharged liquified natural gas (LNG) loaded

at Sabine Pass LNG terminal, near Port Arthur, Texas. On arrival, bunkering tanker Andros went alongside to supply her bunkers, with bunker tankers Monjasa Promoter already alongside bulk carrier Zola and Whitstar alongside Yasa Hawk. In the afternoon, Songa Crystal left Eastern Arm for Hamburg to load again. Yasa Hawk sailed for Vopak terminal on the Thames and Monjasa Promoter headed for Le Havre, France. In the evening, Singapore-operated, Malta-flagged tanker Hafnia Arctic (42,914/10) arrived from Lagos, Nigeria, and remained offshore and bulk-carrier Zola headed west for North America. Also, Andros moved away from Maran Gas Posidonia and bunker tanker Whitstar went alongside to provide more fuel.

MONDAY, JANUARY 2

After dawn, Malta-registered, Croatian-flagged tanker Zoilo

(29,785/15) arrived from Montreal to load bunkers from Whitstar and Celtica Hav (1,537/84), a Norwegian-owned, Bahamas-flagged coaster arrived from St Brieuc, Brittany, and berthed alongside Porthoustock Quarry where she loaded stone for Shoreham and sailed just after midday.

Seawide Services' work boat Obervargh (59/19) went out to the Greek-owned bulk carriers Premiership (88,479/10) and Knightship (93,186/10) anchored offshore before returning to her Penryn River berth in the afternoon. Andros went into the docks and berthed alongside Eastern Arm to load, later returning to her Falmouth Bay anchorage. The former London Fire Brigade launch Fire Hawk (19/76) was noted in Falmouth Bay in the early afternoon. Early afternoon, Norwegian-owned, Bahamas-flagged refrigerated cargo ship Sierra Leyre (5,100/97) arrived from Mostaganem, Algeria, and anchored off Coverack and air crew training vessel Smit Dee (96/03) arrived from Turnchapel Wharf, Plymouth, and berthed alongside Duchy Wharf as Smit Yare is at present at Milford. Finally, large gas tanker Maran Gas Posidonia sailed in the direction for US Gulf to load her next cargo.

ACKNOWLEDGEMENTS

Tamlyn, Denholm Port Services, Falmouth Harbour Commissioners, Truro Harbour Master, Marine Operations – A&P Falmouth, FD Marine Ltd, Seawide Services Ltd, Keynvor MorLift Ltd, and national and international members of the WSS.

by **TONY ATKINSON****TUESDAY, DECEMBER 13**

Just before dawn British-owned, Liberia-flagged coaster River Trader (gross tonnage 794/year built 1989) left Falmouth Bay for St Austell Bay for orders. After daybreak, Knightship (93,186/10), a Greek-owned, Liberia-registered bulk carrier arrived from Point Abbot and Hay Point, Queensland, where she had loaded about 178,000 tonnes of Australian coal. Just after midday Hong Kong-registered, Singapore-operated bulk carrier Golden Savannah (94,528/17) left her position outside port limits and sailed to run her machinery and ride out the bad weather later in the week. Seawide Services' crew boat Swallow (17/77) carried out a transfer early afternoon with bunkers (re-fuelling) tanker Andros. Also, air crew training vessel Smit Yare (96/03) conducted two periods operating with Merlin helicopters from RNAS Culdrose, Helston, in the afternoon and Tamar-class, Essex-stationed lifeboat Irene Muriel Rees 16-19 (31/11) left Falmouth Boat Construction, Flushing, and berthed alongside Port Pendennis Marina.

WEDNESDAY, DECEMBER 14

Before dawn, bulk-carrier Knightship moved from her position off Coverack Anchorage to the east of port limits. Harbour launch Swallow went out to Knightship twice during the day to carry out transfers. Mid-morning, lifeboat Irene Muriel Rees 16-19 left Port Pendennis Marina to conduct trials in the Carrick Roads following her maintenance period at Flushing and Brixham-based harbour launch MTS Pathfinder (28/80) left Falmouth Marina, Penryn River, to carry out a transfer to St Kitts and Nevis-registered crude oil tanker Marathon (57,296/05) which had changed name from Seaborn in Falmouth Bay the previous week.

THURSDAY, DECEMBER 15

On the morning tide harbour tugs Percuil (167/68) and St Piran (223/79), with the aid of Teignmouth-owned tug Christine (40/04), moved Alexia I (6,945/05), a Ukrainian-operated, Malta-registered cargo ship from Northern Arm into number two dry dock. She had arrived in tow from Brest, France, by harbour tug Mercia (449/90) at the beginning of December. From mid-morning until the afternoon lifeboat Irene Muriel Rees carried out further tests in both Carrick Roads and Falmouth Bay before returning to Port Pendennis Marina. Later in the afternoon three-masted, London-registered schooner Adix (291/84) left the marina for Portimao, Portugal. Early evening, air crew training vessel Smit Yare left her berth on



» Last Thursday morning cargo vessel Alexia I was moved from Northern Arm into number two dry dock. She was built in China at Ningbo Boda Shipbuilding Co Ltd, Zhejiang, and delivered on December 31, 2005, to Turkish owners as Bordo M under the Panamanian flag. On December 20, 2007, she was renamed Estestar following her sale to Italian interests and remained under the Panamanian flag. She became Alexia I in July 2019 following her sale to Ukrainian interests and transferred to Marshall Islands registry in July 2021. She damaged her rudder off Ushant, France, on October 8 when on passage from Immingham to Portugal and was towed into Brest
Pictures by Geoff Hoather and, below, David Proud

Duchy Wharf and headed for Milford Dock, Pembroke. Also, Liberian-flagged, Amsterdam-operated tanker Lia (42,010/08), arrived from Antwerp East where she had loaded more than 61,900 tonnes at SEA-Tank Terminal and anchored to load bunkers from Hull-owned bunkering-tanker Whitstar (2,159/04), which arrived a couple of hours later from South Falls Head Anchorage in the Thames.

FRIDAY, DECEMBER 16

Just before daybreak Lia headed for Lagos, Nigeria, to transfer her cargo to small tankers for distribution. Tugs St Piran, Mercia, Percuil and Christine were all used to berth Royal Navy hospital ship RFA Argus A135 (26,421/81) alongside County Wharf. Since leaving Falmouth on August 30, she has carried out numerous operations and visited Scottish waters, Plymouth, Gibraltar, the NATO base at Souda Bay, Crete, Malta and Vigo operating with NATO partners and Algerian personnel. She had arrived in Portland on Saturday, December 10. Crude oil tanker Marathon sailed during the morning and is at present heading up the Baltic to load Russian crude. Small tug Christine left for Mounts Bay just before midday. Off Mullion she met work boat Danmark (8/79) which was towing Teignmouth Marine Services crane barge TMS Maverick. It had been in Penzance dry dock for a couple of weeks. Christine returned to Falmouth during the early evening with crane barge and moored it in Kings Anchorage. Crew boat Swallow collected personnel from Prince of Wales



Pier which were taken out to Whitstar.

SATURDAY, DECEMBER 17

Seawide Services' utility vessel Obervargh (59/19) carried out a transfer with Greek-owned, Liberia-flagged VLCC (Very Large Crude Carrier) Nave Spherical (156,702/09) while she was on passage, in ballast, from Rotterdam to Texas.

SUNDAY, DECEMBER 18

RNLI lifeboat Irene Muriel Rees 16-19 left Port Pendennis Marina for the RNLI lifeboat station at Walton-on-the-Naze where she operates from the end of the pier. As her relief was at the end of that pier she berthed in the Titchmarsh Marina on the Twizzle. On Sunday night she berthed at Weymouth and Monday at

Eastbourne and arrived back at her home late Tuesday afternoon. With gale force conditions, tugs St Piran and Christine moved alongside RFA Lyme Bay at Duchy Wharf, pushing her alongside her berth. In the afternoon bunker tanker Whitstar moved out of the bay to ride out the weather. During Sunday evening Italy-registered, Holyhead-operated passenger ferry Stena Horizon (27,522/06) diverted on her voyage from Cherbourg, France, to Dublin, Ireland. She transferred a casualty to a coastguard helicopter late in the evening south of St Anthony Lighthouse.

MONDAY, DECEMBER 19

Before dawn, tug Percuil replaced St Piran pushing RFA Lyme Bay. Early afternoon, Per-

cuil and Christine were withdrawn and returned to berths as the weather improved. The only other movement during the day was late in the morning when Falmouth pilot boat Arrow (28/06) left Custom House Quay to rendezvous with Marshall Islands-registered, Norwegian-operated tanker Hafnia Stellar (16,084/16) to collect her over-carried Milford Haven pilot, having just discharged part of her cargo. In mid-November she had berthed at a palm pil terminal to load cooking oil at Johor, Malaysia, and sailed from there on November 15 showing Suez as her destination. On leaving the Suez Canal on December 4, she changed to Amsterdam, changing to Milford during her passage across the Mediterranean. She berthed alongside number one jetty at Puma Energy Terminal, Milford Haven, to discharge part of her cargo on December 16 and sailed late in the afternoon on Sunday for Amsterdam. Looking at the Port of Amsterdam website, she was due to embark a pilot at Iam on Wednesday and berth in Jan Van Riebeeckhaven to discharge her cargo alongside EuroTank Amsterdam.

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» Harbour Talk will return in the new year

by TONY ATKINSON

TUESDAY, NOVEMBER 22

Seawide Services' workboat Swallow (gross tonnage 17/ built 1977) conducted a transfer to the Cypriot-registered bunkering tanker Andros (3,212/12) in the bay just before midday. Just after midday the Andros sailed for Le Havre. At the same time the Dutch-flagged, Swedish-operated tanker Thun Gratitude (4,107/03) left Gerrans Bay for Milford Haven. The following day she loaded alongside No. 3 Jetty at Valero's Pembrokeshire Oil Terminal at Milford Haven with cargo for Shannon, Ireland. Later in the afternoon the aircrew training vessel Smit Yare (96/03) conducted training with Merlin helicopters from RNAS Culdrose before returning to the docks in the evening. The Liberian-flagged, Georgian-operated bulk carrier Stellar Ontario (17,027/14) had received orders, sailed for La Corunna, Spain, and has since headed for Tunisia to load. Early in the evening the harbour tugs St Piran (223/79) and Percuil (167/68), with the help of the smaller tug Christine (40/04), moved the Royal Navy River-class vessel HMS Mersey P283 (1,700/03) from County Wharf into the inner harbour, where she was turned around and then taken back to County Wharf. Later in the evening the Island Constructor (11,602/08) a Norwegian-owned offshore support vessel, arrived from Esbjerg, Denmark and anchored offshore.

WEDNESDAY, NOVEMBER 23

The Hull-registered stern trawlers Wiron 5 H.1100 (1,230/02) and Wiron 6 H.2200 (1,230/02), with owners in Ijmuiden, Holland, arrived from fishing grounds in the English Channel and anchored in Gerrans Bay. KML's tug Venture (166/77) moved from the Penryn River to Duchy Wharf to keep the RFA Lyme Bay, fighting against gale-force winds, alongside the wharf. In mid-afternoon, with better conditions, the Venture returned to her Penryn River berth. For a second day the Smit Yare was noted working offshore with helicopters.

THURSDAY, NOVEMBER 24

Dawn saw the tug Venture returned to Duchy Wharf, again pushing RFA Lyme Bay against the wind. Early in the afternoon she had returned to her berth. In the evening the Libyan-owned, Maltese-flagged crude oil tanker Anwaar Trablus (62,505/22) arrived to load bunkers in Falmouth Bay.

FRIDAY, NOVEMBER 25

The trawlers Wiron 6 H.2200 and Wiron 5 H.1100 left Gerrans Bay to fish in the Celtic Sea, Irish Sea and Bristol Channel. Also the Spanish-owned cargo vessel Brens (4,990/09), registered in Madeira, Portugal,



» The St Faith, which operates on WightLink's service between Portsmouth and Fishbourne on the Isle of Wight, is at present in dry dock for her annual refit. She was the last of four sister ships built between June 1983 and July 1990 by Cochrane Shipbuilders Ltd at Selby, on the River Ouse in Yorkshire. Her three sisters St Helen, St Catherine and St Cecilia are now operating the warmer waters of the Mediterranean. The St Faith was delivered in July 1990 and designed to carry 142 cars and 784 foot passengers, with a crew of 13

Tony Atkinson

left Falmouth Bay, where she had been sheltering since Monday, for Waterford, Ireland. Another departure before dawn was the Island Constructor, bound for Las Palmas, Canary Islands. The Dutch cargo vessel Lady Ariane (2,544/10) continued her voyage from Rotterdam to Almeria, Spain, and the Shoalway (4,088/10), a Dutch-owned suction dredger registered in Limassol, Cyprus, headed for Barrow-in-Furness. Seawide Services' crew boat Swallow went up to King Harry Reach on the River Fal to check the mooring lines of the two vessels laid up there. The Hull-owned bunkering tanker Whitstar (2,159/04) arrived from Weymouth Bay and berthed alongside Eastern Arm to load. In the afternoon the Whitstar returned to Falmouth Bay to transfer cargo to the Anwaar Trablus. During the morning the large luxury yacht Kawil (132/00) left Pendennis Shipyard and, after conducting trials in the bay, moored alongside Port Pendennis Marina, and the Mersey-class RNLI lifeboat Keep Fit Association 12-13 (14/91) conducted trials in the Carrick Roads and then returned to the Marina. Late in the morning the Greek-owned, Swedish-operated refrigerated cargo vessel Jorgen Reefer (14,406/91) arrived in Falmouth Bay where the Falmouth pilot launch Arrow conducted a transfer. At midday she sailed to continue her voyage from St Petersburg, Russia, to Panama. Seawide's utility vessel Obervargh (59/19) went to the bulk carrier Premiership at anchor off Falmouth. The Andros returned from Le Havre, France, where alongside the container terminal she had

proved fuel to the 23,000teu French box-boat CMA CGM Montmartre (236,583/21). In the evening the harbour launch Swallow made two trips out to the Premiership and one to the Andros in Falmouth Bay. Late in the evening the Dutch-owned feeder container ship Endurance (7,642/05) arrived from Dublin, Ireland for bunkers. Just before midnight the Whitstar completed transferring bunkers to the Anwaar Trablus and moved alongside the Endurance, and the Anwaar Trablus sailed to continue her voyage from Tranmere, Liverpool to Rotterdam.

SATURDAY, NOVEMBER 26

The Norwegian products tanker Bergen Star (3,618/06) arrived from Rotterdam and berthed alongside Eastern Arm to discharge. During the evening she sailed for Le Havre, France. On Monday at the Alkion terminal in the Grand Canal du Havre she loaded with cargo for Eastham, near the entrance to the Manchester Ship Canal. Late in the morning the Irish-owned, Panamanian-registered cargo ship Maratona (2,735/93) anchored offshore for a couple of hours after arriving from Drogheda, Ireland, and then sailed for Bevens Wharf, Northfleet, Gravesend, to discharge. Seawide Service's harbour launch Swallow rendezvoused offshore with the Danish-owned, Singapore-flagged tanker Nord Steady (29,983/12). Once the transfer had been completed she resumed her voyage from Belfast, Northern Ireland, to Le Havre, France. Late in the evening the German-owned, Dutch-operated crude oil tanker Nordtulip (57,081/13) arrived from Milford Haven

and anchored in Gerrans Bay. Alongside No. 6 Berth at Valero South Oil Terminal, Milford Haven, between Monday, November 21 and Friday, November 25, she had discharged cargo loaded at Sunoco Logistics' Nederland Terminal at Port Neches, Beaumont, Texas at the end of October.

SUNDAY, NOVEMBER 27

After daybreak the GWN 2 (30,087/20), a Singaporean-owned tanker, arrived from Dagenham on the River Thames and anchored in the Carrick Roads and the Dutch cargo ship Rebecca (3,442/08), modified for conducting cable repairs, arrived from Rotterdam. Late in the afternoon the GWN 2 moved from the Carrick Roads into the bay. The large Hong Kong-registered bulk carrier Golden Savannah (94,528/17) moved from her offshore anchorage into Falmouth Bay. She is laden with Australia coal. Late in the morning the Endurance had completed loading her bunkers and sailed for Bilbao, Spain, and early in the afternoon the Wilson Parnu (2,990/08), a Norwegian-owned cargo ship, left County Wharf for Antwerp. As she sailed a second Hong Kong-flagged ship, the Swiss-operated tanker Caroni Plain, (26,471/08) arrived to load bunkers. She had loaded cargo in the Mediterranean at Genoa, Italy, and after loading fuel from Whitstar sailed for Rouen, France, to discharge.

MONDAY, NOVEMBER 28

During the early hours Seawide Services' launches Swallow and James Dalton (20/88) commenced taking out new crew to the GWN 2 and taking those

replaced back into port. After daybreak Penryn firm FD Marine's landing craft Grey Bear (32/75) loaded stores and took them out from Ponssharden to the GWN 2, which during the day was renamed Nordtokyo and transferred to the Madeira registry. Once the transfer was complete the Grey Bear returned to Exchequer Quay, Penryn. Around midday the Swallow made a trip out to the bulk carrier Premiership and the crude oil tanker Nordtulip sailed from Gerrans Bay for Gibraltar. Late in the afternoon Keynvor MorLift Ltd's utility vessel Severn Sea (147/47), towing the pontoon barge BCDK 6464 (276/52), left Coastlines wharf on the Penryn River for Dungeness, Kent. An hour later KML's tug Venture (166/77), with the rock barge Mormaen 15 (1,176/05) in tow, was assisted by Seawide Service's Obervargh into the Carrick Roads. They followed the Severn Sea and her barge to Dungeness, Kent. An hour later the Obervargh moved KML's floating crane BD 6074 (1,246/54) from its Penryn River moorings to tie up alongside Coastlines Wharf. Late in the evening the Ukrainian-operated, Panamanian-flagged bulk carrier Grand T (64,769/11) arrived from Ust-Luga, Russia, and anchored in Gerrans Bay.

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by **TONY ATKINSON****TUESDAY, NOVEMBER 29**

Just before dawn the Dutch cargo ship Rebecca (gross tonnage 3,442/built 2008) sailed from Falmouth Bay, where she had been sheltering, for Gibraltar. After daybreak the Isle of Wight-owned, Portuguese-registered cargo ship Karla C (4,151/10) arrived from Londonderry, Northern Ireland, and anchored in Carrick Roads. Seawide Services personnel, operating from the utility vessel Obervargh (59/19), then carried out an in-water survey on the vessel and later the crew boat Swallow also went to the Karla C and then to the bunkering (refuelling) tanker Andros in Falmouth Bay. In the late afternoon the Karla C sailed for Plymouth to load china clay for Castellon on the Mediterranean coast of Spain. A little later in the morning the Portsmouth-Wight car ferry St Faith (3,001/90) left No 3 dry dock for Portsmouth and the United Arab Emirates-owned and Panamanian-flagged research ship Horizon Geobay (3,502/72) arrived from Brunsbüttel on the Kiel Canal and anchored in Falmouth Bay. Since April she had been working in the Baltic on an offshore wind farm 32 miles north of Ustka, Poland. The harbour tug St Piran (223/79) left for Victoria Berth, Plymouth, to replace the Mercia, which had been operating with the Maritime and Coastguard Agency on fixing a leak of fuel oil from the wreck of the Liberty ship James Eagan Lane in Whitsand Bay. Late in the afternoon the Obervargh was back in the Carrick Roads assisting the German heavy load carrier Vestvind (7,175/16) as she left Crossroads Buoy for Alicante, Spain, via Santander. A week later she was off the Portuguese coast.

WEDNESDAY, NOVEMBER 30

The work boat Swallow went out to the Horizon Geobay after daybreak, the first of two visits to the research vessel. During the evening the Harbour Fashion (11,880/11), a German-owned chemical products tanker, arrived from Port Alfred, on the Saguenay River, Quebec, Canada. She was supplied with fuel by the bunkering tanker Whitstar.

THURSDAY, DECEMBER 1

In the early hours the Chinese-owned crude oil tanker Emily S (59,158/06) arrived from New Mangalore, India, and anchored offshore near Coverack. She arrived in ballast after discharging some 110,000 tonnes of Russian crude oil loaded at the end of September in the Russian ports of Ust-Luga and Primorsk. The Harbour Fashion completed refuelling and sailed for the ITC Rubis terminal in the Doeldok area of Antwerp West. Around an hour later the Claret Prince



» The newly renamed Nordtokyo arrived from the River Thames on Friday, November 25, as the GWN 2 registered in Singapore and operated by Maersk Tankers MR K/S, Copenhagen, Denmark. Early in the year she, with her sistership GWN 3, had been sold to German buyers for a reported price of \$39,250,000 each. By Monday, November 28, she had a new name, her port of registration had changed to Madeira, Portugal, and she was under the ownership of the Nord Group, Hamburg, Germany. She is operated by Reederei Nord BV, Amsterdam
Ruud Coster

(60,237/10), a Marshall Islands-flagged, Singaporean-operated crude oil tanker, arrived from Antwerp East and anchored in the offshore bunkering area. At the same time the Andros left Falmouth Bay to supply the tanker with fuel. Before midday both vessels had moved into the bay, where bunker oil was transferred. After refuelling the Claret Prince sailed for the Suez Canal and the Andros for the Irish Sea, where the following evening she supplied bunkers to the Bermudan-registered, Greek-operated LNG tanker Gaslog Hong Kong (114,470/18) at the northern end of Cardigan Bay and west of Bardsey Island. The Gaslong Hong Kong is on passage from the South Hook LNG Terminal, Milford Haven, to the Sabine Pass LNG Terminal, Louisiana, to load. Before dawn the small Southampton-operated inshore survey vessel EGS Echo (22/04) arrived from Milford Haven and berthed alongside the fuel barge at Falmouth Haven Marina. A little later she sailed for Plymouth, where she is now berthed in the Mayflower Marina. Another movement was the departure of FD Marine's landing craft Grey Bear (32/75) from Exchequer Quay, Penryn, to the Isles of Scilly where she is removing the floating seawater intake pipe in Pelistry Bay which supplies the desalination plant. Later in the morning the Horizon Geobay moved from Falmouth Bay into No 4 dry dock and the Danish jack-up construction crane barge Wind (1,501/96) moved from the north side of Northern Arm to its south side. In the afternoon the Ukrainian-operated and Panamanian-registered bulk carrier Grand T (64,769/11) sailed from Gerrans Bay for Jorf



» The Mercia has been working on a wartime wreck, the James Eagan Lane, which has been leaking fuel oil into Whitsand Bay
Tony Atkinson

Lasfar, Morocco, to deliver a cargo of Russian coal loaded in Ust-Luga, Gulf of Finland.

FRIDAY, DECEMBER 2

In the early hours the Dutch feeder container ship Ensemble (7,642/05) arrived from Dublin, Ireland, and briefly anchored in the Carrick Roads before moving back into Falmouth Bay where the Whitstar provided her with bunkers. On charter to CMA CGM SA (The French Line), she sailed for Bilbao, Spain, just before midday. Early in the afternoon the German-owned, Dutch-managed tanker Nordtokyo (30,087/20), which had arrived as GWN 2 from the Thames, sailed for Amsterdam to load her first cargo for her new owners. She passed the Dee4 Nerium (29,507/22), a London-owned, Liberian-registered tanker which arrived from Quebec City, Canada, to anchor in the Carrick Roads to load bunkers from the Whitstar. Late in the

evening she left for Port Jerome on the River Seine, 15 miles upriver from Le Havre. Seawide Services' work boat Seahorse went into Falmouth Bay with stores for the bulk carrier Premier in the afternoon. Later the Falmouth tug Mercia (499/90) arrived from Brest, France, towing the Marshall Islands-flagged general cargo ship Alexia I (6,945/05). With the aid of the harbour tug Percuil (167/68) she was moored on the north side of Northern Arm. At the beginning of October, Alexia I suffered steering problems in the Bay of Biscay en route from Immingham to Lisbon. The French tug Abeille Bourbon was dispatched to tow her into Brest, where she arrived on October 9.

SATURDAY, DECEMBER 3

The harbour launch Swallow carried out two transfers to the Whitstar during the day. In mid-afternoon the crude oil tanker Emily S left her position

south of Coverack to load her next cargo in the Baltic.

SUNDAY, DECEMBER 4

Just after midday the bunkering tanker Andros returned from the Irish Sea and berthed alongside Eastern Arm to discharge the remainder of her cargo. The harbour tug Percuil assisted with her arrival, and early in the evening the Andros sailed for Rotterdam. On Tuesday she arrived in Europoort-Rotterdam and berthed in the Beneluxhaven alongside a lay-by wharf.

MONDAY, DECEMBER 5

Before midday the Royal Navy River-class patrol boat HMS Mersey P283 (1,700/03) left County Wharf with the aid of the harbour tug Percuil. Later in the afternoon she met HMS Mersey in Whitsand Bay along with two Dutch warships, HNLMS Groningen (4,617/13) and HNLMS De Zeven Provinciën (6,050/02). Late in the afternoon the Turkish-owned, Maltese-flagged tanker Umar I (2,80/10) arrived from Waalhaven, Rotterdam, and berthed alongside Eastern Arm to discharge. The Percuil assisted the tanker in berthing. Finally, later in the evening the harbour tug St Piran returned from Victoria Berth, Plymouth, on completion of her work with the Maritime and Coastguard Agency.

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Tamlyn; Denholm Port Services; Falmouth Harbour Commissioners; Truro Harbour Master; Marine Operations, A&P Falmouth; FD Marine Ltd; Seawide Services Ltd; Sub Marine Services Ltd; Keynvor MorLift Ltd; and national and international members of the World Ship Society.

by **TONY ATKINSON****TUESDAY, OCTOBER 25**

Hull-owned crew transfer vessel Dalby Ribble (gross tonnage 81/year built 2012) left Port Pendennis Marina for Lowestoft after an overnight stop in Poole. Keynvor MorLift Ltd's utility vessel Severn Sea (147/47) left Coastlines Wharf on the Penryn River to carry out training in the River Fal for the day, returning to her berth late in the afternoon. Seawide Services' vessels Reclaim (53/52) and Obervargh (59/19) moved from their berth on the Penryn River to Eastern Arm and Northern Arm, respectively. Reclaim loaded fresh water and Obervargh loaded stores and then moved to the Greek bulk carrier Premiership (88,479/10) in Falmouth Bay. Both vessels returned to Coastlines late in the afternoon. Air crew training vessel Smit Yare (96/03) left Duchy Wharf to conduct work with a helicopter crew from RNAS Culdrose, Helston. During this week similar training exercises were conducted offshore. Early evening, German-owned, French-operated container ship Solong (7,852/05) arrived from Bilbao, Spain, and anchored to load bunkers (fuel).

WEDNESDAY, OCTOBER 26

In the early hours, Inverness-registered stern trawler Njord Venture INS.291 (262/91) arrived from fishing grounds and berthed alongside Coastlines Wharf on the Penryn River. Just after dawn, St Piran (223/79) returned to her berth after pushing RFA Lyme Bay alongside Duchy Wharf overnight. Harbour launch Swallow was up in the River Fal in the afternoon to check mooring lines. Feeder containership Solong could not wait any longer for her bunkers and sailed for Tilbury Docks, London. A&P tug St Piran and work boat Penarrow (22/80) moved Devonport Naval Base tug SD Careful (384/82) from number three dry dock to County Wharf. Soon after, Isle of Wight car ferry Wight Light (2,546/08) moved under her own power from number three dry dock to Queen's Wharf.

THURSDAY, OCTOBER 27

Before daybreak, Spanish-operated, Norwegian-owned gas tanker Bilbao Knutsen (90,835/04) arrived outside port limits. Her last port was Pampa Melchorita, Peru, where she loaded natural gas for northern Europe. Harbour launch James Dalton (20/88) went out to her mid-morning to carry out a transfer. The gas tanker then sailed for the Celtic Sea to await orders for her port to discharge. Just after daybreak, Lymington to Yarmouth, Isle of Wight car ferry Wight Light sailed for Lymington, Hampshire, and Weymouth-



»A new bunkering tanker arrived in the last week. Fortuna III, operated by Harvest Energy Marine, recently changed name twice within days of her purchase from Istanbul Trancelike ve Denizcilik Sanayi Ticaret Ltd Sti, Tuzla, Turkey, who had operated her from new as Pasha 4 under Turkish registry. In Great Yarmouth during August, she was renamed Fortuna II but this had to be changed when she transferred to UK registry and they added another 'I', so she became Fortuna III

Geoff Hoather

based brigantine Pelican of London (226/48) arrived from Dartmouth and anchored on Falmouth Bank, Carrick Roads. At a round the same time, Marshall Islands-registered, London-managed crude oil tanker Forties (63,598/05) arrived from Bilbao, Spain, and anchored in Falmouth Bay where she would change ownership. At Bilbao she had discharged cargo loaded at BP Trinidad and Tobago terminal at Galeota Point, Trinidad. Midday saw the arrival of a second sailing vessel. German three-masted topsail schooner Thor Heyerdahl (211/31) arrived from Brixham, Devon, and moored to Frigate Buoy in the harbour. This cruise commenced on October 18 and will take the students to the Caribbean and Panama. British-owned bunkering tanker Fortuna III (998/20) arrived from South Falls Head Anchorage, Thames, and anchored in Carrick Roads. On arrival, Seawide Services' launch Seahorse went out to her to carry out a transfer. Just before midnight, harbour tug St Piran was required to standby RFA Lyme Bay on Duchy Wharf.

FRIDAY, OCTOBER 28

In the early hours, Turkish-owned, Liberia-registered tanker Beks Wind (4,526/04) arrived from Dakar, Senegal, and anchored off Coverack. In Dakar she trans-shipped her cargo and also changed owners. She was renamed from Karadeniz Powership Anatolia. Also before daybreak, harbour tug Mercia (499/90) left for Vic-

toria Wharf, Plymouth, and St Piran left RFA Lyme Bay and returned to her moorings. After dawn, crew boat Swallow took out crew to Fortuna III in the Carrick Roads and sailing vessel Pelican of London left Carrick Roads for Vigo, Spain. Later in the morning, Kriti Emerald (30,971/05), a Greek-owned tanker, arrived from Kinder Morgan Carteret oil storage terminal, New Jersey, to collect a surveyor which was taken out to the vessel by Seawide Services' launch Swallow. Mid-afternoon, Swallow went back out to the tanker and collected the surveyor. Kriti Emerald then sailed for Paldiski, Estonia, to load her next cargo. Landing craft Grey Bear (32/75) left Exchequer Quay, Penryn, mid-morning to take out stores to tanker Cauveri ex Forties in the bay and later returned to the Penryn River. During the day, work boat Reclaim took out two cargoes of stores/fresh water to the bulk carrier Premiership which has been in Falmouth Bay at anchor for several days. Late in the afternoon UK Government research vessel Cefas Endeavour (2,983/03) arrived from the English Channel and berthed alongside County Wharf.

SATURDAY, OCTOBER 29

In the first hour of Saturday morning, Dutch-owned, French-operated feeder container ship Encounter (7,642/04) arrived from Bilbao, Spain, and anchored in Carrick Roads where bunker tanker Fortuna III went alongside to supply fuel. Once the bunkers

had been supplied Fortuna III sailed for Dover and box boat Encounter headed for Royal Portbury Dock, Bristol.

SUNDAY, OCTOBER 30

Before dawn, Turkish-owned, Vanuatu-registered cargo vessel Talis (1,495/92) arrived from Sharpness on the Severn River and anchored. During Sunday afternoon she berthed at Porthoustock Quarry and early evening, laden, she left for Shoreham. Bunkering tanker Andros (3,212/12) returned from Rotterdam and anchored in Falmouth Bay. She loaded between buoys 50A and 50B in the Shell area of 2e Petroleum-haven at Pernis, loading her cargo from the Dutch tankbarges Aventura, Njord and Sydney. Spanish gas tanker Bilbao Knutsen arrived offshore again where harbour launch Swallow went out to her. Once the transfer had been completed Bilbao Knutsen returned to the Celtic Sea, drifting while awaiting her next discharge port. Swallow went back into the harbour and came out just before midday with harbour launch James Dalton. They went offshore to the British-owned, Liberia-registered VLCC (Very Large Crude Carrier) Cyan Nova (164,580/11) to carry out a crew change. She arrived from Maatschappij Europoort Terminal, in the Caland Canal area of Rotterdam-Europoort, where she discharged crude oil loaded in Corpus Christi, Texas, and offshore in the Gulf of Mexico, from tankers Eagle San Juan and Eagle Texas. Her draught

on leaving Corpus Christi was 12.9m and after loading from the tankers had increased to 20.8m. Once crew transfer had been completed Cyan Nova headed for Corpus Christi, Texas, for her next cargo.

MONDAY, OCTOBER 31

Hong Kong-flagged bulk carrier Golden Savannah (94,528/17) moved after daybreak from offshore Mounts Bay to Falmouth Bay outside port limits. She had been anchored since Sunday, October 2, south of Mounts Bay with 153,013 tonnes of coal loaded in Queensland, Australia, at Hay Point and Abbot Point in mid-August. Early afternoon, two tugs in number two dry dock - Falmouth's Percuil (167/68) and Fowey tug Morgawr (223/79) - moved to a tug mooring and County Wharf, respectively. In the evening, strong gale force winds saw German-owned, Gibraltar-flagged cargo vessel Schillig (2,415/12) on passage from Szczecin, Poland, to Warrenpoint, Northern Ireland, and Thopas (2,561/94), a Greek-Cypriot owned vessel on a voyage from Nemrut Bay, Turkey, to Belfast, both come into Falmouth Bay to shelter.

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HARBOUR TALK

by **TONY ATKINSON**

TUESDAY, NOVEMBER 1

Just after daybreak the Cypriot-registered Falmouth bunkering (refuelling) tanker Andros (gross tonnage 3,212/built 2012) moved alongside the crude oil tanker Cauveri (63,598/05: see photo) to supply eight hours'-worth of bunker fuel. The harbour launch Fire Hawk (19/76), which originally operated on the Thames for the London Fire Brigade, was noted out in the Carrick Roads during the day from her moorings in the Penryn River. Before midday the air crew training vessel Smit Yare (96/03) went out into Falmouth Bay but returned almost immediately due to the weather conditions. The Dutch vessel Rebecca (3,442/08) had been working off Bude for a few days. Originally the Dutch cargo ship Flinterrebecca, she was converted to a cable repair vessel in 2014. She arrived in Falmouth Bay to shelter. One vessel arriving during the evening was the Greek-owned, Bahamian-registered and US-operated crude oil tanker Mediterranean Voyager (62,658/19) which arrived from the Transmere oil terminal on the Mersey where she had discharged crude oil loaded at Corpus Christi, Texas, to be refined at the Stanlow oil refinery, Ellesmere Port. The Canadian-owned self-discharging bulk carrier CSL Thames (19,538/19) arrived late in the evening from Wilhelmshaven, Germany, where she had discharged a full cargo of aggregate loaded in Norway at Norsk Stein's terminal at Jelsa, which has the largest stone-crushing plant in Europe.

WEDNESDAY, NOVEMBER 2

Just after midnight the Andros commenced supplying fuel to the Mediterranean Voyager, enabling her to sail swiftly for Houston, Texas, during the morning. With gale-force winds, KML's tug Venture (166/77) and the Fowey tug Morgawr (223/79) were tasked with holding the assault ship RFA Lyme Bay alongside Duchy Wharf. In the evening both tugs went back to their respective berths, at Coastlines Wharf on the Penryn River and County Wharf. The Dutch feeder container ship Energy (7,660/04) arrived in the afternoon from the Rotterdam Shortseas Container Terminal in Prins Willem-Alexanderhaven to load bunkers. With a slight improvement in weather conditions the Gibraltar-registered, German-owned cargo vessel Schillig (2,415/12) sailed for Northern Ireland and has since discharged at York Dock, Belfast. Late in the evening the Morgawr, with the Falmouth tugs St Piran (223/79) and Percuil (167/68), assisted the bulk carrier CSL Thames in moving from Falmouth Bay to a berth



» On October 27 the Marshall Islands-flagged tanker Forties arrived from Bilbao and anchored in Falmouth Bay. At the time of arrival she was owned and operated by London-based companies. A couple of weeks earlier in October she was reported sold to Swiss owners. Over the following week at anchor her flag changed to that of Panama, with new operators based in Dubai, and she was subsequently renamed the Cauveri. She was built in South Korea for BP Tankers, London, as the British Robin, registered in the Isle of Man
Geoff Hoather

alongside the northern part of Queen's Wharf.

THURSDAY, NOVEMBER 3

Shortly after midnight KML's tug Venture left the Penryn River for Poole, Dorset, and a little while later two tankers arrived for bunkers, the Greek-owned, Maltese-registered crude oil tanker Sealeo (60,205/12), which arrived from Rotterdam-Europoort, and the Kriti Coral (29,825/10), a Greek-owned products tanker which had loaded at the Lukoil terminal at Vysotsk, Russia. In mid-afternoon the Sealeo left without orders and is now north of the Canary Islands; the Kriti Coral headed for Bilbao, northern Spain, early in the evening. Seaside Services' launches Swallow (17/77) and James Dalton (20/88) left the Penryn River around daybreak. The Swallow went to the laid-up vessels in King Harry Reach on the Fal and the James Dalton went out to the Turkish crude oil tanker Beks Wind (41,526/04) at anchor off Coverack. Late in the morning the Morgawr sailed for Mixtow Reach, Fowey, and the Singapore-owned bitumen and asphalt tanker Acacia Rubra (5,539/11) arrived offshore from Newport, South Wales, to load bunkers, but in less than an hour was again under way heading for the Southwold anchorage off Great Yarmouth. The German sailing vessel Thor Heyerdahl (211/31) left Frigate Buoy in the inner harbour and anchored off Trefusis Point at midday. Just before midnight she was under way heading for Las Palmas, Canary Islands. Early in the afternoon the Inverness-

registered stern trawler Njord Venture INS291 (262/91) left Coastlines Wharf on the Penryn River for English Channel fishing grounds and in the early hours the Dutch sailing vessel Noorderlicht (140/1910) arrived from Cherbourg, Normandy, and anchored off Maenporth. KML's utility vessel Severn Sea (147/47) moved from the Penryn River to Duchy Wharf, then returned to Coastlines Wharf with the company's pontoon barge BC6470 (276/52) which had been used alongside the RFA Lyme Bay. Another departure was the UK fisheries research ship Cefas Endeavour (2,983/03), which left Queen's Wharf to work in the English Channel.

FRIDAY, NOVEMBER 4

The Panamanian-flagged crude oil tanker Cauveri sailed for Skaw Anchorage, Denmark, for orders. The sailing vessel Noorderlicht left the inner harbour for Gijon, Spain, overnight and the cable repair ship Rebecca left at dawn for Mevagissey Bay. Seaside Services' launches Seahorse and Swallow went offshore to the tank Beks Wind. The Polish-owned, Cypriot-registered cargo vessel Thopas (2,561/94) left the shelter of Falmouth Bay for Warrenpoint, Northern Ireland. Late in the morning FM Marine's landing craft Grey Bear (32/75) took out stores from Exchequer Quay and Ponsharden to the bulk carrier Golden Savannah (94,528/17) outside port limits. The feeder container ship Energy, operated by CMA CGM AS (The French Line), completed loading her bunkers and sailed for Bilbao, Spain. Inbound to Fal-

mouth Bay at the same time was the German-owned feeder container ship Pavo J (8,246/07), also operated by CMA CGM AS. She arrived from Dublin and after loading bunkers from Andros sailed in the evening for Bilbao. Early in the afternoon the pilot vessel Arrow rendezvoused offshore with the Greek-owned, Bahamian-registered crude oil tanker PGC Marina (40,690/05) to collect her Milford Haven pilot, after which the tanker headed for Las Palmas for orders. She is the only crude oil tanker owned by Paradise Gas Carriers Corp, Athens, the other four in the fleet being gas tankers. The Beks Wind moved from Coverack Anchorage to drift offshore. Late in the afternoon the Andros sailed for Rotterdam and the first of the Isles of Scilly inter-island passenger boats, Osprey of St Mary's (17/03), arrived from St Mary's and moored alongside Port Pendennis Marina.

SATURDAY, NOVEMBER 5

KML's tug Venture returned from Poole, Dorset, around dawn and berthed at Queen's Wharf. Late in the morning she and the harbour tug St Piran went to Duchy Wharf to keep the RFA Lyme Bay alongside. Early in the evening the Venture returned to her usual berth on the Penryn River and the St Piran to her moorings. Late in the afternoon the harbour launch Swallow carried out a transfer to the Beks Wind, anchored off Coverack. The Cardiff-owned cargo vessel Celtic Warrior (2,842/96) arrived from Warrenpoint, Northern Ireland, during the evening and anchored.

SUNDAY, NOVEMBER 6

Overnight the Ali Ka (7,324/20), a Turkish-owned tanker, arrived from Tilbury Docks on the River Thames and anchored outside port limits awaiting her next cargo. The cargo vessel Celtic Warrior moved alongside County Wharf to begin loading glass.

MONDAY, NOVEMBER 7

In mid-morning the German-owned, Liberian-registered bulk carrier BBC Neptune (24,050/10) arrived from Londonderry, Northern Ireland, and anchored offshore. A couple of hours later she was under way again heading for Rouen, on the River Seine, to load grain for North Africa. The Hull-owned bunkering tanker Whitstar (2,159/04) returned from Rotterdam and anchored, after loading at the Shell Oil Terminal at Pernis from the tank barges Intermezzo and Sydney. As she arrived Celtic Warrior completed loading her cargo of glass for recycling and sailed for Grimsby, Lincolnshire. In the docks, the tugs St Piran and Venture moved alongside the RFA Lyme Bay again to push her against the wharf. Finally, the bulk carrier Golden Savannah, which had been anchored just outside port limits, moved further offshore.

ACKNOWLEDGEMENTS

Tamlyn; Denholm Port Services; Falmouth Harbour Commissioners; Truro Harbour Master; Marine Operations, A&P Falmouth; FD Marine Ltd; Seaside Services Ltd; Sub Marine Services Ltd, Keynvor MorLift Ltd, and national and international members of the World Ship Society.

by TONY ATKINSON

TUESDAY, NOVEMBER 8

Isles of Scilly pleasure boat Osprey of St Mary's (gross tonnage 17/year built 2003) moved from Port Pendennis Marina to the park and ride car park at Ponsharden for the winter and harbour tug St Piran (223/79), together with Keynvor MorLift Ltd tug Venture (166/77), moved back to their berths after spending the night keeping RFA Lyme Bay alongside Duchy Wharf. In the afternoon Seawide Services' work boat Obervargh (59/19) went from Penryn River to Mylor Creek and then up to Truro on the afternoon tide. Early evening, she was back alongside Coastlines Wharf.

WEDNESDAY, NOVEMBER 9

Overnight, Turkish tanker Ali Ka (7,324/20) received orders and sailed from outside port limits for Eastham, Manchester Ship Canal, to load cargo for Belfast. Just before dawn, Poole to Channel Islands FastCat passenger car ferry Condor Liberation (6,307/10) arrived from Poole and entered number two dry dock to commence her annual refit. After dawn, Turkish crude oil tanker Beks Wind (41,526/04) returned from drifting offshore and anchored in Falmouth Bay to load bunkers (fuel) from Whitstar (2,159/04). Seawide Services' harbour launch Swallow (17/77) went out to Beks Wind twice during the day. River-class patrol boat HMS Mersey P283 (1,700/03) arrived from the English Channel and, with the aid of harbour tug Percuil (167/68), berthed alongside County Wharf. Plymouth tug SD Careful (384/82) carried out trials in Carrick Roads and then returned to Queen's Wharf. Air crew training vessel Smit Yare (96/03) exercised with Merlin helicopters offshore before returning to Duchy Wharf. In the evening, Greek-owned, Marshall-Islands flagged crude oil tanker Mindoro Star (42,010/09) arrived from Royal Portbury Dock, Bristol, and anchored in Falmouth Bay where bunkering tanker Whitstar supplied her with bunkers overnight.

THURSDAY, NOVEMBER 10

Harbour launch Swallow went offshore to the South Korean-owned, Marshall Islands-registered tanker Silver Amanda (29,552/14). Silver Amanda had loaded in the Swedish ports of Gothenburg and Brofjorden, Sweden. Once transfers had been completed, Silver Amanda headed for New Jersey. Bunkering tanker Whitstar left Eastern Arm in the afternoon for Lyme Bay where she would supply bunkers to Clipper Regina on Sunday and Clearocean Miracle off Le Havre on Monday. In the evening KML tug Venture left her Penryn River berth for Poole,



» On Sunday morning German-owned, heavy-load carrier Vestvind (7,175/16) arrived from Antwerp West and berthed alongside County Wharf. She is carrying two container cranes loaded alongside berth 1,233 at Katoen Natie Terminal in the Vrasendok area of Antwerp West. A&P have issued a port notice to mariners as the two gantry cranes extend 36m towards Port Pendennis Marina and 38m from above water level Ollie Crediton

Dorset, and crude oil tanker Beks Wind sailed for Vlissingen, Holland.

FRIDAY, NOVEMBER 11

In the early hours, Swallow went out to tanker Mindoro Star and during the day made two trips out to gas tanker LNG Enterprise (115,408/21). French gas tanker LNG Enterprise arrived from Cameron LNG Terminal at Lake Charles, Louisiana. Just before midday, bunkering tanker Andros (3,212/12) returned from Rotterdam and went straight alongside LNG Enterprise. Late morning, SD Careful completed her refit and sailed to basin four at Devonport Naval Base in Plymouth. Late in the evening, small tug Christine (40/04) arrived from Dartmouth and berthed alongside harbour tug Percuil.

SATURDAY, NOVEMBER 12

Pilot vessel Arrow went offshore to rendezvous with Belgium gas tanker Joan (3,493/09) and German oil tanker Patrona I (11,935/04) to collect their Milford Haven pilots. Gas tanker Joan sailed for Statpipe Gas Terminal, Kaarsto, Norway, and Portugal-registered Patrona I headed for Quebec, Canada. Before dawn, air crew training vessel Smit Yare sailed for Portland, Dorset. Just after dawn, British-registered, Swedish-owned tanker Stena Impero (29,594/18) arrived from Huskisson Dock, Liverpool, and anchored in Carrick Roads. In the afternoon, Stena

Impero sailed for Rotterdam and Portland-based bunkering tanker Monjasa Promoter (2,143/08) arrived to supply fuel to Liberia-flagged, Dutch-managed bulk carrier Red Diamond (32,637/11). Red Diamond arrived from Enviva Biomass Terminal on the Elizabeth River, Chesapeake, Virginia, where she loaded a full cargo of wood-chip. Late Saturday evening, Singapore chemical-products tanker Maritime Amity (33,355/21) arrived from Baytown Refinery and Chemical Plant near Galveston, Texas.

SUNDAY, NOVEMBER 13

In the early hours, Red Diamond sailed for Immingham and Monjasa Promoter headed for Port Talbot, South Wales, where on Monday night she transferred bunkers to Panama-flagged bulk carrier Amity (94,710/09) which was discharging iron ore from Sept-Iles, Canada. Before daybreak, Turkish-owned, Panama-registered bulk carrier Ince Anadolu (39,737/09) arrived from Isken, Turkey, and anchored in Falmouth Bay. She arrived in ballast after discharging a cargo of coal at the Turkish port of Isken. That cargo was loaded at the Russian Baltic port of Ust-Luga and when she sailed from Falmouth in the afternoon her destination was the same Russian port. Another arrival before daybreak was the two-masted, London-registered schooner Athos (348/10) from Amsterdam which berthed alongside Port Pendennis

Marina. She was joined shortly afterwards by British three-masted schooner Adix (291/84). She moved from Pendennis Shipyard to astern of Athos at Port Pendennis Marina. After daybreak, tugs St Piran and Christine assisted German-owned, Portugal-registered heavy load-carrier Vestvind (7,175/16) arrive from Antwerp West and berth alongside County Wharf. Christine then assisted KML tug Venture, towing chain-ferry Bramblebush Bay (125/94), berth on the southside of Queen's Wharf. Late morning, large gas tanker LNG Enterprise sailed Falmouth Bay for the Celtic Sea and is due to discharge in Milford Haven later this week. During the afternoon, CMA CGM chartered, Dutch-owned feeder container ships Endeavor (7,642/05) and Encounter (7,642/04) arrived from Dublin and Greenock Ocean Terminal, Clyde, respectively to load bunkers from Andros in Falmouth Bay. In the evening, Endeavour sailed for Setubal, Portugal, and Encounter headed for Bilbao, Spain. Government-operated research ship Cefas Endeavour (2,983/03) was just outside port limits in the evening moving from areas in the English Channel to the Irish Sea.

MONDAY, NOVEMBER 14

Before daybreak, Penryn FD Marine-owned landing-craft Grey Bear (32/75) loaded cargo alongside Falmouth Marina, Ponsharden, and sailed into

Falmouth Bay to deliver stores to tanker Maritime Amity outside port limits. On the afternoon tide, Grey Bear returned to Penryn. A little later, tug Christine and A&P work boat Penarrow (22/80) moved Bramblebush Bay from Queen's Wharf into number three dry dock. Penarrow then assisted WightLink, Portsmouth to Fishbourne, car ferry St Faith (3,001/90) enter number three dry dock behind Bramblebush Bay. Next, Danish offshore jack-up construction vessel Wind (1,501/96) moved from Falmouth Bay to alongside Northern Arm. She had arrived late the previous evening from Zeebrugge, Belgium. Southampton-operated survey vessel Northern Storm (154/98) arrived from Cuxhaven, Germany, and berthed alongside the Pontoon County Wharf, and, air crew training vessel Smit Dee (96/03) arrived from Plymouth and berthed on Duchy Wharf. In the evening, Maritime Amity left her offshore anchorage due to the weather conditions and Mindoro Star sailed for Amsterdam.

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by TONY ATKINSON

TUESDAY, JANUARY 17

Japanese-owned, Singapore-registered gas tanker Epic Manhattan (gross tonnage 7,218/year built 2007) left her position offshore overnight showing the US Gulf as her destination. During the morning Seawide Services' diving support vessel Boy Brendan (55/79) crew commenced an in-water survey of the large gas tanker Gaslog Windsor at anchor in Falmouth Bay. Boy Brendan returned to her Penryn River berth late afternoon. The liquefied natural gas (LNG) tanker arrived from Isle of Grain, Kent, the previous evening. Turkish-owned tanker Scot Hamburg (5,145/02), which had been sheltering, finally continued her voyage between the French ports of Rouen and Bordeaux. Seawide Services' harbour launch James Dalton (20/88) visited bunkering (refuelling) tanker Andros, bulk carriers Premiership and Knightship, and in the evening, gas tankers Gaslog Windsor and Solaris in Falmouth Bay. Late morning, Greek-owned, Bermuda-flagged LNG tanker Solaris (98,075/14) arrived from South Hook terminal in Milford Haven where she discharged cargo loaded in Louisiana at Calcasieu Pass LNG Terminal at Lake Charles. Falmouth bunker-barge Andros moved alongside her shortly after her arrival to supply Solaris with her bunkers. Briefly, around lunchtime, Amsterdam-owned products tanker Chem Barcelona (12,148/16) arrived outside port limits from Botlek, Rotterdam. After less than half an hour she sailed for Charleston, South Carolina. Two British tugs, MTS Valour (123/06) with Falmouth port of registry, and Sea Bronco (239/06), recently transferred from Dutch to British registry arrived from Lekhaven, Rotterdam, and anchored in Coverack Bay. In the evening Anna (5,044/11), a German-owned, Gibraltar-registered cargo vessel arrived from Cardiff and anchored in Gerrans Bay to shelter. In the evening and overnight, Seawide Services' supply boat Reclaim (53/52) delivered two loads of freshwater to the bulk carrier Premiership anchored offshore.

WEDNESDAY, JANUARY 18

Reclaim took out three more loads of freshwater to Premiership during Wednesday and then returned to Coastlines Wharf, Penryn. Boy Brendan was out all day alongside Gaslog Windsor. Crew boat Swallow (17/77) went from Coastlines Wharf, on Penryn River, to gas tanker Solaris soon after daybreak. Shortly after this Swedish-flagged, Cyprus-operated cement carrier Sunnavik (7,454/78) left Falmouth Bay for Setubal, Portugal, and the large former Shell gas



» Sunnavik, a Cyprus-registered cement carrier was built in Germany in 1978 but it is not the oldest vessel owned by Eureka Shipping Ltd, of Lysaker, Norway. Ostanvik, which is slightly smaller than Sannunvik, will be 50 next year

Geoff Hoather

tanker Solaris sailed for the US Gulf. As Solaris sailed, BW Lilac (114,364/18), a Norwegian-owned and operated LNG tanker, arrived from dry dock at Damen Shipyard, Brest to load bunkers. Late afternoon and evening, harbour launch James Dalton visited BW Lilac in Falmouth Bay and Adamas I (29,924/09) at anchor off Coverack. Tug Sea Bronco left Coverack Bay at dusk heading for Avonmouth Dock and later work boat Obervargh visited BW Lilac while she was anchored and loading bunkers. Just before midnight KML owned tug Venture (166/77) left Coastlines Wharf to deliver KML personnel to their large barge.

THURSDAY, JANUARY 19

In the early hours, the three KML vessels that have been working on erosion defences at Portsmouth – utility vessel Sarah Grey (106/99) with the small tug New Ross (20/86) and rock barge Selina (1,370/50) – arrived from Cowes, Isle of Wight, and with the help of their tug Venture, berthed alongside Coastlines Wharf on the Penryn River. A couple of hours later, tug MTS Valour left Coverack Bay for Avonmouth, Bristol. Around dawn, Seawide vessels Boy Brendan and James Dalton went out to Gaslog Windsor and BW Lilac in Falmouth Bay. Boy Brendan spent most of the day with Gaslog Windsor before returning to Penryn River. Products tanker Adamas I left Coverack Anchorage to run trials before noon. She returned a couple of hours later. James Dalton went offshore to the tanker to collect

personnel and, once this had been completed, Adamas I headed for the DOW chemical plant at Terneuzen, Netherlands. After midday, harbour tug St Piran (223/79) assisted Maltese-registered, Turkish-owned tanker Filyoz (4,034/10) berth alongside Eastern Arm to deliver cargo loaded at Koole Oil Storage Terminal in Pernis, Rotterdam. Also, Ben Wyvis (24,185/15), a Marshall Islands-flagged, Greek-owned bulk carrier arrived from the bulk terminal at Immingham where she discharged wood pellets loaded in Savannah, Georgia. Sarah Grey left her Penryn River berth and went into Pendennis Shipyard where she was lifted out so her hull could be cleared of growth and repainted. Isles of Scilly ambulance boat Star of Life (10/03) arrived from Hugh Town, Isles of Scilly, and berthed at Falmouth Boat Construction, Flushing. In the evening, gas tanker Gaslog Windsor sailed for the US Gulf for orders. The cargo vessel Anna left Gerrans Bay just before midnight with Casablanca her destination.

FRIDAY, JANUARY 20

Overnight, Duke-class Royal Navy frigate HMS Richmond F239 (7,250/95) arrived offshore and remained there until dawn when she sailed for Devonport Naval Base at Plymouth. Around dawn, harbour launch Swallow took crew to the Saudi Arabia-owned tanker NCC Najd (29,646/05) which was on a voyage from Mongstad, Norway, to New York-New Jersey with about 46,000 tonnes of oil product will be discharged. Greek-owned, Libe-

ria-registered tanker Virgo (29,734/10) arrived from Belem, Brazil, and anchored off Coverack. During the day she had a crew change, stores, engine spares and an in-water survey. Seawide Services' Boy Brendan, James Dalton, Swallow and Obervargh were all involved. Virgo sailed just before midnight with the Northern Baltic looking her most likely destination. During the morning, Obervargh carried out a hull survey on the bulk carrier Ben Wyvis and during the afternoon A&P launch Triton (26/88) also visited Ben Wyvis to transfer personnel. Turkish products tanker Filyoz left Eastern Arm during the morning, heading for Stanlow, on the Manchester Ship Canal, to load her next cargo which is for Teesport. Tamar-class Appledore lifeboat RNLI Molly Hunt 16-16 (34/10) arrived from North Devon early in the afternoon and moored alongside Port Pendennis Marina. Norwegian gas tanker BW Lilac sailed late Friday evening for Cameron LNG Terminal at Lake Charles, Louisiana. During the afternoon James Dalton had carried out a transfer to BW Lilac.

SATURDAY, JANUARY 21

Appledore lifeboat RNLI Molly Hunt 16-16 sailed from Port Pendennis Marina for Poole, Dorset via Weymouth.

SUNDAY, JANUARY 22

Late evening, James Dalton collected a technician from the London-owned, Liberia-registered gas tanker Navigator Phoenix (17,807/09). She had discharged at Rostock, on the

German Baltic coast. She arrived in Rostock, sailing around the north of Denmark, but reached Falmouth via the Kiel Canal, saving 480 miles.

MONDAY, JANUARY 23

China-registered bulk carrier Golden Suek (41,587/11) arrived in the early hours to load bunkers from Andros. She arrived from Port Cartier, Quebec, laden with iron ore and sailed after daybreak for Ghent, Belgium. As Golden Suek was sailing, Greek-owned, Liberia-flagged containership Robin 4 (32,901/07) anchored in Gerrans Bay. She can carry 2,797 containers, with 2,125 refrigerated. She arrived from Caucedo, Dominican Republic, with her previous port of call Santa Marta, Colombia. Both these ports are major export ports for bananas. She continued her voyage to the Thames Gateway where she is now discharging her cargo alongside number one berth. A&P Launch Triton went out into Falmouth Bay in the afternoon to carry out a transfer to Songa Coral (58,217/05). The Norwegian-owned, Greek-operated tanker had loaded cargo at Vopak Storage Terminal, in the Caland Canal, Rotterdam-Europoort, with New Jersey her destination.

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