

by TONY ATKINSON

TUESDAY, FEBRUARY 22

Overnight, bunkering (refueling) tanker Naxos II (gross tonnage 3,220/year built 2009) completed supplying fuel to Greek tanker Minerva Julie (28,960/08) in Falmouth Bay and then went alongside German cargo vessel CLI Pride (7,821/11). Just before dawn, Naxos II completed transferring bunker fuel to CLI Pride. Greek tanker Minerva Julie left Falmouth Bay in the early hours for Vysotsk, Russia. I am surprised to find a week later she is going into the Russian port, in a convoy headed by icebreaker Murmansk, with another tanker STI Clapham and a harbour tug. Seawide Services harbour launch James Dalton (20/88) rendezvoused offshore with London-owned, Liberia-registered crude oil tanker Soho Square (61,338/12) to undertake a crew change and then went to east of Falmouth to the Greek-owned bulk carrier Alliance (23,426/12) to collect her over-carried Hamburg pilot. In Hamburg she had loaded around 25,000 tonnes of grain from silos belonging to HaBeMa Terminal in the Suderelbe. Once her pilot had been safely transferred, Alliance headed for Portugal where she has discharged her cargo at Trafaria Bulk Food terminal in Lisbon. After dawn, Dutch coaster RDJ Johanna (2,311/01) sailed to continue her voyage from Immingham to Kinsale, Ireland, and, CLI Pride headed for Halifax, Nova Scotia. She had arrived the previous day from the Manchester Ship Canal. Training vessel Smit Yare (96/03) conducted exercises with Merlin helicopters from RNAS Culdrose, Helston, in Falmouth Bay. Early afternoon, Isle of Man-flagged Roll-on Roll-off freight ferry Arrow (7,606/98) left Queens Wharf for Portsmouth with tug St Piran (223/79) assisting in her departure. Falmouth bunkering tanker Naxos II headed for Portland in the early evening and the following day spent under four hours alongside the fuel jetty at Portland before headed back to Falmouth.

WEDNESDAY, FEBRUARY 23

Midmorning, A&P harbour launch Triton (26/88) went out to London-owned tanker Navigator Taurus which has been anchored off Coverack for orders. Triton returned to the docks during the afternoon. Training vessel Smit Yare (96/03) conducted three training exercises in Falmouth Bay from mid-morning to late in the evening. London-owned crude oil tanker Soho Square left Coverack Anchorage to slow steam offshore until the weather improved.

THURSDAY, FEBRUARY 24

In the early hours of Thursday,



» Isle of Man Steam Packet companies ferry Manannan arrived from Douglas, Isle of Man, to commence her annual refit. Manannan was a popular deity in Celtic Mythology, belonging to an Irish mystical race. She has been operating on the Liverpool to Douglas service since 2009 and was at one time operated by the US Army

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Fluvius Kenn (2,561/91), a Barbados-flagged, Devon-owned coaster arrived from Amsterdam to shelter. By the early afternoon she was underway again heading for Drogheda, Ireland. She has since loaded cargo in Belfast for Conway's Berth on the Thames. Finnish owned cargo vessel Airisto (6,154/00) arrived from Norrköping, Sweden. She spent a few hours underway slow steaming between Dodman Point and Falmouth. Late afternoon, she anchored in St Austell Bay and continuing her passage from Sweden to Pasajes, Spain, the following day.

German-owned, Cypriot-registered coaster Verena (2,545/09) anchored off Portloe, Veryan Bay, about the same time as Airisto arrived. Verena had loaded steel product at Tata Steel all-weather terminal, a covered dock, at Ijmuiden, Amsterdam, and sailed in the evening for Newport, South Wales, to discharge her cargo. Mid-morning, two vessels arrived for bunkers. Greek-owned bulk carrier Navios Aurora II (88,421/09) arrived from Donges, St Nazaire, where she had discharged approximately 114,000 metric tonnes of Colombian coal at Terminal Charbonnier coal berth on the Loire River. Late afternoon, Naxos II commenced bunkering operations and just before midnight Navios Aurora II was able to sail for Canada to load in Port Cartier. The second vessel was Clipper Enyo (18,898/19), a Norwegian gas tanker which had discharged in the River Scheldt, Antwerp alongside INEOS (INSPEC Ethylene Oxide and Specialities) Petrochemical terminal. In the afternoon

Canadian cargo vessel Evans Spirit (9,286/07) arrived and anchored south of Portscatho. She arrived from Gdynia, Poland, where she had spent over a month in one of the floating dry docks and arrived via Kiel Canal showing Aughinish, Ireland, as her destination. Later, Icelandic-operated, German-owned feeder container ship Samskip Endeavour (7,852/11) crossed close offshore from Dodman to outside the port limits of Falmouth Bay on her voyage from Rotterdam to the Irish ports of Dublin and Waterford.

FRIDAY, FEBRUARY 25

In the early hours, bunkering tanker Naxos II finished supplying bunkers to the gas tanker Clipper Enyo (18,898/19). Before daybreak, Clipper Enyo was underway heading for Houston, Texas. After dawn, the London-owned crude oil tanker Soho Square (61,338/12) returned from Coverack Anchorage and a little later Seawide Services work boat Obervargh (59/19) left her Penryn River berth to carry out working on buoys above King Harry Ferry, River Fal. Mid-morning, Cowes to Isle of Wight, Red Funnel-operated car ferry Red Eagle (4,075/96) left number four dry dock with the aid of harbour tug St Piran (223/79). She arrived back into Southampton just after midnight.

St Piran then joined Falmouth Harbour tug Mercia (499/90) and the Fowey tug Morgawr (223/79) to assist RFA Argus (26,421/81) leave County Wharf to carry out operational duties offshore. Once RFA Argus was clear of St Anthony Lighthouse, Morgawr returned to her homeport. After midday,

harbour tug St Piran, assisted by the work boat Penarrow (22/80), moved KML rock barge Mormaen 15 (1,176/05) from Frigate Buoy to Coastlines Wharf, Penryn.

SATURDAY, FEBRUARY 26

Early Saturday morning P&O Irish Sea ferry Norbay (17,464/94) moved from number two dry dock to Queens Wharf assisted by harbour tug St Piran and around the same time Greek-owned, Liberia-flagged crude oil tanker Crudemed (62,330/18) arrived from Valero oil terminal in Milford Haven for orders. Just after dawn, Isle of Man Steam Packet-operated Fast Cat ferry Manannan (5,743/98) arrived from Douglas, Isle of Man, and moored alongside Queens Wharf to commence her annual refit. During the afternoon Norwegian pipe layer crane vessel Normand Cutter (10,979/01) arrived from Teesport and berthed alongside Duchy Wharf.

SUNDAY, FEBRUARY 27

Japanese-owned, London-operated gas tanker LNG Merak (114,790/20) arrived from Shenzhen LNG Terminal, China, where she had discharged, and anchored off Coverack for orders overnight. Also, Latvia cargo ship Bon Vivant (1,596/93) arrived from Drogheda, Ireland, and anchored. After daybreak she was joined by Greek tanker Elka Apollon (59,486/05). Elka Apollon arrived from Lagos, Nigeria, and anchored in Mounts Bay on Tuesday. Three days later she sailed for Portland for bunkers and then sailed from Falmouth. Another arrival around dawn was the Cardiff-owned cargo vessel

Celtic Spirit (2,840/96). She arrived from Cardiff and berthed alongside County Wharf to load glass. Late in the afternoon Soho Square (61,338/12) left Coverack Anchorage to slow steam offshore again.

MONDAY, FEBRUARY 28

Just after midnight harbour tug St Piran was awaiting the arrival of Stena Lines Rosslare to Fishguard passenger car ferry Stena Europe (24,828/81). She arrived from Fishguard and entered number two dry dock to commence her annual refit. After dawn, Seawide Services harbour launch Swallow went out to the LNG Merak off Coverack. Mid-morning, Greek-owned, Panamanian-flagged bulk carrier Aiantas (44,043/16) arrived from Brest via Weymouth Bay to load bunkers from Naxos II in Falmouth Bay. Late in the afternoon Aiantas sailed to load her next cargo on the Mississippi River. Cargo vessel Celtic Spirit left County Wharf laden with glass for Grimsby for recycling. Briefly during the evening Marshall Islands product tanker Orchid Sylt (11,640/09) arrived offshore to be attended by A&P launch Triton (26/88). She had arrived in Antwerp as Fairchem Friesian and renamed Orchid Sylt at the start of her voyage from Belgium to Savannah, Georgia.

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, MARCH 1

Mid-morning, Greek-owned products tanker Aristidis (gross tonnage 23,290/year, built 2006) arrived from Portland and anchored in Carrick Roads so the Seaside Services workboat Obervargh (59/19) could act as diving support for divers to carry out an in-water survey of the ship's bottom. This was completed by late afternoon and Aristidis sailed in the evening heading offshore. On Sunday she received orders to head for Skaw Anchorage, Denmark, but this changed to Gothenburg on Monday. Around noon Dutch brig sailing vessel Morgenster (159/1919) arrived from Brixham and anchored in Carrick Roads.

In the afternoon, Plymouth-stationed Severn-class all-weather lifeboat Sybil Mullen Glover 17-35 (40/03) left Falmouth Boat Construction at Flushing to carry out trials and then berthed at Port Pendennis Marina. Liberian-flagged, Greek-owned crude oil tanker Crudemed (62,330/18) left her position offshore waiting orders heading for Gibraltar where she loaded bunkers (fuel) and then sailed for Skikda, Algeria for her next cargo.

WEDNESDAY, MARCH 2

Well before daybreak, A&P workboat Penarrow (22/80) left the docks for Malpas and a pilot joined Latvian cargo vessel Bon Vivant (1,596/93) as she approached the harbour entrance. Penarrow assisted Bon Vivant to berth alongside Lighterage Quay, Truro, to load metal scrap. Later in the morning, Greek tanker Minerva Leo (24,090/15) arrived from Shannon River, Ireland, and anchored offshore for orders.

Early in the afternoon, Seaside Services workboat Obervargh and harbour launch Swallow, plus A&P workboat Penarrow, moved into lower Carrick Roads to meet Dutch tug Dutch Pearl (254/10) towing the former Dutch salvage tug Seawolf (851/57) from Den Helder, Netherlands, to Northern Arm. Swallow took out crew to berth the dead ship once Penarrow and Obervargh took over from Dutch Pearl. Later in the day, Dutch Pearl sailed for Yersake on the Oosterschelde, Netherlands. Around the same time, LNG Merak (114,790/20), a Japanese-owned, London-operated gas tanker left Coverack anchorage as Danish wind farm launch World Sky (127/14) arrived from Oostende, Belgium, via Cherbourg, France, to berth alongside County Wharf. A little later, London-owned, Liberian-registered crude oil tanker Soho Square (61,338/12) returned to the Coverack anchorage after drifting offshore.

Late afternoon, workboat



» *Balvenie, seen in a photograph taken in September 2013 in the River Schelde when she was named Nordic Nelly. She was built in Valencia, Spain, for Swedish owners as United Nelly, then Bro Nelly-03, ex Nelly Wonsild-07, ex Clipper Nelly-10 and Nordic Nelly-22*
Krispen Atkinson

Penarrow assisted the Isle of Man passenger car ferry Manannan (5,743/98) move from Queens Wharf into number three dry dock. Keynvor MorLift utility vessel Sarah Grey (106/99) arrived from Milford Haven, Pembroke, and berthed alongside Coastlines Wharf on the Penryn River and at the same time Seaside Services workboat Boy Brendan (55/79) left Coastlines Wharf to carry out work in the River Tamar at Plymouth. Archer-class training patrol craft HMS Charger P292 (49/88) arrived in the evening from Milford Haven and berthed alongside Port Pendennis Marina.

THURSDAY, MARCH 3

Well before daybreak, Seaside Services launch Swallow went offshore to Aurora N (38,924/08), a fully-laden, Greek-owned tanker, to collect a technician. She had loaded in the Danish port of Kalundborg and is heading for Cristobal, Panama. Around daybreak, utility vessel Sarah Grey moved the former US Army crane BD 6074 (1,246/54) from Caldey Buoy in the harbour to Greenbank Moorings, Penryn River. Late morning, workboat Obervargh took out stores to Greek tanker Elka Apollon. Once her stores had been loaded, Obervargh headed back to Coastlines and Greek tanker Elka Apollon moved from her Coverack anchorage to Mounts Bay. Early afternoon, Working-ton-stationed, Shannon-class lifeboat Dorothy May White 13-19 (15/17) left Penryn River to run her engines after her journey by road from Fleetwood. Late afternoon, she

moored alongside the marina. Royal Navy patrol craft HMS Charger P292 (49/88) carried out tasks in Carrick Roads and returned to Port Pendennis Marina via the fuel barge at Falmouth Haven Marina. Crude oil tanker Soho Square (61,338/12) moved from Coverack anchorage to the offshore bunker area and A&P Harbour launch Triton (26/88) meet LNG Merak (114,790/20) which had been running her equipment offshore. Once the transfer had been completed, LNG Merak sailed for Zeebrugge to load gas for North East Asia.

Late afternoon, Fowey tug Cannis (285/82) arrived to assist Barrow-in-Furness-owned tanker Corrib Fisher (3,997/08) berth alongside Eastern Arm to discharge cargo loaded alongside Mac2 Berth at LBC Terminal in Antwerp East. Cannis then returned to Fowey. In the evening, Turkish-owned, Vanuatu-flagged cargo vessel Walker (1,596/94) arrived from Foynes, Ireland, and anchored in the bay. She had been weather-bound in Foynes since January 28 after discharging cargo loaded at Teesport.

FRIDAY, MARCH 4

Before dawn A&P, workboat Penarrow was up at Truro to assist Bon Vivant leave Lighterage Quay with scrap metal which she discharged alongside a wharf at Belgium scrap terminal Vrasenedok, Antwerp West, on Monday. Another overnight arrival was Ukrainian tanker Balvenie (4,137/97) which had loaded in Antwerp East where she had also changed ownership. Late in the

morning she supplied bunkers to Soho Square (61,338/12) which, once the bunkering was completed, sailed for Gibraltar. After daybreak, harbour tug Mercia (499/90) assisted British tanker Corrib Fisher (3,997/08) to sail from Eastern Arm to Amsterdam. Mid-morning, Greek-owned crude oil tanker Flagship Orchid (42,208/12) arrived from Southwold Ship-to-Ship (STS) Area, North Sea, to Coverack anchorage. Falmouth bunkering tanker Naxos II (3,220/09) moved to the offshore STS area, going alongside Balvenie for a couple of hours before heading back to Falmouth Bay.

Late afternoon, KML utility vessel Sarah Grey, towed the rock barge Selina (1,370/50) from Coastlines Wharf to the Solent. Also, a number of craft, including workboat Penarrow and harbour launch Swallow, moved motoryacht Seawolf (851/57) from Northern Arm into the wet dock at Pendennis Shipyard. Cargo ship Walker (1,596/94) loaded at Porthoustock Quarry and sailed in the evening for Shoreham.

SATURDAY, MARCH 5

Overnight, Greek tanker Minerva Leo (24,090/15) left her offshore anchorage for Lisbon and, just before dawn, bunkering tanker Naxos II loaded alongside Eastern Arm. In the evening, Naxos II moved back into Falmouth Bay. Late afternoon, Seaside Services workboat Boy Brendan (55/79) returned to the Penryn River from Plymouth. Over next few hours, Flagship Orchid moved from Coverack anchorage into Falmouth Bay and Norwegian-

operated bulk carrier Sea Proteus (43,951/13) arrived from Tilbury on the Thames. Late evening, Balvenie moved into Falmouth Bay so Naxos II could go alongside her.

SUNDAY, MARCH 6

After dawn, Isles of Scilly inter-island passenger boat Seahorse left Port Pendennis Marina for St Mary's. In the evening, harbour tug St Piran assisted P&O Irish Sea ferry Norbay (17,464/94) leave Queens Wharf following her annual refit heading for Dublin.

MONDAY, MARCH 7

Seaside Services workboat Boy Brendan left Penryn River for Isles of Scilly. Later in the morning, HMS Charger conducted training in Carrick Roads. After noon, KML tug Venture (166/77) arrived from Appledore where she was noted last week out of the water. British tug GT Victory (167/76), towing Dutch pontoon barge Skyline 26 (1,175/18) from Royal Portbury Dock, Bristol, to Rotterdam, approached Falmouth and tug St Piran was waiting in the harbour entrance. This was cancelled, so tug and tow continued their voyage up channel. Finally, Greek tanker Flagship Orchid sailed for Algeciras, Southern Spain.

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TUESDAY, MARCH 8

Ukrainian-owned, Panama-registered bunkering (refueling) tanker Balvenie (gross tonnage 4,137/year built 1997) moved from Falmouth Bay and berthed alongside Eastern Arm with the assistance of harbour tug St Piran (223/79) and work boat Penarrow (22/80). Later in the evening Balvenie moved back out into Falmouth Bay. Archer-class patrol vessel HMS Charger P292 (49/88) left Port Pendennis Marina for a couple of hours exercising in the St Just Pool area of Carrick Roads before berthing back just before midday. Early afternoon, KML tug Venture (166/77) left Coastlines Wharf on Penryn River to Turnaware, River Fal and then headed back to her Penryn River berth. Bunkering had been suspended over the weekend due to heavy swell so mid-afternoon bunkering tanker Naxos II (3,220/09) went alongside Marshall Islands-flagged, Norwegian-operated bulk carrier Sea Proteus (43,951/13) which had arrived from Tilbury Dock on the Thames on Saturday. Late in the evening Sea Proteus (43,951/13) sailed for Santa Cruz de Tenerife waiting orders. She has since been diverted to Itaquí, Brazil. Late evening, Greek-owned, Chilean-operated products tanker Seaways Niagara (30,019/08) arrived from Belem, Brazil, to load bunkers from Naxos II overnight in Falmouth Bay.

WEDNESDAY, MARCH 9

Falmouth pilot cutter LK Mitchell met Danish tanker Bro Nibe (12,105/07) offshore in the early hours to collect a Milford Haven pilot. Once the pilot was safely transferred, Bro Nibe headed for Algeciras, Spain. Just before dawn bunkering tanker Naxos II finished providing bunkers to Seaways Niagara which soon after headed for the Baltic Port of Gdansk, Poland. London-owned gas tanker Navigator Taurus (18,311/09) left Coverack Anchorage midmorning presumably to run engines, as in the afternoon she dropped anchor again off Coverack. Inyanga Entsha (1,517/10), a Luxembourg-registered, Cornish-owned platform supply vessel arrived from Appledore Shipyard, Bideford, and berthed alongside Queen's Wharf. With weather conditions deteriorating from late afternoon Dutch feeder containership Endeavor (7,642/05) and tanker Flagship Orchid (42,208/12) both stayed offshore.

THURSDAY, MARCH 10

Before daybreak A&P launch Triton (26/88) went offshore to Navigator Taurus anchored off Coverack to carry out a transfer. After dawn, feeder container ship Endeavor (7,642/05)



» Since November 2021 offshore supply vessel Inyanga Entsha has been undergoing a refit and conversion at Harland & Wolff Shipyard at Appledore, North Devon, for her new owners on Jubilee Wharf, Commercial Road, Penryn. She was built at Yangzhou Dayang Shipbuilding Co Ltd, Yangzhou, China, for Bourbon Corp SA, France, as Bourbon Liberty 121 and entered service on September 6, 2010. After working in West African waters of Congo, Cameroon and Angola, in May 2016 she was laid up in Cameroon until sold in May last year to her Cornish owners. She was dry-docked in Douala, Cameroon, before sailing for Appledore. Her first job is working on the Gaviota Gas Storage Field located in waters north of Bermeo, Spain. The empty well is to be used for storage of natural gas
Graeme Ewens

arrived from South Quay, Dublin, and anchored in the bay to load bunkers from Naxos II. Before noon Endeavor had sailed to continue her voyage to Bilbao, Spain, on CMA CGM (The French Line) service. Greek-owned, fully-laden bulk carrier Antonia S (45,462/14) and Portland bunkering tanker Monjasa Promoter (2,143/08) arrived not long after Endeavor. Monjasa Promoter went alongside Antonia S to provide bunkers. Early in the afternoon Antonia S continued her voyage from Lamberts Point Coal Terminal, Hampton Roads, where she loaded 81,450 tons of coal for steel production at Tata Steel Plant at Ijmuiden, Netherlands. A little later in the morning Seawide Services' work boat Obervargh (59/19) went from Penryn River to Helford River where she relaid moorings and harbour launch Swallow went to King Harry Reach, River Fal, to check laid-up tug moorings. Swallow returned to Coastlines Wharf just after midday and Obervargh returned in the late afternoon. RNAS training vessel Smit Yare (96/03) carried out exercises in Falmouth Bay with aircrew from RNAS Culdrose. Mid-morning, Greek crude oil tanker Flagship Orchid, which had sailed for Algeciras, Spain, on Monday returned to load bunkers from Monjasa Promoter. Inyanga Entsha moved from Queen's Wharf into Falmouth Bay so that she could load bunkers from Naxos II and then returned to Queen's Wharf. Midday, luxury motor

yacht A2 (458/83) left Pendennis Shipyard to run trials offshore and then berthed at Port Pendennis Marina. Mid-afternoon, Liberia-flagged bunkering tanker Monjasa Promoter left Falmouth Bay for Liverpool. On Sunday Fred Olsen's cruise ship Borealis arrived at Liverpool where Monjasa Promoter delivered bunkers for her next cruise. After a 14-day cruise to Canary Islands and Madeira her next cruise this week would go north to Iceland.

FRIDAY, MARCH 11

Just after midnight bunkering tanker Naxos II left Falmouth Bay to Firth of Forth, Scotland, where she supplied bunker fuel to the Italian-owned floating crane Saipem 3000 on Monday. After dawn, Barbados-registered, Lincolnshire-operated cargo ship Sea Harmony (2,481/91) arrived from Belfast, Northern Ireland, and berthed alongside County Wharf to discharge. Shortly after Sea Harmony arrived, tanker Flagship Orchid moved from Falmouth Bay to Coverack Anchorage. Before midday bunkering tanker Balvenie (4,137/97) moved to Eastern Arm to load bunker fuel and offshore supply vessel Inyanga Entsha moved from the docks into Carrick Roads. She returned to Queen's Wharf in the afternoon.

SATURDAY, MARCH 12

Bulk carrier AM Quebec (43,987/13), which is London-owned and Marshall Islands-flagged, arrived from Port

Cartier, Canada, in the early hours and at the same time bunkering tanker Balvenie moved alongside to supply bunker fuel. Just before midday AM Quebec sailed and has since berthed in Dunkirk East at Arcelormittal terminal to discharge her cargo of 81,700 metric tonnes of Canadian iron ore. Before daybreak, Greek products tanker Eurochampion (29,723/21) briefly carried out a transfer offshore. She is on passage from Corpus Cristy, Texas, to Rotterdam. During this time offshore support vessel Inyanga Entsha moved from Queen's Wharf into Carrick Roads. She moved back to Queen's Wharf just before midday. Tanker Flagship Orchid sailed from Coverack Anchorage late Saturday morning for Vlissingen and during the afternoon London-operated Navig8 Aquamarine (23,676/15), a Marshall Islands-flagged tanker, arrived from Donges oil terminal, near St Nazaire on the Loire River, and anchored offshore.

SUNDAY, MARCH 13

Around daybreak offshore support vessel Inyanga Entsha left Queen's Wharf for Bermeo on the north coast of Spain and tanker Navig8 Aquamarine moved to Falmouth Bay to load bunkers from Balvenie. Transfer of bunkers commenced in the late morning and did not finish until late in the evening. Navig8 Aquamarine then sailed for Beaumont, Texas. Government fishery research vessel

Cefas Endeavour (2,983/03) arrived from St Austell Bay after dawn and was met briefly by Seawide Services' harbour launch James Dalton (20/88). Cefas Endeavour then headed for Mount's Bay. In the afternoon Fishguard-registered, passenger/car ferry Stena Europe (24,828/81) left number two dry dock at the end of her annual refit and sailed for Fishguard, Pembroke. Harbour tugs St Piran and Percuil (167/68) assisted with the ferry's departure. Late afternoon, cargo vessel Sea Harmony completed discharging her cargo and moved out into Falmouth Bay.

MONDAY, MARCH 14

Training vessel Smit Yare carried out exercises with Merlin helicopters twice during the day. Midday, KML tug Venture (166/77) left Coastlines Wharf to run trials in Carrick Roads and then returned to the Penryn River. Late afternoon, cargo ship Sea Harmony received orders and sailed for Antwerp. Finally, just before midnight Danish gas tanker Linda Kosan (3,728/11) arrived from Dublin, Ireland, and anchored in Carrick Roads.

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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, Keynvor MorLift Ltd, and national and international Members of the WSS.

by TONY ATKINSON

TUESDAY, MARCH 15

Condor Ferries' Bahamas-flagged FastCat ferry Condor Voyager (gross tonnage 6,581/year built 2000) arrived from Poole Ferry Terminal, Dorset, and berthed alongside Queen's Wharf. At the same time Danish wind-farm crew boat World Sky (127/14) left County Wharf for Barrow-in-Furness via overnight stop at Milford Haven. An hour later brand-new Dublin pilot cutter DPC Dodder (22/22) left Falmouth Haven Marina for Milford Haven. Built by Goodchild Marine Services Ltd, Great Yarmouth, she arrived at Dublin on Wednesday. Mid-morning, Archer-class Royal Navy training vessel HMS Charger P292 (49/88) sailed from Port Pendennis Marina to Portsmouth and Danish gas tanker Linda Kosan (3,728/11), which had arrived late Monday evening from Dublin for bunkers (fuel), left Carrick Roads for Teesport. In the afternoon Archer-class Royal Navy training vessel HMS Express P163 (49/88) arrived from King Dock, Swansea, and moored alongside Port Pendennis Marina. Falmouth-based RNAS Culdrose training craft Smit Yare (96/03) carried out exercises with Merlin helicopter crew in Falmouth Bay.

WEDNESDAY, MARCH 16

After daybreak, HMS Express left Port Pendennis Marina and early evening arrived at number two basin, Portsmouth. Around midday Smit Yare was again offshore in Falmouth Bay and Gerrans Bay conducting work with aircrews. Norwegian pipe-laying crane vessel Normand Cutter (10,979/01) moved from the docks into Falmouth Bay where Portland bunkering tanker Monjasa Promoter (2,143/08) arrived to supply her with fuel. During the evening Liberia-flagged, London-owned gas tanker Navigator Taurus (18,311/09) left Coverack Anchorage, where she had been waiting orders since February 20. She was due to arrive at the Algerian port of Arzew-El-Djedid on Monday.

THURSDAY, MARCH 17

Seawide Services' work boat Obervargh (59/19) left Penryn River for Helford River just after dawn to lay moorings, returning to the Penryn River in the afternoon. Channel Islands ferry Condor Voyager moved from Queen's Wharf into number two dry dock. A little later Portland bunker tanker Monjasa Promoter sailed for Portland and Normand Cutter moved outside port limits. In the evening she headed for Montoir, near St Nazaire. Before midday Greek crude oil tanker Constantinos (42,010/09) arrived from Milford Haven to load bunkers from Balvenie. Alongside Puma



» This week FastCat ferry Condor Voyager arrived for the installation of a bow thruster. Her voyage from Ro-Ro berth number three at Poole Ferry Terminal to Falmouth took five hours. She sailed from Studland Bay to Falmouth Bay, a distance of 140 nautical miles, at an average of 28 knots. Condor Voyager is owned by Brittany Ferries who ran her between Portsmouth and Le Havre as Normandie Express. She was taken on charter by Condor Marine Services in June last year

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oil terminal, Milford Haven, she had discharged cargo loaded at Jubail, Saudi Arabia. At the same time Keynvor MorLift-owned work boat New Ross (20/86) arrived from Par, St Austell Bay, towing a barge which moored at Coastlines, Penryn River. Early afternoon, Greek-owned, Liberia-flagged cargo vessel Runner (1,882/96) arrived from Cork, Ireland, and berthed at Porthoustock Quarry to load stone. She was underway again heading for Shoreham three hours later. Floating ambulance Star of Life (10/03), from the Isles of Scilly, and John D Spicer 16-24 (31/12), a Tamar-class lifeboat from Porthdinllaen, North Wales, arrived at Falmouth Boat Co, Flushing, in the afternoon.

Late Thursday afternoon Isle of Man BP gas tanker British Achiever (115,366/18) arrived outside port limits where she was met by Seawide Services' launch Swallow to transfer personnel. British Achiever had loaded at Point Fortin, Trinidad, and was heading for Medway LNG terminal, Kent. Also, Maidstone-owned, Liberia-flagged coaster Liva Greta (851/88) arrived from Cork and berthed alongside County Wharf to loading stone. Early evening, Seawide Services' work boat Boy Brendan returned to Coastlines Wharf on the Penryn River from Isles of Scilly where she carried out maintenance on the moorings. Another arrival was container ship MSC Jersey (47,873/12) to load bunkers. She is one of more than 140 ships that MSC Mediterranean Shipping Co have purchased in the past 18 months. Registered at Madeira, Portugal, she arrived from

Bremerhaven, Germany and anchored in the bay.

FRIDAY, MARCH 18

Overnight, bunkering tanker Balvenie (4,137/97) supplied bunkers to tanker Constantinos and container ship MSC Jersey. Also, Dutch-owned, Malta-flagged asphalt/bitumen tanker The Deputy (3,923/04) arrived from East Terminal, Belfast, to load bunkers. The Deputy sailed for Cadiz, Spain, in the afternoon. After dawn, Turkish crude oil tanker Ottoman Equity (79,934/08) and Cape Providence (93,526/09), a large Panamanian-flagged bulk carrier arrived from Sines, Portugal, and Port Cartier, Canada, respectively. During the morning Seawide Services' work boat Reclaim (53/52) took out stores to the Ottoman Equity. Late afternoon, Ottoman Equity sailed for Ust-Luga, Russia, and in the early evening Cape Providence headed for Rotterdam-Europoort to discharge her cargo of iron ore. The Isles of Scilly inter-island passenger boats Meridian (17/03) and Sapphire (18/00) left the Penryn River for Isles of Scilly. Also, British Government research vessel Cefas Endeavour (2,983/03) arrived from the Irish Sea and berthed alongside Queen's Wharf to carry out a crew change and take on stores. Mid-morning A&P work boat Penarrow (22/80) and Seawide Services' Obervargh assisted Southampton tug Willchallenge (145/21), towing Cowes, Isle of Wight, chain ferry Floating Bridge 6 (74/17), berth on Duchy Wharf. Once Floating Bridge 6 was alongside the berth, Willchallenge headed back to South-

ampton. In the afternoon Penarrow and Obervargh moved Floating Bridge 6 from Duchy Wharf into number four dry dock. Late morning, container ship MSC Jersey sailed for Montreal, Canada. During Friday afternoon German general cargo vessel BBC Michigan (9,618/10) arrived to load bunkers from Balvenie in Carrick Roads. She arrived from the Mississippi River where she had loaded alongside St Bernard Port and Chalmette Mid-Stream Moorings, New Orleans, and then moved further up the river to a berth at Convent, Port of South, Louisiana, and finally between buoys at Cooper Consolidated Moorings at Greater Baton Rouge, 180 miles from the Gulf of Mexico. BBC Michigan sailed late Friday evening for Mosjoen, Norway. Late in the afternoon cargo vessel Liva Greta sailed with stone for Pollock Dock, Belfast.

SATURDAY, MARCH 19

Research vessel Cefas Endeavour left Queen's Wharf after dawn to work around the Channel Islands.

SUNDAY, MARCH 20

During the early hours, German cargo vessel BBC Europe (7,014/03) arrived and anchored in Carrick Roads to load bunkers from Balvenie. She loaded in Buenos Aires, Argentina, and the Brazilian ports of Sao Francisco do Sul, Santos, and Rio de Janeiro. Once her bunkers had been loaded she left Carrick Roads for Bremen, Germany. Landing craft Grey Bear (32/75), owned by FD Marine, Penryn, took out stores from Exchequer Quay, Penryn, to large tanker Con-

stantinos in Falmouth Bay. During the evening KML tug Venture (166/77) left Coastlines Wharf, Penryn River, to King Harry Reach, River Fal, and after 40 minutes headed back to her Penryn River berth.

MONDAY, MARCH 21

On the morning tide luxury yachts Ngoni (396/17) and La Mascarade (190/97) left Pendennis Shipyard. Both carried out trials during the day with motor yacht La Mascarade berthing alongside Port Pendennis Marina and single mast sailing vessel Ngoni returning to Pendennis Shipyard in the late afternoon. Shortly after the yachts moved, Condor Ferries Commodore Clipper (14,000/99), the Bahamas-flagged Portsmouth to Channel Islands ferry, arrived and berthed alongside Queen's Wharf. Mid-morning, Seawide Services' harbour launch James Dalton (20/88) rendezvoused offshore with BP gas tanker British Achiever (115,366/18) to transfer personnel. She had discharged her cargo at Isle of Grain LNG terminal on the River Medway and was heading for Phillips 66 Freeport Export Terminal at Port Freeport, Texas. Late afternoon, harbour tug St Piran (223/79) assisted bunkering tanker Balvenie move alongside Eastern Arm to load.

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, MARCH 22

Just after dawn Ukrainian-owned, Panamanian-flagged tanker Balvenie (gross tonnage 4,137/year built 1997) left Eastern Arm for Lome, Togo, where she is due on Friday, April 8. Twice during Tuesday training craft Smit Yare (96/03) spent time training aircrews from RNAS Culdrose in the bay. Late afternoon, Hong Kong, Chinese-owned and operated bulk carrier Anacapa Light (19,883/05) arrived from Nueva Palmira, Uruguay, and anchored to load bunkers. At Nueva Palmira, situated in the entrance to River Uruguay, she loaded wood pulp between February 20-26.

WEDNESDAY, MARCH 23

Falmouth-based bunker (fuel) tanker Naxos II (3,220/09) returned to Falmouth Bay before daybreak. Between March 17-21 she loaded cargo at two terminals in Antwerp East. Seawide Services' harbour launch James Dalton (20/88) conducted a transfer with Naxos II on her arrival. A&P work boat Penarrow (22/80) and work boat Obervargh (59/19), owned by Seawide Services, assisted Isle of Man FastCat Manannan (5,743/98) move from number three dry dock to Queen's Wharf. Mid-morning, Isles of Scilly Inter-Island passengers boat Osprey of St Mary's (17/03) left Port Pendennis Marina for St Mary's, Isles of Scilly. Also, four-craned bulk carrier Anacapa Light sailed for Vlissingen, Netherlands, having loaded fuel from Naxos II. Aberdeen-operated offshore supply vessel Malin Sentinel (2,173/20) spent about an hour in Falmouth Bay in the morning. She is chartered by the UK Government, with her sister ship Bailey Sentinel, for fishery protection and law enforcement duties. Malin Sentinel had been working off North Cornwall prior to her arrival and sailed before midday to inspect fishing vessels working between Isles of Scilly and Portland. Early afternoon, Mikela P (81,347/09), a Greek-owned crude oil tanker, arrived from M'bao Oil Terminal, an offshore terminal close to Dakar, Senegal. During the afternoon Seawide Services' launch James Dalton (20/88) went out to the tanker Mikela P twice with personnel and work boat Obervargh took out stores from Coastlines, Penryn River, to the tanker. Mikela P moved in the evening to the offshore ship-to-ship transfer area where on Thursday she loaded bunkers from Naxos II. Early evening, KML-owned tug Venture (166/77) left her Penryn River berth for Avonmouth, where she has since towed the company's floating crane BD-6072 from Avonmouth to Fishguard. During the evening



» It has been over a year now since new operators took over bunkering operations at Falmouth. At the time it was reported they would retain the Rix tanker Lizrix and adding Cypriot tanker Naxos II would boost its new UK supply operations. Also the tanker Centaurus was on her way from Singapore to run around picking up supplies and conducting bunkering away from Falmouth. Within a month Centaurus, which had shown Falmouth as her destination crossing the Pacific, loaded in Louisiana and then headed back to Singapore and Lizrix was withdrawn within a couple of weeks, leaving only Naxos II. In the past couple of weeks Naxos II had been away supplying bunkers in Scotland, with Balvenie admirably continuing bunkering at Falmouth. *Tony Atkinson*

Norwegian-owned cargo vessel Wilson Bergen (1,904/16) arrived from Sharpness, River Severn, and anchored.

THURSDAY, MARCH 24

An hour or two before dawn Seawide Services' work boat Obervargh left her Penryn River berth to rendezvous off Coverack with Chinese-owned, Danish-operated LNG tanker Celsius Charlotte (119,338/21). Interestingly she had loaded alongside east berth at Sabine Pass LNG Terminal in Port Arthur, Texas. Sabine River is the border between Texas and Louisiana and the small town of Sabine Pass is on the west-side of the river in Texas and Sabine Pass LNG Terminal is in Louisiana. Just over an hour after her arrival Celsius Charlotte headed for Swinoujscie, Poland, to deliver her cargo. Around dawn, George Town, Cayman Islands-registered luxury motor yacht A2 (458/83) left Port Pendennis Marina for Guernsey where she anchored offshore in the afternoon. As the yacht sailed, cargo vessel Wilson Bergen moved into Falmouth Bay and berthed alongside County Wharf. Late morning, bunkering tanker Naxos II moved to the offshore ship-to-ship transfer area where she supplied fuel to tanker Mikela P and bulk carrier Seaforce. In the afternoon brand new Royal Navy Cutlass-class patrol boat HMS Dagger P296 arrived. She is the second of this class to be delivered by Marine Specialised Technology, Merseyside. Powered by three waterjets she has a top speed of 47 knots. On arrival she berthed alongside the fuel barge at Falmouth Haven Marina and later moved to another berth at the marina to moor overnight.



» Harbour tug Percuil pictured near Flushing

*Graeme Ewens***FRIDAY, MARCH 25**

Daybreak saw Seawide Services' work boat Obervargh take out stores from Coastlines, Penryn River, to Qogir (115,345/20), a Chinese-owned LNG tanker anchored outside port limits. Obervargh was back at the berth just after midday. Later in the morning HMS Dagger P296 sailed for Poole, Dorset, and training vessel Smit Yare left Duchy Wharf for Turnchapel, Plymouth. Just after midday Liverpool-to-Isle of Man ferry Manannan left Queen's Wharf for Douglas, Isle of Man. She arrived at Douglas at 10.15pm having completed the 306 nautical mile journey at 30 knots. Another departure was Wilson Bergen which sailed from County Wharf for Belfast, Northern Ireland, with 2,580 tonnes of stone. She discharged in Belfast alongside berth five in Pollock Dock area during Monday and sailed Tuesday afternoon for Dublin. Early afternoon, Seawide Services' harbour launch Swallow spent time checking the moorings in King Harry Reach, River

Fal, and returned to Penryn River a couple of hours later. Offshore Portland bunkering tanker Monjasa Provider (2,889/04) arrived to supply fuel to the gas tanker Qogir which was on her way from Sabine Pass to Milford Haven. Late afternoon, Naxos II returned from offshore to Falmouth Bay. During Friday evening Greek crude oil tanker Constantinos (42,010/09) sailed for Algeiras, Spain, and motor yacht A2 returned to Port Pendennis Marina from Guernsey.

SATURDAY, MARCH 26

After daybreak, Greek-owned, Marshall Islands-flagged bulk carrier Sea Faith (21,174/14) arrived to load bunkers from Naxos II. She had loaded cargo at the new Turkish port of Atakas just north of Iskenderun at the eastern end of the Mediterranean. The only other movement was the arrival of Echo-class Royal Navy research survey vessel HMS Echo H87 (3,778/02). She had sailed from Devonport Naval Base at Plym-

outh, earlier in the day and berthed alongside Duchy Wharf mid-afternoon with the help of tugs Percuil (167/68) and St Piran (223/79).

SUNDAY, MARCH 27

Bulk carrier Sea Faith sailed during the morning for Eemshaven, Netherlands, and the Royal Navy research survey vessel HMS Scott H131 (13,500/97) arrived from South Yard, Devonport Naval Base, and anchored in the bay. Late afternoon, training craft Smit Yare returned from Plymouth and berthed alongside Duchy Wharf and Liberian-registered bulk carrier True Cartier (92,722/14) arrived from Dunkirk East to load bunkers from Naxos II in Falmouth Bay.

MONDAY, MARCH 28

In the early hours True Cartier sailed for Port Cartier, Quebec, to load iron ore. Early afternoon, harbour tugs St Piran and Percuil assisted HMS Echo leave Duchy Wharf to sea and then assisted HMS Scott move from Falmouth Bay to alongside Duchy Wharf. At the same time Greek-owned, Liberia-flagged products tanker Elka Apollon (59,486/05) moved from Mounts Bay and anchored off Coverack. Finally, in the evening, training vessel Smit Yare spent over an hour working in Falmouth Bay with aircrew from RNAS Culdrose, Helston.

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 members of the WSS.

by TONY ATKINSON

TUESDAY, MARCH 29

In the early hours Seawide Services' work boat Obervargh (gross tonnage 59/year built 2019) left Penryn River for the Isles of Scilly where over the coming week she was laying moorings in St Mary's Harbour, and in the channel between Bryher and Tresco, before heading to Penzance on Sunday. Another of Seawide Services' vessels Reclaim (53/52) left Penryn River before dawn with stores for Greek products tanker Elka Apollon (59,486/05) anchored off Coverack. After midday Reclaim headed back to the Penryn River and Elka Apollon moved back into Mounts Bay. Bunkering (refuelling) tanker Naxos II (3,220/09) left Falmouth Bay to carry out bunkering operations offshore. But the sea conditions meant this was aborted and she returned to the bay followed by Greek-owned crude oil tanker Chrysalis (61,341/10) which loaded bunkers during the evening.

The tanker had discharged crude oil at Irving oil refinery at Whitegates, Cork, and sailed before midnight for Ust-Luga, a Russian oil terminal in the Baltic, where seven days later she is one of seven similar size vessels loading. In the early evening Condor Ferries FastCat car ferry Condor Voyager (6,581/00) left dry dock for St Malo, France. She has replaced Condor Rapide on the service from St Malo to St Peter Port and St Helier. Condor Rapide has changed owners and will operate in the western Mediterranean for Ibiza owners Transmapi.

WEDNESDAY, MARCH 30

Just after dawn Liberian-flagged, Greek-owned coaster Runner (1,882/96) arrived from Huskisson Dock, Liverpool, and anchored. During the afternoon she loaded stone in Porthoustock Quarry and later moved into the docks. Early afternoon Falmouth bunkering tanker Naxos II headed offshore to supply bunkers to Singapore-operated Capesize bulk carrier Berge Bimberi (101,911/06) which had just discharged in Rotterdam-Europoort and was heading for Sept-Iles, Canada, to load iron ore and MOL Hestia (115,540/21), a Japanese-owned, London-operated gas tanker which had just discharged on the Isle of Grain LNG Terminal, Medway, and was heading for Sabine Pass, Louisiana, for her next cargo. Mid-afternoon, training vessel Smit Yare (96/03) left her berth in the docks for Campbeltown, Scotland.

THURSDAY, MARCH 31

British research vessel Cefas Endeavour (2,983/03) arrived alongside Queen's Wharf in the morning. She is operated by



» The Fred Olsen cruise ship Balmoral arrived this week for dry-docking following lay-up in Rosyth on Firth of Forth. It is almost two years since Fred Olsen's announced that all four of their cruise ships Balmoral, Braemar, Boudicca and Black Prince are moving from Firth of Forth anchorage to berths at Rosyth. Soon after Fred Olsen announced they had bought Hamburg America Line twins Amsterdam and Rotterdam which have since been renamed Bolette and Borealis. This meant veteran pair Boudicca and Black Prince would be swiftly sold and then end up at shipbreakers. However, many of the paintings, fittings, etc. from the two sold can now be found aboard the new ships

Marcel Coster

AW Ship Management Ltd (Andrew Weir) for the Centre for Environment, Fisheries and Aquaculture Science (Cefas), London. At the same time bunkering tanker Naxos II again headed offshore but had to return to Falmouth Bay due to the conditions. Her customer, Greek-owned, four-crane bulk carrier Sofia R (22,733/12) followed her into Falmouth Bay where she loaded her bunkers. Sofia R arrived from Waterford where she discharged cargo loaded at Skikda, Algeria. She left in the evening without orders and has since anchored in Lyme Bay.

FRIDAY, APRIL 1

Dutch-operated research vessel Fugro Supporter (2,065/96) arrived after dawn and berthed alongside County Wharf. She arrived from Santander, Spain, and in the afternoon sailed for the Celtic Sea and Bristol Channel to carry out work. Just after midday Maltese-flagged, Greek-owned tanker Seasprite (62,394/15) arrived from Fin-nart, Scotland, where she had discharged crude oil loaded in Corpus Christi, Texas, and at the same time Portland bunkering tanker Monjasa Promoter (2,143/08) arrived to supply bunkers. Late Friday night Monjasa Promoter and Seasprite sailed for Portland and Corpus Christi, Texas, respectively.

Mid-afternoon, Archer-class training craft HMS Exploit P167 (49/88) arrived from Devonport, Plymouth, and berthed alongside Port Pendennis Marina. Cargo vessel Bon

Vivant (1,596/93) arrived in the evening from Avonmouth, Bristol, where she discharged cargo in Royal Edward Dock which had been loaded in Rosstock, Germany.

SATURDAY, APRIL 2

Well before dawn Fred Olsen cruise ship Balmoral (43,537/88) arrived from Rosyth, Firth of Forth, and entered number two dry dock for a refit following her lay-up due to the Covid pandemic. Falmouth tug Mercia (499/90), assisted by Fowey tug Cannis (285/82), manoeuvred the vessel into dry dock.

A little later cargo vessel Runner left Northern Arm for Shoreham. Around the same time Danish-owned, Singapore-flagged tanker Dee4 Elm (26,900/09) stopped briefly offshore to carry out a transfer. She was on passage from La Corunna, Spain, to Amsterdam. In the afternoon Latvian-owned Bon Vivant moved from Falmouth Bay into Porthoustock Quarry where during the afternoon she loaded stone for Shoreham.

SUNDAY, APRIL 3

In the early hours Cannis arrived from Fowey to assist Mercia to move Royal Navy research ship HMS Scott H131 (13,500/97) from Duchy Wharf into number three dry dock. Also, tug Willchallenge (145/21) arrived from Southampton. After daybreak Willchallenge assisted by A&P work boat Penarrow (22/80) moved Cowes, Isle of Wight, chain ferry Floating Bridge 6 (74/17)

out of dry dock so she could return to her daily work back and forth across the Medina River. However, when she was approaching the slipway on the Eastern Side on the Medina River wind and tide took her against the harbour wall causing a number of windows to smash. Later, research vessel Cefas Endeavour left Queens Wharf for Lowestoft where she arrived on Tuesday afternoon. In the afternoon Devonport tug SD Powerful (384/85) arrived from Plymouth and berthed alongside County Wharf. Late afternoon bunkering tanker Naxos II left Falmouth Bay for her offshore transfer area to supply bunkers to Liberian-registered, Leicestershire-operated bulk carrier Yeoman Bank (24,870/82) en route with stone from Glensanda, Loch Linnhe, to Southampton and later in the evening the very large London-owned, Liberian-registered crude oil tanker Red Nova (161,296/13) which was laden with crude oil loaded in Corpus Christi, Texas, for discharge in Rotterdam. Seawide Services' harbour launch Swallow took out stores to the tanker in the evening. Earlier, Royal Navy Archer-class vessel HMS Biter P270 (49/86) arrived from Millford Dock and moored alongside Port Pendennis Marina.

MONDAY, APRIL 4

Overnight HMS Exploit P167 (49/88) sailed for Dartmouth and later in the day sailed from there back to her moorings at Portsmouth. Daybreak saw the arrival of the German cruise

ship Hamburg (15,067/97) from La Corunna, Spain. It moored alongside County Wharf with the aid of harbour tug Percuil (167/68). Percuil assisted her departure late in the afternoon for St Helier, Jersey. As the cruise ship arrived, SD Powerful, which had been on County Wharf, moved into number four dry dock. Offshore Seavenvoy (64,092/17), a Greek-owned, Hong Kong-flagged tanker, arrived from Milford Haven and anchored off Coverack to await orders. In the afternoon Plymouth-based training vessel Smit Dart (96/03) arrived from Turn-chapel Marina to carry out exercises with helicopters from RNAS Culdrose. Late afternoon she berthed in the docks before carrying out more work with helicopters late in the evening. Seawide Services' work boat Obervargh returned to the Penryn River after carrying out work for the Penzance Harbour Master earlier in the day and offshore Seavenvoy was joined off Coverack by Greek-owned, Malta-registered tanker Signal Maya (62,350/17) which arrived in ballast after discharging her last cargo at Fin-nart oil terminal, Loch Long, Scotland.

ACKNOWLEDGEMENTS

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by TONY ATKINSON

TUESDAY, APRIL 5

After dawn Seawide Services' work boat Obervargh (gross tonnage 59/built 2019) carried out work off Feock on the Fal and in the Helford River during the day and returned in the evening to the Penryn River. The Archer-class patrol boat HMS Biter P270 (49/86) left Port Pendennis Marina for Portsmouth and the Plymouth-owned inshore survey vessel Coastal Surveyor (2/12) entered the water at Grove Place, having arrived by road behind a Land Rover. During the day she carried out a survey in the dock basin and in late afternoon headed to Plymouth by road. Later in the morning the Greek-owned, Hong Kong-flagged tanker Seaenvoy (64,092/17) left Coverack Anchorage for Port Said, Egypt. After midday the JS Ineos Intuition (20,716/17), a Maltese-registered, French-operated combination gas tanker, which can carry either LNG or LPG, arrived from the Ineos oil terminal at Grangemouth on the Firth of Forth, and anchored so divers operating from Seawide Services' work boat Boy Brendan (55/79) could carry out an in-water survey. Early in the evening the Boy Brendan returned to her berth on the Penryn River. The Greek-owned, Malta-registered crude oil tanker Signal Maya (62,350/17) left her position off Coverack for Gibraltar, but before arriving there she was ordered to head for the Zawia oil terminal, Libya, for her next cargo. In the late afternoon the Irish cargo vessel Arklow Abbey (5,078/19) arrived from Waterford, Ireland, and anchored offshore awaiting orders. The following day she moved closer to St Anthony Lighthouse. The Royal Navy training vessel Smit Dart (96/03) returned to Turnchapel Marina, Plymouth, after standing in for the the helicopter crew training vessel Smit Yare (96/03). Late in the evening the Greek-owned, Panamanian-flagged tanker Galissas (29,924/08) arrived from Newport, Rhode Island, having previously discharged oil at the Motiva Enterprise Terminal, Providence. She had been anchored off Newport for nearly a month before heading back across the Atlantic. On her arrival Falmouth's bunkering (refuelling) tanker Naxos II (3,220/09) was swiftly alongside supplying bunker fuel.

WEDNESDAY, APRIL 6

Before dawn the Obervargh left her Penryn River berth for Mevagissey, where she laid visitor moorings for the harbour master. At the same time the Greek-owned products tanker Minerva Virgo (28,960/06) arrived from New Jersey, where she had discharged cargo at the Kinder Morgan Terminal at Perth Amboy. Once the Naxos



» The Swiss-owned container ship MSC Eva arrived for bunkers on Monday, having sailed from Tanjung Pelepas, Malaysia, via the Suez Canal. Her cargo was loaded in three Chinese ports – Ningbo, Yantai and Xiamen – between March 3 and 11. She can carry 13,798 TEU (Twenty-Foot Equivalent Unit) containers, which is small compared with the Taiwan-owned Ever Given which blocked the Suez Canal. The Ever Given can carry 20,388 TEUs, but the same company has just taken delivery of the Ever Ace with a TEU capacity of 23,992

Olie Crediton

II finished supplying the Galissas the Minerva Virgo would receive bunkers. The Newquay-based dive boat Atlantic Diver (10/05), working out of Mylor yacht harbour, carried out various trips on Wednesday and would continue to do so all week, to Falmouth Bay, Gerrans Bay, the Helford River and the, Fal. Seawide Services' crew boat Swallow transferred stores to the JS Ineos Intuition in the morning. Just before noon the Hafnia Excellence (42,869/16), a Singapore-flagged and -operated tanker, arrived from Freeport, Bahamas, and anchored off Coverack. In the early afternoon, after loading her bunkers, the Galissas moved to Coverack Anchorage and the Minerva Virgo left for Ust-Luga, Russia, where she is about to load Russian oil. The JS Ineos Intuition left for Marcus Hook, Philadelphia. In the evening the Portuguese-registered, Cowes-owned cargo vessel Kristin C (4,151/10) arrived from Moerdijk, Netherlands, and anchored in Gerrans Bay.

THURSDAY, APRIL 7

Well after dawn the harbour tugs Mercia (499/90) and St Piran (223/79) assisted the Royal Navy logistical support ship RFA Mounts Bay L3008 (16,160/05) in berthing alongside Duchy Wharf. She arrived from Marchwood, Southampton, where she had discharged equipment used during a Nato exercise in Norway. Just before noon Seawide Services' launch James Dalton (20/88) met the London-owned, Liberian-registered crude oil tanker Taurus Sun (59,164/07) offshore to

transfer personnel. The tanker had loaded in Houston, Texas, for Fredericia, Denmark. Around the same time the Arklow Abbey sailed for Bordeaux to load for Waterford, Ireland, and the Kristin C left Gerrans Bay for Algeciras, Spain. Late in the afternoon the Seven Pacific (7,059/10), an Isle of Man-registered, British-owned pipe-layer, arrived from Takoradi, Ghana, and the work boat Obervargh returned to her berth after laying moorings off Looe and Mevagissey.

FRIDAY, APRIL 8

Just after dawn the Obervargh left to carry out work in the Helford River, returning to her berth in the late afternoon. The Seven Pacific moved alongside Queen's Wharf. All three harbour tugs, Percuil (167/68), St Piran and Mercia, moved to near Little Dennis Castle, Pendennis Point, so the tugs and crews could salute the funeral cortège of former tug skipper Captain Maurice 'Mossy' Fuller. At midday the Greek-operated LNG tanker Clean Ocean (105,943/14) arrived from Yokohama, Japan, to carry out a transfer. She had loaded in Zeebrugge at the beginning of February, arrived in Yokohama on March 3 and sailed the following day for Northern Europe, a voyage of 11,766 miles out and 11,527 back. Early in the afternoon the Norwegian-owned, London-operated research ship SW Bly (7,709/12) arrived from Las Palmas, Canary Islands, and the Minerva Sophia (61,382/09), a Greek crude oil tanker, from Castellon, Spain, to load bunkers. A little later

the Dutch-owned, Norwegian-operated coaster Peak Anfield (2,301/00) arrived from Sharpness on the Bristol Channel and anchored in Gerrans Bay for orders and the Galissas left her anchorage for another off Scheveningen, Holland. She has since received orders to load at the Russian port of Ust-Luga. She was swiftly replaced off Coverack by the Danish-operated, Greek-owned tanker Hafnia Beijing (43,693/19) which arrived in ballast from Royal Portbury Dock, Bristol.

SATURDAY, APRIL 9

In the early hours the Boy Brendan took stores to the Minerva Sophia in Falmouth Bay and returned after day-break to the Penryn River. A little later the Smit Yare returned to the docks from Campbelltown, Scotland, and the German coaster Birgit G (2,545/10) moved from Mounts Bay to a position off Cadgwith. Later in the morning the Minerva Sophia sailed for Tallinn, Estonia. In mid-afternoon the Kmarin Rigour (64,309/18), a South Korean-owned crude oil tanker operated by BP Shipping, arrived from Milford Haven for bunkers. The Clean Ocean stopped off again briefly to carry out a transfer, and in the early evening the SW Bly sailed for Liverpool.

SUNDAY, APRIL 10

Before dawn the Greek-owned, Cypriot-flagged bulk carrier Blue Wave (47,984/11) arrived in the bay from Ijmuiden, Netherlands. The Kmarin Rigour sailed for Skikda, Algeria, in mid-morning, and in the afternoon the Clean Ocean again

carried a transfer offshore. In the evening the Cardiff-owned cargo vessel Celtic Spirit (2,840/96) arrived from Cattedown Wharf, Plymouth, and anchored.

MONDAY, APRIL 11

The chartered offshore supply vessel Malin Sentinel (2,173/20), operated as a fishery patrol vessel, arrived in Falmouth Bay in mid-morning from the Western Approaches, used her launch to transfer personnel and was under way again just after midday towards St Austell Bay. Early in the afternoon the Birgit G left Cadgwith Bay for Les Sables d'Olonne, France, and the Panamanian-flagged, Swiss-owned container ship MSC Eva (151,559/10) arrived from the Suez Canal and anchored to load bunkers from the Naxos II. Early in the evening the Danish tanker Britta Maersk (19,768/07) arrived from Canada Dock, Liverpool, to await orders and anchored off Coverack. Late in the evening the Panamanian-registered, German-operated bulk carrier Navios Etoile (92,715/10) arrived from Rotterdam-Europoort, where she had discharged coal loaded in Hay Point, Queensland, Australia. The Blue Wave sailed for Port Cartier, Quebec, Canada.

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by TONY ATKINSON

TUESDAY, APRIL 12

Bunkering (refuelling) tanker Naxos II (gross tonnage 3,220/year built 2009) moved from container ship MSC Eva (151,559/10) to bulk carrier Navios Etoile (92,715/10) in Falmouth Bay. Once the bulker had loaded her fuel Naxos II sailed for Portland. Well before dawn Panama-flagged container ship MSC Eva sailed for Rotterdam. She eventually berthed in the new MSC terminal in the Maasvlakte II Area on Easter Sunday. Around dawn Cardiff owned cargo ship Celtic Spirit (2,840/96) moved from Falmouth Bay to County Wharf to load. At the same time Maltese-flagged, Danish-operated crude oil tanker Hafnia Beijing (43,693/19) and Navios Etoile, a Greek-owned, Panama-registered ship, sailed for Scheveningen Anchorage and Port Cartier, Quebec, respectively. Seaside Services' work boat Obervargh (59/19) spent most of the day in Helford River laying and checking moorings. Newquay-based dive-boat Atlantic Diver (10/05) started a week-long series of trips starting from Custom House Quay, Falmouth to Falmouth, Veryan and Gerrans Bays. Three vessels conducted sea trials during the day. RNLI Porthdinjaen-stationed Tamar-class lifeboat John D Spicer 16-24 (31/12) and Isles of Scillies floating ambulance Star of Life (10/03) both conducted trials in Carrick Roads after undergoing work at Falmouth Boat Construction Ltd, Flushing, and large Guernsey-registered sailing vessel Ngoni (396/17) spent time offshore before returning to Port Pendennis Marina. Late afternoon training vessel Smit Yare (96/03) left Duchy Wharf for Turnchapel, Plymouth.

WEDNESDAY, APRIL 13

North Wales-owned inshore survey vessel Titan Endeavour (11/11) left Port Pendennis Marina to return to her base at Riverside Quay, Port Mostyn. After spending the previous day in the Helford River, Obervargh conducted work in King Harry and Tolverne Reach's in the River Fal. Both John D Spicer 16-24 and Star of Life conducted further sea trials during Wednesday. Dutch-owned cargo vessel Peak Anfield (2,301/00) left Gerrans Bay for Teignmouth, Devon, where she has since loaded cargo for Castellon, Spain. Just before midday Danish tanker Britta Maersk (19,768/07) left Coverack Anchorage for Algeciras, Spain, and Celtic Spirit completed loading glass alongside County Wharf for Guinness Wharf on the River Trent. Early evening bunkering tanker Naxos II returned from Portland and berthed alongside Eastern Arm to discharge. Also,



» Sadly in the past two weeks twin Finnish built ferries, originally Byelorussiya and Gruziya delivered in January and June 1975 to Black Sea Shipping Co, Odessa, then in the USSR, have just finished their final voyages to shipbreakers at Alang, India, and Gadani Beach, Pakistan. Converted to cruise ships in the 90s and renamed Delphin and Van Gogh they were regular visitors to Falmouth

Tony Atkinson

Seaside Services' work boat Seahorse took out stores to tanker Hafnia Excellence (42,869/16) anchored off Coverack and training vessel Smit Yare, which had returned from Plymouth earlier, carried out training with personnel from RNAS Culdrose, Helston for a couple of hours.

THURSDAY, APRIL 14

On the morning tide FD Marine's landing craft Grey Bear (32/75) left Exchequer Quay, Penryn, for Newlyn. Norwegian-owned cruise ship Viking Jupiter (47,861/19) arrived after dawn from Leixoes, Portugal, and berthed alongside County Wharf. Late in the afternoon, with all her passengers aboard, she sailed for Portsmouth to change passengers for her next cruise. In the morning Isles of Scillies floating ambulance Star of Life sailed from Falmouth Marina for Isles of Scilly and lifeboat John D Spicer 16-24 moved from the marina to moorings near Trefusis Point. Early afternoon work boat Obervargh was noted working off Feock and the entrance to Restronguet Creek. Late in the afternoon the large luxury sailing yacht Ngoni (396/17) left Port Pendennis Marina for Gibraltar. As I am writing this she is south east of Alicante with Palma shown as her next port of call. She was only alongside in Gibraltar for an hour. Newquay work boat Atlantic Diver carried out a trip working offshore to the east of Falmouth up to Dodman Point. After landing her customers at Custom House Quay she sailed for Newlyn in the evening.

Overnight Front Polaris (62,849/18), a Marshall Islands-flagged, Norwegian-operated crude oil tanker arrived to load bunkers from Naxos II.

FRIDAY, APRIL 15

Very early Friday morning Naxos II completed delivering fuel to Front Polaris. Just over an hour later she was underway. Front Polaris arrived from Teesport where three days earlier she had completed loading about 100,000 tonnes of North Sea crude in just over 24 hours alongside number one jetty at ConocoPhilips oil terminal, which was delivered to the Whitegates Irving oil refinery at Cork, Ireland, on Easter Day. After daybreak Pan Americas (114,996/17), a very large Canadian-owned, Shell London-operated gas tanker arrived from Point Fortin, Trinidad and Tobago, and anchored off Coverack for orders. Greek-owned coaster Runner (1,882/96) arrived from Alexandra Dock, Liverpool, during the morning. She embarked a pilot just before midday and berthed at Porthoustock Quarry. Three hours later she sailed for Shoreham. During Friday bunkering tanker Naxos II supplied fuel to two vessels. The first to arrive was Greek crude oil tanker Almi Sky (84,216/12), from the Gulf of Guinea, Nigeria. She loaded about 120,000 tonnes of crude oil from FPSO Agbami, in the Gulf of Guinea, at the end of March. Since leaving Falmouth she berthed alongside number one jetty, Maasvlakte Oil Terminal, Rotterdam, on Sunday, April 17, and was moved the

following day by tugs SD Rebel and SD Stingray to jetty west at Maatschappij Europoort Terminal in the Calland Canal. The second vessel calling for bunkers was the Dutch-owned, French-operated feeder container ship Enforcer (7,642/04). Enforcer arrived from Royal Portbury Dock, Bristol, and sailed just before midnight for Bilbao, Spain. Early evening Turkish-operated, Panama-flagged bulk carrier Bundu (9,872/03) arrived from Antwerp East and anchored outside port limits. Until Thursday, April 7, she was Dutch-owned Stellar Toledo and ownership transferred on that day. Surprisingly, she is operated from offices in Beckenham, Kent.

SATURDAY, APRIL 16

Latvian coaster Bon Vivant (1,596/93) moved from Falmouth Bay to Lighterage Quay, Truro in the early hours and berthed with the aid of A&P work boat Penarrow (22/80). After daybreak bulk carrier Bundu (9,872/03) left her offshore anchorage for Lagos, Nigeria, and training craft Smit Yare left the Duchy Wharf for Plymouth. Late afternoon harbour tugs St Piran (223/79), Percuil (167/68) and Mercia (499/90) moved Fred Olsen cruise ship Balmoral (43,537/88) from number two dry dock to County Wharf.

SUNDAY, APRIL 17

After dawn bunkering tanker Naxos II moved from Falmouth Bay to County Wharf to supply fuel to Balmoral. Once com-

pleted she moved back into the bay. In the afternoon Balmoral was moved from County Wharf into number two dry dock by Mercia, St Piran and Percuil with Seaside Services' launch Swallow assistings.

MONDAY, APRIL 18

Daybreak saw the Danish-operated, Malta-flagged gas tanker JS Ineos Innovation (22,887/16) arrive from Antwerp and anchor off Coverack. Waiting for her was Seaside Services' dive support work boat Boy Brendan (55/79) which spent a number of hours alongside whilst divers polished her propeller. Another of Penryn company's vessels Swallow made two trips to and from the tanker carrying out a crew change. JS Ineos Innovation sailed just before midnight for Houston, Texas. Mid-morning Singapore crude oil tanker Hafnia Excellence left her position off Coverack for Antwerp. In the evening Polish-owned, Malta-registered tanker Straitview (2,222/07) arrived from Liverpool and anchored off Gerrans Bay for orders. Finally, just before midnight Smit Yare returned from Plymouth and berthed alongside Duchy Wharf.

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by TONY ATKINSON

TUESDAY, APRIL 19

In the early hours CE-Hamilton (gross tonnage 81,384/year built 2009), a Marshall Island-registered, Greek-owned crude oil tanker, arrived from Sines, Portugal, and anchored off Coverack Anchorage. After daybreak Seawide Services' harbour launches James Dalton (20/88) and Swallow went to and from the vessel, to conduct a crew change. Early evening CE-Hamilton sailed for the Skaw Anchorage, North Denmark, for orders. On Saturday she anchored off Gothenburg, Sweden, where she loaded bunkers (fuel) from local bunkering tanker Copenhagen. She is now showing Tallinn, Estonia, as her next loading port. Just before daybreak A&P work boat Penarrow (22/80) left her berth in the docks for Lighterage Quay, Truro. On the top of the tide Penarrow assisted Latvian cargo vessel Bon Vivant (1,596/93) leave Truro for Rotterdam. After discharging her cargo of scrap metal in the Botlek area of Rotterdam she is now in the shipyard at Ridderkerk near the Feyenoord football stadium. Seawide Services' work boat Obervargh (59/19) spent the day near Trefusis Point, Flushing, conducting maintenance to Frigate and Caldey Buoys, in the harbour. London-operated, Canadian-owned gas tanker Pan Americas (114,996/17) left Coverack Anchorage heading south showing 'for orders'. A week later she is off the coast of Egypt at the eastern end of Mediterranean still showing 'for orders'. Mid-afternoon St Ives pleasure boat Four Sisters arrived from St Ives Bay to berthed at Mylor Yacht Harbour.

WEDNESDAY, APRIL 20

Just before dawn Greek-owned and operated gas tanker Hellas Diana (116,284/21) arrived to load bunkers from Falmouth bunkering tanker Naxos II (3,220/09). During the morning A&P work boat Triton (26/88) made two trips out to the gas tanker during the morning. Hellas Diana, which is registered at Valletta, Malta, arrived from Ingleside, Corpus Christi in Texas, and sailed in the evening for Dunkirk, France.

On Sunday she berthed at LNG terminal, in Dunkirk-West and as I am compiling this she is west of the Isles of Scilly heading out into the Atlantic 'for orders'. As soon as Naxos II finished supplying fuel to Hellas Diana, she sailed for Rotterdam. Before she sailed, Seawide Services' launch James Dalton made two trips out to Naxos II. On Saturday Naxos II berthed alongside number seven jetty at Oiltanking Storage terminal in Amerikahaven area of Amsterdam. She has since been to Cherbourg to



» Seven Pacific, a British-owned pipe-layer crane vessel, has been alongside Queen's Wharf waiting her turn to use number two dry dock for over a week. Owned by Subsea 7 Ltd, she was built in the Netherlands by IHC Offshore & Marine BV at Krimpen-aan-den-IJssel near Rotterdam, and registered in Douglas, Isle of Man, she entered service during November 2010. The 134m construction/flex-lay vessel is capable of operating world-wide in water depths of up to 3,000m and is equipped with a 250-ton lift crane and a 30-ton auxiliary crane. She has the capacity to load 2,500 tonnes of flexible piping on two carousels below deck. When operational she carries a crew of about 100 and has completed projects in Europe, the Mediterranean, Gulf of Mexico and most recently off West Africa in the Gulf of Guinea conducting repairs, maintenance and renewing of the pipeline from FPSO Kwame Nkrumah MV 21 (Jubilee Field)

Graeme Ewens



» The huge 299metre liquefied natural gas tanker Hellas Diana floats over Falmouth in the haze last Wednesday

Greg Martin

supply fuel to French, Wallis and Futuna-registered expedition cruise ship Le Commandant Charcot (31,283/21). For a second day work boat Obervargh conducted maintenance on Caldey Buoy and then moved on to Jubilee Buoy in Falmouth harbour. RNAS Culdrose aircrew carried out exercises with training craft Smit Yare (96/03) between Gerrans Bay and, later in the afternoon, Falmouth Bay. At the same time United States offshore support vessel Virginia Ann (3,518/15) arrived from Drammen, Norway, and anchored offshore outside port limits. Around the same time Port Talbot utility vessel Effy D (69/82) arrived from Salcombe, Devon, and berthed alongside Exchequer Quay, Penryn, on the afternoon tide.

THURSDAY, APRIL 21

After daybreak harbour launch Swallow took out personnel to Virginia Ann anchored offshore. Once the transfer had been completed Swallow returned to Falmouth and Virginia Ann (3,518/15) moved much further offshore. Late afternoon Virginia Ann returned to her original posi-

tion offshore. Seawide Services' work boat Obervargh continued her maintenance of the harbour buoys during Thursday and training launch Smit Yare continued training with a Merlin helicopter crew in Carrick Roads in the late morning. Late afternoon Polish tanker Straitview (2,222/07), which had anchored for orders off Portsatho on Monday, sailed for St Nazaire. She is at present in Le Bassin de Saint-Nazaire berthed alongside Quai Pereire at Cargill Terminal loading cargo.

FRIDAY, APRIL 22

Obervargh continued her maintenance of harbour buoys with work taking place at Crossroads Buoy in Carrick Roads. Mid-afternoon she returned to her berth at Coastlines Wharf in Penryn River. Offshore, Hong Kong-registered, Glasgow-operated gas tanker Pan Europe (114,996/18) arrived from Point Fortin, Trinidad and Tobago and anchored off Coverack. Like her sister ship Pan Americas earlier in the week, she had loaded at Petroltrin Terminal, Point Fortin in Trinidad and Tobago, with gas for Northern Europe.

During the afternoon harbour launch James Dalton went up the Mevagissey where the tanker Danish tanker Sofie Theresa was anchored offshore. Early evening James Dalton made a second trip to an unknown vessel off Falmouth.

SATURDAY, APRIL 23

Just after dawn United States-owned offshore support vessel Virginia Ann (3,518/15) left her offshore position and headed out into the Atlantic.

SUNDAY, APRIL 24

KML work boat New Ross (20/86) left Coastlines Wharf on the Penryn River for Southsea, Portsmouth. She is working with the company's utility vessel Sarah Grey and rock barge Selina. Midday harbour tugs Mercia (499/90), St Piran (223/79) and Percuil (167/68) assisted Bahamas-registered, Fred Olsen-owned cruise vessel Balmoral (43,537/88) to sail from number two dry dock for Newcastle-upon-Tyne. She is due to commence sailings on May 2 from Newcastle with a 16-night voyage to the Canary Islands, Madeira and Portugal. Early afternoon as Balmoral

was heading for the Tyne, the Dutch anchor handling tug ALP Defender (5,910/17) arrived from El Ferrol, Spain and anchored in Falmouth Bay.

MONDAY, APRIL 25

Mid-morning the very large gas tanker Pan Europe (114,996/18) left her anchorage near Coverack for Port Said, Egypt, and the utility vessel Effy D left Exchequer Quay, Penryn, for the Isles of Scilly.

In the afternoon harbour tug St Piran moved the Plymouth-based tug SD Powerful (384/85) from number four dry dock to the southside of Queen's Wharf. The Irish sailing vessel Ilen (45/26), which is one passage from the Shannon River to the Thames, arrived from Steamboat Quay, Limerick, and berthed alongside Port Pendennis Marina.

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