

by TONY ATKINSON

TUESDAY, DECEMBER 28

Just before dawn Malta-registered, Portland-based bunkering (refuelling) tanker Monjasa Provider (gross tonnage 2,889/year built 2005) left Falmouth Bay for Portland having finished supplying the large Greek LNG tanker Minerva Psara (113,817/21) with fuel for her voyage to the US Gulf to load her next cargo. She sailed a couple of hours after the Portland bunkering tanker having arrived from Milford Haven the previous day. Also before dawn, Norwegian-owned, Barbados-flagged cargo vessel Wilson Weser (1,550/05) embarked a pilot and berthed at Porthoustock Quay. Just before midday Wilson Weser sailed from Porthoustock Quay for Penny's Wharf at Shoreham. Once her cargo had been discharged she sailed across The Channel to Rouen. She has since loaded a full cargo of grain alongside North Jetty at Soufflet Grain Terminal for Stavanger, Norway.

WEDNESDAY, DECEMBER 29

Seawide Services work boat Obervargh (59/19) and harbour launch Swallow spent most of the daylight hours in the River Fal getting Sea Anatolia (ex-European Seaway) ready to leave lay-up for Turkey. Late Wednesday afternoon Falmouth pilot boat Arrow met Turkish-owned, Danish-operated products tanker Arsland (16,791/08) offshore to collect her overcarried pilot. Once he had been safely transferred to Arrow the tanker headed for Antwerp, Belgium, to load a cargo between 2021 and 2022 as she arrived mid-afternoon Friday and left the following afternoon for Mongstad, Norway.

THURSDAY, DECEMBER 30

Seawide Services workboat/utility vessel Boy Brendan (55/79) and harbour launch Swallow spent the hours of daylight in King Harry reach alongside Sea Anatolia. Marshall Islands-registered gas tanker Monsoon (46,943/15) arrived in the early afternoon and anchored for bunkers. The Norway-owned tanker arrived from Le Havre where she had been since Christmas Eve discharging her cargo berthed alongside number one jetty at Norgal Storage terminal in the Grand Canal du Havre area of the port. Three hours later German cargo ship ABB Elke (9,611/04) arrived from Canada and anchored outside port limits. At the beginning of December, she loaded bunkers from Whitdawn in Falmouth when heading for Canada. On Friday, December 17, she moored alongside Berth 19 in Trois-Rivieres, Quebec, to discharge cargo loaded in Finland. On the afternoon of Tuesday, December 21, she sailed,



» At present Cobelfret freight ferry Clementine is in number two dry dock undergoing a refit and repairs. Her sister ship Valentine that left Falmouth for New Zealand on November 13 has arrived and is now operating between Wellington, North Island and Picton, South Island
Tony Atkinson

headed out of the St Lawrence River into the Atlantic showing no destination.

FRIDAY, DECEMBER 31

Falmouth-based bunkering tanker Naxos II (3,220/09) returned from Rotterdam to conduct bunkering operations in Falmouth. After leaving Falmouth she transferred cargo in South Falls Head Anchorage, River Thames, to Zeebrugge-based, Turkish bunkering tanker Duzgit Harmony. She then went to Rotterdam-Europoort, mooring to dolphins in the Calland Canal. Whilst in Calland Canal, two Dutch tank-barges Picasso and Sydney transferred bunkering fuel to the tanks of Naxos II. On Tuesday, December 28, she headed for Southwold Ship-to-Ship transfer area off Lowestoft to supply bunkers to the tanker Red Sun (59,711/08) and then headed for Falmouth. On her arrival in Falmouth Bay, Naxos II supplied bunkers to the gas tanker Monsoon allowing her to sail for Port Arthur, Texas, in the late afternoon. During the morning Seawide Services harbour launch James Dalton (20/88) went to gas tanker Greek gas tanker Methane Patricia Camila to undertake a crew change and then to products tanker STI Lavender (63,338/19) with stores. Mid-morning, Japanese-owned, German-operated bulk carrier Dioni GR (21,547/11) arrived from Quebec, Canada, and anchored to the east of St Anthony Lighthouse to wait her turn to load bunkers. Also, Panama-registered gas tanker

Methane Patricia Camila (109,004/10) arrived from LNG Gate Terminal, in the Maasvlakte area of Europoort-Rotterdam, and anchored in Gerrans Bay.

In the Netherlands she had discharged a full cargo of liquified natural gas loaded on the Pacific Coast of Peru in the first week of December at the LNG terminal at Pampa Melchorita. Early afternoon, Methane Patricia Camila sailed for Point Fortin, Trinidad, having loaded stores from Seawide Services launch Seahorse. Singapore-flagged crude oil tanker STI Lavender stopped briefly to conduct her transfer and then continued her voyage from Limetree Bay, on the Virgin Islands, to Antwerp. Just before midday Panamanian-registered tug Ledokol (131/10) left Penryn River for the River Fal. After a brief period in the River Fal alongside Gladiator she sailed for Le Havre, France.

SATURDAY, JANUARY 1

Overnight, German trailing suction hopper dredger Hege-mann I (2,090/94) was anchored in Gerrans Bay. She was on passage from Wilhelmshaven, Germany, to Warrenpoint, Northern Ireland. She arrived at Warrenpoint just after midday on Monday. After daybreak German cargo ship ABB Elke moved into Falmouth Bay and Afrodite (30,053/05), a Greek-owned products tanker, arrived from Newfoundland where she discharged cargo alongside number two jetty at the North Atlantic Oil Terminal in Placentia Bay at Come-by-

Chance. During the day both loaded bunkers from Naxos II. ABB Elke sailed late afternoon for Heroya in Grenland Bay, Norway, and late Saturday evening Afrodite headed for Amsterdam. She arrived in Amsterdam on Monday morning and berthed alongside a lay-by berth to load from Dutch bunker barge Tourmaline (2,290/10) and fresh water tanker Wabo-5 (258/83). Late in the afternoon bulk carrier Dioni GR moved from her position east of the lighthouse into Falmouth Bay to load fuel from Naxos II. This had been completed just before midnight.

SUNDAY, JANUARY 2

During the first hour of Sunday morning bulk carrier Dioni GR (21,547/11) left Falmouth Bay to deliver her cargo of Canadian iron ore loaded alongside number 52 quay in the Beaufort area of the Port of Quebec on the St Lawrence Seaway. As I am writing up this week's Harbour Talk she has berthed in Hamburg to discharge almost 35,000 tonnes of iron ore at Hansaport terminal on the Suderelbe. After dawn, Turkish-owned and operated tanker Atlantis Antalya (2,314/04) arrived from Dublin, Ireland, and anchored in Carrick Roads so that Seawide Services personnel could conduct an in-water survey of the tanker's hull using Boy Brendan (55/79) as diver support. Early afternoon, Boy Brendan returned to her Penryn River moorings and a little later Atlantis Antalya left Carrick Roads for Rouen, River Seine, to load cargo at SGMA

terminal for Bordeaux. Seawide Services newest work boat Obervargh (59/19) conducted work on the pontoons at Woodbury near Malpas during the day. Late afternoon she headed back to the Penryn River. For a couple of hours around noon fishery patrol vessel Malin Sentinel (2,173/20), a chartered offshore support vessel, checked fishing boats between Coverack and Ports-catho. She has replaced Ocean Osprey.

MONDAY, JANUARY 3

Falmouth pilot boat Arrow went offshore to collect an overcarried Milford pilot from products tanker Papillon (26,913/07) which had loaded at Valero oil terminal at Milford Haven. Once her pilot had been collected Papillon headed for Pozos Colorados, Colombia. The terminal is used to import petroleum products into shore storage tanks. Distribution is operated by Empresa Colombiana de Petroleos (Ecopetrol). During Monday evening Maltese-flagged asphalt/bitumen tanker Acacia Rubra (5,539/11) arrived from Newport, South Wales, to load bunkers from tanker Naxos II overnight.

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, JANUARY 4

In the early hours Maltese-flagged asphalt/bitumen tanker Acacia Rubra (gross tonnage 5,539/year built 2011) completed loading bunkers (fuel) from Naxos II (3,220/09) and continued her voyage from Newport, South Wales, to Puerto Real Basin, Cadiz. After daybreak, bunkering tanker Naxos II berthed alongside Eastern Arm and moved back into Falmouth Bay in the afternoon. During the morning River-class Royal Navy patrol vessel HMS Severn P282 (1,700/03) arrived from Portsmouth Naval Base and with the aid of harbour tugs Percuil (167/68) and St Piran (223/79) moored alongside Queens Wharf. Late in the afternoon BW Prince (47,194/07), a Norwegian-owned and registered gas tanker, arrived to load bunkers from Naxos II. She had loaded at Stolthaven Hydrocarbons plant, Houston, for Dow Benelux Terminal, Terneuzen, and sailed for River Schelde before midnight. During her time at anchor, A&P work boat Triton (26/88) visited her in the bay and Seaside Services harbour launch James Dalton (20/88) took out a surveyor who was collected later in the evening by Seaside Services Swallow. Swallow had also taken out stores to Norwegian tug FFS Arion (1,229/93) which was towing research ship Polar Marquis (13,339/00) from Norway to shipbreakers.

WEDNESDAY, JANUARY 5

After daybreak, Southampton-to-Cowes Red Funnel car ferry Red Osprey (4,128/94) arrived from Southampton and entered number three dry dock to commence her annual refit. Also, bunkering tanker Naxos II left Falmouth Bay to supply bunkers offshore to Singapore tanker MTM Potomac (30,131/04) which was on passage from Liverpool to Milford Haven. At midday, British sailing vessel Phoenix (79/29) left Jubilee Buoy in the harbour for Penzance. Late in the afternoon Liva-Greta (851/88), a British-owned coaster, arrived from Guernsey and berthed alongside Northern Arm to load stone. Also, Penzance work boat Danmark (10/79) arrived from Penzance and spent a short time in the Carnon River near Penpol and then headed back to Penzance. Earlier on the morning at Penzance, Danmark assisted Isles of Scilly passenger ship Scillonian III from dry dock into the wet dock. Late Wednesday evening Cyan Nova (164,580/11), a Liberian-flagged, London-owned crude oil tanker arrived outside port limits. Seaside Services harbour launch James Dalton and A&P work boat Penarrow (22/80) both visited her offshore. Cyan Nova is on passage



» Arklow Viking loaded alongside Berth 5360 ArcelorMittal Sidmar Terminal on the east side of the Terneuzen-to-Ghent Canal. The canal allows vessels to move from the River Schelde the 17 miles to the Belgium City port of Ghent where she loaded steel product for Pasajes, Northern Spain. For a couple of days she was sheltering in Gerrans Bay

Krispen Atkinson

from Rotterdam-Europoort for Corpus Christi, Texas, to load.

THURSDAY JANUARY 6

Around daybreak, Portland-owned inshore survey vessel Manor Brunel (41/98) arrived from Padstow and berthed alongside Port Pendennis Marina. At around the same time St David's lifeboat Norah Wortley 16-26 (32/13), which had arrived overnight, moved from the marina to Falmouth Boat Constructions Boatyard at Flushing. With poor weather conditions forecast, Norwegian-owned, Russian-operated cargo ship Pregol Hav (1,616/85) and Saana (1,681/93), a Cyprus-flagged, Finnish-owned coaster, arrived from Gdansk, Poland, and Söråker Quay, Sundsvall, Sweden, respectively to shelter in Falmouth Bay. Also bunkering tanker Naxos II came into port to supply fuel to RFA Cardigan Bay alongside Duchy Wharf. German anchor handling tug Centaurus (1,262/09) arrived from Skagen, Denmark, and went straight up into the River Fal and alongside Sea Anatolia (ex-European Seaway) in King Harry Reach. In the afternoon A&P work boat Triton went up into the River Fal to Sea Anatolia as did Seaside Services launch Swallow. Early in the afternoon, Bulgarian-owned, Valletta, Malta-registered bulk carrier Strandja (19,865/10) arrived from Waterford, Ireland, and anchored in Gerrans Bay to shelter. She did not stay long, moving to Lyme Bay.

FRIDAY, JANUARY 7

Seaside Services workboat

Obervargh (59/19) and launch Swallow spent most of the day in the River Fal preparing Sea Anatolia for her voyage to a shipyard at Tuzla, Turkey. KML utility vessel Sarah Grey (106/99) was also in King Harry Reach briefly in the afternoon. At midday, Falmouth pilot vessel LK Mitchell meet the Norwegian gas tanker Clipper Jupiter (37,366/16) outside port limits to collect her overcarried Milford Haven pilot. Once this had been completed she continued her voyage to Kaarsto, Norway. Early afternoon Greek-owned Marshall Islands tanker Northern Light (30,053/05) moved from Mounts Bay to Gerrans Bay to shelter. She arrived in Mounts Bay four days earlier from Paranagua, Brazil, where she had discharged cargo loaded at Houston, Texas.

SATURDAY, JANUARY 8

Early afternoon, Arklow Viking (2,999/18), an Irish-owned, Dutch-flagged cargo ship arrived from Ghent, Belgium, and anchored in Gerrans Bay. For a second day A&P workboat Triton went to the Sea Anatolia, briefly, before returning to docks.

SUNDAY, JANUARY 9

Before daybreak, sheltering cargo vessel Pregol Hav left Falmouth Bay for Glasgow and after dawn Saana headed for Warrenpoint, Northern Ireland. At noon, Falmouth pilot boat LK Mitchell rendezvoused offshore with Japanese-owned, Danish-operated products tanker Nord Valkyrie (29,539/21) which was on pas-

sage from Milford Haven to Rotterdam with an overcarried Milford Pilot aboard. She had discharged alongside Puma Energy terminal at Milford Haven cargo she had loaded in Malaysia at Palm oil terminal at Johor and another terminal at Port Kelang. Seaside Services launch James Dalton took out stores to the Norwegian tug FFS Arion, towing Polar Marquis, outside port limits. Polar Marquis had a serious fire in her engine room off Dakar, Senegal, in November 2019. Her crew put the fire out and she was first towed to Dakar then to Gibraltar in February 2020. In July she arrived at Lyngdal, Norway, and laid up. There were plans to convert and repair the vessel but she was put up for sale. This resulted in her sale to Turkish shipbreakers as beyond economical repair. She left Norway towed by Norwegian tug FFS Arion on Saturday, December 18. Four days later she passed through Dover Strait and had since been hit by a number of delays due to severe weather. As soon as James Dalton had left they headed south towards the Bay of Biscay and are due to arrive at Aliaga on January 30. Mid-afternoon, Arklow Viking left Gerrans Bay for Pasajes, Northern Spain, and Greek-owned bulk carrier Panorama (44,261/12) arrived in Falmouth Bay to load bunkers from Naxos II. She arrived from Constantza, Romania, where between December 11 and 18 she loaded approximately 81,500 tonnes of grain at SOCEP Grain terminal. Belgium freight ferry Clementine

(23,986/97) completed her refit as well as some special surveys on the 25-year-old vessel. Harbour tugs Mercia (499/90) and Percuil assisted Clementine to leave dry dock and at the same time Panorama completed loading her bunkers, both vessels heading for Rotterdam.

MONDAY, JANUARY 10

Greek-owned tanker Northern Light (30,053/05) which had been sheltering in Gerrans Bay headed back to Mounts Bay. She was at anchor there for less than an hour after receiving orders to sail for Ust-Luga in the Northern Baltic. Later in the morning survey vessel Manor Brunel (41/98) sailed for Portland and cargo vessel Liva-Greta left Northern Arm for Belfast with a cargo of stone. Just before midday London-operated crude oil tanker Kmarin Resolution (64,309/16) arrived from Yalova on the southern coast of the Sea of Marmara, Turkey, and anchored off Coverack Anchorage. Just after midday Bahamas-flagged, Condor Ferries FastCat car ferry Condor Voyager (6,581/00) arrived from Poole, Dorset, and berthed alongside Queens Wharf. It took her just over four hours from Poole to Falmouth.

ACKNOWLEDGEMENTS

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

by TONY ATKINSON

TUESDAY, JANUARY 11

Just before daybreak Norwegian gas tanker BW Prince (gross tonnage 47,194/year built 2007) arrived from the Dow Benelux Terminal at Terneuzen on the River Schelte in the Netherlands to load bunkers (fuel) from Falmouth bunkering tanker Naxos II (3,220/09) in Falmouth Bay until early afternoon. After daybreak Seawide Services harbour launch James Dalton (20/88) took personnel to Sea Anatolia in King Harry Reach in the River Fal. Shortly after this Falmouth harbour tugs St Piran (223/79) and Percuil (167/68) arrived and German tug Centaurus (1,262/09) moved from King Harry Reach to Carrick Roads. A little later harbour tug Mercia (499/90) arrived in King Harry Reach and was followed up river by Fowey harbour tug Morgawr (223/79). Late morning, with tugs Mercia and Morgawr on her bow and St Piran and Percuil on her stern, Turkish-owned, Cyprus-flagged ferry Sea Anatolia (22,986/91) was moved from King Harry Reach, River Fal, to Carrick Roads. Early afternoon, the tow was transferred in Carrick Roads to the German tug Centaurus. Once this had been completed, tug and ferry left for Tuzla, Turkey. A week later tug and tow are approaching the Strait of Gibraltar.

Sixty miles ahead of her are tug FFS Arion towing Polar Marquis which left Falmouth Bay on Sunday evening and three miles ahead of her is Russian tug Ledokol which left Falmouth on New Year's Eve after being renamed from Afon Las. She is towing something from Le Havre to Piraeus, Greece. Once Centaurus and Sea Anatolia were underway harbour tugs St Piran, Percuil and Mercia returned to the docks and Morgawr headed back to Fowey. Late morning, German-owned, Liberia-registered crude oil tanker Nordic Josephine (42,010/07) arrived from Dunkirk, France, and anchored off Coverack for orders. The tanker had discharged Russian crude oil at the Total Oil refinery, Dunkirk, loaded at Primorsk in the northern Baltic.

She had been drifting or slow steaming off Cornwall since December 23. Also, Hampshire-owned research survey vessel EGS Ventus (1,082/77) moved from number four dry dock to Northern Arm. During the afternoon she sailed to conduct sea trials, returning to Northern Arm later. Early afternoon, Seawide Services workboat Obervargh (59/19), crew boat Swallow and launch James Dalton moved from King Harry Reach to Carrick Roads to assist with transfer from harbour tugs to the German tug. James Dalton and Swallow took personnel off the vessels and returned



» Sea Anatolia, the former P&O freight ferry European Seaways, left River Fal for Tuzla in Turkey last Tuesday. At Tuzla she is going to be converted and will be operated by Sea Lines from Karasu on the Black Sea coast of Turkey to ports in the Ukraine and Romania. Their services have not been running since April 2021 but wish to restart these as soon as they can charter or buy tonnage

Graeme Ewens

her to Penryn River and Obervargh went out into Falmouth Bay to retrieve the wave generating buoy for maintenance. Finally, bunkering tanker Naxos II left Falmouth Bay after supplying BW Prince with her bunkers and supplied fuel to Turkish products tanker Yasa Albatross (29,681/19) offshore. Yasa Albatross had loaded cargo in Port Jerome, on the River Seine for New Jersey. Naxos II returned to Falmouth Bay during the evening.

WEDNESDAY, JANUARY 12

After dawn bunkering tanker Naxos II moved alongside Eastern Arm to load bunkering fuel. Mid-afternoon she headed offshore to supply fuel to tanker Susanne Theresa and then headed for Southampton. The following day she supplied fuel to Royal Navy logistic vessel Anvil Point at Marchwood, Southampton, and then spent the following day anchored at Salt Mead Anchorage in the Solent and then went back to Marchwood to supply Anvil Point's sister ship Eddystone. She then sailed for Immingham where she is at present loading at Immingham oil terminal.

During the morning FD Marine Penryn's landing craft Grey Bear (32/75) left Exchequer Quay, Penryn, to swing her compass in Carrick Roads and then headed back to her Penryn berth. Training vessel Smit Yare (96/03) worked twice during the day with helicopter

crews from RNAS Culdrose in Falmouth Bay. Mid-morning, research vessel EGS Ventus sailed for Shoreham, and, Norwegian gas tanker BW Prince left Falmouth Bay for Port Niches, near Beaumont, Texas. Royal Navy River-class patrol vessel HMS Mersey P283 (1,700/03) spent a couple of hours at anchor in Falmouth Bay in the afternoon before sailed to continue her operational duties.

Late in the evening Seawide Services harbour launch Swallow conducted a crew change to Greek products tanker Kriti Coral (29,825/10) outside port limits. She arrived from Kinder Morgan Oil Terminal in Charleston, South Carolina. The following day she loaded bunkers from Portland bunker tanker Monjasa Promoter well offshore and is now berthed in Milford Haven loading cargo for New York.

THURSDAY, JANUARY 13

After daybreak Rotterdam-owned anchor handling tug ALP Defender (5,910/17) moved from Gerrans Bay to Falmouth Bay. Once at anchor Seawide Services workboats Obervargh and Reclaim took out stores and freshwater to ALP Defender. In the afternoon Reclaim took out two loads off Freshwater loaded on Eastern Arm to the tug. Early afternoon, EDT Jane (4,953/13), a Cyprus-owned offshore support vessel, left Queens Wharf for Blyth, Northumberland.

FRIDAY, JANUARY 14

Soon after dawn UK Government-chartered, Aberdeen-registered offshore support vessel Malin Sentinel (2,173/20) arrived from checking fishing vessels in The Channel and anchored off Gerrans Bay. She was joined a little time later by Clipper Eirene (18,898/19), a Norwegian-owned gas tanker which arrived from Grangemouth, Firth of Forth, via Skaw Anchorage, Denmark, where she loaded bunkers. She left the Danish anchorage showing Philadelphia, USA, as her destination. Also, Devonport Naval Base tug SD Adept (384/80) arrived and entered number four dry dock at the start of her refit. During the afternoon Liberian-flagged crude oil tanker Nordic Josephine (42,010/07) left Coverack Anchorage for Rotterdam and at present she is moored between buoys in Caland Canal area of Rotterdam-Europoort. On Friday evening Seawide Services harbour launch Swallow conducted a crew transfer involving Danish construction vessel Wind (1,501/96) which was on passage from Beatrixhaven heavy-load Quay at Eemshaven, Netherlands, to Riverside Wharf in Port Mostyn, North Wales.

SATURDAY, JANUARY 15

Isle of Man BP Shipping, London-operated crude oil tanker Kmarin Resolution (64,309/16)

left Coverack Anchorage for Rotterdam. During the afternoon Norwegian tanker Clipper Eirene sailed from Gerrans Bay for Markus Hook Industrial terminal, Philadelphia.

SUNDAY, JANUARY 16

In the morning training vessel Smit Yare and Southampton to Isle of Wight car ferry Red Osprey (4,128/94) left for Portland Marina, Portland and Southampton, respectively.

MONDAY, JANUARY 17

After the departure of Red Funnel's car ferry Red Osprey the previous day the Portsmouth to Fishbourne, Isle of Wight, ferry St Clare (5,952/01) arrived from Wightlink Gunwharf Terminal, Portsmouth, and entered number three dry dock to begin her annual refit. Just before midday training vessel Smit Dart (96/03) arrived from Turnchapel, Plymouth, to conduct Smit Yare's work and moored alongside Port Pendennis Marina. On the afternoon tide Seawider Services workboat Obervargh left Penryn River and moored alongside Lighterage Quay, Truro.

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, JANUARY 18

During the morning Royal Navy aircraft carrier HMS Prince of Wales (gross tonnage 94,542/year built 2010) left her position off Falmouth and has since been carrying out operational duties and training in The Channel. During the rest of the day Portsmouth-operated, Dutch-owned naval training vessel Smit Dart (96/03) carried out work with helicopters from RNAS Culdrose, Helston, from mid-morning into the evening.

WEDNESDAY, JANUARY 19

Barbados-flagged, Norwegian-owned cargo vessel Wilson Mersey (1,846/99) arrived from Avonmouth at daybreak. She had just discharged chemical fertiliser in Royal Edward Dock, Avonmouth, which she had loaded at Yara Sluiskil Manufacturing Complex on the Terneuzen-Ghent Canal in the Netherlands. Early afternoon she moved to Porthoustock Quarry where she loaded a cargo of stone for Rye, Kent. A&P launch Triton (26/88) met the fishery protection vessel Malin Sentinel (2,173/20) to carry out a transfer. Malin Sentinel then returned to Gerrans Bay.

Around the same time British-owned, Liberia-flagged gas tanker Navigator Prominence (27,546/17) arrived close offshore to carry out a transfer. She was on passage from Rafnes, Norway, to Marcus Hook, Philadelphia. Mid-morning Royal Navy River Class patrol vessel HMS Mersey P283 (1,700/03) arrived from operational duties and berthed alongside Queens Wharf with the aid of Percuil (167/68) and St Piran (223/79). Smit Dart was again out working with RNAS helicopters. Late in the afternoon Dutch cargo vessel Warnowborg (6,668/22) arrived offshore to be met by harbour tug St Piran to transfer stores. Warnowborg had loaded alongside Rio Tinto processing plant at Sorel, Quebec on the St Lawrence Seaway, Canada, and is today, a week later in Waalhaven, Rotterdam, discharging her cargo alongside a wharf and into Dutch inland waterways motor barge Jeanet.

THURSDAY, JANUARY 20

After daybreak Russian-flagged, Dutch-operated refrigerated cargo ship Nova Zeelandia (4,440/86) anchored off Coverack for orders. She arrived from Port Harcourt the third port in West Africa where she discharged fish loaded from two very large Russian fishing trawlers in Van Keulenforden south, near Barentsburg on the Norwegian Island of Spitsbergen in the Arctic Circle. For a second day running Malin Sentinel moved from Gerrans Bay into Falmouth Bay



» For a few days HMS Prince of Wales was anchored offshore, the second of two Queen Elizabeth class aircraft carriers constructed at Rosyth Dockyard on the Firth of Forth, Scotland. She was christened by the Duchess of Cornwall on September 8, 2017, and joined the fleet following her commissioning ceremony on December 10, 2019, at Portsmouth Naval Base, her home port. She is designed to carry up to 36 x F-35 Lightning's and 14 helicopters and operated with a crew of 679

Andrew Matthews/PA Wire

to carry out a transfer and then returned to her position off Portscatho.

Later in the morning Keynvor MorLift Ltd operated utility vessel Sarah Grey (106/99) left Coastlines Wharf, Penryn River, for Mounts Bay. She has since been to the Isles of Scilly, Perranporth, Bideford and Milford Haven. Briefly, Isle of Man-flagged BP gas tanker British Listener (94,494/19) arrived offshore to conduct a crew transfer with Seawide Services launch Swallow.

The gas tanker arrived from LNG Jetty at Gate Terminal in the Maasvlakte area of Rotterdam-Europoort and is on her way to load at Port Freeport LNG export terminal at Freeport, near Houston, Texas. Just before midday Seawide Services workboat Obervargh (59/19) returned to her Penryn River berth after spending four days up at Boscawen Park, Truro, carrying out maintenance of the tidal gate.

During the afternoon Smit Dart left Port Pendennis Marina to carry out training with helicopters and late in the evening headed for Turnchapel, Plymouth. Harbour tugs St Piran and Percuil moved Royal Navy River-class patrol vessel HMS Severn (1,700/03) from Queens Wharf into the inner harbour to turn her around and then place her back alongside Queen Wharf.

Later tug St Piran assisted by work boat Penarrow (22/80) moved KML pontoon barge BC

6470 (276/52) from Duchy Wharf back to Coastlines Wharf, Penryn River.

FRIDAY, JANUARY 21

Mid-morning work boat Obervargh moved from her Coastlines berth to Ponsharden slipway. Also harbour tugs St Piran and Percuil assisted River-class patrol vessel HMS Mersey (1,700/03) leave Queens Wharf on operational duties. During the evening she anchored back in Falmouth Bay. Late afternoon Falmouth naval training vessel Smit Yare (96/03) returned from Portland and berthed back on Duchy Wharf. Russian-operated reefer Nova Zeelandia (4,440/86) at anchor off Coverack received orders and headed for Ijmuiden, Netherlands. She since berthed in Ijmuiden alongside Visserhaven loading for Lagos, Nigeria.

SATURDAY, JANUARY 22

During Saturday morning Obervargh moved back from Ponsharden Slip to Coastlines Wharf, Penryn River, and just after midday HMS Mersey left Falmouth Bay and has since berthed back in Portsmouth. Falmouth bunkering (refuelling) tanker Naxos II (3,220/09) returned from Immingham and transferred part of her cargo to her sister ship Andros in the offshore bunkering area. Seawide Services launch Swallow went out to the Naxos II to deliver spares soon after her arrival.

SUNDAY, JANUARY 23

After dawn Singapore crude oil tanker FSL Hong Kong (61,342/07) arrived from Irving Oil Terminal at Whitegate, Cork, and anchored off Coverack Anchorage.

She is owned by First Ship Leasing Pte Ltd, based in Singapore, which operates 10 tankers. On arrival Seawide Services launch James Dalton (20/88) arrived alongside so that an 'in-water survey' could be carried out. In the afternoon James Dalton returned to the Penryn River.

On the morning tide Royal Navy patrol vessel HMS Severn left Queens Wharf assisted by harbour tugs Percuil and St Piran assisted with her departure for Plymouth where in the afternoon she berthed back in Devonport Naval Base.

As HMS Severn sailed bunkering tanker Naxos II arrived from the offshore bunkering area and berthed alongside Eastern Arm to discharge part of her cargo. Later during the afternoon Naxos II left the docks to supply bunkers to lolcos Harmony (47,984/12), a Greek bulk carrier in the offshore anchorage. The bulk carrier had loaded iron ore at Port Cartier, Quebec, and has since berthed in Dunkirk to discharge.

After over a week in local waters, Government-chartered offshore support vessel Malin Sentinel (2,173/20) left Gerrans Bay to resume her fishery patrol duties.

MONDAY, JANUARY 24

Seawide Services workboat Reclaim (53/52) carrying stores and harbour launch James Dalton with personnel went out to the FSL Hong Kong anchored off Coverack soon after daybreak. Both were back in the Penryn River by early afternoon. Training craft Smit Yare worked with aircrew from RNAS Culdrose during the afternoon and evening. Also, the Cayman Islands registered yacht Kamaxitha (241/12) left Port Pendennis Marina in the afternoon to carry out sea trials in Falmouth Bay. She arrived back in the marina before nightfall. Late afternoon Horizon Thetis (29,828/08), a Liberian-registered, Greek-owned tanker arrived from Bayonne oil terminal, New Jersey, and anchored in Carrick Roads. Offshore during the afternoon and evening Cherbourg-based bunkering tanker Andros (3,212/10) supplied bunkers to Singapore crude oil tanker Brightway (84,628/12) which arrived from Tranmere oil terminal on the Mersey and after completing load her fuel sailed for Corpus Christi, Texas.

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, JANUARY 25

Seaside Services harbour launch James Dalton (gross tonnage 20/year built 1988) went into Carrick Roads alongside tanker Horizon Thetis (29,828/08) so that divers could carry out an in-water survey. In the afternoon James Dalton returned to her berth in the Penryn River. Later in the morning Singapore-registered, Norwegian-owned tanker BW Zambesi (43,885/10) arrived from Portbury Dock, Bristol, and anchored offshore. Early afternoon she was underway again drifting or slow steaming offshore waiting for orders. On Saturday afternoon her speed increased with Immingham her next stop to load her next cargo. From midday until the evening training vessel Smit Yare (96/03) exercised with Merlin helicopter crew from RNAS Culdrose. Early afternoon, Dutch feeder container ship Endeavor (7,642/05) arrived from Dublin to load bunkers (fuel) from Falmouth bunkering tanker Naxos II (3,220/09). Early evening, Endeavor was underway again heading south for Bilbao, Spain. Around the same time, Swallow, Seaside Services crew boat, took out a surveyor to Singapore-flagged tanker FSL Hong Kong (61,324/07) anchored off Coverack.

WEDNESDAY, JANUARY 26

Seaside Services work boat Reclaim (53/52) and crew boat James Dalton went from Penryn River to tanker FSL Hong Kong. Crew aboard Reclaim were going to clean and polish the tanker's propeller but it was aborted due to weather conditions, and James Dalton took the surveyor ashore. Bunkering tanker Naxos II left Falmouth Bay to offshore bunkering area to supply bunkers to Greek tanker Kriti Bay which was on passage from the USA to Milford Haven. Naxos II sailed for Portland the following day. She supplied bunkers to Angolan tanker Gazela (4,343/10) in Lyme Bay before continuing her voyage to Portland. Late morning, Devonport tug SD Hercules (134/09) with Falmouth tugs Percuil (167/68) and St Piran (223/79) assisted Royal Navy assault ship RFA Cardigan Bay L3009 (23,569/06) to leave Duchy Wharf to conduct sea trials at the end of her refit. Once RFA Cardigan Bay had passed St Anthony Lighthouse SD Hercules headed back up the coast to Plymouth. Early evening, Greek-owned, Liberia-registered products tanker Horizon Thetis left Carrick Roads for Antwerp and another Greek tanker Kriti Bay (29,734/10), which had loaded bunkers offshore, arrived outside port limits to transfer crew. She is on a voyage from New Haven, Connecticut to Valero oil terminal



» SD Hercules is one of three Damen St 2608 tugs operated by Serco Ltd for use for Royal Navy vessels. SD Hercules is based at Devonport, Plymouth, while her sisters SD Jupiter and SD Mars are based at Greenock, on the Clyde, and Kyle of Lochalsh, respectively

Tony Atkinson

at Milford Haven to load for New York.

THURSDAY, JANUARY 27

The only movement during Thursday was the return of RFA Cardigan Bay from sea trials in the English Channel to Queens Wharf, assisted by Falmouth tugs Percuil and St Piran, just before midday.

FRIDAY, JANUARY 28

After daybreak Seaside Services work boats Seahorse and Reclaim, together with harbour launch James Dalton, carried out a crew change and delivered stores to the Dutch tug ALP Defender in Falmouth Bay. Offshore, at the same time, crude oil tanker FSL Hong Kong left Coverack anchorage to carry out sea trials and returned to Coverack anchorage again in the early afternoon.

Early afternoon, cargo vessel Bon Vivant (1,596/93) arrived from Avonmouth, Bristol, and anchored. She had just discharged a full cargo of fertiliser loaded in the German Baltic port of Wolgast alongside Berth V in Royal Edward Dock in Avonmouth. During the evening Merseyside-owned survey vessel Cerys Line (108/81) arrived from Great Yarmouth, East Anglia, and moored alongside Port Pendennis Marina.

SATURDAY, JANUARY 29

Well before dawn Ionian Star (29,544/19), a Marshall Islands-flagged, Singapore-operated tanker arrived outside port limits to carry out a crew transfer involving crew boat Swallow. Ionian Star is on passage from Genoa, Italy, to Amsterdam. After daybreak Bon Vivant moved from Falmouth Bay to alongside the wharf at Porthoustock Quarry to load. Early in the afternoon, laden with stone, Bon Vivant sailed for Penny's Wharf, Shoreham. Four days later she is loading alongside a berth in Ipswich. Mid-afternoon, Seaside Services launch James Dalton carried out a crew change for tug ALP Defender in Falmouth Bay. Small survey vessel Cerys Line left Port Pendennis Marina for Pembroke Dock, Milford Haven, in the evening. Bunkering tanker Naxos II returned to the offshore bunkering area from Portland to supply bunkers to the Norwegian-owned, Swedish-operated tanker Songa Pearl (11,472/08) so she could continue her voyage between Algeciras, Spain, to the River Seine oil refinery at Port Jerome.

SUNDAY, JANUARY 30

Just before daybreak German-owned, Liberia-registered gas tanker Gaschem Adriatic

(13,879/10) arrived from Skaw Anchorage, Denmark, and anchored offshore. Gaschem Adriatic had just discharged in Rafnes, Norway, and Gothenburg, Sweden, and arrived offshore awaiting orders. Around the same time, Maidstone-owned, Liberian-flagged cargo vessel Liva Greta (851/88) arrived from St Sampson Harbour, Guernsey, and berthed alongside Duchy Wharf to load stone. In the afternoon she sailed for Belfast and spent Sunday night anchored in Mounts Bay. Late Sunday evening Finnish-owned crude oil tanker Alfa Italia (59,719/02) arrived and anchored offshore for orders. She had delivered a part cargo of North Sea crude loaded alongside number one jetty, ConocoPhillips (Seal Sands) Terminal at Teesport which was discharged at Irving Whitegate oil terminal in the Irish port of Cork.

MONDAY, JANUARY 31

Around dawn Fowey harbour tug Morgawr (223/79) arrived from her moorings off Mixstow and, with Falmouth tugs Percuil and St Piran, assisted Royal Fleet Auxiliary assault ship RFA Cardigan Bay to sail from Queens Wharf on sea trials offshore. Mid-afternoon the same tugs assisted RFA Cardigan Bay to return to Queens Wharf in

the afternoon. As soon as Morgawr had completed safely berthing RFA Cardigan Bay she sailed for Fowey. Just before midday A&P work boat Triton (26/88) went offshore to meet Chinese-owned general cargo ships Tian You (26,787/18) and Tian Fu (26,600/15) to transfer crew. Guangzhou-registered Tian You was on passage from Phu May Terminal, Saigon, Vietnam, to Skaw Anchorage, Denmark, and her sister ship Tian Fu (26,600/15), under Hong Kong registry, had loaded biomass at Punta Pereira, Uruguay, in late December and more cargo was loaded in the Brazilian port of Santos in the second week of January. Emraport terminal has two berths and large storage areas for the export of coffee, soya beans, grain, orange juice, bananas, sugar, raw cotton, machinery and vehicles. Her destination is Vlissingen East on the River Schelde in the Netherlands.

ACKNOWLEDGEMENTS

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

by TONY ATKINSON

TUESDAY, FEBRUARY 1

From late morning Tamar-class lifeboat Norah Wortley 16-26 (gross tonnage 32/year built 2013) carried out sea trials in the Carrick Roads and Falmouth Bay before returning to Port Pendennis Marina. Early afternoon Norwegian-owned, Singapore-flagged tanker BW Tiger (29,737/14) arrived to load bunkers (fuel) from Falmouth bunkering tanker Naxos II (3,220/09). BW Tiger arrived from Portsmouth, New Hampshire, in the United States, where she had discharged cargo loaded at Ras Laffan oil and gas terminal, Qatar, in the Persian Gulf for the east coast of the USA. In the evening BW Tiger sailed for Finnart oil terminal on Loch Long, Scotland, and Falmouth bunkering tanker Naxos II headed for Portland where the following day she berthed at the fuel jetty to load and Wednesday evening supplied bunkers to Greek crude oil tanker Patmos Warrior (56,172/07) about 15 miles south of the Dorset coast. Naxos II has since supplied bunkers to British roll-on roll-off vessel Hurst Point in Southampton. A week later Naxos II is anchored in the North Sea waiting to load in the Belgium port of Antwerp. Seaside Services work boat Swallow took out a surveyor to tanker FSL Hong Kong (61,342/07) anchored off Coverack in the morning and collected him late in the afternoon.

WEDNESDAY, FEBRUARY 2

Training vessel Smit Yare (96/03), having worked with a helicopter crew from RNAS Culdrose in Falmouth Bay, returned to Duchy Wharf. A&P work boat Triton (26/88) and harbour tug St Piran (223/79) took out stores to Danish-operated, Japanese-owned products tanker Nord Victorious (29,671/21) which anchored outside Falmouth Bay. She arrived from Sea Tank Terminal in Antwerp where she had loaded cargo and sailed late Wednesday afternoon for the Argentinean port of Campana. Archer-class Royal Navy training vessel HMS Archer P264 (49/85) arrived during the afternoon from Milford Haven and berthed alongside Port Pendennis Marina. During the evening Wilson Elbe (1,589/93), a Norwegian-owned cargo vessel, arrived from Sharpness on the Severn River. At Sharpness she had discharged cargo loaded alongside Cleveland Potash berth at Teesport, Middlesbrough.

THURSDAY, FEBRUARY 3

Training vessel Smit Yare carried out two periods of training with aircrew from RNAS Culdrose in Falmouth Bay. Mid-morning, the Royal Navy's vessel HMS Archer left for Portland. In the afternoon



» Sir James Dyson's classic motor yacht Nahlin arrived in Falmouth over the weekend. She was built at John Brown's Shipyard on the Clyde as Yard No 533 and launched on April 28, 1930, as Nahlin. Building immediately commenced on Yard No 534 which enter service in May 1936 for Cunard as Queen Mary

Graeme Ewens

Portsmouth to Fishbourne, Isle of Wight, car ferry St Clare (5,952/01) left number three dry dock at the end of her annual refit and berthed at Wightlink Gunwharf Terminal, Portsmouth, early the following morning. Seaside Services work boat Reclaim (53/52) went out in the afternoon to the tanker FSL Hong Kong to polish her propeller. Bahamas-flagged cargo vessel Wilson Elbe moved into Porthoustock Quarry in the afternoon and in the evening sailed for Penny's Wharf, Shoreham. After discharging her cargo of stone in Shoreham, she is now heading for Porsgrunn, Norway, to load fertiliser at Norsk Hydra terminal. Singapore crude oil tanker FSL Hong Kong left Coverack Anchorage for Gibraltar. Five days later she is loading bunkers from local bunkering tanker Ecostar in Gibraltar Bay. Two hours after her departure, London-owned, Marshall Islands-flagged tanker Hampstead (41,403/04) anchored in the position FSL Hong Kong had vacated. She arrived in ballast from Port Canaveral, Florida, to anchor off Coverack for orders.

FRIDAY, FEBRUARY 4

After dawn Seaside Services work boat Reclaim and harbour launch James Dalton (20/88) left Penryn River for Falmouth Bay. Reclaim had stores and fresh water for the Dutch anchor handling vessel APL Defender in Falmouth Bay and James Dalton went outside port limits to collect a technician from Saudi Arabian-owned bulk carrier Aljazi

(43,735/20) which was on passage from Rostock, on the Baltic coast of Germany, to New Orleans. Just before midday harbour tugs Mercia (499/90) and St Piran assisted Royal Fleet Auxiliary assault ship RFA Cardigan Bay L3009 (23,569/06) to sail from Queens Wharf at the end of her extensive refit. The following afternoon she berthed alongside Queens Pier at Portland. Before midday Plymouth Severn-class lifeboat Sybil Mullen Glover 17-35 (40/03) arrived from her berth in Millbay Docks, Plymouth, and moored alongside Port Pendennis Marina. During Friday evening Dutch tug Norne (422/11), towing the Falmouth-registered cable-laying pontoon Cable Enterprise (9,156/01), arrived from Able Bex Quay at Teesport and anchored offshore in Gerrans Bay for a weather window to tow the barge across the Bay of Biscay, continuing their voyage to Italy.

SATURDAY, FEBRUARY 5

Products tanker Hampstead left Coverack Anchorage in the early hours for Rotterdam. She has since arrived at the BP oil refinery in Europoort-Rotterdam to load her next cargo. Just before daybreak harbour tugs Mercia and St Piran assisted Maltese freight ferry Catherine (21,369/02) to enter number three dry dock at the start of her refit. She is the latest Belgium Cobelfret-owned vessel to dry dock and at 20 years will also have a number of her certificates renewed. After safely docking Catherine, tug Mercia sailed for Plymouth Sound.

Early afternoon, with strong winds, Liberian gas tanker Gaschem Adriatic (13,879/10) left her offshore position to ride out the worst of the weather and Alfa Italia (59,719/02), a Finnish-owned crude oil tanker, sailed for Scheveningen Anchorage off the Netherlands. In the evening the beautiful classic British-owned motor yacht Nahlin (1,377/30) arrived from Port Purcell, British Virgin Islands, and anchored in Falmouth Bay. A couple of hours later Portuguese-registered, Danish-operated tanker Patani (11,935/09) arrived and anchored off Portscatho. She arrived from Valero oil terminal at Milford Haven where she discharged cargo loaded at Vesta Storage Terminal in Antwerp.

SUNDAY, FEBRUARY 6

Well before dawn tug Mercia returned from Plymouth. Falmouth pilot launch LK Mitchell collected an overcarried Milford Pilot from British-owned gas tanker Navigator Yauza (18,219/17) which had discharged a cargo of Russian liquid petroleum gas at Milford Haven. She sailed after dropping her pilot for NOVATEK gas terminal in the Baltic Russian port of Ust-Luga. Mid-afternoon Singapore crude oil tanker Bluebird (43,188/16) arrived from Port Everglades, Florida, and anchored off Coverack Anchorage. Late evening two very large fishing trawlers, Polish-registered Alina GDY-346 (5,099/90) and Margiris KL-855 (9,499/97) registered in Klaipeda, Lithuania, met outside port limits briefly. Alina

then continued her voyage to Ijmuiden and Margiris headed back to fishing grounds in the Bay of Biscay.

MONDAY, FEBRUARY 7

After an improvement in the weather, gas tanker Gaschem Adriatic returned to her offshore anchorage to await orders. St David's lifeboat Norah Wortley 16-26 (32/13) left Port Pendennis Marina to return to St David's, Pembroke, and Plymouth lifeboat Sybil Mullen Glover 17-35 moved from the marina to Falmouth Boat Construction's boatyard at Flushing. A little later in the morning Seaside Services work boat Seahorse, together with A&P's workboat Penarrow (22/80), assisted the motor yacht Nahlin (1,377/30) move from Falmouth Bay to Crossroads Buoy in the Carrick Roads. Later, during the afternoon, German-owned, Danish-operated products tanker Patea (11,935/08) arrived outside port limits where Falmouth pilot boat Arrow collected her overcarried pilot. Patea had just discharged at Valero oil terminal in Milford Haven cargo loaded in Amsterdam. Patea sailed for Immingham once her pilot was safely aboard Arrow.

ACKNOWLEDGEMENTS

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

by TONY ATKINSON

TUESDAY, FEBRUARY 8

Both Seawide Services harbour launches James Dalton (gross tonnage 20/year built 1988) and Swallow met Singapore-flagged, Danish-operated tanker Hafnia Nanjing (43,093/21) to carry out a crew change. Once it had been completed Hafnia Nanjing continued her passage from Beaumont, Texas, where she had loaded cargo for Ocean Dock (N) at Dow Benelux Terminal at Terneuzen on the River Schelde. Luxury motor yacht A2 (458/83) left Pendennis Shipyard to carry out sea trials along the coast returning in the afternoon to Port Pendennis Marina.

Training vessel Smit Yare (96/03) worked in Falmouth Bay with RNAS Cudrose aircrew all the rest of the week. Mid-morning, Star Energy (90,088/04), a Greek-owned bulk carrier arrived from Dunkirk East, France, where she had discharged a cargo of Brazilian iron ore. Outside port limits she dropped personnel to harbour launch Swallow. Star Energy then sailed for Puerto Bolivar, Colombia. Close to midday London-owned, Liberia-flagged gas tanker Navigator Magellan (17,980/98) arrived from Rotterdam and anchored in Falmouth Bay.

Mid-afternoon, Keynvor MorLift small tug New Ross (20/86) arrived from Fowey and moored alongside Coastlines Wharf in the Penryn River. Later Condor Ferries FastCat car ferry Condor Voyager (6,581/00) left number two dry dock for St Malo, France, and during the evening Saudi Arabian owned tanker Dianella (30,152/21) arrived from Hamburg and anchored offshore.

WEDNESDAY, FEBRUARY 9

Before dawn small tug New Ross left Par in St Austell Bay, returning to the Penryn River in the afternoon. After daybreak motor yacht A2 moved from Port Pendennis Marina into Pendennis Shipyard's wet dock.

Just before midday FD Marine's landing craft Grey Bear (32/75) left Exchequer Quay, Penryn, to supply stores to the tanker Dianella, returning to her Penryn River berth in the early evening. Late afternoon, London-owned, Liberian-registered tanker Acadia Park (12,142/18) arrived from Rotterdam and anchored off Coverack to await orders. On Christmas Eve she sailed from Wilmar tank terminal at Pelintung, near Dumai on the Indonesia island of Sumatra, after loading palm oil. At first her destination was Suez but once in the Mediterranean that changed to Rotterdam.

On Friday, January 21, she moored between buoys in the Waalhaven. Over the next nine



» Last Thursday afternoon RFA Tidesurge, one for four fleet replenishment tankers built in South Korea and fitted out at Falmouth, briefly called outside port limits. She had been part of the Carrier Strike Group led by HMS Queen Elizabeth that had been away for six months last year, calling in 40 ports and carrying out exercises with a number of friendly navies from Italy in the Mediterranean to Japan in the Pacific

David Proud

days she transferred cargo to a number of barges including Sovereign, Synergy, Hollandia, Piz Albana, Volharding 5, Anna and Argas. These cargoes go through canal systems to Brussels, Amsterdam, Antwerp, Nijmegen, Zeebrugge, with Argas taking her cargo to Nordhorn in Germany. Early evening A&P harbour launch Triton (26/88) went out to the tanker Navigator Magellan anchored offshore.

Later in the evening gas tanker Navigator Magellan (17,980/98) sailed for Arzew, Algeria to load her next cargo.

THURSDAY, FEBRUARY 10

After daybreak New Ross sailed to Fowey and German-owned, Danish-operated tanker Patani (11,935/09) left Gerrans Bay for Ensted, Denmark, via the Kiel Canal. She has since loaded in Denmark with cargo for Milford Haven.

Harbour tug Percuil (167/68) and Mercia (499/90) assisted Isle of Man-registered, Poole-operated freight ferry Arrow (7,606/98) to berth alongside Queens Wharf. She arrived from St Helens Anchorage, Isle of Wight.

Late morning, Dutch tug Norne (422/11) left Gerrans Bay for Pozzuoli, Naples, towing the Falmouth-registered cable-laying barge Cable Enterprise (9,156/01). Early afternoon, harbour tug Mercia took stores out to the tanker Dianella anchored outside port limits.

Late afternoon, Royal Fleet Auxiliary Tide-class replenishment tanker Tidesurge A138 (29,324/17) arrived offshore to conduct a transfer. Tidesurge was on passage from Portland to the Clyde.

FRIDAY, FEBRUARY 11

In the early hours of Friday morning harbour tugs Percuil and Mercia assisted Belgium Cobelfret freight ferry Catherine (21,369/02) leave number three dry dock for Zeebrugge, Belgium.

Sir James Dyson's classic motor yacht Nahlin (1,377/30) left Crossroads Buoy in Carrick Roads for Hamburg where she berthed at Blohm and Voss Shipyard at midday on Valentine's Day. Late morning, P&O Larne, Northern Ireland, to Cairnryan car ferry Norbay (17,464/94) arrived from Larne and entered number two dry dock at the start of her annual refit.

Early afternoon, Seawide Services' launch Swallow carried out a boat transfer outside port limits with Canadian-owned bulk carrier Federal Dart (20,763/18). Registered in Majuro, Marshall Islands, she is on a voyage from St Petersburg, Russia, to Paranagua, Brazil. A little later Cowes to Southampton Red Funnel car ferry Red Eagle (4,075/96) arrived from Ocean Cruise Terminal, Southampton, with the help of tug Percuil. Late Friday evening tanker Dianella left her anchor-

age offshore and sailed for Point Lisas Ports in Trinidad.

SATURDAY, FEBRUARY 12

In the early hours harbour launch Swallow rendezvoused offshore with Greek tanker Aurora N (38,924/08) to transfer personnel. Aurora N was on passage from Jackinport, Texas, to Rotterdam.

In the afternoon Swallow met Greek crude oil tanker Nave Rigel (42,341/13) outside port limits to transfer personnel. She arrived from Corpus Christi, Texas, in ballast and sailed up channel for the shipyard in Vlissingen East. Liberian tankers Acadia Park (12,142/18) and Gaschem Adriatic (13,879/10) left offshore to slowly drift or slow steam in the poor weather conditions.

SUNDAY, FEBRUARY 13

After daybreak crude oil tanker Bluebird (43,188/16) left Coverack Anchorage to move offshore in the poor weather conditions. Seawide Services' launch Swallow met the very large LNG Tanker Malanje (100,723/11) which arrived outside port limits to embark personnel. She arrived from Soyo, Angola, where she loaded for Milford Haven. Soyo ALNG Terminal on the south side in the entrance to Congo River was constructed at the cost of \$12 billion. As soon as the transfer had been complete Malanje headed for Milford

Haven to discharge at Dragon terminal. Late evening, Nordic Josephine (42,010/07), a German-owned, Liberian-flagged tanker, anchored offshore. She arrived from Antwerp East where she had loaded cargo at SEA-Tank Terminal.

MONDAY, FEBRUARY 14

Swallow was again in use around daybreak meeting the huge Singapore-flagged, Japanese-owned crude oil tanker Tsushima (160,116/08) to carry out a transfer. In early January she had loaded at Mina Al Ahmadi, Kuwait, crude oil she discharged at the southern end of the Suez Canal. She then spent a couple of weeks drifting east of Gibraltar, before heading to Skaw Anchorage, Denmark, via Falmouth. Also, Singapore-flagged tanker Bluebird (43,188/16) returned to Coverack Anchorage. British-owned and operated, Marshall Islands-registered bulk carrier AM Buchanan (43,987/13) arrived late Monday afternoon. She arrived from Port Cartier, Quebec, where she had loaded iron ore for Ghent, Belgium.

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, FEBRUARY 15

Well before dawn, German-owned, Liberian-registered tanker Nordic Josephine (gross tonnage 42,010/year, built 2007) sailed to continue her voyage from Antwerp to Lagos, Nigeria. At noon, Falmouth bunkering (refuelling) tanker Naxos II (3,220/09) returned from Rotterdam via Marchwood Military Terminal, Southampton, where she supplied military ro-ro transport vessel Eddystone with bunkers. Later in the afternoon, Naxos II commenced supplying London-owned bulk carrier AM Buchanan (43,987/13) which had arrived the previous afternoon from Port Cartier, Quebec, laden with iron ore. Before she sailed for Belgium, Seawide Services work boat Seahorse delivered stores to her. A week later she remains at anchor in Wandelaar Anchorage, off Oostende, waiting to move into River Schelde, then up the Terneuzen, Netherlands, to Ghent, Belgium, to discharge her cargo at ArcelorMittal steel production plant. Due to the severe weather conditions during the week, training vessel Smit Yare (96/03) could only operate on Tuesday and Thursday, working with airmen from RNAS Culdrose. Early afternoon, Devonport Naval Base tug SD Adept (384/80) left Queens Wharf for Plymouth and Dutch CMA CGM (French Line) operated feeder container ship Endeavor (7,642/05) arrived from South Quay, Dublin, to load bunkers from Naxos II in the evening. With her tanks full, Endeavor sailed for Bilbao, Spain. In the evening, Shell Tankers, Singapore-operated Solar Ruo Yun (30,259/21) arrived from Antwerp and anchored offshore. Between February 3 and 14 she had loaded cargo at four different terminals in the port of Antwerp.

WEDNESDAY, FEBRUARY 16

In the early hours, bunker barge Naxos II started providing Greek tanker Minerva Xanthe (29,032/06) with fuel. Minerva Xanthe was on passage from Sept-Iles, Quebec, to the Russian port of Ust-Luga in the Baltic.

Just before dawn, Seawide Services' harbour launches James Dalton (20/88) and Swallow carried out a crew change to and from Shell-operated tanker Solar Ruo Yun. In the afternoon, the tanker sailed for Savannah, USA. During the morning, Singapore-flagged tanker Bluebird (43,188/16) left her position off Coverack, moving out into deep water before the bad weather arrived.

The much smaller Turkish-owned cargo vessel Von Adler (2,469/01) arrived in the evening and anchored in sheltered



» The huge Dutch-owned tug ALP Defender, which had been anchored off the port since December, sailed for Northern Spain in the past week. All 10 tugs from Altera Infrastructure LP, Rotterdam, have football references as their suffix, from Ace to Winger Graeme Ewens

waters. Three days earlier she had loaded chemical fertiliser at Cargill Terminal at Ghent, Belgium, for Ireland.

THURSDAY, FEBRUARY 17

After daybreak, Greek-owned, Marshall Islands-flagged crude oil tanker Freud (82,178/18) arrived outside port limits from Koole Tankstorage Botlek, Rotterdam-Europoort, where Seawide Services launch Swallow carried out a crew transfer. Before noon, tanker Freud (82,178/18) left the sheltered waters of Falmouth Bay before the bad weather arrived. At noon, Falmouth pilot cutter LK Mitchell met Hourai Maru (25,458/19), a Japanese-owned gas tanker, offshore to collect her Milford Pilot. Hourai Maru then continued her voyage to Mongstad, Norway, for her next cargo. Late evening, Dutch-owned asphalt/bitumen tanker The Deputy (3,923/04) anchored well offshore. Registered in Malta and operated from Singapore, she was on passage from Hamburg on the Elbe River to South Wales. At about the same time, very large Dutch tug ALP Defender (5,910/17) left Falmouth Bay to head offshore.

FRIDAY, FEBRUARY 18

Before dawn, London-owned, Liberia-flagged crude oil tanker Soho Square (61,338/12) arrived offshore, having discharged her last cargo at Buckeye Bayonne oil terminal, New Jersey. She was soon under way again, slow steaming/drifted offshore in the poor weather conditions. Numerous French trawlers arrived close offshore

after daybreak, all had headed back to the fishing grounds before midnight. These included: Guilvinec-registered Itasca GV898426 (140/01); from Morlaix - Cap Frehel MX681131 (155/85); registered in St-Brieuc - Sapa SB935612 (240/20); Anthemis SB934904 (275/20); Belenos SB930507 (205/13); Farfadet SB931328 (202/13); Hermine SB91218 (206/01); L'Ecume des Jours SB722685 (129/92); and Mor Breiz SB907950 (128/06); Fleur de Gwares PL907899 (176/02) and Taranis PL.929533 (207/11) from Paimpol; and finally Cezembre SM640316 (105/85) registered in St-Malo. Mid-morning, KML Rock Barge Mormaen 15 (1,176/05) moored between Caldey Buoy and Frigate Buoy, having broken her ropes to Caldey Buoy in a very heavy gust. Pilot cutter LK Mitchell and Seawide Services launch Swallow were swiftly on scene.

At around the same time, harbour tugs St Piran (223/79) and Percuil (167/68) moved to County Wharf to make sure RFA Argus was pushed against her wharf for a couple of hours. After making Mormaen 15 securely moored to Frigate Buoy, Swallow and LK Mitchell searched the area near St Anthony Lighthouse for a buoy torn from its mooring when the barge swung around. It was eventually found in the bay. Early in the afternoon, ALP Defender anchored offshore and tanker The Deputy sailed to Newport, South Wales, where, alongside Middle Quay, North Dock, she loaded cargo and has since sailed for Cadiz. Shortly after The Deputy sailed, ALP Defender also sailed, with

El Ferrol, Spain, her destination. As all the French trawlers were return to fishing grounds, St Malo-registered Azur SM735990 (115/89) arrived close offshore.

SATURDAY, FEBRUARY 19

Mid-morning, Azur SM735990 (115/89) sailed for fishing grounds south of Lizard.

SUNDAY, FEBRUARY 20

Overnight, Madeira-registered, German-owned tanker Paterna (11,935/06) arrived from Grangetmouth where she had in fact loaded cargo for Rotterdam-Europoort. However, on passage to Rotterdam this was changed to Milford Haven. Also, feeder container ship Endeavor returned from Bilbao, Spain, to shelter before continuing her voyage to Dublin. Before noon, London-owned gas tanker Navigator Taurus (18,311/09) arrived from Vlissingen East on the River Schelde and anchored off Coverack for orders. In Vlissingen she discharged cargo loaded in the Persian Gulf at Ruwais, United Arab Emirates, over eight days. Her cargo was transhipped to three German LPG inland waterways tankers. Imperial Gas 87 loaded two cargos the first for Cologne, Germany, and then Urmond, Netherlands. Her sister ship, Imperial Gas 90, also loaded twice, with the first load going to Maastricht and the second to the inland port of Duisburg (Ruhrtort) and the smaller German LPG Inland Waterways tanker Schloss Chambord delivered two cargoes taking them to Liege and Moerdijk.

French St Malo trawler Cezembre SM640316 returned to Falmouth Bay in the afternoon.

MONDAY, FEBRUARY 21

Just before noon, Seawide Services launch Swallow took crew to and from bunkering tanker Naxos II in the bay. In the afternoon, Dutch cargo vessel RDJ Johanna (2,311/01) arrived from Immingham and anchored in Falmouth Bay. Around the same time, fishing vessel Cezembre SM640316 (105/85) left for her fishing grounds. Turkish cargo vessel Von Adler, which had been sheltering in Falmouth Bay since Wednesday, sailed to continue her voyage to Foynes on the Shannon River. Soon after, Paterna was again under way, heading for Milford Haven and the feeder container ship Endeavor sailed on her CMA CGM (French Line) charter sailed for Dublin. Just before midnight Greek tanker Minerva Julie (28,960/08) arrived from New Haven, Rhode Island, to load bunkers from Naxos II and German cargo ship CLI Pride (7,821/11) arrived just before midnight from Ellesmere Port on the Manchester Ship Canal. She would be the next customer bunker fuel.

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.