
FALMOUTH HARBOUR COMMISSIONERS NEWSLETTER

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FHC LAUNCH SAFETY AWARD

Falmouth Harbour Commissioners are launching a merit award scheme to recognise the efforts of those who contribute to the improvement of safety within the harbour. Nominations will be accepted from individuals or organisations and the Marine Safety Committee will be invited to recommend a winning nomination to the Commissioners. The Award will be presented at the annual meeting of the Marine Safety Committee in December.

MIR VISITS FALMOUTH

The Russian sail training ship MIR had two successful visits to Falmouth this Summer. The visits were organised by the Falmouth Tall Ships Association. During the first visit in late June, the ship opened to the public and had a reception on Board. It also had a very successful day sail as part of the programme. The visit was so successful that Mir's Captain decided to return in mid July and undertook a further day sail which was enjoyed by more than 70 passengers.

GRAND PRINCESS MAKES FIRST VISIT

The P and O Princess Cruises mega-cruise ship GRAND PRINCESS was the largest ever visitor to the Carrick Roads when it visited in August. The ship is over 280m long and carries 2600 passengers. It was much too long to allow it to swing on its anchors in the Roads and the stern had to be moored to the Crossroads Buoy. The intricate pilotage operation was conducted by Falmouth Pilots Gordon Kent, David Barnicoat and David Pickston.



GRAND PRINCESS MOORED IN THE CARRICK ROADS –
PHOTO D BARNICOAT

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PHOTO NEWS VISIT
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HARBOUR REVISION ORDER DECISION SOON

The long awaited Harbour Revision Order continues making slow progress in the right direction. The Order was referred to the Decisions Officer at the Department for Transport Ports Division after objections were put forward by some stakeholders. The Decisions Officer has stated that he is minded to make the Order and has written to objectors and appointing bodies asking for any further representations.

FUEL BARGE HAS BUSY SUMMER

Falmouth Harbour Commissioners new fuel barge enjoyed a busy season at the Visitors Yacht Haven. The turnover figures for fuel have substantially exceeded expectations and the feedback from customers about the service has been overwhelmingly positive.

DREDGING APPLICATION MADE

Falmouth Harbour Commissioners have jointly applied with Falmouth Docks for a licence to dispose of spoil arising from the dredging of a new approach channel. The plan is to increase the approach depth from 5.2m to 7.5m whilst at the same time increasing the depth alongside the newly rebuilt Queens Wharf. If the plan succeeds it will substantially improve the Port's ability to handle the larger cruise vessels such as the Grand Princess (pictured overleaf).

CONSULTATIVE COMMITTEE MEMBER WANTED

The Commissioners' Consultative Committee has recently advertised for a new member to replace Robert Toy the former Chairman who has moved abroad. An advertisement was placed in the local press and application forms are available from the Harbour Office. The Consultative Committee meets on a quarterly basis to consider matters relating to the management of the Port. The Committee has the ability to place items on the Agenda for

consideration by the Harbour Board. The Chairmanship of the Committee passed to Cliff Brown following Robert's departure.

DRAGON GOLD CUP ATTRACTS ROYAL GUESTS



THE DANISH ROYAL YACHT DANNEBROG AT FALMOUTH - PHOTO DAVID BARNICOAT

The Royal Cornwall Yacht Club hosted the JP Morgan Fleming Dragon Gold Cup in Falmouth in July. HRH the Princess Royal was a visitor to the Event and HRH Prince Hendrik of Denmark was a competitor. Prince Hendrik travelled in style on board the Royal Yacht the DANNEBROG which was berthed in Falmouth Docks throughout the Event.

STAFF NEWS

Congratulations are due to Mark Killingback and Barry Buist for notable successes in different fields. Mark has been promoted to Officer Commanding of 1157 Falmouth Squadron Air Training Corps whilst Barry is a part of the Lanner Brass Band who have reached the finals of the National Championships for the second year running.

FALMOUTH WEEK A GREAT SUCCESS

The Falmouth Week Festival was highly successful with good sailing conditions enjoyed for much of the week. The associated shoreside events attracted large numbers. The Week culminated in a spectacular firework display which the Commissioners were delighted to sponsor.

PHOTO NEWS

BY DAVID BARNICOAT

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THE WORLD VISITS FALMOUTH

Falmouth welcomes The World on Monday morning when the 43,000 ton luxury cruise ship described within the industry as the world's first floating community at sea arrives from Southampton at the start of a prestigious three day visit to the port.

The World is expected at the pilot boarding station at 0700 hours berthing on County wharf an hour later. She sails again on Wednesday evening at 1800 hours. Earlier this week the ship spent three days anchored off St Peter Port. Cruise ships have tight schedules to keep often requiring high speed runs to maintain precise arrival times. Not so in the case of The World which has a more leisurely schedule often with 2.5 days in any one port. Hence the ship has a service speed of 17 knots.

The idea behind the building of The World is down to two men, Captain Ola Harstein and his then boss Knut Kloster Jnr who formed the company ResidenSea.

The original concept was for an 85,000 ton ship to be built at Howaldtswerke Deutsche but ResidenSea reduced the size of the ship with a contract being placed with the Norwegian shipbuilder Fosen Mek Verksteder A/S Rissa. The hull was built in Sweden under contract and towed to Trodheim for fitting out.

Everywhere this remarkable ship goes she attracts and generates media attention. The "residents" on this ship who pay up to £4.6m for an apartment are not rich as we would class them – they are seriously rich men and women – people not to be pushed around.

The World has 110 luxury flats and 80 apartments, which were originally designed for the use of holiday makers wishing to take a cruise on this unique ship. Some of the antics of the booze-cruisers ruffled the feathers of the millionaires who took action to resolve the situation. They confronted the holding company and proposed to buy the ship- the residents after all held all the trump cards.

On October 30, 2003 ResidenSea Ltd sold the ship en bloc to the vessel's residence owners. Prior to the sale only 75 per cent of the 110 two and three bed roomed apartments had been sold. Just after the sale of the ship this had risen to 85 per cent with 36 per cent of the one bed roomed units sold. The World now has a Residents Committee to decide the ship's itinerary etc.

The ship has eight passenger decks but the main activity deck is Deck 5 which is a pedestrian street which changes from carpet to a slate floor as it approaches the stern where there is a fully retractable open air marina and pool complex.

With no main restaurant the ship boasts four smaller a la carte restaurants. The most elegant restaurant on the ship, **Portraits**, features exquisite French cuisine. **East** features spectacular views of the ocean and offers Asian

delicacies as well as a sushi bar. **Tides** features Mediterranean cuisine with an Italian flair. The **Marina** restaurant is an exhibition kitchen where steaks, seafood and rotisserie specialities are prepared.

On Deck 5 is a Delicatessen where wines, bakery products and fresh produce can be bought. A health and fitness spa operated by the world renowned Clinique La Prairie as well as an outlet for the finest jewellery by Graff Jewellers is all available onboard.

The ship boasts two 12.5 metre long swimming pools and a full sized tennis court the first ship afloat since the war to have this facility.

For the golfing enthusiast a state of the art computerised training system that videos your swing from different angles allows you to analyse and improve any flaws in your game.

A full time golf Pro will help residents improve their game using a sophisticated simulator that portrays 53 renowned courses allowing you and your golf instructor to enjoy some of the world's greatest courses whilst steaming along at 17 knots. Either side of the funnel are full shot driving ranges and a putting green of real grass. In port floating target greens are used with eco-friendly balls which dissolve within 96 hours of being immersed in water.



**The WORLD enters Falmouth Harbour –
May 2004**

HRH PRINCE HENDRIK ENTERS DRAGON GOLD CUP – JULY 2004

The Danish Royal Yacht Dannebrog is expected to arrive at Falmouth Docks tomorrow morning at 0800 with HRH Prince Hendrik, the Queen's Consort onboard. Prince Hendrik and his crew will race the yacht Najade in the JP Morgan Fleming Gold Cup 2004 due to start on Sunday afternoon.

In June Dannebrog carried Queen Margrethe, Prince Hendrik and the newly-weds Crown Prince Frederik and his Australian born wife Princess Mary to Greenland for a whistle-stop tour.

The 1966 Falmouth Tall Ships committee under the chairmanship of Mr Philip Fox invited King Frederik IX of Denmark to visit Falmouth for the Tall Ships race and provision was made to moor the Dannebrog off Trefusis. Unfortunately, the King could not attend the event.

Dannebrog is a 1930's designed classic motor yacht with clipper bows and elliptical stern manned by the Royal Danish Navy. Like the former Royal Yacht Britannia Dannebrog also has a dual of role Royal Yacht in peacetime and hospital ship during war. The 78 metre long yacht is manned by nine officers, seven sergeants and 36 seamen.

Launched by Queen Alexandrine in 1931 and commissioned a year later Dannebrog is one of the few remaining Royal Yachts in the world today. The 70 year old vessel has steamed more than 300,000 miles since she was commissioned. In summertime the Royal Family use the yacht for cruises around Denmark and the Baltic. She is often seen in company with the Norwegian Royal Yacht Norge.

The national flag of Denmark is commonly known as the Dannebrog which means "Danish cloth."



DANNEBROG APPROACHING FALMOUTH

GRAND PRINCESS BERTHS IN CARRICK ROADS – AUGUST 2004

Captain Andy Proctor of the cruise ship Grand Princess had warm words of praise for the Falmouth pilots who safely brought his ship into and out of the port on Bank Holiday Monday. Pilots Gordon Kent and David Barnicoat, the Packet's shipping correspondent, were charged with the ultimate responsibility of handling this giant liner in the confines of the Carrick Roads and assisting them was fellow pilot Dave Pickston.

Captain Proctor told the Packet: "This was fantastic team work – a combination of traditional seafaring skills with modern shipboard technology."

Gordon and David said that it had been an honour and privilege to pilot one of the world's largest liners. Weighing in at 109,000 tons and 951 feet in length the Grand Princess is the largest ship ever to enter the harbour. The pilots admitted though that due to a 25-30 knot wind and spring tides both manoeuvres presented them with a few problems.

They said: "Whilst the ship has all the latest technology it has to be appreciated that this vessel is 200 feet high. The windage and sideways drift is something that we had to be constantly aware of and combat when manoeuvring in restricted waters. We were working close to the limits at times. Mike Tuffery and his team, who manhandled the ropes to the mooring buoy and the harbour tugs were brilliant."

Before presenting Captain Proctor with a Falmouth Harbour Commissioners plaque to commemorate the call David Barnicoat gave a formal welcome to the Captain and his crew. He said: "It gives me very great pleasure to welcome you all to Falmouth on the inaugural call of this impressive ship. The port has had a long association with Princess Cruises and long may it continue."



GRAND PRINCESS IN CARRICK ROADS

Advances in technology especially in modern navigation aids and ship propulsion systems has lead to larger ships being able to be handled in smaller harbours such as Falmouth. The power available on Grand Princess to hold this leviathan of the seas in position is quite staggering. A total of six powerful thrusters, three forward (9,000 horse power) and three aft (7,017 HP) can push the ship sideways at four knots in calm conditions. In 25 knots of wind on the beam these thrusters can hold the 200 feet high ship up against the wind. Twin rudders and a diesel electric propulsion system when combined with the thrusters make Grand Princess a highly manoeuvrable vessel under the right weather conditions. Each propulsion motor is connected to six-bladed 18 feet diameter, fixed pitch propellers giving a nominal cruising speed of 22.5 knots. Fuel consumption at this speed is a staggering 220 tons per day.

With only 28 feet of ship below the waterline and some 190 feet above the waterline it is not hard to imagine that the ship is top heavy. To combat this the superstructure and accommodation are constructed using light weight steel, aluminium and alloys. Ship stability is with any ship of paramount importance. Thus using 29 ballast and fuel tanks the ship's centre of gravity is kept in a safe condition at all times using the latest modern technology on a "live" stability computer.

The navigation control centre (NACOS) is mind blowing. Work stations known as Multi-Pilots incorporate radar, electronic chart data information systems (ECDIS) and a Conning Pilot. There are five such Multi-Pilots where the bridge team and pilot can monitor everything that is happening to the ship in pilotage waters or at sea.

The NACOS will actually programme the ship to find its own way from port to port and when integrated into the Power Management System the computer regulates the ship's speed to make correct arrival times. In reality, of course, the officer of the watch continually monitors the NACOS and makes course alterations as necessary to avoid other ships in confined waters.

MIR TAKES PASSENGERS DAY FOR SAIL – JUNE/JULY 2004



Falmouth Tall Ships Association (FTSA) chairman Mike Rangecroft is delighted with the public response to the Day Sail on the Russian sailing ship Mir which will leave County wharf at 0800 hours tomorrow taking people on a cruise offshore.

"Over 170 people have booked up with us to spend a day afloat sailing on Mir. Tickets are still available from the Tourist Information Office or at the maritime museum." said Mike. Mir has a passenger ship certificate and lifesaving equipment for 200 passengers.

The Mir has come to the port thanks to the FTSA who are partially funding the visit. Russian tall ships are almost self sufficient as they roam the oceans. Money from the various Russian authorities is scant with the ships having to fund themselves by opening to the public or in the case of the Mir by providing Day Sails.

"FTSA want to give the public the opportunity to see these magnificent vessels at close range in the superb setting of Falmouth and to support these ships in their everlasting struggle to survive." said Mike

A & P BENEFIT FROM RFA CONTRACTS JULY/AUGUST 2004

Visitors to the town could be forgiven if they thought Falmouth has become a Royal Naval Dockyard with the presence of so many grey funnel line ships in port.

The Royal Fleet Auxiliary vessels Fort Victoria and Argus are set to remain in port until later this month when they will be departing. Fort Victoria is nearing the end of her £15m refit. Mid-month she sails on a two day long post refit trials programme off the coast before returning to the docks to finish her refit.

Meanwhile the aviation training vessel Argus is undergoing routine maintenance work at the docks. She is scheduled to resume operational duties on August 24.

Keen aircraft spotters will have noted an Apache attack helicopter landed on the ship for two days last week. During the weekend the fishery protection vessel HMS Tyne put into the docks for engine repairs.

TWO CASTLES GIG RACE REPORT - SEPT 2004

Despite the inclement weather on Sunday the Two Castles Gig Race was judged an outstanding success by the race organisers and participating gig crews.

Falmouth Men in the Irene powered their way to victory coxed by Alan Anderson. The Falmouth crew Julian Head, Malcolm Hatton, Adam Anderson, Fergus Muller, Chay Richardson and Brian Hall had a commanding lead when they crossed the finishing line. The indomitable Falmouth Ladies crew Jill Hudson, Janet Cave, Karen George, Emma Vyvyan, Clare White and Kath Statham were coxed by Simon Hall. They won the Ladies prize.

In view of the stiff south south easterly wind and associated swell sweeping into the harbour the race organisers opted for a safer course starting from off St Just to the finish line off the Queens wharf. The 12 gigs had the swell on their beam passing Trefusis which made rowing conditions difficult for all the crews.

After the event the National Maritime Museum Cornwall hosted the prize giving. Businessman Rolf Munding and his close associates Brian Chenoweth, Peter Child and Roger Hawk organised the event.

Jeb Preston of the Cadgwith Gig Club won a holiday cruise for two on the cruiseship Van Gogh.

Brian Chenoweth chairman of the Cornwall Pilot Gig Association said: "I think today went very well despite the weather. In the future I hope that this event will be an important feature of the annual gig racing calendar."

Results:

1. Irene, Falmouth Men
2. Killigerran, Roseland (Mixed)
3. Rose, Cadgwith (Mixed)
4. Energy, Falmouth (Mixed)
5. St Elvan, Porthleven, (Men)
6. Idas, Falmouth (Ladies)
7. Merthen, Helford (Mixed)