

## WORLD SHIP SOCIETY - FIRTH OF FORTH NEWSLETTER



**2022 - NO. 8 AUTUMN**

(From 1<sup>st</sup> September to 30<sup>th</sup> November)



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### **BRANCH MEETINGS**

After a brief EGM the new session opened on the 17<sup>th</sup> October, 7.30 at the Edinburgh Cine and Video Club Rooms, 23a Fettes Row Edinburgh EH3 6RH with Douglas Yuill – 'Dirty, ... with a salt caked smoke stack'. This was the second part of his 'SCOTTISH COASTERS taking up the story with owners from Shetland to the Solway. Douglas's well researched information combined with illustrations from his fine collection of photographs and postcards led to a fascinating insight into their trade, not only within Scotland, but to England and beyond, backed by tables showing fleet sizes, cargo carried, and changes over the years. An excellent show, which due to constraints of time, will continue at our December meeting.

In November Iain McGeachy gave a presentation entitled 'The Forth 2020-22'. A full coverage of general shipping over the period but with a focus on first how covid brought the Fred Olsen fleet to Rosyth and the subsequent fleet changes, the arrival of two P&O ferries for lay-up in Leith. This was followed by a look at cruise ship visits overall and a brief look at the changes over the last decade. The effects of the Ukrainian war was illustrated by arrival of Tallink's Victoria 1 as an accommodation ship for refugees, the change in tanker traffic at the Hound Point oil terminal and finally cessation of the import of Ukrainian grains and sunflower seeds to Rosyth. The talk and the related photographs were well received by the group.

### **TUG NEWS - UPDATES**

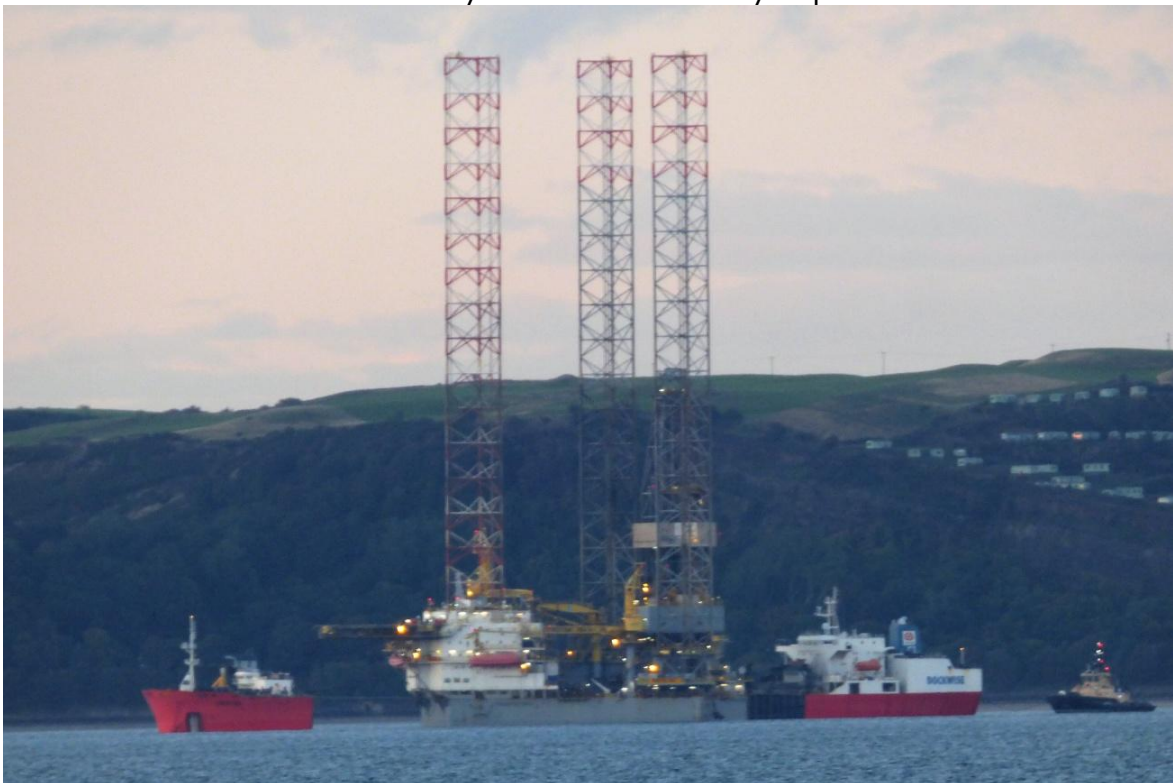
Craigleith made a second trip to Tilbury departing on the 18<sup>th</sup> of August and returning via Dundee on the 17<sup>th</sup> September before returning to the Thames. August also saw changes at Grangemouth with Roseberry Cross departing on the 16<sup>th</sup> August for an extended period of maintenance in Leith. She returned to Grangemouth on the eighteenth of November. Her place being

taken by Svitzer Alma who departed Kingston upon Hull June 23<sup>rd</sup> on the 24<sup>th</sup> of June to start on the 27<sup>th</sup> of August. She too spent time in Dales dry dock and is seen performing bollard tests. At the time of writing she is still in Grangemouth. *Below Roseberry Cross and Svitzer Alma both seen in Leith, the latter on the 27<sup>th</sup> October*



## OFF SHORE NEWS

Trustee returned from Mexico on the 21<sup>st</sup> to load another jack-up rig from Dundee. Prospector 5 left Dundee on the 20<sup>th</sup> September under tow by Craigleith, Peterel and Dalmeny out the river when they were then joined by Sayan Prince as the lead tow along with Inchcolm and Queensferry for the two day trip to Burntisland.



Above: Prospector 5 seen loaded in the early evening of the 22<sup>nd</sup>.

Prospector 5, is a high specification, harsh environment jack-up drilling rig, which was built for Prospector Offshore by SWS in China in 2014. Prospector Offshore was then acquired by Paragon

Offshore. The rig spent three years working for Total in the North Sea between late 2014 and late 2017, in the Elgin field, North Sea. Upon the contract expiration the rig was stacked in the Netherlands. More recently she was in left Dundee in May this year for a short contract with Dana Petroleum, Netherlands, On this contracts end in July she returned to Dundee. Her new destination is off LUANDA, Angola, West Africa for the next twelve months.

Leith continued to see a wide range of vessels involved in the offshore wind farm construction work. Two of GARDLINE MARINE SCIENCES survey vessels were in port during September. Ocean Geography departed on the 19<sup>th</sup> September for survey work 125 nautical miles due east from Aberdeen. She was preceded by Ocean Reliance who left for Montrose on the 10<sup>th</sup> September prior to heading for survey work 120 nautical miles ENE of Aberdeen (2NM CPA RQRD)



## CRUISE SHIPS



The period saw a number of new visitors to the Forth including Costa Fortuna [IMO 9239783] 3,250 passengers built 2003. In December 2018, the cruise ship underwent an €8 million refit. Seen 4<sup>th</sup> September 2022 above left : MAUD [IMO: 9247728] 16,151 gt, Hurtigruten, built 2003, 528 passengers, built ship yard - Fosen Mek. Verk., Norway. 12<sup>th</sup> September above right.



Below: sister ships *WORLD EXPLORER* [IMO 9835719] 9,923 gt, 200 passengers, Mystic Cruises, built 2019, flag Portugal, *Rivages du Monde* livery in Leith and *World Voyager* [IMO 9871529] built 2020, 9,923 gt, 200 passengers, Mystic Cruises seen in Nicko Cruises Livery heading for Rosyth.



## LEITH



Above: what is thought to be the first export of coal from Leith since the 1980's loading for Poland. Arklow Cove loading first September.

The period from September to November was very busy at Leith. Two further cargoes of coal from the site of the former Longannet Power Station were loaded in the Imperial Dock, both cargoes were heading for Szczecin in Poland and were taken by *ARKLOW FIELD* [IMO: 9527673], 2998gt, built 2011 and fleetmate *ARKLOW COVE* [IMO: 9757163], 2999gt, built 2022 the following week. Other export cargoes at Leith included red granite chips for Amsterdam loaded by *WILSON MOSEL* [IMO: 9060687], 1589gt, built 1993, *WILSON BILBAO* [IMO: 9014705], 2446gt, built 1992 and *WILSON FLUSHING* [IMO: 9491745], 3561gt, built 2012. (below left). An interesting arrival at Leith's Harbour Berth on 26th October was the refrigerated cargo ship *SILVER BIRD* [IMO: 8915524] 3625gt, built 1990. It seems that the *SILVER BIRD* called at Leith for repairs; divers attended the vessel before she sailed the following day for Marystown in Canada. (below right).



Other callers included LUBIE [IMO 9441984] Bulk Carrier, 20,603 gt, 30,000 dwt, POLSKA ZEGLUGA MORSKA PP, built 2011 from Almeria (Spain) on the 6th October and Yeoman Bank from Glensandra on the 26<sup>th</sup>.

Another notable caller was ALDEBARAN [IMO: 9238387] 2337gt, built 2001, which arrived on 30th October with piles from Dinteloord. It is thought that the piles will be used in the construction of a new renewables hub at the river side of the lock gates.

Variety was added with the German sail training ship ALEXANDER VON HUMBOLDT II [IMO 9618446] built: 2011, 24 sails; 1,360 m<sup>2</sup> (14,600 sq ft) sail area. Deutsche Stiftung Sail Training Number of trainees: 52 Number of permanent crew: 25 (below left) and



Wyre Marine Services Ltd's Grab Hopper Dredgers ADMIRAL DAY [IMO 7110555] 355 gt, 330 dwt, built 1971 with WYRE SAND, 90.92 gt, built 1997 as Bardera Segundo, renamed 2018. She has a 35 tonne long reach excavator which is capable of a digging depth of 10 meters and has recently been fitted with hydraulically propelled spud legs. 17<sup>th</sup> September 2022 (above right)

## **ROSYTH**

Amongst the cargoes arriving at Rosyth during September to November were shipments of wind turbine components delivered from Bilbao by BONACIEUX [IMO: 9505297] 2415gt, built 2010, and



ACCUM [IMO: 9505314] 2415gt, built 2010. Also bringing wind turbine components to Rosyth was SCHILLPLATE [IMO: 9505285] 2415gt, built 2009, this cargo coming from Riga. Export cargoes at Rosyth included glass cullet for Rotterdam loaded by UNITAS H [IMO: 9858682] 2518gt, built 2020, and scrap for Setubal loaded by WILSON DUNDALK (IMO: 9496587) 2542gt, built 2010.

Below FAIRLANE [IMO 9153654] Heavy Load Carrier, 7,971 gt, 7,123 dwt, JUMBO SHIPPING CO SA, built 2001(10th September) from Laayoune (El Aaiun), Morocco; and UNITAS H seen on an earleir visit.



NEWS: Proposal for bringing back Ferry Route from Rosyth to Zeebrugge.

Ptarmigan Shipping have signed an agreement with DFDS Seaways to look at refreshing the Rosyth to Zeebrugge ferry route for both passengers and freight.

A business model has been completed using one RoPax vessel doing 3 voyages in each direction per week with a crossing time of 20 hours. The vessel can carry driver accompanied and unaccompanied trailers plus containers and new cars. The intention is to pilot during 2023 and, subject to market demand, adding a second vessel as soon as possible, increasing the frequency to 6 voyages per week in each direction.

Ptarmigan Shipping are moving forward with asking potential customers if this route is of interest and an indication of volume. They are very keen to hear from businesses who may wish to transport consignments and goods via sea !

It is intended that the route will be competitive on price, and in most cases, faster to delivery point and will offer the transport companies effective utilisation of their equipment. It will help reduce the issue regarding the shortage of drivers and reduce the carbon footprint, by less road miles on congested roads and time spent in the English Ports.

## GRANGEMOUTH

In addition to the tankers and container ships calling at Grangemouth there is a steady stream of smaller coasters usually bringing cargoes of fishmeal and timber. The fishmeal cargoes typically come from ports in Iceland (such as Vestmannaeyjar, Neskaupstudur, Seydisfjordur and Vopnafjordur) and Norway (such as Sula Langevag, Alesund, Maloy and Egersund). A frequent caller in this trade is the Faroe Islands-registered EIKEFJORD [IMO: 8417259], 1254gt, built 1985. The timber cargoes usually come from Rauma in Finland, brought by the Dutch-registered LADY CHRISTINA [IMO: 9201815], 4235gt, built 2000, and her fleetmates.

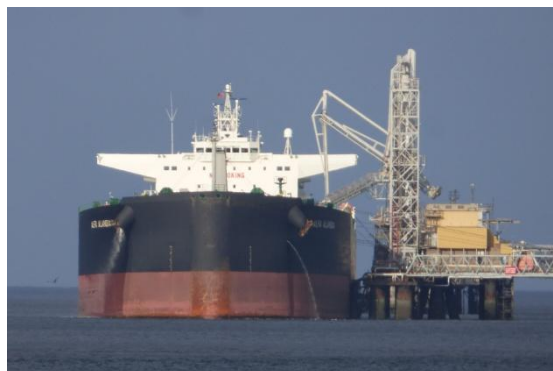
## HOUND POINT

There has been a another change to the pattern of traffic since the start of the year. There were only five VLCCs in the first three months, but five in the period 12<sup>th</sup> September to the end of November, all heading for NINGBO, China, making a total for the year so far of eleven.



ABOVE: The VLCCs MIRACLE HOPE [IMO 9794018] 159,962 gt, 318,747 dwt, built 2019. 30<sup>th</sup> October 2022 (left) and OLYMPIC LADY [IMO 9731169] 154,85 gt, 299,507 dwt, OLYMPIC SHIPPING & MANAGEMENT, built 2017. Sailed as Nasiriyah for a year from September 2018 to October 2019. 5<sup>th</sup> November 2022 (right). Both departed for NINGBO, China.

Below: Sword 22<sup>nd</sup> September on her second visit (Alan Dowie) and Alfa Alandia made her third visit of the year on the 27<sup>th</sup> November.



One interesting vessel at the end of November was the shuttle tanker FRIDA KNUTSEN, the first dual-fuel liquefied natural gas (LNG) shuttle tanker to be chartered to Italian energy giant Eni, owned and operated by the Norway-based Knutsen NYK Offshore Tankers AS. Delivered on 2 August at South Korean shipyard Daewoo Shipbuilding & Marine Engineering (DSME), she will be chartered to Eni's subsidiary Eni Trade & Biofuels and engaged in oil transportation in the North Sea and the Barents Sea. The vessel is the company's first dual-fuel shuttle tanker that can use not only heavy fuel oil but also LNG. At a length of 277.54 metres and a gross tonnage of 85,504 tons, 124,000 dwt, she is between Aframax and suemax in size. You can therefore imagine my disappointment in finding her totally obscured by a low lying haar when moored on the thirtieth of November.

### **BRAEFOOT**

Braefoot saw the regular flow of traffic from both the Shell and ExxonMobil jetties to the continent.

### **NAVAL MOVEMENTS**

Early October saw two French warships in Leith. The first, arriving on the fourth was the FS Rhone (A603) a Loire class Multi-purpose Support Ship. Known as a BSAH, a deep sea support and assistance vessel designed for rescue missions, environmental protection and is capable of accommodating divers, transport weapons and ammunition, providing support to a submarine during stopover and deploying an anti-pollution barrier. The 'Rhône' was accepted into French naval service in July 2018. It has a role and mission profile similar to that of a Coastguard vessel role and capable of navigating in Polar Regions. She is seen hosting fire fighters from the Scottish Fire and Rescue Service. The second was the Offshore Patrol Vessel, FS Pluvier (P678) ns. She is seen hosting fire fighters from the Scottish Fire and Rescue Service. (see below left). The second was the Offshore Patrol Vessel, FS Pluvier (P678) commissioned August 1993 for the surveillance of fisheries and the economic zone of 200 nautical miles on the 7<sup>th</sup>. HMS Enterprise made a return visit to Rosyth on the 8<sup>th</sup> October. HMS Prince of Wales headed for Rosyth after the damage to her propeller (below right). Dry docking was required due to an external p coupling failure that connects the outer propeller shaft to the drive shaft. Rosyth was chosen as there is no dry dock large



enough to accommodate these vessels in their home port of Portsmouth.



Babcock Rosyth has a contract to keep the facility ready for unplanned dry docking of the carriers at their site with personnel already experienced working on the ships. She is expected to be out of action for some time. It is possible her 5-yearly hull inspection which was due next year will be brought forward and combined with the repair work, allowing more availability for her in future.

#### **METHIL**

Most of the cargo ships entering Methil's main dock are bringing sawn timber from the Swedish port of Varberg. The vessels engaged in this trade during September/October/November were SUSANNE [IMO: 9279006], 2409gt, built 2004, which called on two occasions, IDA [IMO: 8613358], 1616gt, built 1986, which also called twice, SKAGERN [IMO: 9197791], 2301gt, built 2000 and LADY ALIDA [IMO: 9760380], 2544gt, built 2016.

#### **KIRKCALDY**

Faversham Ships SHETLAND TRADER [IMO: 9030486], 1512gt, built 1992, is becoming a regular visitor at Kirkcaldy, calling on six occasions during September to November. On each occasion the SHETLAND TRADER brought wheat from UK ports – Rye, Ipswich, Cowes, Dover and twice from Tilbury. Also delivering wheat to Hutchison's Mill during the review period were: SEG [IMO: 9066045] 1596gt, built 1993, from Rostock; CELTICA HAV [IMO: 8422022] 1537gt, built 1984, from Vierow and MIA SOPHIE B [IMO: 9113599] 1596gt, built 1995 from Tilbury.

#### **BURNTISLAND**

There were no general cargo ships noted at Burntisland between September and November but the HUMBER RUNNER [IMO:

9467184] 2862gt, built 2010, arrived from Riga early December with timber for Scott Pallets.

### **INVERKEITHING**

A new export cargo of bagged fish feed has been noted at Inverkeithing's East Ness berth. The side-door coaster TINTO [IMO: 7369168], 1739gt, built 1974, has loaded fish feed for Storasund on several occasions and the VESTBRIS [IMO: 8410316] 1477gt, built 1985 loaded for Husoy. The TINTO also called at East Ness on at least three occasions with timber from Torangsvag.

At Inverkeithing's scrap berth, three cargoes were loaded for Jorf Lasfar in Morocco, two of these cargoes were taken by BARBARA-B [IMO: 9177399], 3796gt, built 1997, the other by FRI OCEAN [IMO: 9195690] 2281gt, built 2000. More scrap cargoes were loaded for Ghent by SPANACO FIDELITY [IMO: 9472024] 2984gt, built 2009, and to Santander by FERRO [IMO: 9005730] 1986gt, built 1991.



*VESTBRIS IMO 8410316, 1477gt, 1770dwt, built in 1985, loading a bagged cargo at Inverkeithing, 23<sup>rd</sup> September.*

*Thanks to Alan Dowie for all the details of cargo movements and additional photographs. Comments, corrections and contributions are more than welcome!*

*Editor and photographs © W IAIN H McGEACHY 30<sup>th</sup> November 2022*