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BRANCH MEETINGS

With the lock down of last March the Branch cancelled the remaining meetings for the 2019 - 2020 season. We started again in October with monthly zoom meetings. Maurice Napier provided the back bone for these by continuing his series on 'Ex ... What was her name?' A look at frequent visitors and British built or owned ships photographed from 1967 on, in all corners of the world. In December he started with L'ASTROLABE ex- FORT RESOLUTION built by Fergusons/Townsend Marine continuing through many well known vessels to Pacsai, ex-Tyne Fisher. We delighted in seeing a wide range of ships dating from the COUNTY OF PEEBLES of 1875 to the 55 year old Marco Polo photographed leaving Rosyth. Nostalgia reigned viewing what might be considered a golden age for ship enthusiasts. He continued in January starting appropriately with Papamaurice and finishing with Southern Surveyor. As mentioned previously one of the delights was to see well known ships, their conversions and what became of them. In this episode it included several Escort Carriers in their post war roles – HMS Attacker as the casino ship PHILIPPINE TOURIST and HMS NAIRANA rebuilt as intended as a fast cargo-passenger ship for Port Line; and Scottish ferries such as Claymore as a cable-layer. There was an insight into a ship's progression from a new build for a reputable company, through resale until in one extreme case being lost in an insurance scam. He completed his series in March with SPARTA ex IRISH WILLOW (1956) and ending with ZANNIS ex EMPIRE PATRIOT (1942) at Antwerp in 1967. He finished the section with NORTHERN ENDEAVOUR which went to the breakers, appropriately with the removal of letters to become The End. With time to spare Maurice also went back to the start with the letter A moving from ABA PRINCE to AZURYTH.

Alan Dowie also favoured us with two talks, firstly with a roundup of coaster movements in Leith in October followed in November with a fine presentation on the Associated British Ports TimberLINK service. He outlined the history and rationale, explaining the logic behind the granting of funding for the movement of up to 100,000 tonnes of round timber from Argyll to wood processing plants in Ayrshire. A sea journey of 30 miles but one which could save up to 190 miles of timber traffic on the roads with a cost benefit analysis showing how the country gained in terms of traffic flow, infrastructure, not to mention air pollution. He went on to outline the ships involved over the years and the introduction of a floating pier on Loch Fyne.

Iain McGeachy gave a number of presentations, too often with a 'bumpy' start covering the major South African ports of Cape Town and Durban in January of 2020, ending with a look at the current state of the shipbuilding market in Durban. He also covered shipping in the Forth in the later part of 2016 and in 2017.

Members were joined by other branches, mainly Dorset, Haven Ports and latterly Cobh in Ireland who also extended an invitation to us to join them. Covid also had an impact in photography with travel restrictions and the closure of the key vantage point on the roof of Ocean Terminal in Leith.

TUG NEWS

Forth Estuary Towage's (FET) new build Inchcolm, seen returning to the tug base in Leith after acting as the standby and escort tug at Braefoot. Ordered from the Damen Shipyards Group at the end of February, the ASD Tug 2312 was built in Vietnam and transported to Rotterdam on the heavy lift ship Frauke. She arrived in Leith at the start of December and commenced work at the Braefoot Gas Terminal on the ninth. She replaces the 1983 Seal Carr which was ordered for the role at Braefoot and which is now up for sale.

A FET spokesman said that 'Her combinations of versatility, size and 70t bollard pull will make her a useful addition to our fleet'... 'Our new tug Inchcolm has proved herself to be very useful in the tighter spots of the port, especially in the locks.' "



In January Forth Ports announced they had acquired Targe Towing. Targe owns a fleet of nine vessels, including five tugs, which operate in waters throughout the East of Scotland, as well as managing a further three tugs which operate at the Hound Point marine terminal on the Firth of Forth. Forth Ports' fleet includes four tugs. Targe has worked closely with Forth Estuary Towage for a number of years and both companies believe the acquisition represents an opportunity to build on Targe's reputation whose name will be retained. Forth Ports and Targe have each made significant investments in their towage assets recently, with Forth Ports adding the tugs Craigleith and the Inchcolm to its fleet and the Kittiwake and Peterel, the latterly normally based in Aberdeen but photographed at Hound Point, joining Targe's fleet.

LEITH

One interesting vessel at the end of last year was the OCEANIC PINTAIL [IMO

8601408] Nuclear Fuel Carrier, 5,271 gt, 3,865 dwt, built 1987, seen in Leith 22nd November 2020 waiting to be scrapped at Dales. The 5,300 gt ship was built in 1987 & named 'PACIFIC PINTAIL'. It is tradition that nuclear cargo vessels are retired from service before their 25th birthday, but controversially after being laid up for 2 years, the vessel was brought back into service bearing a new name, 'OCEANIC PINTAIL' with the intention of operating for 3 more years. (Below left).

A regular visitor delivering parts from Volos for the *Neart na Gaoithe* (NnG) Offshore Wind Farm wind farm development in the Forth estuary has been ZUIDVLIET [IMO 9629809] General Cargo Ship, 2,597 gt, 3,850 dwt, GEERVLIET SHIPPING CO CV, built 2013, seen Leith 16th Feb 2021. As has SEA GULL [IMO 9692624] Offshore Supply Ship, 4,983 gt, 5,200 dwt, OSM OFFSHORE AS, built 2020 (below right) who then loads the casings for the piles to take out to the giant SAIPEM 7000 [IMO 8501567] 11,7812 gross ton Pipelay Crane Vessel at the mouth of the estuary which has been there since August 2020.

Other long stay vessels in Leith are the Dive Support Vessel SEAWELL [IMO 8324567] 9,158 gt, built 1987 which arrived just under a year ago on the 6th of April 2020 and the Offshore Support / Supply Ship CALEDONIAN VISION [IMO 9329928] 5,448 gt, built 2006 which has been docked since September 2020.

A move from her layup berth for TROMS CAPELLA [IMO 9480722] 4,059 gt, 4,800 dwt, built 2011 who arrived on the 6th May 2020 took place on the 30th of March and saw her cross the basin to enter Dales dry dock.

The Research/Survey Vessel KOMMANDOR SUSAN [IMO 9177844], 3,388 gt, built 1999 and OCEAN VANTAGE [IMO 8405440] Offshore Supply Vessel, 2,191 gt, built 1985, have both been regular visitors, using the port as their base for operations.



ROSYTH

Rosyth has seen a number of interesting visitors including PIETERSGRACHT [IMO 9448384] General Cargo Ship, 17,644 gt, 19,863 dwt, SPLIETHOFF'S BEVRACHTINGS BV, built 2012 as HHL Kobe and renamed 2019. She arrived on the 13th Feb 2021 from PORT MORSKI POLICE (Portugal) and stayed for 25 days to load a cargo from the Texas-based oil and gas services company, Umbilicals International'. They design and manufacture complex cable and umbilical products for harsh environments and have a quayside complex which allows direct loading. She departed mid March for Kakinada, India via the Suez Canal.

Eddystone [IMO 9234070] and Hartland Point [IMO 9248538] Ro-Ro Cargo, Foreland Shipping Ltd, built 2002 were present on the 27th December and 21st March respectively, the later making a brief appearance in transit from Sorreisa, Norway to Southampton. The heavy lift ship ANNA [IMO 9501887] 11,473 gt, 10,040 dwt, SAL HEAVY LIFT GMBH, built 2010 as PALEMBANG and renamed 2018, arrived from Egersund on the 6th March and departing for Hammerfest (both Norway).



The Cefetra agri-hub saw a number of shipments: the CANADIAN BULKER [IMO 9855422], 25,189 gt, 39,300 dwt, SAFEMARINE CORP SA, built 2019 from MYKOLAIV (Ukraine). 21st January 2021 (Above left) and HTK DISCOVERY [IMO 9374349] 22,697 gt, 37,322 dwt, HTK SHIPPING & IMPORT EXPORT (Vietnam) built 2007 as Cielo Di Amalfi and renamed 2019, also from CHORNOMORSK (Ukraine) 12th January 2021 (Above right). Rosyth also saw the larger YASA SATURN [IMO 9848144], 34,508 gt, 61,082 dwt, YA SA SHIPPING INDUSTRY, built 2019, arrived from San Lorenzo via Immingham.

The import of animal feedstock comes after Forth Ports invested in deepening the river berths to allow the berthing of 50,000 dwt vessels and in a new mobile harbour crane with a 144 tonne grab in conjunction with Cefetra to create the multi-million pound agri-hub for Scotland which opened in November 2019. This sees part loaded 75,000 dwt bulk carriers like Yasa Saturn (Below left) bringing in soya from the Argentine in a second stop in the UK.



Fred Olsen's new additions, BOLETTE ex Amsterdam and BOREALIS ex Rotterdam seen at the end of February with their funnels repainted in Fred Olsen livery. (Above right)

HOUND POINT The Hound Point Oil Terminal saw a succession of VLCCs loading for China and Korea including a number of new builds. One from last year, ANDRONIKOS [IMO 9830812] 161,983 gt, 298,998 dwt, Capital Ship Management, built 2019, loaded 19th Nov 2020 for YEOSU (Korea) made a return visit in March along with her sister ship AMYNTAS [IMO 9830800] also a 2019 build, who departed for Rizhao, China. (Below left) C.GUARDIAN [IMO 9851854] Crude Oil Tanker (VLCC), 156,452 gt, 300,000 dwt, SK SHIPPING CO LTD-KRS, also a 2019 build departed for Singapore then Dongjiakou (China). (Below right – note the built in scrubber). A maiden voyage was that of DELOS [IMO 9877767] 156,293 gt, 299,986 dwt, EURONAV, built 2021 and in service on the fourth of January. She departed for DAESAN (Korea) on the 2nd of March



CROMBIE

The naval jetty at Crombie welcomed the Lewis and Clark-class Replenishment Vessel, USNS WILLIAM MCLEAN [IMO 9552006], 43,758 gt, 19,574 dwt, built 2011 on the 1st of March 2021 from Rota (Spain). (below left).



The LPG Tanker MAINGAS [IMO 9108843] 3,932 gt, 3,466 dwt, built 2001, photographed 22nd March 2020 on her regular Grangemouth – Antwerp run.

GRANGEMOUTH

Grangemouth had the normal container liner services from the continent with regulars such as Anne Sibun, BG Ireland, Conmar Gulf, Dream, Pengalia, Spica J and Vanquish all making appearances. While on the LNG/chemical/product tankers a similar pattern existed which included Clyde Fisher, King Arthur,

Maingas (Above right), Stolt Redshank, Stolt Sandpiper, and Tristar Shamal, and members of the Ineos fleet including JS Ineos Ingenuity and Invention bring in shale gas from Marcus Hook (USA). General Cargo ships included Wilson Monsoon from Bremen.

BURNTISLAND

Apart from the normal coming and goings of the Briggs Marine fleet the most notable visitors were the dredger Capalla Mara [IMO 9696307], 496 gt, 992 dwt, ABCO MARINE IRELAND LTD, built 2013 as Bucephalus and renamed 2017, who was working at small east coast harbours during February and March; and the general cargo ship FRI SKIEN [IMO 9148192] 2,780gt, 3,740dwt, KOPERVIK SHIP MANAGEMENT AS, built 2000 as Polar Sun, renamed Frisian Sun (2004) current name since 2010, on the 16th of March with timber from Riga (Latvia) for SCOTTS PALLETS.

INVERKEITHING

The timber quay saw her regular caller – the general cargo ship TINTO [IMO 7369168], 1,739 gt, 1,175 dwt, NORWEGIAN SHIP ASSISTANCE, built 1974. Current name since 2011, ex Tello (2006), ex- Zafeiri (2004), ex –Harlan (2001), (Until 2004 Dec), ex- Tello (1985), ex- Nornanborg (1980), ex- Lysholmenfrm from Torangsvag, Norway. The scrap iron quay of Robertson Metals Recycling saw Blue Note and Petra depart for Jorf Lasfar, Morocco, while Suna departed for the more common destination of Aviles, Spain.

OBITUARY – IAN DUFF

It was with great sadness that we learnt of the death of Ian Duff at the beginning of February. Ian was Branch secretary from 2007 to 2015 and when I joined my first impression was of somebody who was totally committed to the role with vast knowledge in general and especially of European Ferries, a particular interest. His contacts were considerable and his evening briefings were always full of information. These combined with his courteous manner and gentle humour meant his presence was sorely missed after his accident as he had not only been Secretary but a true friend to many members over the years. I can only quote from one of the emails I have received: ‘... we all were touched by the kind, helpful person he was.’ On a personal note he made me very welcome and I was so pleased when he suggested I accompany him to external meetings with a view to sourcing out possible future speakers. He took on the role of mentor to ensure that all went smoothly in my first years.

Comments, corrections and contributions are more than welcome!
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