

World Ship Society - Firth of forth NEWSLETTER



2021- No. 5 WINTER

(From 1st December to 28th February)



Branch Secretary: Iain McGeachy, 30 Clerwood Terrace,
EDINBURGH EH12 8PG

Email: wssfirthofforth@virginmedia.com

BRANCH MEETINGS

December 2021. Alan Dowie both hosted and gave a very informative 'zoom' presentation on "*Ships at Perth Harbour*", taking a look at ships and cargoes above the Tay bridges over the years, tracing it's history over the last 700 years. Situated in the heartland of Scotland with three river berths it has enjoyed mixed fortunes in recent years, with a boom period in the 1980's declining to just eight ships in the last year. Supporting his own photographs were those of Julian Mott and John Aitken giving coverage from the 1960's on with full details of coasters and their cargoes. The talk and discussion which followed highlighted the problem of being an inland river port with bends and narrow banks, involving dredging and piloting and competition with a major port (Dundee) at the river mouth, as well as the nearby coastal port of Montrose which has diversified over recent years. We were pleased to be joined by members from Haven Ports and Dorset as well as local members who otherwise would have been unable to attend.

January 2022. We were very grateful to Derek Sands of Haven Ports Branch for agreeing to give us a talk at short notice when our physical meeting was cancelled. Entitled '*Haven Ports - an Overview*' Derek gave us a comprehensive and informative talk, with photographs from the 1960s on, vessels dating from the 1932 tug 'Ocean Cock' at Harwich to the largest Container ships at Felixstowe. Haven Ports is made up of four ports at Harwich, Ipswich and Felixstowe and the smaller Mistley. At Harwich we saw vehicle and train ferries to the continent and the import and export of vehicles. Imports to the ports include timber from Scandinavia, bricks from Holland and vehicles from the continent. Two of the more odd exports included second hand vehicles to

Cyprus and frozen rabbits to Saudi Arabia as well as the more usual grain and malts including cargoes for Scotland. A great talk followed by an interesting discussion and again thanks to Alan Dowie for hosting the meeting.

21st February: *Tom Carreyette – ‘Cargo to the East Med’*

There could have been no better way to restart live meetings than to join Tom Carreyette with ‘Cargo to Eastern Med’. A voyage aboard German Middle East Line’s DNOL KAIRO (1994/19,819), a container ship on a journey from Antwerp in 1998. What made the talk so interesting was not just the well researched details of the vessels themselves but a chance to view the more unusual ports visited: Alexandria, Beirut, Tartous (Syria), Mersin and Izmir (Turkey), and Salerno, (Italy) before finishing at Felixstowe. Tom also included shots from other voyages of the more usual halts of Gibraltar, Malta, Istanbul, Dubrovnik, various Greek and Italian ports, as well as Lisbon and Cadiz. Thanks for a most enjoyable and fascinating evening.

21st March: *Ian Quinn- ‘Sailing down the Clyde on Queen Mary in the 1960’s’*.

18th April: *Paul Strathdee - ‘Caronia - the story of the Green Goddess’*.

NEWS

A large NATO exercise ‘Cold Response’ off Norway is due to start mid March. A large number of NATO ships will be participating including HMS Albion and RFA Mounts Bay. A few are expected to come in to Leith early March. HMS Prince of Wales is logged as the command ship but may be diverted to Mediterranean.

TUG and OFF SHORE NEWS

Seal Carr (1983), as mentioned as being up for sale in the first Newsletter (31st March 2021), was sold in November having been working on the west coast of Scotland since leaving Leith in the summer. Now based at Nigg where she was seen earlier this year. (Below left)

Saipem 7000 [IMO 8501567] Pipelay Crane Vessel, 11,7812 gt, built 1987 off Methil in December having completed work on the Neart na Gaoithe (NnG) wind farm at the mouth of the Forth. The French company EDF Renewables awarded Saipem the contract in November 2019 for work including engineering, procurement, construction and installation of 54 steel foundation jackets, 2 steel foundation jackets for the offshore electrical substations and the

transportation and installation of the relevant topsides. (below right)



LEITH

UTNE, Ro-Ro/Passenger Ship, [IMO 9740720] 1,160 gt 2,94 dwt, built 2015, has now been renamed Loch Frisa remains alongside Dales while work is being carried out prior to her entering Cal-Mac service in the early summer. See previous Newsletter.



BREB COUNTESS [IMO 9421166] General Cargo Vessel, 5,630 gt, 7,811 dwt, BRIESE DRY CARGO GMBH & CO KG (Germany), built 2009 as Miami diep and renamed UBC Montego Bay on entering service, current name since 2017, has been docked since the 27th December with engine trouble. She was berthed in Imperial dock prior to a move to her current position. (above). *Update: Departed Leith early hours of 1st March*

Another interesting arrival was the 55-metre explorer superyacht Shinkai docked in Western Harbour in Leith next to the Britannia over the weekend. Named as Shinkai – the Japanese for ‘Deep Sea’ – she is making the first journey of what will be a lifetime of global exploration. The superyacht features include a striking mast and the yacht’s very own 7.2-tonne submarine, alongside a giant crane used for launching and collection. According to Feadship, the owner of the superyacht ‘has enormous experience

of discovering the world by sea'. Designer Philippe Briand and the teams at Vitruvius



and Feadship developed the 55-metre explorer yacht which will be able to travel the world while remaining both self-sufficient and fuel-efficient. Shinkai is expected explore the North-West passage. The uppermost deck contains the wheelhouse and captain's cabin and an open observation deck, while below is the owner's deck featuring a full-beam dining room, two suites, his and hers offices with panoramic views forward. Two spacious guest suites and two twin-bed children's suites are located on the main deck together with the main saloon. The crew have the lower deck to themselves, with seven cabins, a large mess room, laundry and galley.

As a superyacht, the boat includes a Toyota Land Cruiser kept inside a sealed garage on board, an all-electric Jet-Ski. While the submarine takes pride of place, positioned in a shallow well at the stern with its huge Palfinger knuckle-boom launching crane on its starboard side. The steel hull has been built to ice class and includes an advanced WASSP sonar system to explore the ocean floor.

For the first time on a yacht of this size, a gyroscope system has been fitted within the hull, with the tank deck arranged in such a way to enable traditional stabilisers to also be installed later if required.

ROSYTH Sometimes it is interesting to follow a ship that one has seen and then catch up with her later. Such was the case with *KAPITAN KOKOVIN* [IMO 9279422] General Cargo Ship, 2,474 gt, 3,480 dwt, NORTHERN SHIPPING CO, built 2004 as *Flinterborg*. Renamed *Flinterbright* (2008 - 2017) except as *Fast Gilles* (Jan – June 2012 and Feb- July 2013). Current name 2017. I just missed her departing Inverness on the 25th of January after she had

arrived there from Hull, but managed to photograph her the following day in Invergordon where I spotted her loading grapeseed for Erith on the Thames. Didn't think any more about her until saw her due in Rosyth on the 10th February. So following her route saw that after unloading at Erith on the Thames she had headed to Schiedam, Netherlands (3rd – 4th Feb) followed by Hamburg (6th – 7th) prior to her arrival to Rosyth. She then sailed to Montrose to load grapeseed for a second trip to Erith, arriving on the 17th.



KAPITAN KOKOVIN [IMO 9279422] (left) OSPREY S [IMO 9300843] (right)

Another vessel which I saw due in Rosyth was the geared bulk carrier OSPREY S [IMO 9300843] Bulk Carrier, 19,971 gt, 30,570 dwt, ARMADOR GEMI ISLETMECILIGI, built 2007 as Clipper Transporter, renamed Clipper Transporter (2008), New Glory (2012), current name 2020, from Montoir (France); photographed at Rosyth on the 23rd February 2022. This struck me as interesting as I had previously photographed her unloading at Leith on the 14th June last year when she brought in a cargo of salt from Barcelona. This confirmed my impression that much of the handymax size traffic is heading for Rosyth rather than Leith. Further confirmation, if such was needed, was that Osprey S was followed in quick succession by MAZURY [IMO 9285122] 24,109 gt, 38,981 dwt, Polstream, built 2005, from IJMUIDEN on the 24th and JULES POINT [IMO 9610690] {HK} Geared Bulk Carrier, 24,428 gt, 36,728 dwt, Pacific Basin Shipping HK Ltd., built 2013, from YUZHNY (Ukraine) a small port to the east of Odessa, on the 9th February arrived Rosyth on the 27th.

Previous visitors included Norland and Andean (Below). NORRLAND [IMO 9358278] General Cargo Ship, 4,967 gt, 7,868 dwt, TOM WORDEN GMBH & CO KG (Germany) built 2006 as Bornholm, renamed 2016. Rosyth from Riga. 23rd January 2022. ANDEAN [IMO9413925], Bulk Carrier, 19.814 gt,

30,770 dwt, built: 2009 Rosyth 30th December 2021, from Montreal, (Canada),



GRANGEMOUTH saw two sister ships arrive together, bring in shale



gas from Marcus Hook (USA). The CLIPPER EIRENE [IMO 9834715] LPG and CLIPPER ERIS [IMO 9834727] LPG Tanker, 18,898 gt, 18,044 dwt, CLIPPER SHIPPING AS, built 2019, both photographed on the 2nd February 2022 Off Kirkcaldy. (Above)

Two recent containerships seen going up to Grangemouth were JSP RIDER [IMO 9322566] Container Ship, 7,852 gt, 8,500 dwt, built 2006 from on a regular Antwerp seen 23rd January 2022 Antwerp, Waalhaven, Rotterdam run and SAMSKIP INNOVATOR [IMO 9436214] Container Ship, 7,852 gt, 9,350 dwt, NAV-TECH BV, built 2011 as Marita M and renamed on entering service. 20th December 2021 from Waalhaven, and also to either Hull or Tilbury.



HOUND POINT The VLCC SERENDIPITY [IMO 9905100] commissioned in June last year is the sixth new build to arrive at Hound Point Terminal over the last year. The other five being on their maiden voyage. Registered in Liberia she was built by Hyundai Samho Heavy Industries Co.Ltd, Yard no 8063, with a gross tonnage of 154,046, dead weight of 299,936. Jointly owned by Varatella Shipping SA, Germany and Evelend Shipping of Greece the VLCC arrived from Rotterdam after rounding the Cape of Good Hope in September en route to the port of Corpus Christi, United States. The latter is the fourth-largest port in the United States in total tonnage and built the nation's first export terminal to load very large crude carriers. Serendipity then sailed back across the Atlantic via the Lome anchorage in the Togolese Republic. She departed Hound Point on the 18th January for Ningbo China having loaded North Sea crude.

While tankers use the west jetty, with VLCCs mooring to facing down river the last few months have seen the east (no.2) jetty used by Aframax with them sometimes canting to face down river as well. NS CAPTAIN [IMO 9341067] Crude Oil Tanker, 57,248 gt, 110,1119 dwt, built 2006, canting Hound Point 23rd February 2022 East jetty, seen loading for orders.



(Left) The VLCC SERENDIPITY and Russian owned Aframax NS CAPTAIN (Right) NS Captain is a sister ship to NS Champion recently denied entry to Flotta

NAVAL MOVEMENTS HMS Echo seen of Leith on the 2nd February 2022. This is the first time that I believe she has visited the Forth. The first of two multi-role hydrographic survey ships commissioned by the Royal Navy, along with her sister ship, HMS Enterprise, they form the Echo class of survey vessels. She was built by Appledore Shipbuilders in Devon in 2002 and is the ninth Royal Navy vessel to carry the name.



BURNTISLAND Briggs Marine has taken possession of the Forth Engineer, a Damen FCS 2610, catamaran design featuring a Twin Axe bow, designed to carry up to 12 personnel plus crew, along with equipment and light cargo, at speeds of over 24 knots. This brings its wholly owned fleet to a total of 31 and allows Briggs Marine to extend its remit further into the renewable energies sector and offer another specialised service.

The first general cargo ship to visit Burntisland in 2022 was the LUCA [IMO 9286712] ATG flag, 3610gt, 2004, bringing timber from Riga for Scott Pallets. She arrived on 7th February and sailed for Rekefjord in Norway on the 11th.

KIRKCALDY

A variety of coasters delivered wheat to the Hutchison Mill at Kirkcaldy during January and February. Faversham Ships coaster SHETLAND TRADER (IMO: 9030486, BRB flag, 1512gt, 1992) called twice, from Tilbury and Cowes, and the German coaster MAIKE (IMO: 8905115, DEU flag, 1599gt, 1989) also made two visits, on both occasions from Rostock. Other visitors to Kirkcaldy Harbour in recent weeks included SARAH B [IMO 9119622] 1596tg, built 1995, from Shoreham, NORDICA HAV [IMO 8324684] 1521gt, 1983 from

Sheerness and PREGOL HAV [IMO 8519239] 1616gt, 1985 from Dover.

INVERKEITHING The scrap berth at Inverkeithing saw four arrivals during January/February. Three scrap cargoes were loaded for Ghent, taken by GT FORSETI (IMO: 9041320, ATG flag, 2416gt, 1993), RURIK (IMO 9375795) LVA, 2164gt, 2006 and the larger BARBARA B (IMO 9177399), ATG, 3796gt, 1997. Also loading scrap, but for Bremen, was the LEIRIA (IMO 9248370) ATG, 1921gt, 2003. At Inverkeithing's East Ness berth, regular caller TINTO, made her first arrival of the year on 10th February with timber from the Norwegian port of Torangsvag.

CRUISE SHIP LIST. Updated list for all 2022, for the Forth, not port specific.

Viking Venus Viking Ocean 930 passengers	04 Apr. – Not/Available
Viking Venus Viking Ocean 930 passengers	12 Apr. - N/A
<i>AIDAaura AIDA Cruises 1300 passengers</i>	<i>No longer listed</i>
Viking Venus Viking Ocean 930 passengers	02 May. - N/A
Ambience Ambassador Cruise Line 1915 passengers	03 May. - 07:00 -16.00
Spirit of Discovery Saga Ocean Cruises 1000 passengers	15 May. - 08:00 -17.00
Emerald Princess <i>new livery</i> Princess Cruises 3679 passengers	18 May. - 07:00 – 19.00
AIDAaura AIDA Cruises 1300 passengers	19 May. - 08:00 –19.00
Norwegian Dawn Norwegian Cruise Line 2808 passengers	22 May. - 07:00 – 18.00
Seven Seas Splendor Regent Seven Seas 829 passengers	23 May. - 08:00 – 18.00
Norwegian Star Norwegian Cruise Line 2813 passengers	24 May. - 07:00 – 17.00
Norwegian Dawn Norwegian Cruise Line 2808 passengers	26 May. - 07:00 – 18.00
<i>Queen Victoria Cunard 2489 passengers</i>	<i>No longer listed</i>
Ambience Ambassador Cruise Line 1915 passengers	28 May. - 08:00 - 22.00
Emerald Princess Princess Cruises 3679 passengers	30 May. - 07:00 – 19.00
Silver Whisper Silversea 466 passengers	04 Jun. - 06:15 - 05 Jun 14.00
Viking Venus Viking Ocean 930 passengers	07 Jun. - N/A
Amadea Phoenix Reisen 624 passengers	09 Jun. - 12:00 – 23.00
ms Volendam Holland America Line 1718 passengers	10 Jun. - 08:00 – 21.00
Norwegian Dawn Norwegian Cruise Line 2808 passengers	10 Jun. - 10:00 – 11 th 01.00
Emerald Princess Princess Cruises 3679 passengers	11 Jun. - 07:00 -19.00
Norwegian Star NCL 2813 passengers	14 Jun. - 07:00 – 17.00
Oceania Sirena Oceania Cruises 803 passengers	16 Jun. - 10:00 -1900

Viking Venus Viking Ocean 930 passengers	20 Jun. - N/A
Viking Mars Viking Ocean 930 passengers	22 Jun. - N/A
Emerald Princess Princess Cruises 3679 passengers	23 Jun. - 07:00 – 19.00
Silver Whisper Silversea 466 passengers	23 Jun. - 11:00 - 25 th -20.00
Viking Mars Viking Ocean 930 passengers	28 Jun. - N/A
ms Volendam Holland America Line 1718 passengers	30 Jun. - 09:00 - 19:00
Norwegian Star Norwegian Cruise Line 2813 passengers	01 Jul. - 08:00 - 18:00
Viking Venus 930 passengers	05 Jul 2022 – n/a
Emerald Princess 3.679 passengers	05 Jul 2022 - 07:00 -18.00
AIDAaura 1.300 passengers	05 Jul 2022 - 08:00 -19.00
Norwegian Star 2.813 passengers	06 Jul 2022 - 07:00 -17.00
Balmoral 1.420 passengers	08 Jul 2022 – n/a
Seven Seas Voyager 777 passengers	12 Jul 2022 - 08:00 – 19.00
Azamara Quest 781 passengers	14 Jul 2022 14.00 – 16 th 23.15
Star Pride 312 passengers	15 Jul 2022 - 04:15 - 23.00
Balmoral 1.420 passengers	16 Jul 2022 - n/a
Jewel Of The Seas 2.573 passengers	16 Jul 2022 - 07:00 -18.00
Emerald Princess 3.679 passengers	17 Jul 2022 - 07:00 – 17.00
Viking Venus 930 passengers	18 Jul 2022 – n/a
Oceania Sirena 803 passengers	22 Jul 2022 - 11:00 - 23 rd 21.00
Silver Whisper 466 passengers	24 Jul 2022 - 10:30 25 th 08.00
Azamara Quest 781 passengers	25 Jul 2022 - 08:00 – 20.00
Balmoral 1.420 passengers	29 Jul 2022 – n/a
Emerald Princess 3.679 passengers	29 Jul 2022 - 07:00 -19.00
Viking Venus 930 passengers	02 Aug 2022 – n/a
Balmoral 1.420 passengers	03 Aug 2022 – n/a
Oceania Sirena 803 passengers	04 Aug 2022 - 08:00
Island Princess 2.657 passengers	08 Aug 2022 - 07:00 – 9 th 02.00
Azamara Quest 781 passengers	10 Aug 2022 - 01:30 11 th 22.00
Emerald Princess 3.679 passengers	10 Aug 2022 - 07:00 -19.00
Balmoral 1.420 passengers	12 Aug 2022 – n/a
Star Legend 312 passengers	12 Aug 2022 - 03:15 - 22.00
ms Rotterdam 3.210 passengers	12 Aug 2022 - 08:00 -18.00
Ambience 1.915 passengers	15 Aug 2022 - 07:00 - 02.00
Crystal Symphony 1.040 passengers	15 Aug 2022 - 16:00
ms Europa 408 passengers	16 Aug 2022 - 06:15 17 th 06.00
Norwegian Star 2.813 passengers	16 Aug 2022 - 07:00 -17.00
Balmoral 1.420 passengers	19 Aug 2022 – n/a
Artania 1.260 passengers	20 Aug 2022 - 07:00 – 17.00
Jewel Of The Seas 2.573 passengers	21 Aug 2022 - 07:00 -18.00
Viking Venus 930 passengers	22 Aug 2022 – n/a
Emerald Princess 3.679 passengers	22 Aug 2022 - 07:00 -19.00
MSC Virtuosa 5.772 passengers	23 Aug 2022 - 08:00 -18.00
ms Volendam 1.718 passengers	26 Aug 2022 - 08:00 27 th 01.00
Balmoral 1.420 passengers	29 Aug 2022 – n/a
Norwegian Dawn 2.808 passengers	29 Aug 2022 - 07:00 -18.00
Norwegian Star 2.813 passengers	02 Sep 2022 - 08:00 – 18.00
Viking Mars 930 passengers	03 Sep 2022 – n/a
Emerald Princess 3.679 passengers	03 Sep 2022 - 07:00 -19.00
Costa Fortuna 3.250 passengers	04 Sep 2022 - 09:00 -21.00
Balmoral 1.420 passengers	09 Sep 2022 – n/a
ms Rotterdam 3.210 passengers	09 Sep 2022 - 08:00 -18.00

Norwegian Dawn 2.808 passengers

12 Sep 2022 - 07:00 -18.00

Emerald Princess 3.679 passengers

15 Sep 2022 - 07:00 -17.00

Plus twelve more with the final arrivals on the 2nd October

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

Editor and photographs © W IAIN H McGEACHY 28th February