

WORLD SHIP SOCIETY - FIRTH OF FORTH NEWSLETTER



2022- NO. 7 SUMMER

(From 1st June to 31st August)



Branch Secretary: Iain McGeachy, 30 Clerwood Terrace,
EDINBURGH EH12 8PG Email: wssfirthofforth@virginmedia.com

BRANCH MEETINGS / SUMMER LUNCH

The Branch held it's Summer Lunch at the Old Chain Pier, Newhaven, at the end of June, when we enjoyed both good food and company. The new session opens on the 17th 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' SCOTTISH COASTERS Part II Shetland to the Solway.

PLATINUM JUBILEE EVENTS – HMS ALBION

A selection of photographs from HMS Albion's visit, arriving on the first of June and including the Open Day and Royal Marine Band.



TUG NEWS

Craigleith departed Leith on the 10th April to cover for Svitzer on the Thames. She left the Thames on the 16th June arriving back in Leith on the 18th. Following the merger of FET and Targe, Fidra has

adopted the Targe Towage livery and the ex Targe tugs based at Hound Point are now to be seen working in all Forth Ports bar Grangemouth – Leith, Rosyth, Braefoot and Crombie.



OFF SHORE NEWS

Sleipnir has installed the first two offshore wind substations for the Neart na Gaoithe (NnG) wind farm, 15 km offshore from Fife. The power generated will be exported to the onshore substation and onward into the National Grid at Crystal Rig in the Lammermuir Hills, East Lothian. The first turbines should be operational in mid-2023, with the entire wind farm due to be completed in 2024, the 54 wind turbines having a capacity of about 450 MW.

Jack up rig on the move – The Jack-up Platform, RAN seen on the move from the SEAGREEN Offshore Wind Farm (located 27km off Angus) with the tugs Corringham, Fidra, Inchcolm and Peterel to be loaded on to the Heavy Lift Ship TRUSTEE T [IMO 8902955] 42,515 gt, 54,013 dwt, DOCKWISE SHIPPING BV, built 1991 as Granite, renamed Front Granite (2001), current name 2008, for the journey to work in CIUDAD DEL CARMEN, in the Gulf of Mexico.



RAN [IMO 8771320], 15,136 gt, Magni Drilling Limited, built 2013 as Hercules Triumph and renamed 2017, is a KFELS Super A class rig designed for harsh environments, able to operate in a water depth of 400ft, maximum drilling depth 35,000ft, with three 525 foot long legs.

CRUISE SHIPS

2022 has seen a number of both new builds and new visitors to the Forth. The former include Hapag-Lloyd Cruises' Hanseatic Inspiration and Hanseatic Nature at the end of May. The two vessels, commissioned in 2019 have the highest ice-class rating, PC6, available to passenger ships and will be able to explore the Arctic and Antarctica. With a length of 138 m and a crew of 175, the 230-passenger luxury expedition ships will carry only 199 passengers for Antarctic expeditions. A second pair of expedition vessels were Mystic Cruises' World Navigator and World Voyager who both docked in Leith on the 13th of August. The pair are two of what is planned as a fleet of ten similar vessels sailing under the American based Atlas Ocean Voyages name and the Nicko Cruise banner in Europe. The 13th also saw two cruise ships moored at Rosyth - Le Champlain and Aegean Odyssey.

The fifth of July saw three cruise ships visiting - AIDAaura (1,300 passenger capacity) moored in Leith, Emerald Princess (3,679 passengers) tendered into Hawes Pier South Queensferry and Viking Venus (930 passengers) tendered into Newhaven. (see below).



However for the second time in so many weeks a cruise ship decided not to tender in to Newhaven due to high winds. On the sixth of July the Norwegian Star, 91,740 gt, with a passenger capacity of 2,813 departed the anchorage and headed for her next port, Lerwick, due to high winds. Again on the 12th July Regent's Seven Seas Voyager of 42,363 gt, with a capacity of 777 passengers headed back out of the estuary having arrived south from Invergordon. This is the first time that two cruise ships have had to abandon tendering into the old fishing port of Newhaven since it was first used in 2016. The increase in severe weather may bode ill for the future if climate forecasts of stronger winds turn out to be accurate.

LEITH

The 2004 built Tallink cruise ferry, VICTORIA 1 [IMO 9281281] photographed entering Leith on 11th July 2022, joins the growing list of cruise ferries and ships being chartered to house Ukrainian refugees. The Scottish Government has taken the ship which has 739 cabins for six months, with the option of another three, as from the 8th July. Her fleetmate 'Isabelle', with berths for more than 2,100 was chartered in April by the Estonian government and is acting as an accommodation ship in Tallinn, as is the 'Méditerranée' in Marseille, France. Ambassador Ambition is expected in the Clyde early September, to fulfil a similar role.



VICTORIA 1, Ro-Ro/Passenger Ship, 40,975 gt, 4,930 dwt, TALLINK GROUP LTD, built 2004 and ARKLOW MEADOW [IMO 9440277] General Cargo Ship, 9,758 gt, 14,998 dwt, ARKLOW SHIPPING ULC, Built 2010. 9th July 2022 from Alcanar One cruise ship which was due to visit the Forth, Holland America's Volendam was chartered by the city of Rotterdam resulting in the cancellation of her two visits to Rosyth. Holland America's President, Gus Antorcha, said "Our company was founded in 1873 in Rotterdam around the mission of helping immigrants find a better life elsewhere. So today we're proud to be a small part of a similar mission for Ukrainians who have tragically been displaced."

Arklow vessels are a regular feature in the Forth with there always one either expected or docked at Leith or Rosyth. At the time of writing Leith has Arklow Willow delivering cement, with Arklow Field uplifting what must be the last cargo of coal in Leith. Similarly their 'M' Class ships (incl. Manor, Moor, Muse) are becoming regular callers with agribulk cargoes from Poland.

The 62m 2020 built super yacht STARDUST [IMO 9775000] made a brief appearance on the 23rd/24th August on route to London.

ROSYTH

BIGROLL BISLAY [IMO 9776286] Heavy Load Carrier, 9,352 gt



12,285 dwt, ROLLDOCK SHIPPING BV , built 2015 as Jy Zhoushan renamed 2015, heading for Rosyth 28th June 2022 with three industrial boilers of 1,000 tons each. She left June 20th from Cadiz where they were pre-assembled. After arrival at Rosyth they were towed up river for installation at Grangemouth. The pre-assembly earns them the name of plug & play boilers which allows simpler and faster erection on site. Designed to ensure better process profitability and to generate less CO₂ and less nitrogen oxide. Animal feedstock is a major import to Rosyth with grains being imported from North and South America as well as Europe.



The two the largest were: BRIGHT PEGASUS [IMO 9599080] Bulk Carrier, 43,248 gt, 82,073 dwt, MK CENTENNIAL MARITIME BV / KMNL LODESTAR SHIPPING BV, built 2013. 28th June 2022 from Recalada, Argentina via Immingham (left). CRIMSON EMPRESS [IMO 9485021] Bulk Carrier, 43,013 gt, 82,250 dwt, MMSL PTE LTD, built 2014. 21st August from San Lorenzo via Southampton. Departed 27th August for Itaquai, Brazil (right).

GRANGEMOUTH

Happened to catch three new (to me) container vessels in as many hours on 16th July: Below: BF FORTALEZA [IMO 9130432] Container Ship (700 teu), 6,362 gr, 7,202 dwt, BF SHIPMANAGEMENT GMBH & CO KG, built 1996 as PARTNERSHIP, renamed CITY OF LISBON (2004), CARLA (2005), WEC RUBENS (2009), current name 2011. 16th July 2022 for London, From Rotterdam via Teesport and Felixstowe; SAMSKIP INNOVATOR [IMO 9436214] Container Ship (803 teu), 7,852 gt, 9,350 dwt, NAV-TECH BV, built 2011 AS Marita M, name changed on entering service. 16th July from Rotterdam.



Below: SKYLIGHT [IMO 9360984] Container Ship (801 teu), 7,112 gt, 8,820 dwt, MIDOCEAN IOM LTD, built 2007 as Euro Sound but named IDUNA on entering service, renamed 2021. 16th July for Rotterdam. Return via Teesport. Above right, one of the regular visitors SENIORITY [IMO 9285196] Oil/Chemical Tanker, 3,859 gt, 4,403 dwt, JAMES FISHER SHIPPING SERVICES, built 2004 as Superiority renamed 2006 also on the 16th June 2022 for Rotterdam.



Grangemouth has continued to see a steady flow of chemical, oil product and gas traffic being exported and shale gas being imported from Marcus Hook in the States. Regulars may be spotted on a weekly cycle as well as the occasional new visitor: Below: The regular Zetagas [IMO 9623984] LPG Tanker, 8,009gt, 8,641 dwt, SLOMAN NEPTUN SCHIFFAHRTS, built 2013 (photograph Alan Dowie) and RAMELIA [IMO 9818280] Oil/Chemical Tanker, 12,770 gt, 17,994 dwt, ALVTANK REDERI AB, built 2019 Grangemouth for Copenhagen 21st August 2022



HOUND POINT

There has been a complete change to the pattern of traffic since the start of the year. There were only five VLCCs in the first three months, with none thereafter until DHT Harrier at the end of July. In their place there has been a steady flow of Aframaxs with 56 docking since the invasion of Ukraine at the end of February to 31st August. The 29 during June to August (August =11) all departed for European ports including Finland, Lithuania, Poland and Sweden. The sole exceptions were the only suezmax, Athens Spirit which departed on the 5th May for Yeosu and the VLCC DHT Harrier which left for Ulsan on the first of August after a stay of seven days, both in South Korea.



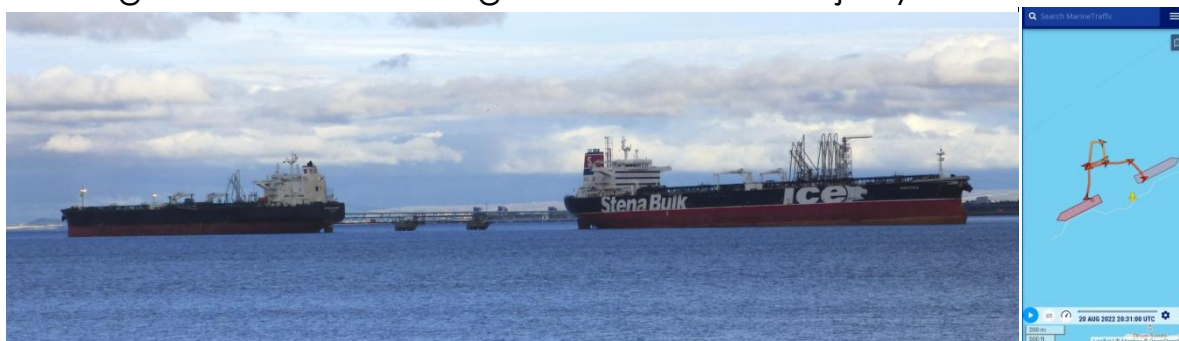
Top left: JAARLI [IMO 9892432] Crude Oil Tanker, Finland, 63,532 gt, 112,459 dwt, SEB LEASING OY / OSM SHIP MANAGEMENT FINLAND OY , built Dec 2021. 13th June 2022 for Sköldvik/Porvoo, Finland. Top right: SONGA CORAL [IMO 9314105] Crude Oil Tanker, 58,217 gt, 107,081 dwt, SONGA PRODUCT & CHEMICAL IV AS, built 2005 as Forward Pioneer, renamed Al Muminah (2013), current name 2015. 2nd June 2022.

Bottom left: COROSSOL [IMO 9395331] Crude Oil Tanker, 58,667 gt, 106,898 dwt, PACIFIC BLISS MARINE CO / TMS TANKERS LTD built: 2010 Note 'second funnel' which is the scrubber added August 2019 with increased gt. Bottom right: The sole VLCC tanker docked on the 17th March was DHT HARRIER [IMO 9762986] 157,373 gt, 299,985 dwt, GOODWOOD SHIP MANAGEMENT, built 2016 as Eco Queen and renamed 2018, photographed 25th July.



Number 2 jetty (east) has been used more in recent months with

Arctica and Hovden Spirit, seen using both jetties on the 18th August. An interesting manoeuvre shown of Hovden Spirit on the 21st August when she swung from number two jetty to number one.



She then moved back to 2 on the 27th while involved in 'pigging' – the cleaning and inspection of residual liquid in pipelines.

BRAEFOOT



The regular flow of traffic has included NAVIGATOR SCORPIO [IMO 9404792] LPG Tanker, 18,311 gt, 16,687dwt, NAVIGATOR GAS LLC, built 2009 as Maersk Heritage, current name 2013. Braefoot Terminal for Rotterdam on an almost weekly run, seen arriving on the 1st June and the new build FURE VINGA [IMO 9890599] [SE]Oil/Chemical Tanker, 12,763 gt , 17,999 dwt, FURETANK REDERI AB, built 2021 Braefoot 20th August 2022. She then returned on the 26th.

NAVAL MOVEMENTS



Apart from the Jubilee visit of HMS Albion other visitors have been: Above left: FGS Nordrhein-Westfalen (F223) Leith 10th to 13th June, her sister ship FGS SACHSEN ANHALT (F224) visited Leith 12th to 15th

August; right HMS Somerset (F82) Rosyth 16th June, before entering the dry dock. On the 19th August she was towed 'dead ship' up river to Crombie, departing 23rd. Below right: USNS LARAMIE [IMO 8906626] Henry J. Kaiser-class Replenishment Tanker, (T-AO-203) operated by the Military Sealift Command 25,742 gt, 26,951 dwt, built 1998. 30th June 2022 Forth Bridge for Crombie from Rota, Spain, her sister ship USNS WILLIAM MCLEAN arrived 11th August; below left: HMS Enterprise (H88) Survey ship, also acts as a floating base for mine countermeasures activities Crombie 3rd August.



KIRKCALDY

Visitors to Hutchison's Mill at Kirkcaldy since our last newsletter have included the WALKER [IMO: 9103972] 1596gt, built:1994, which called on two occasions with wheat from Tilbury and Sheerness. Also calling twice was the 1993 built coaster SANDAL [IMO: 9083201] 1596gt, with wheat from Cowes and Tilbury. Other coasters bringing wheat to Kirkcaldy during the review period were SHETLAND TRADER [IMO: 9030486], 1512gt, built:1992, from Tilbury, SWEDICA HAV [IMO 8605478] 1616gt, built:1986 from Cowes, while regular caller MAIKE [IMO: 8905115], 1599gt, built:1989 brought the only overseas cargo from Rostock.

BURNTISLAND

At Burntisland, the regular cargoes of timber for Scott Pallets were brought in June by HAV PIKE [IMO: 9106912], 2446gt, built:1994 and in August by HAV SNAPPER [IMO: 9001813], 1961gt, built:1991 – both cargoes coming from Riga. After discharging at Burntisland, the HAV SNAPPER crossed to Leith to load grain for Hamburg. The 1962 built tug KINGSTON [IMO 5344437] was sold in March to a new start up called Aquatic Towage and Marine. Kingston is their first vessel and has been really busy since then and has already towed for the likes of Trinity House and GardLine. She came up tow the barge Sprucelight from Briggs at Burntisland for new

owners TMS Maritime in Devon to the Thames. Kingston will then head towards the continent for further coastal Towage work. Kingston seems to be very popular currently due to the price of fuel and to her outstanding fuel economy which is half that of more modern similar powered units. Who would have thought 60 years ago that Kingston originally built as a river tug for the pool of London would still be earning her keep dragging ships and barges all over the UK, Europe, the Mediterranean, and even several trips to Nigeria all with her original engine still in place? Thanks to Damian Lockie of Aquatic Towage and Marine Ltd for information and photograph.



CHRISTINE [IMO 8502145] General Cargo Ship, 851 gt, 1,281 dwt. built 1986 as Willy, renamed Anna (2001), Christine Y (2004), current name 2015. 4th July 2022 from Le Treport (France). Timer Quay, Inverkeithing

INVERKEITHING

The Belgian port of Ghent is currently the most common destination for scrap cargoes loaded at Inverkeithing. Loading for Ghent in recent weeks were WILSON CADIZ [IMO:9192612], 2999gt, Built: 2000, WILSON GHENT [IMO:9150236], 2446gt, built:1996, KONGSFJELL [IMO: 9115975], 2561gt, built:1995 and Plato [IMO: 8822636], 1990gt, built:1989. Also loading scrap at Inverkeithing were WILSON LEITH [IMO: 9150509], 2446gt, built:1997 for Jorf Lasfar, BARBARA-B [IMO: 9177399], 3796gt, built:1997 for Hamburg and Naos [IMO: 9136137] 2848gt, built:1996 for Bayonne.

At Inverkeithing's East Ness berth, regular caller TINTO [IMO: 7369168], 1739gt, built:1974 brough several cargoes of softwood from ports including Torangsvag and Esbjerg. CHRISTINE brought some variety to the berth when she called from Le Treport with a bulk cargo.

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

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