

WORLD SHIP SOCIETY - FIRTH OF FORTH NEWSLETTER



NO. 11 SUMMER 2023

(From 1st June – 31st August 2023)



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BRANCH MEETINGS

On Saturday the first of July the branch held it's Summer Lunch at the Old chain Pier. **60th Anniversary Cruise** - the Branch has decided to celebrate its founding in September 1963 with an afternoon tea cruise on the 1921 built and Dunkirk veteran, Forth Princess, for a Three Bridges afternoon tea cruise on **Saturday 30th September at 13.15**, sailing from Port Edgar to Rosyth and Blackness Castle. *An email will follow shortly with further details .*

TUG AND OFF SHORE - UPDATES

CRAIGLEITH returned from Tilbury on the 18th of June and has adopted Targe Towage livery – see photograph below. ROSEBERRY CROSS departed for the Tyne on the 22nd August. The research vessel, KOMMANDOR IONA departed for Swansea mid June. The pipelayer SEVEN NAVICA arrived Leith 7th July and departed on the 3rd August for Dusavik, Norway while the pipelayer APACHE II, built 2009, 10,692 gt departed for Rotterdam. Interestingly her pipelaying equipment was transferred from her predecessor, the 1989 built Apache. VOS PIONEER [IMO 9366081], built 2008, arrived on the 13th August for Dales dry dock, while the



1993 built supply vessel VOS MASTER [IMO 9103893] arrived on the 22nd August for lay-up; OCEAN GEOGRAPH arrived 16th August. NORMAN VISION departed Rosyth on the 3rd July for Le Trait,

France arriving 10th July, before heading for Trapani, Sicily, arriving on the 20th. (photograph below – page 5)

CRUISE SHIPS

New to the Forth - the trend continued with five making their maiden appearance in June: COSTA FAVOLOSA (below left) RIVIERA (14th), BRITANNIA (below right), SILVER SHADOW (24th) and SEA CLOUD SPIRIT (27th); with another two in July: RENAISSANCE (1st) and AZAMARA PURSUIT (12th). August added to the list with another two on their first year of service: Oceanic Cruises' VISTA [IMO 9876957], commissioned 28th April 2023 on the 20th and EXPLORA 1, commissioned July, on the 26th. There were four no shows including Viking Mars who appeared four times in the original listings.



Costa Favolosa [IMO 9479852] Costa Crociere, tendering into Newhaven 5th June, 3,780 passengers and P&O's Britannia, 21st June who was not on the original list.

And thinking back to a comment made last year (Newsletter No 7), *'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, departed the anchorage and headed for her next port ... due to high winds. Again on the 12th July Regent's Seven Seas Voyager headed back out of the estuary. The increase in severe weather may bode ill for the future if climate forecasts of stronger winds turn out to be accurate.'* This year has proved the statement to be true as two cruise ships in succession aborted visits - Seven Seas Voyager on the 30th July and Norwegian Dawn on the 2nd August, as unable / unwilling to tender into Newhaven. For the same two lines to be hit will they select South Queensferry or will they give up?

The question: *When will we get a deep water berth for Edinburgh?* received the following comments on facebook: from Roger

Chapman 'When I first joined Forth Ports in 1998, I was told there were plans afoot to build a Cruise Liner berth in Leith, there was even a girl working in the office drawing up plans! I take it this has been delayed a bit?' and two other comments: 'With the current investment for the new outer berth for the Renewables I doubt it will happen anytime soon but you never know with forth ports'; 'In fairness the 2 times it's been seriously looked at we had the financial crash of 2008 then covid. Would take a lot of cash from a few sectors'.

SEVEN SEAS NAVIGATOR, Regent Seven Seas, arriving from Kirkwall, aborted her approach to the lock at Leith in the early hours of the 22nd August due to weather affecting the lock entry process, and headed back out to return the following day. QUEEN VICTORIA, however, tendered into Newhaven on the same day without issue. Below: Photograph of the new build, Explora 1, 63621 gt, MSC Crociere S A / Explora Journeys, In Service/Commission since 20/07/2023 arriving 26th August 2023.



LEITH

The Ro-Ro vessel VICTORINE [IMO 9184029] 23,987 gt 9,755 dwt, CLDN FERRIES NV, built 2000, seen below on the 5th of June on a return visit with a cargo of new built cars from VLISSINGEN. She has a capacity of 446 cars 446, and 2,307 lanemetres and was unusual in adopting the Mediterranean style docking of stern to quay, with anchors ahead, for unloading. (Below left). The Polish Steamship Company's 2012 built, 37,894 dwt. bulk carrier PUCK departed Imperial Dock, 22nd June after discharging 29,000 tonnes of road salt. Other June visitors were general cargo ships WILSON MAAS

[IMO 9145554] 1,169 gt, from Brake with soya meal on the 19th and WILSON FEDJE [IMO 9491757] 3,561 gt, loading red granite, on the 22nd.

Amongst the cargo ships bringing wheat to the Mills berth during the quarter were NORVAAG [IMO 9135743], Norway, 2,844 gt, 4,211 dwt, built 1997, which called twice from Szczecin. FAST SIM [(IMO 9356517], Belgium, 2281gt, built 2008 and FRI OCEAN [IMO 9195690], Bahamas, 2218gt, built 2000 both delivered wheat from Vierow while RDJ MAASSTROOM [IMO 9197818], NLD flag, 2301gt, built 2000 brought her cargo from Ipswich. Export cargoes at Leith included red granite chips loaded for Amsterdam by WILSON BLYTH [IMO 9124419], Barbados, 2446gt, built 1995, and WILSON AVEIRO [IMO 9375850], Barbados, 2451gt, built 2008. The WILSON THAMES [IMO 9177894], 1846gt, built 2000 also loaded red granite chips but for Vejle in Denmark. Taking glass cullet to Figueira Da Foz were CELTIC NAVIGATOR [IMO 9256169], UK, 2954gt, built 2003 and CELTIC CHALLENGER [IMO 9514913], Antigua and Barbuda, 2984gt, built 2009.

The self-discharging bulk carrier YEOMAN BANK [IMO 7422881], 24,870gt, 38,997 dwt, built 1982 arrived at Leith on 24th August with a cargo of stone from Glensanda. The YEOMAN BANK is a regular caller at Leith and one of the larger ships to pass through the lock gates.



Above right – FINLAGGAN seen approaching Leith for overdue maintenance at Dales dry dock, on the 6th of June with Viking Venus behind. Her withdrawal from service meant there was reduced capacity on the Islay route as the Lochboisdale service did not run from the 3rd to the end of June. Disruption to the route earlier this year led to claims that it was having a worse economic impact on the islands than the Covid lockdowns. Sadly her return to service did not end Cal-Mac's problems as she was out of service for three days after returning to service at the start of July.

The 1979 built suction dredger DIOPOTES seen working on the new approach to the renewable hub (below). She loads spoil onto the hopper barge Sliedrecht-N (B-602) which is towed out to the dumping area by our old friend, the 1983 built ex-Forth Towage Tug, SEAL CARR, for the dumping area.



ROSÝTH

Braking records - Rosyth welcomed the Hong Kong registered, 2021 built, bulk carrier CSSC LE HAVRE [IMO 9853931] 66,630 gt, on the 23rd of June. Owned by FORTUNE CHANGCHUN SHIPPING LTD and operated by CSSC HONG KONG SHIPPING the cargo of soya was discharged directly to the Cefetra agricultural products hub at the port. At 120,000 deadweight she is the largest ship in terms of tonnage to transit the Forth Bridges. The cargo of soya from Paranagua, Brazil was part unloaded in Amsterdam prior to her arrival in the Forth. She departed for Puerto Nuevo, Colombia. Keith McLean, Senior Pilot Forth Ports, posted 'At over 120,000 deadweight the largest ship in terms of tonnage to transit the Forth Bridges. Soya inward from Brazil. Aply assisted by the Targe Towing Ltd tugs Queensferry, Balmerino and Fidra'.

She is seen discharging the soya on the 28th June using the Liebherr Harbour Mobile LHM550 crane which has the ability to handle 144Te at 11m. (below left). The next large bulk carrier was the 'smaller' OCEAN LORRY: [IMO 9649706], Liberia, 40,921 gt, 75,628 dwt, GOLDENKING SHIP MANAGEMENT, on the 12th August 2023, again from Paranagua, Brazil via Amsteden. Built 2012 as Qi Xiang 22, renamed Hui Xin 9 (2020), current name April 2023.

Other cargoes brought in were by the smaller 8,911 gt /13,500 dwt FRASERBORG [IMO 9419319] in June followed by EDENBORG [IMO 9463449] on the 3rd of July, both from MONTREAL. The 2008 built bulk carrier AP SVETI VLAHO [IMO 9331696] 32,587 gt, 53,529 dwt, arrived on the morning of the 27th August from Constanta arrived

on the morning of the 27th August from Constanta arrived Ijmuiden and departed on the 31st.

Also of note was the departure of the RRS SIR DAVID ATTENBOROUGH [IMO 9798222] 15,609 gt, BRITISH ANTARCTIC SURVEY, built 2021, on the 3rd July for research off the east coast of Scotland. She returned to Rosyth on the 26th August prior to sailing for Antarctica.



In December 2022 Babcock International's Rosyth shipyard was awarded a £45 million contract to maintain the UK's fleet of three scientific research vessels – including RRS Sir David Attenborough. The three vessels involved carry out some of the most important global research across the globe, visiting the polar regions and the depths of tropical oceans.

GRANGEMOUTH - AN EXTENDED LOOK - JUNE 2023

The types of vessels regularly calling at GRANGEMOUTH are Oil/Chemical Tanker (50%), LPG Tanker (10%), General Cargo (9%), Container Ship (10%), LNG Tanker (4%). Container ships turnaround is around one to two days, as is that for many of the smaller Oil/Chemical Tankers. For the LNG tankers the turnaround is much longer. The entry lock restricts vessels to a maximum length of 185 meters and a maximum draught of 9.3 meters. The maximum Deadweight is 39,067t.

A month's breakdown of traffic flow – June 2023.

Containerships:

ALANA [IMO 9297589] Container Ship, built 2004, flag of Portugal, capacity 862 TEU. Four visits, roughly one week apart from Antwerp with the occasional call to the Tees on route. (Below left)

BG IRELAND [IMO 9355446] Container Ship, built 2007 (Cyprus), capacity 850 TEU. Four visits, to / from Rotterdam with a call to the Tees coming north. (Below right).

BG ONYX [IMO 9436197] Container Ship, built 2010 (Portugal),

capacity 803 TEU. Three visits, a week apart from /to Rotterdam / Rozenburg / Amsterdam.

ENDEAVOR [IMO 9312195] Container Ship, built 2005 (Netherlands), capacity 750 TEU, roughly one week apart to / from Rotterdam, with occasional calls to the Tees on route.

SAMSKIP INNOVATOR [IMO 9436214] Container Ship, built 2011 (Cyprus), capacity 803 TEU. Four visits, roughly one week apart to / from Rotterdam.



In addition two vessels made less frequent visits: NJORD [IMO 9349227] Container Ship, built 2007 (Netherlands), capacity 809 TEU, two visits in both cases departing for the Thames and PIRITA [IMO 9108063] Container Ship, built 1995 (Portugal), capacity 660 TEU made a single visit departed for the Tees then the Thames.

General Cargo Ships:

Six general cargo ships visited: the small, 1985 built EIKEFJORD [IMO 8417259] Faroe Is. 1,254 gt, 1,897 dwt, first mentioned in Newsletter No 8 bring in fish meal, made two visits from Maloy and Esbjerg. She returned in July, again from Maloy. On the 6th June NORVAAG [NO] 2,844 gt, 4,211 dwt, built 1997, arrived from SZCZECIN Poland; LADY MATHILDE arrived on the 14th from Rauma via Hull with cargo of timber and left for Paldiske, Estonia. Later in the month, on the 18th, ARISTONIA arrived from Klaipeda, departing on the 21st for Aalborg [DK]. The reefer, SILVER CRYSTAL arrived from Sandnes, departing for Marytown, Canada; the 28th saw the 2009 built BBC EDGE [IMO 9407598] 8,750 gt arrive from the Tyne departing 29th for Bergen.

Other vessels over July and August were: further cargoes of fish meal were brought from Egersund by VESTBRIS [IMO: 8410316] St Vincent and Grenadines, 1477gt, built 1985 and from Eskifjordur by WILSON AVEIRO [IMO: 9375850], Barbados, 2451gt, built 2008. In August, the timber delivery from Rauma was brought to

Grangemouth by LADY MENNA [IMO: 9904340], Netherlands, 4,999gt, built 2022.

Chemical/Oil Products, LNG and LPG tankers.

There were forty-two visits by the above in June. Most made single visits and arrived light sailing loaded. Bringing in shale gas from Marcus Hook in the USA were the largest, the 'Grangemouth max' Ineos LNG Tankers with a 22,887 gt, carrying 27,500 cubic meters of Liquid Gas. The smallest were those similar to the PATRICIA ESSBERGER [IMO 9212486] Oil/Chemical Tanker, 3,557 gt 4,711 dwt, who arrived at the start of the month. For them the destinations were mainly Antwerp and Rotterdam on the continent with single destinations to a variety of British ports – Falmouth, Hull, Inverness, Milford Haven, Puttleet and the Thames.



PATRICIA ESSBERGER [IMO9212486] Oil/Chemical Tanker, Portugal 3,557 gt 4,711dwt, ESSBERGER JT GMBH, built 2000, off Hound Point 4th June (above left) and NAVIGATOR EUROPA (IMO 9661807) LPG Tanker, 17,208 gt, built 2014 with a capacity is 21000 cubic meters Liquid Gas (above right), seen on the 3rd July off Kirkcaldy from Rotterdam for Grangemouth, arriving on the 6th. She departed 8th for Port Neches, Gulf of Mexico (USA), arriving on the 22nd, departing the following day and returned to Grangemouth on the 7th of August prior to departing on the 8th for Falmouth.

HOUND POINT

Hound Point saw the first VLLC of the year arrive on the 4th June - SERIFOS [IMO 9410399] 160,226 gt, 309,396 dwt, built 2009. Arriving from Egypt she is the first VLCC this year and was also of interest as it was the first time that I am aware of a Hound Point tanker being bunkered in the estuary. The chemical tanker NIVAR [IMO 9297163] 2,815 gt, 4,250 dwt, built 2004, arrived a few days prior to Serifos's arrival and bunkered her on the morning of the 4th June off Aberlady. The Hopetoun stood by during the process. She was

followed by two further VLCCs - the larger, DILAM [IMO 9448700], with a dwt of 320,106t departed on the 27th June, fully laden, with a reported draught of 20.2 meters, as did the third, NISSOS NIKOURIA [IMO 9920760], 300,323 dwt which arrived on the 6th July. All three departed for NINGBO China. A fourth, WEST LOYALTY, [IMO 9537757] ex Sandra, Maersk Sandra, 314,000 dwt docked on the 27th August.

Despite the latter, both July and August saw the lowest number of barrels loaded since March 2022, a rough estimate of 5,000, with



only four further tankers during the rest of the month. DREPANOS departed 22nd July for orders, lay off Dunbar and then Rotterdam until her arrival in the port of Rotterdam on the 31st August.

BRAEFoot

There was no change in the regular pattern at the Braefoot terminal, with regulars such as the LPG tankers ANTWERPEN, 2005 / 22,901gt CORAL SHASTA, 2003 / 9,691gt and CORAL PEAR, 2009 / 7,251gt, PERMIAN LADY, 2016/ 25,144 gt, THETAGAS, 2008 / 9,110 gt; and the Chemical/Oil Products Tankers FURE WEST, 2006 / 11,719 gt, PATARA 2007 / 12,264 gt, all putting appearances; as well as the 2011 built Liquefied Gas tanker TITAN UNIKUM 11327 gt.



ANTWERPEN LPG Tanker, built 2005, 22,901gt, 26,361dwt, (Above left). (above right – see below) The Border Force Cutter VALIANT, 257t displacement - launched by Damen Shipyards in the

Netherlands in 2003 and is one of four 42-metre (138 ft) cutters formerly operated by His Majesty's Revenue and Customs, and since 2008 operated by the UK Border Agency and after its dissolution in 2013 operated by the UK Border Force.

NAVAL MOVEMENTS

The biggest move was the departure of HMS PRINCE OF WALES on the 21st of July after stay of just over nine months in dry dock in



Rosyth, photographed off Port Edgar while waiting for a low tide to sail under the Forth Bridges, with the tugs HOPETOUN and QUEENSFERRY in attendance. (*above*)

One other departure was that of RFA FORT VICTORIA from Leith on the 30th August, to sea before heading up river for Crombie on the 31st. She destored before heading to Cammel Laird for lay up.

Arrivals during the quarter were HMS BLAZER (P279) who joined HMS ARCHER (P264) in July. Both are part of the University Royal Naval Unit, with Archer based in Leith while Blazer is based in Southampton. The Sandown-class Mine Counter-Measures Vessel HMS PEMBROKE (M 107) who entered the Forth on the 22nd August, to lie off Rosyth prior to entry on the 23rd. She is normally stationed at HMNB Clyde.

The Border Force Cutter VALIANT (*above page 9*) was present at the same time as the German frigate FGS HESSEN (F 221). The third and last of the Sachsen class with a 5,800t displacement,

commissioned 21 April 2006, seen Leith, on the 10th of August. Her NH90 helicopter (83 17) can be seen being moved out of her hanger onto the flight deck.



The Firth also played host to a number of Tripartite Class minesweepers from Belgium in June.

METHIL

Methil was serviced by the bucket dredger WYRE SAND during August. The regular deliveries of timber to Methil from Varberg were delivered in June by MERIT [IMO 9197789], 2301gt, built 2000, in July by ADAMAS [IMO 9489558], 2,409gt, built 2010 and in August by HELENE G. [IMO 9195406], 2301gt, built 2001.

KIRKCALDY

Hutchison's Mill at Kirkcaldy was supplied by the 2001 built AMADEUS [IMO 9232498] 1,435 gt, 2,033 dwt, BALTNAUTIC SHIPPING LTD, on the third of July arriving from Dover. Originally named Hansa Lyon she was renamed Zeeland in 2005, current name 2009. She returned three times in August, twice from Tilbury and latterly from Southwick. Likewise SHETLAND TRADER* made a number of visits, the final one being from Viewrow, Germany, on the 15th of August. The final visit of the period on the 25th August was the built 1993 built EEMS COBALT [IMO 9013062], Netherlands, 1,666gt, with wheat from Rostock. *SHETLAND TRADER returned on the 1st of September from Southampton.

BURNTISLAND

The harbour saw regular visits from Forth Guardian and Forth Joster, the former to and from Oban and the latter on her way to and from working at both Middlesbrough and Oban; Forth Warrior from both Ramsgate and more locally Methil; while Port Servicer was seen throughout the Forth, often at Methil. Other visitors were RNLI LIFEBOAT B-836, Tommy Niven, an Atlantic Class inshore RIB lifeboat and a number of Forth Pilot cutters.

INVERKEITHING

NAOS [IMO 9136137] General Cargo Ship, Antigua Barbuda [AG] 2,848 gt 4,258 dwt ATRICA-MARINE LTD, built 1996, seen on the 4th of June, from New Holland. Built as SWEDER, renamed Osterland (2003), Atlantic Sun (2006) current name 2016 (below left) and WILSON DUNDALK [IMO 9496587] General Cargo Ship, Antigua Barbuda [AG] 2,452 gt 3,685 dwt, WILSON EUROCARRIERS AS built 2010, Invekeithing, seen 3rd July, to load scrap for Santander, (below right).



FOKKO UKENA [IMO 9375812] [IMO 9375812], Antigua and Barbuda, 2451gt, built 2007 arrived on the 2nd August to load for Ghent and WILSON BLYTH [IMO 9124419] on the 3rd from Immingham for Santander. arrived on the 2nd August and WILSON BLYTH [IMO 9124419] on the 3rd from Immingham who also loaded scrap for Santander. The final arrivals at the scrap berth were WILSON GIJON [IMO 9056038] 2506gt, built 1993 on the 28th August 2506gt, to load for Ghent and WILSON HERON [IMO 9116022] built 1994, 2,901 gt, 4,228 dwt who arrived on the last day of the month.

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

*Editor and photographs © W IAIN H McGEACHY 1st September
2023*

The next number of this series of Newsletters will be out at the start of October and will be a Branch History by Douglas Yuill, a founder member, former Secretary and current Treasurer, to celebrate sixty years since the formation of the Branch in 1963. The final one in December will be a summary of the cruise ships and Hound Point tankers for 2023.