

WORLD SHIP SOCIETY - FIRTH OF FORTH NEWSLETTER



2022- NO. 6 SPRING

(From 1st March to 31st May)



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BRANCH MEETINGS

21st March: Ian Quinn - 'Sailing down the Clyde on Queen Mary in the 1960's'. It was a delight to listen to Ian Quinn taking us on a trip 'Doon the water', with slides from a number of voyages on the 1933 built Queen Mary II, sailing from the Bridge Wharf, past the docks and shipyards of the Clyde to Dumbarton. We were fortunate to catch the final days of the Clyde as a major seaport, with numerous shots of the classic cargo liners of the British merchant marine, plus the Irish boats of Burns Laird / Coast Line, Macbrayne cargo vessels, the larger ore carriers and the smaller tugs, dredgers, river ferries. A highlight of the evening was a splendid shot of 'Ikeja Palm' passing Bowling to be greeted with the exclamation 'that's my ship' from member Captain David Fleming-Miller. Truly an evening of pure unadulterated nostalgia.

18th April: Paul Strathdee - 'Caronia - the story of the Green Goddess'. Starting with a brief overview of previous namesakes, we moved from her inception, building to her final end. Illustrated by archive footage, we saw her construction and launch by Princess Elizabeth from John Brown's, Clydebank, on 30th October 1947. We followed her from her maiden voyage on January 1949, to her first world cruise in 1951, her image being carefully created, with her pale green hull marketed as being particularly suited to cruising in the tropics.

Taken out of service by Cunard in 1967 she was sold and as Caribia she departed early 1969 on two disastrous cruises, the second of which ended with an engine-room explosion. Laid up in New York she was sold for scrap in 1974 to a Taiwanese company. On route she encountered Tropical Storm Mary and drifting towards the breakwater at Guam, the tug cut her free were upon

she grounded, braking up upon the rocky shores. Thanks to Paul for recounting a fascinating story.

TUG NEWS

On the 14th March INEOS FPS recognised an exceptional safety performance by Targe Towing Ltd of three million hours worked safely at the Hound Point facility - the equivalent of 28 years! Tom Woolley, Targe Towing Ltd, said, "I am extremely proud of the hard work and dedication of our teams at Hound Point. Within the context of their working environment, they have persistently carried out their duties to the highest standards, without unplanned downtime or lost time injuries for 28 years. For Targe, safety will remain our first goal in an ongoing pursuit of excellence." *Below left Corringham and Hopetoun off Hound Point.*



Craigleith departed Leith on the 10th April to cover for Svitzer on the Thames to date. *(Above right)*

OFF SHORE NEWS

A slightly different off shore construction vessel from the usual visitors was the 1999 built Boka Polaris seen Leith at the end of March for work from Aberdeen. She returned north on the fourth of April. *(Below left)*. The 1968 SHEARWATER [IMO 6822216] flying the flag of Comoros, an archipelago in the Indian Ocean, seen dredging at Hawes Pier 4th April 2022. The destination of the



342 gt, vessel was showing Alangi, India. The owner / captain

explained that he had not yet changed the ais destination from the previous owners. He continued that no he was not going to sail to India(!) but had been looking at possible demolition options. He said that if he went to Dales in Leith he would have to pay them £50,000 but if he sailed to Danish breakers he could get paid £100,000. (*Shearwater above right*)

CRUISE SHIPS On the 28th of March, just over twenty four months after arriving in the Forth and twenty two months laid up in the basin at Rosyth , Balmoral is seen exiting the lock at Rosyth. She departed on the evening of the 30th, heading for Falmouth and a period of maintenance, before re-entering service with a Canaries cruise at the beginning of May from Newcastle.



(*Balmoral above left and Gann above right from 7th July 2011*)

After a gap of thirty months the Forth welcomed the first passenger carrying cruise ship, Viking Venus, on the fourth of April on a Round Britain cruise. She returned on the 12th and again on the 2nd May. Viking make up 13 (36%) of projected Newhaven calls with NCL just behind with 12 (33%). At South Queensferry



(*Above left Emerald Princess 18th May, right Norwegian Dawn 22nd May*)

Princess Cruises dominate with 13 out of the 20 anticipated calls. The first cruise ship to visit Leith since 2018 was the MS Gann (2nd May), the forty year old Norwegian training ship, owned and run

as a nautical school in Stavanger. Gann operates cruises for passengers during the summer.

Rosyth welcomed back Hamburg on the 4th May.

LEITH

Loch Frisa, the former Norwegian Ro-Ro/Passenger Ship, UTNE, [IMO 9740720] 1,160 gt 2,94 dwt built 2015, seen prior to leaving on the 29th of May. Dales carried out work including new ramps, mooring platforms, CCTV, cabling and a marine evacuation system. After gaining the required Passenger Certificate from the Maritime and Coastguard Agency, CalMac will carry out operator's sea trials, further crew familiarisation and berthing trials after moving her to the west coast. MV Loch Frisa is expected to enter service in June, operating on the Craignure (Isle of Mull) to Oban route, where she will replace MV Coruisk as the second vessel. Coruisk is expected to move back to Mallaig in summer 2022. This is welcome news and will provide much needed additional resilience to the fleet.



The Georg Stage, Danish Sail Training Ship built 1935, which replaced the earlier 1882 ship, (length 173' Beam 28', sail area 9,260 sq ft) arrived Leith on the 16th of April. (photograph above from May 2007)

Another interesting visitor at the end of April was the Cayman Islands registered, 1,938 gt, 2007 built Motor Yacht Saint Nicolas. She is owned by the Florida based UNIVERSAL SHIP MANAGEMENT LTD and has just undergone a refit. At 230' long she has accommodation for 12 guests and a crew of 23. It was owned by the Russian billionaire Vasily Anisimov, but sold in 2018 to finance an even larger yacht.

But in terms of interest, the most unusual cargo was that of coal loaded at Leith mid May by CELTIC AMBASSADOR for Amsterdam from the former Longannet power station.



(Above left Saint Nicolas, right ARKLOW CLIPPER [IMO 9757137] General Cargo Ship, 2,999 gt, 5,094 dwt, ARKLOW SHIPPING ULC, built October 2021, 2nd March 2022 at Rosyth from Gdansk (above right).

ROSÝTH Following on from the last Newsletter a photograph of Mazury and the Jules Point docked at Rosyth on the 27th February.



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. JULES POINT [IMO 9610690] {HK} Geared Bulk Carrier, 24,428 gt, 36,728 dwt, Pacific Basin Shipping HK Ltd., built 2013, unloading yellow maize from YUZHNY (Ukraine), a small port to the east of Odessa. She left Ukraine on the 9th of February for the sixteen day journey to Rosyth and arrived on the same day that it was reported that the 2020-built panamax NAMURA QUEEN, owned by Japan's Nissen Kaiun, was hit by a rocket at the anchorage of the Yuzhny port on the 25th February. She unloaded at the Cefetra multi-million pound agri-hub which has the capacity to store 100,000 tonnes of product. Ukraine was a major supplier and over the past years a number of handymax bulk carriers have brought maize and soya from Chornomorsk, Mykolaiv and Nika Tera. Grains are also imported from Canada and elsewhere in Europe while larger 75,000 dwt bulk carriers bring in soya from the Argentine. YU ZHU

FENG [IMO 9523160] Bulk Carrier, 40,913 gt, 75,519 dwt, built: 2011, 7th April 2022 from San Lorenzo (Argentina).



Above left and above right EMSLIFT ELLEN [IMO 9671474] Cargo/Heavy lift, 5,460 gt, 4,200 dwt, AMASUS SUPPORT BV, built 2014 as Indian Dawn, renamed 2017, seen 7th April 2022 from Le Harve. Note the deployed counter weight, she departed for STORD (Norway).

The African Raven arrived Rosyth 26th May with a cargo of wind turbine tower sections and blades from Qinhuangdao in China having left on the 20th April.

GRANGEMOUTH An example of a couple of the steady stream of LPG /Product/Chemical tankers heading for Grangemouth.



(TRISTAR SHAMAL [IMO 9506198] LPG Tanker, 7,267 gt, 7,879 dwt, built 2010 as Eships Shamal, renamed 2020, heading for Grangemouth on the 4th April 2022 from Antwerp. She departed on the 6th for Rotterdam. (below left). SEA TANK CHARTERING AS, built 1992 as Roland Essberger, (sailed as - Douro Chemist from 1997 to 2008) renamed 2015 from KRISTIANSUND Norway) (right). Page 9: SAG GOOD TIMING passing Terneuzen on 16th May en route to Antwerp from Grangemouth on her regular route - Maurice Napier

HOUND POINT There has been a complete change to the pattern of traffic since the start of the year. There have been only five VLCCs so far in the whole of 2022, but 43 Aframaxs to 31st May. The 24 during April and May all departed for European ports including Finland, Lithuania and Poland and Sweden. This compares to five for the same period last year, all of which departed for Russian

ports. The sole exception was the only suezmax: Athens Spirit which departed on the 5th May for Yeosu (S. Korea).



The last VLCC was Olympic Life which departed for Ulsan, Korea on the 17th March. Of the Aframax tankers all were previous visitors and it was not until Captial Ships's 2020 built AITOLOS [IMO 9867619] 62,826 gt, 114,000 dwt, which arrived on the morning of the 5th April to load for Rotterdam, that a new visitor was spotted. She was the first of almost daily arrivals of Aframax tankers as she was followed by the new build THORNBURY [IMO 9910533], 60,135 gt, 112,066 dwt, built 2022 on the 7th, for Wilhelmshaven, BLUE PRINCE [IMO 9429182] built 2009 on the 9th for BUTINGE (Lithuania); ARIES SUN [IMO 9321847], built 2006 on the 12th, and LANCING on the 13th both for Rotterdam and so it continued to the end of May. *(Photographs above on date order of arrival – Lancing is from a previous visit on No 2 jetty).*

The global impact on crude tanker trade comes from the fact that China is the world's largest importer of crude oil and Russia is the second largest crude exporter. Much of the crude oil trade between the two countries, however, is piped and the short distance from Far East Russia to China has an impact on the demand for crude carriers and for VLCCs in particular. It was China making headlines, mid May, with Beijing launching direct government-to-government talks on buying discounted crude to 'replenish strategic stocks'.

NAVAL MOVEMENTS In the last newsletter it was said that NATO warships taking part in exercise 'Cold Response' would be visiting

Leith in early March. Although four were logged off the coast of East Lothian on the evening of the third from Stavanger, the squadron consisting of: the German FGS Erfurt (F262), a Braunschweig class corvette, commissioned 2013; the Danish HDMS Peter Willemoes (F362), Iver Huitfeldt class frigate, commissioned 2011; the Dutch HNLMS Van Amstel (F831) Karel Doorman-class, multi-purpose frigate, commissioned 1993; with the German FGS Berlin (A1411), replenishment ship, commissioned 2001, in support, they continued up the coast and docked in pairs at Dundee on the early morning and afternoon high tides on the fourth.



HDMS Peter Willemoes (F362) Dundee 4th March 2022 – Maurice Napier. Leith has seen a regular flow of naval vessels. The start of April saw the Netherlands' HNLMS Zeeleeuw enter the Forth (above right). The submarine spent the 5th off Earlsferry before docking in the afternoon she departed on Saturday the 9th. She arrived after the end of Exercise ARTIC DOLPHIN - one of a series of routine exercises that provides the RAF an opportunity to test and develop the capabilities of its Maritime Patrol Aircraft alongside NATO allies. She was followed by three previous visitors: HNLMS Luymes (A803) the Dutch hydrographic survey vessel on Friday 10th April; the Norwegian coastguard vessel K/V HARSTAD (W318), (below top left), an AHT, designed and equipped to handle oil spills, with deep-submergence rescue and remotely controlled vehicles; and lastly the French patrol vessel FS Cormoran on Monday, the 16th May.

Crombie was also busy with visits by HMS Northumberland and USNS Patuxent (T-AO-201) a Henry J. Kaiser-class replenishment oiler operated by the US Military Sealift Command, in April. The type 45 destroyer, HMS Defender, arrived 15th May for a five day visit. *(Below top left and bottom right respectively) HMS Shoreham*

arrived Crombie on the 27th May prior to entering Rosyth at the end of the month. *Seen heading for Rosyth 30th May below left.*



HMS Albion will make a Platinum Jubilee visit to Leith, docking on the first of June with an open day on Saturday the 4th.



Above right- SAG GOOD TIMING [IMO 9403463] 13,702dwt - Maurice Napier

KIRKCALDY Local charterers tell us that they are having to work increasingly hard to find vessels capable of delivering wheat to Hutchison's Mill, partly because ships of suitable dimensions to fit in Kirkcaldy Harbour are becoming fewer in number. A regular visitor is the Faversham Ships coaster SHETLAND TRADER [IMO: 9030486] BRB flag, 1512gt, 1992 which called in recent weeks with cargoes from Shoreham and Cowes. Also arriving from Cowes was the

DANICA HAV [IMO 8401535] BHS flag, 1536gt, 1984. Another regular caller is the smart German coaster MAIKE [IMO: 8905115] DEU flag, 1599gt, 1989, which since our last newsletter has brought three wheat cargoes from Rostock. (Above left) Also noted recently at Kirkcaldy were NORDICA HAV [IMO 8324684] 1521gt, 1983 and PREGOL HAV [IMO 8519239] 1616gt, 1985, both from Tilbury, and fleetmates SWEDICA HAV [IMO 8605478] BHS flag, 1616gt, 1986 from Dover and CELTICA HAV [IMO 8422022] BHS flag, 1537gt, 1984 from Sheerness.

BURNTISLAND Making a change from the usual timber cargoes at Burntisland was the FRISIAN INO [IMO 9463877] NLD flag, 1801gt, 2012 which arrived on 8th March with wheat from Sheerness. The wheat was destined for Hutchison's Mill but the ship is fractionally too long to swing in Kirkcaldy harbour, hence the decision was made to unload in Burntisland. Two timber cargoes for Scott Pallets subsequently arrived from Riga, delivered by FRI BREVIK [IMO 9190183] CYP flag, 2868gt, 2001 and HAV MARLIN [IMO 9006954] ATG flag, 1960gt, 1993.

INVERKEITHING Three cargoes were loaded for Ghent at Inverkeithing's scrap berth in the past couple of months, taken by BARBARA-B (IMO 9177399), ATG, 3796gt, 1997, KIRSTEN-B [IMO 9151096] ATG, 3796gt, 1996 and LILBO (IMO 8818623), ATG, 2190gt, 1989. The KIRSTEN-B returned to load another cargo this time for Jorf Lasfar in Morocco. Also loading scrap were PLATO [IMO 8822636] BRB, 1990gt, 1989 for Hull and FRI RIVER [IMO 9224104] BHS, 2548gt, 2000 for Seville. At the East Ness berth, TINTO [IMO 7369168] NIS, 1739gt, 1974 delivered softwood from Steinkjar, Namsos and Torangsvag.

CRUISE SHIP LIST Forth Ports posted an expected arrival list at the end of May with separate listings for Edinburgh (Leith), Newhaven, South Queensferry and Rosyth: <http://capitalcruising.co.uk/cruise-schedule/> Rather than print off the whole list here I will add it as an appendix to those who only receive the hard copy of this newsletter.

*Thanks to Alan Dowie for the details of cargo movements and
Maurice Napier for additional photographs .*

*Comments, corrections and contributions are more than
welcome!*

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