

## WORLD SHIP SOCIETY - FIRTH OF FORTH NEWSLETTER



**2021- NO. 3 SUMMER**

(From 1<sup>st</sup> June to the 31<sup>st</sup> August)



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

Email: [wssfirthofforth@virginmedia.com](mailto:wssfirthofforth@virginmedia.com)

### **BRANCH MEETINGS**

A late 'summer' lunch is planned for the end of September, by which time I hope to have a programme for the year 2021 - 22 in place.

I have been in touch with the Cine and Video Club and they are installing a new ventilation system in the cinema which may make it a more feasible venue for the autumn. They are hoping to open in October and I am awaiting exact details and will update you when known. All depends, of course, on the situation at that time.

### **NEWS**

Allseas' Pioneering Spirit [IMO 9593505], 403,342 gt, 499,125 dwt, built 2014, returned on the 13<sup>th</sup> June with the second topside drilling platform, Morecambe DP3, 6,760 t and anchored off Buckhaven. Again she was supported by EN AVANT 30 [IMO 9597317] Tug / Fire Fighting Vessel, 927 gt, 637 dwt, built 2011, for



( left: close up of the topside DP3 in bay of Pioneering Spirit, right: Pioneering Spirit )  
the tow into Methil Energy Park for disposal. The earlier arrival, DP4 was towed from Rosyth on the 3<sup>rd</sup>.

## CRUISE SHIPS RETURN

Rosyth also saw the departure of the two 'new' Fred Olsen ships Bolette and Borealis for Liverpool and Dover in June and July.



Above: Bolette off West Wemyss 27<sup>th</sup> July and Borealis 24<sup>th</sup> June (Graham Beauman)  
While the first two cruise ships to visit the Forth arrived at the end of July / start of August, after a gap of nearly 22 months. MARELLA EXPLORER, 76,998 gt, built 1996 as Celebrity Galaxy, Mein Schiff (2009), Mein Schiff 1 (2010), current name 2018 arrived on the 31<sup>st</sup> July and MARELLA EXPLORER 2, 72,458 gt, built 1995 as Celebrity Century, Skysea Golden Era (2015), current name 2019, (5<sup>th</sup> August) both seen off and tendering into Newhaven.



MARELLA EXPLORER (two visits)

and MARELLA EXPLORER 2 (four visits)

## TUG NEWS

CRAIGLEITH departed Leith on the 2<sup>nd</sup> of June arriving at Sullom Voe on the 4<sup>th</sup> where she was working with Shetland Islands Council. On her return journey she assisted with a rig move at Invergordon with Caledonian Towage. She returned to Leith on the 20<sup>th</sup> July. Her place in Leith was taken by PETEREL. The second of the two line-handling pusher crafts for Targe Towing, part of their ongoing fleet upgrade, GANNET, has arrived and is in service. (see below)

OXCAR, which has been up for sale since June 2020, departed Leith on the 22<sup>nd</sup> August for Eastham on the Mersey.



## LEITH

After a full year's stay, HIGHLAND GUARDIAN, Offshore Supply Ship, 4,149 gt, 5,096 dwt, built 2013, which arrived 5<sup>th</sup> June 2020, departed on the 17<sup>th</sup> June for Aberdeen. (below)

A number of geared bulk carriers were to be seen including OSPREY S [IMO 9300843], 19,971 gt, 30,570 dwt, ARMADOR GEMI ISLETMECILIGI, built 2007 as Clipper Transporter, renamed Clipper Transporter (2008), New Glory (2012), current name 2020 and PUCK, 24,145 gt, 37,894 dwt, POLSKA ZEGLUGA MORSKA PP, built 2012. Both arrived from Barcelona with cargoes of salt.



HIGHLAND GUARDIAN [IMO 9639347] PUCK [IMO 9594250]

The period saw seventeen general cargo ships with the regular export of red granite chips to Amsterdam by Wilson ships and imports of cement, wheat for Chancelot Mill and soya meal and bulk loads of peas and beans for animal feedstock.

Some interesting visitors were: MY DOC NO, a luxury motor yacht, 289 gt, built by Narasaki Zosen in 1995, with accommodation for 12 guests and LIQUID REHAB, 298 gt, a super yacht, built by Westport and delivered in 2004. She has a top speed is 28.0 kn and can accommodate up to 10 guests. Tom Cruise's TRIPLE SEVEN, 68m yacht, 1,393 gt, built 2006, which can host up to 12 people and 17 crew members, was in the port for the third week of August. Other



visitors in June included the Archer-class patrol vessels HMS BITER and HMS EXPRESS.

The end of July and start of August saw three tall ships: PELICAN OF LONDON, Greenpeace's RAINBOW WARRIOR and TENACIOUS



## ROSÝTH

The Cefetra agri-hub saw a number of shipments with GREENWING [IMO 9230921] Bulk Carrier, 18,311gt, 26,747 dwt, CANFORNAV INC / NAVARONE SA, built 2002 18th June 2021 from CHORNOMORSK (Ukraine) and PANOCEANIS [IMO 9460320] Bulk Carrier, 29,953 gt, 53,562 dwt, MAGNA MARINE INC, built 2007 being the largest.



One interesting arrival was Prysmian Group's CABLE ENTERPRISE [IMO 8645806], 2001, 10,543 dwt, seen on her way into Rosyth prior to starting work on Neart na Gaoithe (NnG) Offshore Wind Farm development at the mouth of the Forth estuary. Visible are the pick up arms, cable lay equipment and the 4,000 tonne carousel.



ARKLOW ARCHER [IMO 9851969] 5,078 gt, 8,543 dwt, built 2020 from Riga and ARKLOW CAPE [IMO 9757096] 2,999 gt, 5,058 dwt, built 2016 from NANTES (France). Rosyth 26th July 2021. Apart from the Arklow vessels pictured above other general cargo

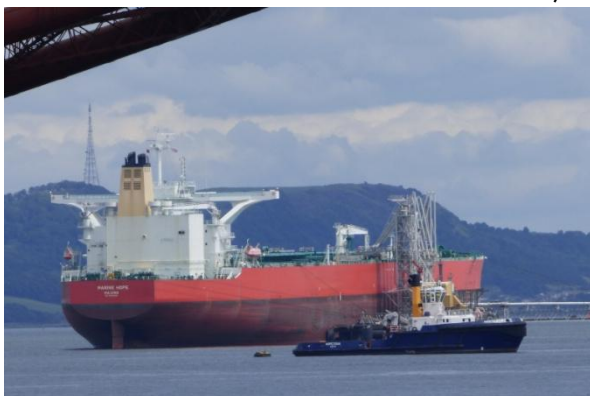
ships included UAL Cologne, Norrland, Peak Bremen and Wilson Tees in August and the bunkering tanker Antares for Fred Olsen.

### **BRAEFOOT**

Both the Shell and the ExxonMobil jetties were quiet in June due to the shutdown of the Forties Field and a drop in demand for ethane. There were only three calls at the Shell jetty in June: GASCHEM BREMEN [IMO 9471032] on the 2<sup>nd</sup>, followed by STEN BERGEN [IMO 9407988] on the 16<sup>th</sup>, with the final call being KOKSIJDE [IMO 9719305] on the 25<sup>th</sup>. July proved busier with the ExxonMobil jetty opening on the 5<sup>th</sup> of July with THETAGAS [IMO 9368792] making the first two calls, followed by CLAMOR SCHULTE [IMO 9220809] (22<sup>nd</sup>), MORITZ SCHULTE [IMO 9220794] (24<sup>th</sup>) and CORAL PATULA (27<sup>th</sup>). While the Shell jetty saw five visits, two by GASCHEM BREMEN. By the start of August both jetties were being utilised, often at the same time with nine visits to the Shell, three by KOKSIJDE, and seven to the Exxonmobile including three by CORAL PATULA [IMO 9425241] and two by CORAL FRASER [IMO 9378278].

### **HOUND POINT**

The closure of the Forties Field for maintenance meant there were no new arrivals at Hound Point until the 25<sup>th</sup> June with ALFA ITALIA [IMO 9255880]. MINERVA HELEN, the last to depart on the 25<sup>th</sup> of May was still off Dunbar awaiting orders up until the 25<sup>th</sup> of August, when she finally departed for Rotterdam. Similarly the NS CONCEPT which had departed a week earlier on the 18<sup>th</sup> May left for Rotterdam on the 4<sup>th</sup> of July after a seven week stay. The next to arrive was the VLCC MARINE HOPE, 159,962 gt, 318,747 dwt, SUNTECH SHIP MANAGEMENT, built 2019, on the 7<sup>th</sup> July 2021.



MARINE HOPE [IMO 9794006] 318,747 dwt    DICKENS [IMO 9898553], 299,500 dwt

She was followed by the second new build of the year, Euronav's DICKENS, sister ship to DELORIS, on the 18<sup>th</sup>. VLCC BALTIC GLORY [IMO 9307645] departed on the 30<sup>th</sup>. August got off to a slow start with the VLCC GEORGIOS [IMO 9389033] arriving on the 7<sup>th</sup>, both of the latter departing for Ningbo (China). The Aframax EAGLE BRASILIA [IMO 9795062], loaded on the 17<sup>th</sup> August for Rotterdam, followed by the VLCCs YAKUMOSAN [IMO 9362877] on the 19<sup>th</sup>, departing 26<sup>th</sup> for Southwold and NEW ACHIEVEMENT [IMO 9686340] arriving on the 27<sup>th</sup>, departing for Ningbo on the 31<sup>st</sup>.

## **NAVAL MOVEMENTS**

HMS LANCASTER visited Crombie between the 1<sup>st</sup> and 3<sup>rd</sup> of June, making this the fourth Type 23 frigate in as many months.



*HMS Albion (Leith 25<sup>th</sup> – 26<sup>th</sup> June)*



*HMS LANCASTER (Crombie 1<sup>st</sup> – 3<sup>rd</sup> June)*

Both HMS ALBION and RFA MOUNTS BAY made return appearances in June. The latter made a brief stop at Rosyth on the 24<sup>th</sup>. HMS ALBION arrived in Leith the following day to offloading the vehicles and men of Royal Marines 45 Commando at the end of the 50<sup>th</sup> Baltic Operations (BALTOPS 50). This was the first visit of a Royal Naval capital ship to the port for over twenty years.

## **GRANGEMOUTH**

The summer quarter saw the usual steady flow of both container ships and LNG/Chemical tankers. The thirteen weeks from the start of June to the end of August saw an average of six containerships, two general cargo vessels and eleven Chemical/LPG/Product tankers per week.

For example regulars such as SPICA J [IMO 9355460] 11,186 dwt, capacity 850 TEU on her Grangemouth, Rotterdam, Waalhaven, Teesport, run had seven visits with a 9/10 day interval as did



MAIKE D [IMO 9226372] 7,944 dwt, capacity 660 TEU, on a Thames, Rotterdam, Teesport cycle. Of interest are HENRIKE SCHEPERS [IMO 9404091] Container Ship, 7,852 gt, 9,231 dwt, built 2008, seen 20<sup>th</sup> June 2021 heading for Rotterdam on a weekly Hull, Waalhaven (Netherlands) run passing the General Cargo Ship JI XIANG SONG [IMO 9608922], 20,684 gt, 27,352 dwt, built 2011 with wind turbine blades.(below).



Similarly, for Chemical/Gas/ Product tankers there were regular visits from the Fisher and Stolt fleets. Other examples were HAFNIA MAGELLAN [IMO 9725615] 39,067 dwt who made five visits on an Antwerp run and the smaller MAINGAS [IMO 9108843] 3,466 dwt with a carrying capacity of 3423 cubic meters of liquid gas to Antwerp and Moerdijk.



*JS INEOS INGENUITY [IMO 9685437] LNG Tanker, 22,887 gt, 20,897 dwt, built 2015 from Marcus Hook (USA) 14th June 2021 in her new livery and STOLT GREENSHANK [IMO 9518799] Oil/Chemical Tanker, 3,327 gt, 4,350 dwt built 2011.*

General cargoes included regular fishmeal from Norway as well as Denmark and three from Bremen by Samira (1435gt / 1435gt); timber by Warber (2862gt/2010), a regular visitor, from Rauma and Pietarsaari, and wood pulp pellets were brought from Larvik by Longrun (3603gt/2013) and from Ridham Dock by the new build Scot Isles (3450gt/2021).

## **BURNTISLAND**

Apart from SINE BRES (2658gt/2006), MEKHANIC MAKARIN (2489gt/1991) and FRI SKIEN (2780gt/2000), from Riga with timber for Scotts Pallets, Burntisland also saw the 2013 built dredger CAPALL MARA (496gt/2013) who was working in various East Lothian harbours and the training ship TS JOHN JERWOOD (2002).

## **KIRKCALDY**

Carrs Mill saw two deliveries by MAIKE (1599gt/1989) from Keil, two by SEA RUBY from Southwick, two by Danica Hav (1536gt/84) from Sheerness plus one by ILKA (1366gt/1985) from Rostock, SEA KESTREL (1382gt/ 1993) from Tilbury and ALDEBARAN from Rostock.

## **METHIL**

August was busy with BEAUTRIDENT (5132gt/2008) from Taichung and GRETA (3642gt/2007) from Durban, both with project cargoes for the former BiFab jetty, now referred to as the Enterprise Berth, located between Methil and Buckhaven. At Methil's main dock, FRANCISCA (2377gt/ 1997) brought in fertiliser from Klaipeda while KONGSFJELL (2561gt/1995), IDA (1616gt/1986) and BALTIC HAV (1530gt/1984) brought in timber from Varberg.

## **INVERKEITHING**

The summer proved a busy time for Inverkeithing, with eleven general cargo ships - three visits by TINTO (1739gt/1974) and two by SCOT VENTURE (2602gt/2002) bring in timber from Torangsvag (Norway), Dordrecht (Netherlands) and Varberg in Sweden. PETRA (2530gt /2005) and SUNA (2889gt/1994) also made two visits each to load scrap for Ghent. In addition there were regular visits by FORTH GUARDSMAN (654gt/1983) to the reopened quarry berth to load rocks for the ongoing work in Dalgety Bay where the



*Forth Guardsman at the quarry berth and Tinto at East Ness. Photographs by Alan Dowie*  
coastline is contaminated with radium from scrapped aircraft panels. The project aims to remove the hazardous matter and will



include replacing rock armour around the headland and installing a new slipway at the sailing club.

### **A note on Inverkeithing ~ Alan Dowie**

The port of Inverkeithing has a long and interesting history, and it remains a thriving commercial harbour. The town itself was granted a Royal Charter by William I in 1165, making it one of the oldest Royal Burghs in Scotland. Up until the mid-19th century, coal from the pits of nearby Dunfermline was loaded on to boats at the harbour. In 1843 there were 28 vessels, from 20 to 160 tons, registered as belonging to the port and mainly employed in coastal trades.

More recently, the port of Inverkeithing has the distinction of being visited by the most gracious liners of bygone days. Sadly however they were on their last voyage, as they were due to be broken up at the former Thomas Ward scrapyard. One of the largest was the second Mauretania, scrapped in 1965. The Olympic, sistership to Titanic, was also broken up here in the 1930s. In addition to liners, the breaking facilities have been used to dismantle well-known aircraft carriers and battleships over the years. Among the aircraft carriers to meet their end there are Argus (1946), Formidable (1953), Glory (1961), Implacable (1955), Pioneer (1954) and Theseus (1962). The facility at Inverkeithing is one of the largest purpose-built ship breaking facilities in Europe and when appropriate is still used for this activity. The last vessel to be scrapped there is the former stand-by vessel and converted trawler St Kitts.

In terms of cargo shipping, during the 20<sup>th</sup> century the port of Inverkeithing was notable for exports of stone from local quarries. Many coasters would call here to load back cargoes, having previously visited nearby ports such as Leith and Grangemouth. Whilst the stone trade ended some years ago, the quarry berth re-opened briefly in April 2015 for the shipping of stone to Ipswich, and again in June 2021 for the purpose of supplying materials for a major improvement project at nearby Dalgety Bay.

The busiest of the two active berths is used for the export of scrap metals and is operated by RM Supplies Limited, one of the UK's largest independent scrap processors and exporters, who process ferrous and non-ferrous metals using fragmentiser machinery at the quayside. Coasters loading at the scrap berth are usually

around 4000-5000 tons dwt and typical destinations for the scrap cargoes are Leixoes, El Ferrol, Pasajes, Aviles, Bilbao, Bayonne, Ghent, Jorf Lasfar and Wismar. The scrap berth typically sees around four arrivals per month – regular visitors at the time of writing include Suna (ATG, 2889gt/94) and Kristin (ATG, 3448gt/86). The second berth is the East Ness Pier on the other side of the harbour, which is owned and operated by Forth Bridge Stevedoring Ltd. The berth is capable of handling vessels of up to 110 metres in length and primarily handles timber imported from Europe, Scandinavia, and the Baltic States. Bulk cargoes such as stone chips and logs are also shipped through East Ness Pier utilising the 50-tonne weighbridge. The facility is also used for importing / exporting heavy machinery for the oil industry.

A frequent caller at the East Ness berth is the Tinto (NIS, 1739gt/74) which often brings timber from the Norwegian port of Torangsvag. Another recent caller at East Ness is the Scot Venture (UK, 2602gt/02) of the Scotline fleet, delivering timber from Varberg in Sweden.

There are several good vantage points for coaster photography at the port. The Fife Coastal Path public walkway enters Inverkeithing at the harbour mouth, providing an excellent position to photograph arriving or departing ships. This location is also well-positioned to capture vessels berthed at the East Ness Pier. Pictures from the other side of the harbour, ideal for the photography of coasters at the scrap berth, can be made from a public park area off Preston Crescent.

*Thanks to Alan Dowie for the above and the details of cargo movements.*

***NOTE re figures for port visits – these are based on ais and web site information, updated daily at around 23.00. I have tried to include ships which have arrived early and left on the same day and while I cannot guarantee totally accuracy as to all figures I hope that they do give a fair impression of vessel track in the Forth.***

Comments, corrections and contributions are more than welcome!

Editor and photographs, unless otherwise stated by W Iain H  
McGeachy 31st August 2021