

**WORLD SHIP SOCIETY -
FIRTH OF FORTH
NEWSLETTER
2023 - NO. 12 AUTUMN
(1st September – 31st December 2023)**



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HAPPY NEW YEAR AND BEST WISHES FOR 2024

BRANCH MEETINGS

Our next meeting is January, Monday 15th when Alan Dowie will present 'Antipodean Cruise 2023'

60th Anniversary - The Branch celebrated its sixtieth anniversary on 30th September with an afternoon tea cruise on Queensferry Belle sailing from Port Edgar, up river past Rosyth and returning under all three Forth Bridges. The event was well attended by members, family and friends and happily the weather was good and the sea calm. Vessels seen included a VLCC tanker at Hound Point, a container ship and product tanker from /to Grangemouth and the RSS Sir David Attenborough preparing to leave from the basin at Rosyth as well as a Sandown-class Minehunter for Ukraine.

Douglas Yuill wrote up the Branch history covering the sixty years which was circulated at the start of October.

October: Our opening meeting was a talk by Mike Bullock, Chief Executive of the Northern Lighthouse Board (NLB), entitled 'The Northern Lighthouse Board – More than Lighthouses'. Dating from 1786, he outlined its history, why it includes the Isle of Man, current ships and future vessels as well as a tour of the 208 lighthouses and technical operations base in Oban. Their work includes placement and maintenance of navigation bouys and aids, both illustrated by video clips. While principal concern is for the safety of those at sea and the environment the wider commitment includes apprenticeship training, marine observation and support for tourism by opening up lighthouses, visitor centres and museums as well as facilitating new locations for cruises ships. In all an excellently delivered and captivating talk.

November: We were enthralled by Colin Tucker's 'Stornoway - Steamer Anniversaries' which took us from the first steamer 'Mary Jane' in 1844 to the present 'Loch Seaforth' of 2014. A natural raconteur, he kept the audience spell bound, as his narration took

us on a journey through the development of this vital link for Lewis to the mainland with pictures of the vessels, their interiors and press clippings. He included not just details of their careers but also the mystery of a stolen ship which traversed the globe, details of wrecks and use of one as a transport for marines to put down the 1884 crofter rebellion. His use of contemporary material and his depth of knowledge made the evening a delight for all present.

December: We finished the year with Maurice Napier taking us on a journey through Canada's West Coast. In a show compiled from a number of visits we got a view of marine traffic over an extended period - seeing everything from bulk carriers to fishing vessels, Coastguard ships to small minor harbour craft: a montage of all forms of vessels in Vancouver itself, in transit and along the coast. We headed north past Bella Bella, until reaching the Yukon and Dawson City. We learnt the history of the gold rush, about the timber trade, with vast log rafts corralled by concrete ships. In doing so we viewed vessels in their second and in one case third incarnation as WWII submarine chasers and patrol boats were reinvented as tugs and pleasure streamers. As always with Maurice, an entertaining evening, full of interesting stories and great photographs.

This number takes a look at cruise ships and crude tankers over the year and a closer look at Braefoot over the period.

1] CRUISE SHIPS 2023 AN OVERVIEW.

I have only mentioned significant deviations from the Capital Cruise list from the start of the year. I have ignored minor date changes or a switch of different vessels of the same company. I have also omitted the two vessels which arrived but aborted their tendering into Newhaven due to the weather.

A] Vessels on list but were elsewhere:

12th April Renaissance, Comp. Francaise De Croisieres, at Brest laid up, was also due 1st July

24th May Costa Favolosa, Costa Crociere in the Bay of Biscay;
also 4th Sept CORK, 15th Sept VIGO [ES]

26th June Viking Mars, Viking Ocean Cruises, Copenhagen

2nd July Viking Mars, Viking Ocean Cruises, MARIEHAMN, Finland
also 16th July in EIDFJORD, 22nd July at LEKNES, 15th August BERGEN,
all three Norway.

15th July Brilliance of the Seas, Royal Caribbean, KETCHIKAN Alaska

23rd July Carnival Pride, Carnival Corp, North Sea > Dover

8th August Silver Moon, Silversea Cruises, Dublin

11th August Nieuw Statendam, HAL, English Channel: Copenhagen – Liverpool; also 04th September in LEIRVIK Norway but here 25th

19th August Ocean Majesty, Majestic International, retired from active service

21st August Sirena, NCL, Malta

Vessels which arrived but not on the Capital Cruising list:

22nd May Jewel of the Seas, RoyalCaribbean SQ, 2500 pass

24th May Seabourn Venture, Seabourn Cruises, Leith, 264 pass

21st June BRITANNIA P&O Cruises SQ, instead of Moscow??

22nd June Balmoral, Fred Olsen, Leith, 1240 pass.

26th June Island Princess Princess Cruise Lines Ltd. and 19th Sept.

11th September. Arcadia, P&O Cruises, seen below, on 11th Sept



New visitors to the Forth 2023: Arcadia, 11th Sept tendering into South Queensferry and MSC Preziosa into Newhaven 12th Sept.

2] HOUND POINT TANKERS 2023 AN OVERVIEW.

The first five months of the year saw forty-six tankers, all Aframax and all loading for Europe bar four, of which three went to the United States and one sailing to Canada. The other features of note was the use of the east (number two jetty), once in April and five out of the eight in May. The second feature was the visit of three dual fuel tankers with Eagle Bintulu making five visits between February and April.

June saw the first VLCCs of the year with SERIFOS and DILAM loading for NINGBO, China. These were the first sailing for China since November 2022. Again the east jetty dominated in September with three of the four Aframax's berthing. Overall the first six months of the year saw between 6,250* and 7,500* barrels loaded, a drop from 2022 when some months saw up to 9,250* barrels loaded and only two months with less than 7,500*. The drop deepened in the following months with a low of 5,000 and a

high of 5,750* being the range from July to the end of November. VLCCs remained scarce with just one in July, August and September – sailing east, to China, Korea and Singapore,



respectively. There was a slight increase in October with two of the four tankers berthing being VLCCs, both heading for China.

November had five visitors, with YASA GOLDEN MARMARA arriving late on the 30th and thus lifting the month from being the quietist in the year to the third lowest. The five were one VLCC which headed for NINGBO, China; two suexmax, both for Santa Panagia, Italy; while the Aframaxs departed for Rotterdam and Brunsbuettel. * *Note number of barrels estimated by tanker type.*

Aframax 750,000; Suemax 1,000,000, VLCC 2,000,000

Below: SERENEA [IMO 9405423] Crude Oil Tanker, Greece, 81,811 gt, 158,583 dwt, CHANDRIS HELLAS INC, built 2009. Canting 15th Novemeber



December continued the move to VLCCs with two VLCCs: SEATRIUMPH [IMO 9783722] (BS), 154,182 gt, 299,700 dwt, THENAMARIS SHIPS MANAGEMENT / AETHRA MARITIME CO, built 2017, arriving on the 5th and departing for DAESUN, Korea, on the 10th, (*Below left seen on the 7th December*) and AET TANKERS' new build, Eagle Vellore [IMO 9933602] 156,186 gt, 300,000 dwt, - commissioned 16th August – one of a series of dual fuel tankers and the third to be chartered to Shell, which arrived in the estuary on the 13th but spent the 15th in the company of Hopetoun touring

the east part of the estuary in what looked like manoeuvring trials prior to docking early on the 16th. She too headed for Korea but



to ULSAN. *above right*. At the end of the year Alfa Alandia berthed on the evening of the 27th, after an aborted attempt in the morning due to high winds. She departed on the 28th for Rotterdam. The final arrival was SEA PANTHER on the 30th, departed for PORTLAND Maine (USA) on the 31st.

3] BRAEFoot TERMINAL – A CLOSER LOOK

The Braefoot Terminal on the Fife side, sheltered by the island of Inchcolm with its medieval abbey, consists of two jetties serving Mossmorran - the Natural Gas Liquids Plant run by Shell which also feeds the Fife Ethylene Plant operated by ExxonMobil. The larger, west jetty, is operated by Shell and exports Propane, Butane and Natural Gasoline. ExxonMobil produces ethylene half of which is stored as a liquid at minus103°C and shipped through the smaller, east jetty. Exporting two million tonnes of LPG a year the terminal is a major contributor to the economy. The tankers for Braefoot operate a one way system with the vessels moving clockwise around the island.

September The west, Shell jetty saw seven calls: **BRO NUUK** for AMSTERDAM, **MIRAI** for Milford Haven , **MYKLEBUST** for VLISSINGEN, **FURE VEN** for Le Harve, **STEN SUOMI** for AMSTERDAM: **KOKSIJDE** x2 for MILFORD HAVEN and Canvey Island. While the east saw eight: **CORAL PEARL** 2x Antwerp, **CORAL SHASTA** x3 (MOERDIJK x 2 ,WILHELSHAVEN) **CORAL PATULA** for MOERDIJK, **GASCHEM MOSEL** for CEUTA, Spain; **TITAN UNIKUM** for Antwerp.

The Shell jetty saw an average load time of 30 hours with UK Ports being the most common destination - Milford Haven being the majority of those (three of the four) and Amsterdam two of the remaining three. For ExxonMobil jetty the Coral fleet made up three quarter of the vessels (six of eight) with continental Europe

being the destination, with the Netherlands and Belgium dominating. The 20th September was the only day which saw both berths occupied with **MIRAI** and **GASCHEM MOSEL** both present.

Below left: Bro Nuuk on an visit from Grangemouth: right MIRAI



Above left Gaschem Mosel; right Fure Vinga at Braefoot a sister ship of Fure Ven

October

October was a strange month in that there were days without any vessel being recorded while both berths were occupied on two occasions with **CORAL SHASTA** being present both times - the 8th of October saw both berths occupied as did the 22nd / 23rd due to **Koksijde** having a longer than usual stay of 64 hours. The latter seeing **Koksijde** at the Shell jetty being paired with two different vessels on the ExxonMobil one: **CORAL PATULA** being followed by **CORAL SHASTA**. The Shell jetty saw six visits: **FRANK** for Antwerp, **MARCELLUS LADY** twice berthing for Milford Haven, **FURE VEN** and **ELI KNUTSEN** for Amsterdam, and **KOKSIJDE** for Le Harve; while the Exxonmobile one had seven: **TITAN UNIKUM** for Antwerp, **CORAL PEARL** for Antwerp; **CORAL PATULA** for Antwerp and for MOERDIJK; **CORAL SHASTA** making three visits – two for MOERDIJK and one for Wilhelmshaven. Thus making a total of thirteen visits in total for the month. *Below left: **CORAL PATULA** [IMO: 9425241] LPG Tanker, 7,251gt, 8,571 dwt built 2009, 7896 cubic meters Liquid Gas. Below right: **CORAL SHASTA** LPG Tanker [IMO: 9254941] 9,691 gt, 10,770 dwt.*



Above left: **KOKSIJDE** right: **MARCELLUS LADY**

November

November saw ten visits, split equally between the Shell and the ExxonMobil jetties. As in previous months ExxonMobil jetty was dominated by ANTHONY VEDER's Ethylene carriers with CORAL LACERA making a single visit, CORAL PATULA making two visit, the three departing for Antwerp, while CORAL SHASTA also made two visits with both departing for MOERDIJK. The west, Shell jetty, had a wider range of vessels with the five including the regulars FURE VEN, KOKSIJDE and STEN NORDIC being joined by STAVFJORD and STIKLESTAD. Destinations were London, Antwerp x 3 and Rotterdam respectively. Again the two berths were occupied simultaneously on two occasions, both at the end of the month.



ABOVE Sten Nordic (Kirkcaldy anchorage) and Stavfjord (Braefoot)

DECEMBER

The ExxonMobil plant saw production interrupted during the first week of December with their reporting of technical issue on processing units and notifying local resident that there may be a short, intermittent use of elevated flare as excess gas is moved through the system to the EGF as their teams worked towards re-starting operating units.

This might well explain the lack of vessels using the ExxonMobil jetty at the start of the month with CORAL PATULA being the sole departure on the 7th, for Antwerp, having arrived on the 6th. CORAL MEDUSA was expected but headed for Grangemouth on the 8th and after a short stay returned to the Forth anchorage before departing on the 13th for Brofjorden, Sweden. It was a further ten days before 18th CORAL LACERA arrived on the 18th, departing for Antwerp with a return on the 24th but this time departed for the small port of Port Jerome (FRANCE). CORAL PATULA returned on the 21st but this time departed for Wilhelmshaven after a 24 hour stay. CORAL SHASTA made one visit in December, on the 28th again departing for MOERDIJK.

The Shell jetty saw the most tankers: KOKSIJDE made two visits departing for Amsterdam and Le Havre. STAVFJORD departed for Amsterdam, while ANTWERPEN headed for Stenungsund, Sweden on the 13th. RAMONA arrived within seventy-five minutes of KOKSIJDE's departure on the 22nd. GASCHEM RHONE was shown as being expected on the 9th but did not appear.

LEITH

STORM BABET saw Leith hosting one of the largest number of vessels in recent years with the 19th October seeing nineteen in all including: the Offshore ships ATLANTIC MERLIN, HIGHLAND KNIGHT, LOKE VIKING, OCEAN GEOGRAPH, OCEAN ZEPHYR and VOS MASTER and three crew transfer vessels (FARRA CIARA, FARRA EMER and FARRA ROISIN); the General Cargo Ships FRI KVAM and the tugs BALMERINO, CRAIGLEITH, FIDRA, SEAL CARR with the dredger DINOPOTES. We also saw the motor yacht COMPASS ROSE and the fishing vessel GV SEAGULL. Perhaps of most interest was the REMBRANDT van RIJN, a three-masted schooner currently employed for Arctic cruises by owner and operator Oceanwide Expeditions. Built in 1924 as a fishing lugger, she has served as a coaster and schooner, has been lengthened three times, fitted with four different engines, and has had a change of IMO number

during her career on the seas. (see below left and BIM I [IMO 8914295] Leith 26th September 2023 below right)



Other port news: the Mills berth continued to see regular imports of milling wheat with seven visits during September - December from ports including Gdansk, Szczecin, Vierow, Rostock and Poole. (AMADEUS DIAMOND [IMO 9201968], BIM I [IMO 8914295], LAURIERBORG [IMO 9279070], FRI KVAM [IMO 9211078], FRI RIVER [IMO 9224104], ARKLOW VALOUR [IMO 9772565], FRI LAKE [IMO 9195664]. Much of the cargo handled at the Imperial Dock is currently made up of agribulk and cement imports: agribulks brought in by ALLORA [IMO 9226188] from Antwerp; WAALDIJK [IMO 9514937], from Ventspils; SOLITAS H [IMO 9858670], from Klaipeda; HENDRIK S [IMO 9195391], from Amsterdam; ARKLOW CLAN [IMO 9757113], from Bromborough; WILSON BERGEN [IMO 9557408], from Brake. The cement cargoes are currently coming from Alcanar in Spain, with ARKLOW MANOR [IMO 9440241], a recent caller on this trade. *Below left Arklow Manor seen arriving on 8th July 2023 and right WILSON FLEX III [IMO 9911458] 23rd October 2023]*



The most common export cargo at Leith is currently red granite chips, mostly loaded for Amsterdam by ships of the Wilson fleet including: WILSON DRAMMEN, WILSON MAIN, WILSON FLEX III, NESTOR, WILSON THAMES and WILSON JUPITER.

ROSÝTH



Rosyth saw a number of bulk carriers with shipments for Cefetra's agri-hub. The 15th of December was one of the busiest with two geared handymax being in port at the same time. The first SEA MOON [IMO 9228227] [LR], 17,431 gt, 28,494 dwt, of GENIMAR SHIPPING & TRADING SA, built 2002 as Canpotex Redemption, renamed Moon River (2005), current name 2014 arrived on the 14th from Gdansk (above left). While NAVINA MARITIME SA's IPPOKRATIS [IMO 9585663] [MI] 23,758 gt, 37,056 dwt, built 2011 as Cielo Di San Francisco renamed 2021, arrived the following day from Norfolk (USA). The final shipment of the year came from Montreal, Canada on FIVELBORG, [IMO 9419307], Wagenborg, built 2010, 13,000 dwt, on the 26th December.

GRANGEMOUTH

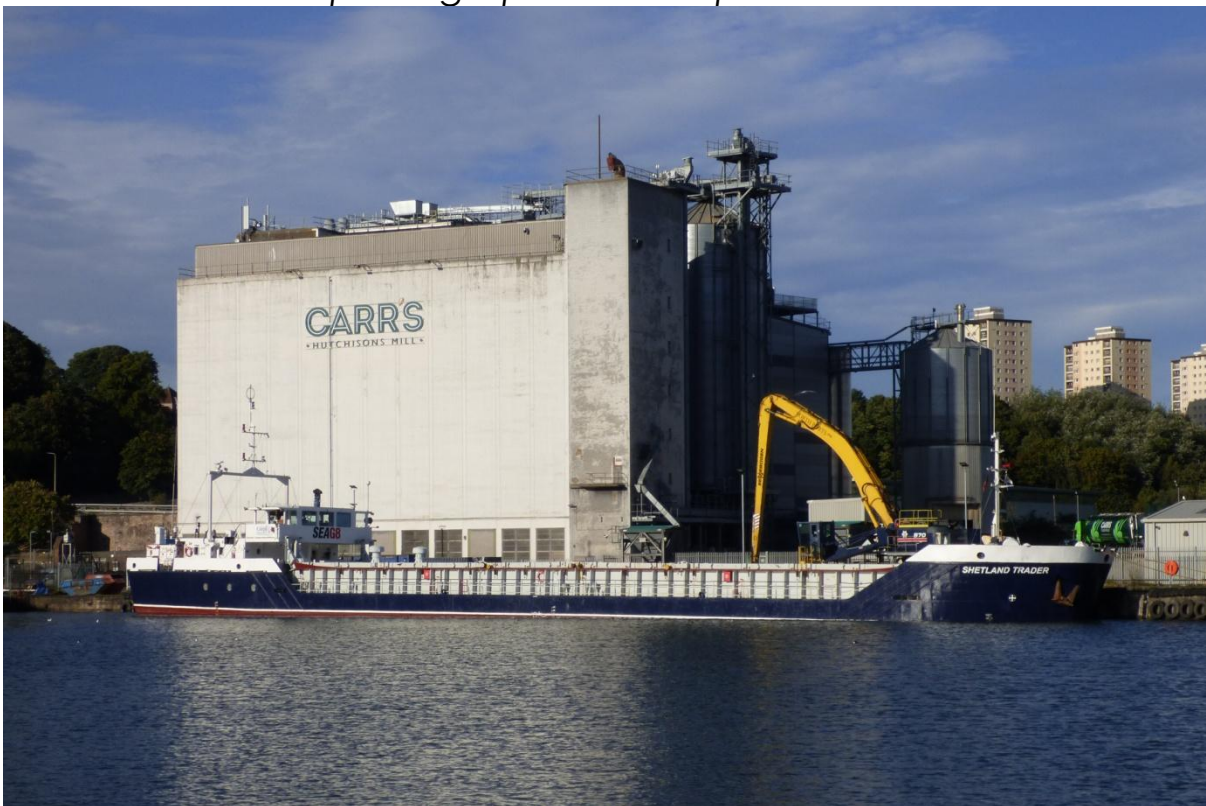
Two interesting departures were those of the Norwegian flagged refrigerated cargo ship, SILVER GALE [IMO 9140956], 3,817 gt, built 1997, on the 25th November with frozen fish for Marystown (Canada). Her fleetmate, SILVER BIRD [IMO 8915524], built 1990, 3,625 gt, 3,546 dwt, also departed with frozen fish to Marystown on the 12th December. A journey she has made in previous years. (See *Newsletter no. 8*). Even more interesting was the departure of the 2020 built Norwegian flagged fish carrier, the MARSALI [IMO 9855886] with live fish.

NAVAL MOVEMENTS The period was quiet with Crombie seeing the RFA TIDESURGE on the 22nd to 24th November and Leith continuing to be the base for HMS ARCHER.

METHIL

The regular deliveries of timber to Methil from Varberg were delivered in September to December by two ships from the Wijnne Barends fleet: LADY ANNE BEAU [IMO 9760407], and LADY ARIANE [IMO 9760366]. Also arriving at Methil from Varberg were two first-time callers at the port: LARIXBORG [IMO 9489546] and LIBERO [IMO 9375783].

KIRKCALDY Carr's Flour Mills and Forth Ports recently achieved a significant milestone at Kirkcaldy as over one million tonnes of wheat – enough to bake around 2.5 billion loaves of bread - have been delivered by ship into the harbour since it reopened in 2011 with the help of a Freight Facilities Grant from Transport Scotland. This landmark achievement was reached earlier in mid-October with the arrival a wheat delivery from Dover on board the regular visitor SHETLAND TRADER [IMO 9030486], 1512gt, Barbados flag, built 1992 – *below photographed 2nd September 2023.*



Moving wheat by 506 ship journeys into the Fife port in the last 12 years has removed around 70,000 truck journeys in and out of the

Hutchison's Mill, which is a substantial environmental benefit due to the reduction in road traffic and a significant reduction in carbon emissions. Andy Lamb, Deputy Port Manager at Kirkcaldy Harbour, said: *"This is an important milestone for Carr's and the Harbour as it demonstrates the success of a quayside milling facility with direct access to regular shipping activity. Coastal shipping delivers a greener transport alternative with shipments being over 10 times more carbon efficient than road deliveries, aligning with our commitment to achieving net zero by 2042. We have exciting plans in place for Kirkcaldy Harbour to ensure that it can handle even larger cargo vessels to further increase efficiency."*

INVERKEITHING

The scrap berth at Inverkeithing was busy in recent months with coasters loading for ports such as Ghent, Bayonne, Santander, Seville and Leixoes. Ships noted at the scrap berth included: WILSON HERON [IMO 9116022], FOKKO UKENA [IMO 9375812], WILSON LEER [IMO 9150482], EDZARD CIRKSENA [IMO 9375824], TRANSMAR [IMO 9167332], FRI KVAM [IMO: 9211078], KRISTIN [IMO 8519241], TORPO [IMO 8908791], AMUESA [IMO 9320805]. At the East Ness berth, TINTO [IMO 7369168], made several visits with timber from Torangsvag and WILSON RUHR [IMO 9145542], brought stone from Stord.

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

This is the third year of the Newsletter in this form. It started as a way of keeping in contact with people during covid. As such it achieved its purpose. While I try to give coverage of all ports it is easier, as maybe demonstrated by the way this newsletter is laid out, to have a limited focus. My fear is that by giving information, while being as accurate as possible, is seen as being a complete record, which for one reason or another may not be the case. This is particularly so for vessels which have a turnaround of under 24 hours. So

*Editor and photographs © W IAIN H McGEACHY 31st December
2023*