



(Photo by Andy Warrick)

**FELIXSTOWE'S  
WARTIME PAST  
REMEMBERED**



Images : Naval Historical Branch / Hichens family archives

What looks likely to be very interesting films that will be on show on 16<sup>th</sup> May at Felixstowe's Palace Cinema

**WE FOUGHT THEM  
IN GUNBOATS**

FOLLOWED BY

**STANLEY'S WAR**  
TALES OF LOVE AND LOSS FROM WWI



16TH MAY  
PALACE CINEMA  
FELIXSTOWE 6PM



LIVE Q&A WITH  
PUBLISHER & AUTHOR  
JULIA JONES

TWO DOCUMENTARY FILMS BY TIM CURTIS ABOUT WARTIME SUFFOLK

## Recent Callers



Arriving on 30<sup>th</sup> March from Salerno, Tanger Med and Rotterdam is “**CMA CGM Barracuda**”. Hanjin Heavy Industries built her to their Hanjin 4900 design and she was completed in February 2007 as “*Ital Liberia*”. Acquired by CMA CGM in 2022 and renamed as above. (All three photos contributed)





Cargo operations are underway at Trinity Terminal with “**MSC Vidisha R**” alongside on 30<sup>th</sup> March. She would leave later in the day for Le Havre. She left Le Havre on 1<sup>st</sup> April for Boston, New York, Philadelphia and Jacksonville. She was her latest call at Felixstowe and we will no doubt see her again at some point. Built in 2002 by Samsung, Koje she was launched as “**Santa Roberta**” for German owner Claus-Peter Offen. Completed as “**P&O Nedlloyd Pegasus**” she moved on charter the following year to Hapag-Lloyd as “**Sydney Express**”. Maersk were her next charterers in 2006 as “**Maersk Dominica**”. In 2010 she moved to Hamburg Sud as “**Cap Roberta**” before reverting to her launch name in 2013. She entered the MSC fleet in 2016 under her current name. *(Photo contributed)*



Feeders are part of the vital link for all ports in Europe and Felixstowe handles many of them at Trinity Terminal. Operating to UK, Continental Europe and Ireland, BG Freight offer a fixed sailing schedule to twenty nine ports with some flexibility. This is their **“BG Onyx”** being served by two cranes at Trinity on 30<sup>th</sup> March. She is set to return to Felixstowe on 18<sup>th</sup> April. Launched as **“Johanna Schepers”** by Damen, Galati, she was completed in the Netherlands by Damen, Gorinchem as **“Susan Borchard”** in September 2010. She had three further names before becoming **“BG Onyx”** in 2021. (Photo contributed)



**“Marit Maersk”** has been to Felixstowe on several occasions and here she is at number eight berth making her latest call on 30<sup>th</sup> March. A member of the class known as Triple “E” she is one of the first batch, the second batch have the bridge further forward. Daewoo, Okpo were her builders in 2015. (Photo contributed)



Making a splendid sight as she enters the harbour on 30<sup>th</sup> March, “*Rix Eleonora*” is bound up the Orwell for Ipswich. This is probably her second call at the port and she has come from Hamburg, she would sail three days later for Ijmuiden. Recognisable as a product of Slovakian Shipyard, Slovenske Lodenice, Komarno, they completed her as “*Eva Maria Muller*” for German owners in 1998. Her owner Rix Shipping of Latvia acquired her in 2016 and renamed her. (Photos contributed)





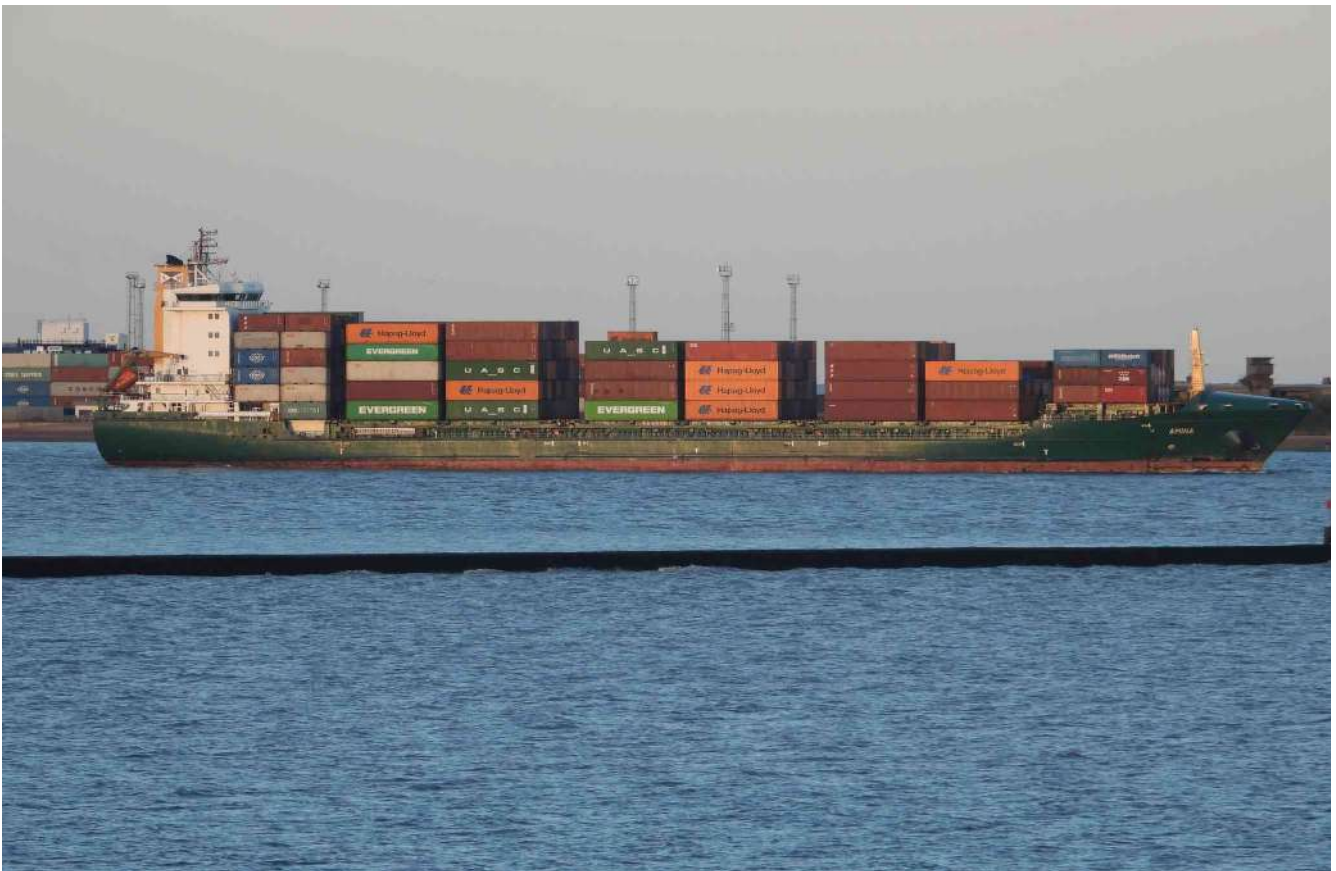
A long range view of “**Amuleth**” photographed from the cliff top at Dovercourt as she enters the harbour bound for Ipswich on 30<sup>th</sup> March. She has come from Kristiansand to load waste oil for recycling and would head to Belfast next day to collect more. *(Photo by Derek Sands)*

Below she can be seen departing Ipswich on the 31<sup>st</sup>. Her builders were Hat-San of Altinova, Turkey and she was completed by them in 2016 as “**Fortunate**” for Kaptanpasa Shipping of Turkey. Her registered owner became Fortunate Shipping, Cyprus in 2017 and she is managed by Unibaltic of Limassol. She has been “**Amuleth**” since 2017. *(Photo by Paul Allison)*





With a registered owner based in Hong Kong, China, “**MSC China**” was one of the world’s largest container ships when delivered to her owner by Jiangnan Shipyard (Group) in October 2023. She unsurprisingly has been surpassed since by the “**MSC Loreto**” and her sisters. She arrived at Felixstowe on 30<sup>th</sup> March from Rotterdam and is seen here the following day. She left direct to Singapore via the Cape of Good Hope on 4<sup>th</sup> April. (Photo by Derek Sands)



Although classed as a feeder “**Amina**” is quite a large vessel and is seen here leaving Felixstowe on 1<sup>st</sup> April. She is heading for Rotterdam, Vuosaari (Finland) and Gdansk. Built in China by Wujaizui of Nanjing in 2011 for Ernst Kowrowski as “**Montan**”. Subsequent names were “**E.R. Turku**”, **Nordic Tromsoe**, **Veronica B** before being renamed as above in 2021. She is managed by Tom Worden GMBH of Oldendorff and is currently operating for Unifeeder. (Photo by Derek Sands)



Smaller than ships normally handled at number nine berth, “**MSC Mirella R**” is alongside on 6<sup>th</sup> April. She had arrived from Antwerp on the 5<sup>th</sup> and would sail to Le Havre, Boston and New York on the 6<sup>th</sup>. Built by Hyundai, Ulsan as “**P&O Nedlloyd Livingstone**” in 2005 for German owners and managed by Claus-Peter Offen. The charter to P&O ended in 2006 and it was taken up by Mitsui OSK who renamed her “**MOL Caledon**”. She gained an Offen name in 2014 at the charter’s end and was “**Santa Regula**” from then until 2019 when she was renamed by Polydora Oceanway as “**MSC Mirella**” gaining the suffix “**R**” in 2023. (Photo contributed)



Having been helped away from her berth at West Bank, Ipswich by “**Svitzer Shotley**”, and now about to pass under the Orwell Bridge outbound “**Julie**” is heading for Skipavik-Gulen, Norway on 8<sup>th</sup> April. She had arrived on the 7<sup>th</sup> from the Norwegian port of Askoy. (Photo by Mick Warrick)





Dwarfed by the bulk of “**Ever Art**” as she passes Felixstowe “**Julie**” was built in the Netherlands in 2005 by Bodewes, Hoogezand as “**Vossdiep**” for Feederlines BV of Groningen. She changed her flag to that of Germany when acquired in 2015 by Tip Leer GMBH and was renamed “**Tip Leer**”. She raised the flag of Portugal in 2017 as “**Gures**” and in 2022 the flag of Portugal was retained although registration was in Madeira. Now owned by Mikkal Myklebusthaug Reederi AS of Fønnes, Norway and renamed “**Julie**”. She was fitted with her self handling Hitachi excavator sometime between May 16<sup>th</sup> and October 11<sup>th</sup> 2023. Below she rounds the Beach End as she leaves the harbour. She arrived at Skipavik-Gulen on 10<sup>th</sup> April and left with another full cargo for Ipswich the following day, arriving back at the Suffolk port on the 15<sup>th</sup>. Leaving for her company’s home port of Fønnes the 16<sup>th</sup>. (Photos by Derek Sands)





Definitely not environmentally friendly as she leaves the harbour on the 8<sup>th</sup> April, “**MSC Ellen**” heading for Rotterdam. She had arrived from the Indian port of Mundra on the 7<sup>th</sup>. One of a series of ground breaking vessels built for Maersk by Odense Staalskibs, Lindo, she was completed as “**Soroe Maersk**” in 1999. Renamed “**MSC Ellen**” in 2021 her registered owner according to Equasis is Soroe Shipping Ltd of Copenhagen although she is managed by MSC from Cyprus. *(Photos by Alex Dace)*





Having discharged her aggregate cargo at Ipswich “**Sand Falcon**” is outbound for the dredging grounds on 8<sup>th</sup> April. Built by De Merwede Shipyard at Hardinxveld, Netherlands in 1998 for South Coast Shipping she was lengthened in 2003 and is currently owned by CEMEX UK Marine of Southampton. *(Photos by Mick Warrick)*





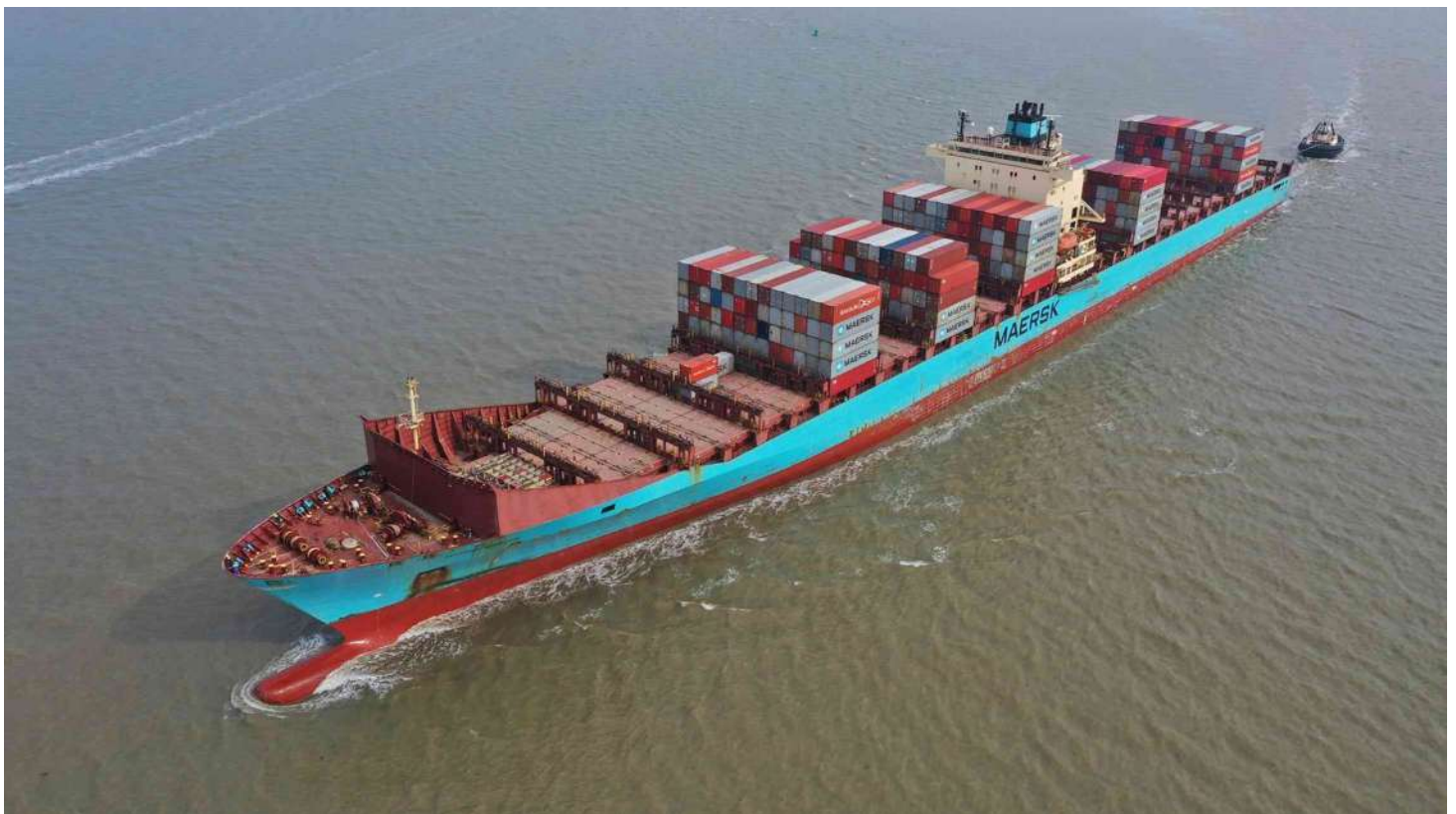
A long distance view of “**Eems Exe**” just as she leaves the River Orwell outbound from Ipswich on 8<sup>th</sup> April. She had arrived with stone from Belfast on 28<sup>th</sup> March and obtained a back load of grain for Rouen. Arriving there on 10<sup>th</sup> April she left the following day for Velsen Noord where she loaded for Pasajes. The Zaliv Yard, Kerch in the Ukraine built her hull and she was completed as “**Espoire**” in February 2003 by Damen, Bergum. In 2004 she was “**Steel Queen**” reverting two years later to “**Espoire**”. The following year she was renamed “**Amny Eems**” and acquired her present name in 2012 when her management came under the Amasus banner.  
(Photo by Derek Sands)



A fairly regular caller over the years she has been in service, “**Arklow Field**” approaching her berth in Ipswich just before midnight on 9<sup>th</sup> April. She is arriving from Belfast with a stone cargo and would leave the following day for Sluiskil, where she loaded for Ringaskiddy, Ireland. She was built in Spain by Murueta, Guernica in 2011 some of her sisters have already been sold out of the fleet as newer ships come on stream.  
(Photo by Paul Allison)



A long time since a vessel of this class last called at Felixstowe, this is “**Maersk Boston**” arriving from Rotterdam on 8<sup>th</sup> April. She departed on the 11<sup>th</sup> for Rotterdam after filling up with mainly empties it’s believed. The first one of seven sisters built by Volkswerft, Stralsund she was completed in May 2006. Designed to operate a fast service they had a maximum speed of 29 knots. During the slump in 2009 she was laid up with three of her sisters in the remote Loch Striven, whilst two more were laid up at Greenock. *(Photos contributed)*





A striking image as she enters the harbour. *(Photo contributed)*



Seen at Loch Striven in October 2009, she is nearest the camera. *(Photo by Derek Sands)*



Windy conditions for **“Arklow Cliff”** as she turns to enter the harbour bound from Bilbao to Ipswich on 9<sup>th</sup> April. Her cargo of cement is safely battened down from the worst of the weather. Leaving Ipswich on the 11<sup>th</sup> she headed for Norway and the port of Glomfjord to load for Waterford, Ireland. One of a series which began with **“Arkow Cadet”** in 2016, being built by Dutch Shipbuilder Ferus Smit, Westerbroek, **“Arklow Cliff”** was completed in 2017. (Photo by Derek Sands)



Aasen Shipping’s vessels are regular into Ipswich with stone cargoes, **“Aasli”** has come from Slovag as she enters the harbour on 9<sup>th</sup> April. A busy ship she sailed for Antwerp the next day to load for Belfast arriving there on the 14<sup>th</sup>. Built for the Dutch company Beck’s as **“Comtesse”** in 1994 by Bodewes, Hoogezand. Becks changed her name to **“Globe”** in 2000 and sold her to Aasen Bulk in 2014 when she gained her present name and her excavator. (Photo by Derek Sands)



An early morning departure of **“MSC Nicola Mastro”** from Trinity terminal, Felixstowe on 19<sup>th</sup> April. Having arrived from Antwerp on the 4<sup>th</sup>, she is now heading for Algeciras, Spain and Singapore via the Cape of Good Hope. The 24,116 TEU ship has called previously at Felixstowe. Built in China by Jiangnan Shipyard she was launched on 24<sup>th</sup> February 2023 and completed in June 2023. *(Photo by Martin Klingsick)*



Lightly loaded as she turns off the berth to enable her port side to be next to berth nine, **“Maren Maersk”** arriving from Wilhelmshaven on 10<sup>th</sup> April. A batch one “Triple E” she was completed by Daewoo, Okpo in 2014. She would depart on the 13<sup>th</sup> for Tanger Med and Singapore via the Cape route. *(Photos by Alex Dace)*







Outbound on 11<sup>th</sup> April for Rotterdam and Valencia, “**MSC Fie X**” had arrived at Felixstowe from Lome, Togolese Republic on the 8<sup>th</sup>. Now in her dotage she was part of a groundbreaking series of ships constructed for Maersk by Odense Staalskibs, Lindo. She was completed in 1997 as “**Susan Maersk**” and served her Danish owners until 2021 when she joined MSC, firstly as “**MSC Fie**” and the suffix X was added in 2023. (Photos by Martin Klingsick)





Being turned around prior to departure on 12<sup>th</sup> April “**Maersk Herrera**” leaving Felixstowe for Hamburg. She arrived on the 8<sup>th</sup> from Colombo and Tanger Med. She was completed in July 2018 by Hyundai, Ulsan one of a series of eleven ships. *(Photos by Mick Marshall)*





Seen from the Felixstowe side as she departs and progresses past the viewing area. *(Photos by Dawn Sapsed)*





About to pass the quays at Felixstowe, “**Grinna**” is outbound from Ipswich on 12<sup>th</sup> April. She had arrived from Norwegian port Skipavik-Gulen on the 11<sup>th</sup> and was heading back to Norway and the port of Hausvik. She loaded for Bournemouth and is currently anchored off (20<sup>th</sup> April), presumably she has rock armour on board for sea defence work in the area. (Photo by Derek Sands)



Maersk charter “**Holsatia**” making her first call at Felixstowe (its believed) on 13<sup>th</sup> April. Completed as “**Lykes Provider**” for Pacific Leasing in 2003 by Samsung, Koje. She was chartered to CP Ships as “**CP Provider**” in 2006 and became “**Holsatia Express**” when Hapag-Lloyd acquired CP Ships. She gained her current name at the end of the charter in 2012. Her owner is now noted as Bordhoy Navigation, with management by Zodiac Maritime of London. (Photo by Derek Sands)



Recently “**Key Sund**” had delivered a cargo of molasses to Felixstowe, but this time she is outbound on the River Orwell from Ipswich on 13<sup>th</sup> April bound for Erith. She will load there for Kyleakin, Scotland with a cargo for the area’s fish farms. Built in Demark by Aarhus Flydedok in 1993 as “**Maj-Britt Terkol**”. She went to Utkilen’s as “**Sundstrøm**” in 1996 and joined Key Tankers in 2019 when she got her current name.  
*(Photos by Martin Klingsick)*





Outbound on the River Stour for Immingham and passing Harwich on the 13<sup>th</sup> April, **Stolt Greenshank**". She had arrived from Rotterdam to load at Parkeston Tanker Jetty on the previous day. Built for Norwegian owners as "**Brovig Barat**" in 2011 by Chinese shipyard Chuandong, Chongqing. Stolt acquired her in 2013 but her red hull colour from the previous owner was not changed until a dry docking at Bremerhaven in February 2016. (Photos by Derek Sands)





Retrofitted with an exhaust scrubber in 2020 “**MSC Vita**” is seen here arriving at Felixstowe on 13<sup>th</sup> April. She was completed by Dalian Shipbuilding in China in 2015. Capable of 8,820 TEU she has 1,426 reefer points for refrigerated containers. Having arrived from Antwerp, she sailed to Le Havre the next day and left there for Boston USA on 15<sup>th</sup> April. (Photos by Derek Sands)







Making an almost perfect picture as she passes Harwich outbound on 16<sup>th</sup> April **“Annette Essberger”** had just made her first call at Parkeston Tanker Jetty after arriving the previous day from Rotterdam. She is now heading for Antwerp where she arrived in the Verrebroekdok on the left bank of the river on the 18<sup>th</sup>. Built for Crystal Pool of Helsinki as **“Crystal Diamond”** in 2006 by INP Heavy Industries, Ulsan, South Korea.  
*(Photos by Alex Dace)*





Seen alongside Trinity seven berth, Felixstowe on 16<sup>th</sup> April on her second call at the port “**MSC Micol**” had arrived the previous day and left on the 17<sup>th</sup> for Algeciras. One of five ships presently in the MSC fleet capable of 24,346 TEU, currently the largest capacity of any container ship. Launched by Jiangsu Yangzi Xinfu Shipbuilding in May 2023 she was completed in September. *(Photo by Derek Sands)*



On charter to CMA CGM until at least the third quarter of 2027 “**GSL Susan**” at Felixstowe on 16<sup>th</sup> April. She had arrived earlier in the day from Tanger Med. Leaving for Antwerp on the 17<sup>th</sup> she arrived at the Belgian port later the same day. Launched as “**E.R.Cook**” she was completed as “**Ital Milione**” for German owners in June 2008 by Hyundai Mipo, Ulsan. Acquired by Bomar Puccini LLC in 2019 and renamed “**Bomar Milione**” she passed to Global Ship Lease in 2021 and gained her current name. *(Photo by Derek Sands)* (26)



Handling containers at number nine berth, Felixstowe, **Maersk Cubango** was constructed by Hyundai Samho in 2012 and described as a Maersk WAFMAX, designed to be the maximum size practical to trade to ports in West Africa. On completion she was fitted with four container handling cranes, these had been removed by 2022. Her normal trading pattern until recently had been China and the Far East to South Africa. But with the need for extra vessels to utilise the longer Cape route she looks to have been nominated for a longer voyage. She left Yangshan deep water port on March 6<sup>th</sup> calling at Yantian and Malaysia's Tanjung Pelepas before arriving at Felixstowe on the 15<sup>th</sup> April. She left for Antwerp and Le Havre on the 18<sup>th</sup>. (Photo by Derek Sands)

Below her rather careworn condition is seen in close up with this aerial view taken on 17<sup>th</sup> April. (Photo contributed)





Only completed by Imabari Shipbuilding, Hiroshima in February, “**OOCL Bremerhaven**” arrives at Felixstowe on her maiden voyage on 17<sup>th</sup> April. Her registered owner is Catalina Shipping (Eastern Pacific Shipping) and she is long term chartered to OOCL. Two sisters are also going to be on charter to OOCL, she left for Le Havre and Antwerp on the 18<sup>th</sup>. *(Photo by Martin Klingsick)*

Below she is being turned by the local tugs to berth “head out” at Trinity terminal. *(Photo Derek Sands)*





Another repeat call at Parkeston Quay for “**Adriatic**” as she makes her way down the Stour outbound with more second hand vehicles for Famagusta. She arrived in ballast from Glasgow on the 16<sup>th</sup> and is seen on the 17<sup>th</sup> heading for a brief call at Rotterdam, before setting off for Cyprus. In the photo below a good selection of vehicles is on deck. “**Adriatic**” and her sister “**Celtic**” seem to have settled in as regular callers on this run to the Mediterranean. *(Photos by Alex Dace)*





**“Munich Maersk”** gets a helping hand round the corner in the approach channel as she arrives at Felixstowe on 18<sup>th</sup> April. A batch two “Triple E” with the bridge further forward, she was built by Daewoo Shipbuilding, Okpo in 2017. Her last port was Wilhelmshaven and two days after arriving at Felixstowe she headed south for Tanger Med. (Photos by Derek Sands)





Built as “*Svend Maersk*” in 1999 by Odense Staalskib, Lindo this ship became “*Aotea Maersk*” in 2016 when operating between New Zealand and the west coast of South America. Now she is seen here as “*MSC Aby*” leaving Felixstowe for Rotterdam on 18<sup>th</sup> April. She had arrived from the Indian port of Mundra on the 16<sup>th</sup>. MSC are only credited as managers and registered owner is listed as Aotea Shipping. (*Photo contributed*)





She's back! Deputising for the **Stena Foreteller** on the Harwich Europort freight service, **Stena Gothica** enters the harbour on 18<sup>th</sup> April. **Stena Foreteller** is currently covering on the Killingholme-Hook of Holland freight service, whilst **Stena Transporter** is in dry dock at Antwerp. She arrived in Antwerp direct from the Hook of Holland on 18<sup>th</sup> April. It is not known if her sister and running mate will take her turn next, necessitating **Stena Foreteller** to stay on to cover her as well. It's just as well that **Stena Gothica** was laying over in Rotterdam as spare ship. *(Photos contributed)*







Becoming a regular caller recently **“Falstria Swan”** in the harbour approach channel heading for Ipswich on 18<sup>th</sup> April. She is arriving from Rotterdam’s Botlek complex as the Roughs Tower fort looks on in the distance. Sailing on the 19<sup>th</sup> for Kalundborg, Denmark, where her cargo of waste oil loaded in Ipswich will be recycled, she was built in China as **“Ingrid Jakobsen”** by Nanjing Shenhua in 2006. She became **“Falstria Swan”** in 2012. (Photo by Derek Sands)



Heading across Dovercourt bay bound for Ipswich on the 18<sup>th</sup> April, **“Queen Galadriel”** has been around this area for several years now. Built in 1937 at Svenborg in Denmark. She was originally called Else after the first captain’s daughter. She traded as a cargo vessel around the coasts of Denmark and Norway, first as a motor sailer but after 1956 under motor alone. In 1983 she was bought by the Cirdan Trust, extensively restored and re-rigged and in 1984 she entered service as **“Queen Galadriel”**. (Photo by Derek Sands)



Departure of “**Munich Maersk**” from Felixstowe on 20<sup>th</sup> April for Tanger Med. (Photo by David Hazell)



Three aerial views as she departed with containers stacked very high on deck. (Photos contributed)





The imposing size of the funnel and associated exhaust scrubber on “**MSC Josseline**” is revealed as she arrives at Felixstowe less than fully loaded on 19<sup>th</sup> April. This is her second call and she was here as recently as 7<sup>th</sup> March on her first call. She has been doing the rounds of European ports of Rotterdam, Bremerhaven, Antwerp, Le Havre, Antwerp again before arriving here. She departed direct to Singapore on 22<sup>nd</sup> April. Her details are in last month’s newsletter. *(Photo by Derek Sands)*



Outbound preserved Bawley “**Excelsior**” built in Lowestoft in 1921, passes the inbound “**MSC Marie**” on her maiden voyage. Jiangsu Yangzi Xinfu completed her in February 2024 for Seaspans Corp. She is on long term charter to MSC. She is arriving on 20<sup>th</sup> April from Tanger Med and departed for Hamburg on the 22<sup>nd</sup>. *(Photo by Derek Sands)*



Two superb aerial views as “**MSC Marie**” enters the harbour on a cloudy and dull 20<sup>th</sup> April.  
*(Photos contributed)*





**“MSC Marie”** being turned around to be “head out” on her berth, and below closing in to go alongside at Felixstowe’s number nine berth. *(Photos by David Hazell)*





Cosco's 2017 built "**Cosco Shipping Kilimanjaro**" making her first call to Felixstowe on 20<sup>th</sup> April. Launched in June 2017 she was completed in December by Shanghai Jiangnan Changxing. She left Meishan, China on March 12<sup>th</sup> and called at Xiamen, Yantian and Singapore before arriving at Felixstowe. She spent two and a half days at number eight berth before leaving for Zeebrugge on the 23<sup>rd</sup>. This appears to be her first time in Europe since her completion. *(Photos contributed)*





Larger than she looks with a deadweight of 4,225 **“Kegums”** alongside Cliff Quay Ipswich on 21<sup>st</sup> April. She arrived from the Danish port of Hirtshals the previous day. Launched as **“Edina”** by Cassens, Emden in May 1989 she was completed in August as **“Kajen”** for Nagel Schiffahrts of Hamburg. In 2004 she went to the Latvian flag for Riga Shipping and was renamed **“Kegums”**. She switched to the Norwegian flag for Linito Shipping in 2009 and ten years later to Bergen Shipping AS. Owners became Tinto AS of Torangsvaag, but still managed by Bergen Shipping. During all these changes under the Norwegian flag she retained her name. *(Photos contributed)*



In this photo it is noticeable that the large luffing crane which used to handle containers at East Bank Container terminal is missing! It's not known when this was demolished.





Showing her versatility in this photo taken in Holmestrand in January 2023. Her pallet lift is deployed as she unloads aluminium using forklifts. (Photo by Trygve Eriksen)



Vertom's "**Performer**" also at Cliff Quay on 21<sup>st</sup> April, she had arrived earlier in the day from Belfast, which normally means a stone cargo. One of a series known as Jumbo 6500 1 A by Peters of Kampen, she was completed in 2007 as "**CFL Performer**" for Canada Feeder Lines. She had the prefix of her name deleted in 2012 when managed by Unisea BV, and Vertom took over management the following year. She is in Vertom's fleet along with her six sisters whose names have all been amended by the deletion of the CFL prefix.

(Photo contributed)



Looking to be fully laden and making her maiden arrival at Felixstowe is BG Freight's latest ship, **"BG Green"**. Delivered to her owners Great Purus One Ltd on 30<sup>th</sup> January 2024 and managed by Nordic Hamburg Shipping, Germany. She has a wet scrubber fitted to her exhaust to cut out harmful emissions. The 18,292 GT ship was constructed in China by Penglai Zhongbai Jinglu, Penglai district, Yantai. (Photos by Derek Sands)



Two fine aerial views now as she enters the harbour.



*(Photos contributed)*



Appearing out of the drizzling rain, “**Sir John Fisher**” passes Harwich outbound on 23<sup>rd</sup> April. Her next port would be Immingham where she loaded for Aberdeen. One of two sisters built by China Merchants Jingling, Yangzhou she was delivered in November 2022. James Fisher has since exercised the option for two more of these LNG powered tankers from the same yard. *(Photo by Alex Dace)*



Heading into the harbour on 24<sup>th</sup> April is aggregate dredger “**Hanson Thames**”. Built by Damen at their Romanian yard at Galati, she was completed in November 2021. *(Photo contributed)*



A fine stern view, which makes light of the dreary conditions. *(Photo contributed)*



Now passing Harwich and heading for number one berth Parkeston Quay, to lay over for two days. The reason for her call at Parkeston is unknown. *(Photo by Alex Dace)*



Outbound on the 26<sup>th</sup> in much nicer weather as the tower at the Royal Hospital School, Holbrook, looks on. She did not go far, as she dropped her hook at the Cork Anchorage and as this is written remains there although AIS shows her destination as Amsterdam. *(Photo by Alex Dace)*



With “**Ever Alp**” astern of her “**MSC Amsterdam**” is seen at number nine berth, Felixstowe on 24<sup>th</sup> April. She has made several previous calls at Felixstowe since her completion by STX Offshore and Shipbuilding, Jinhae, South Korea in April 2015. She arrived from Malaysia’s Tanjung Pelepas on the 233<sup>rd</sup> and departed for Rotterdam on the 27<sup>th</sup>. *(Photo contributed)*



Welcome sunshine makes an appearance as “**CMA CGM Sydney**” departs Felixstowe on 24<sup>th</sup> April. She had departed Diliskelesi, Turkey on 12<sup>th</sup> April, calling at Gemlik and Nemrut, Turkey, Salerno in Italy and Moroccan hub port, Tanger Med, before arriving at Felixstowe on the 23rd. Now heading for Antwerp, Rotterdam and Hamburg. *(Photos contributed)*





Soon to lose the colourful red livery of Hamburg Sud, to be replaced by the blue of Maersk “**Cap San Lázaro**” arrives on 24<sup>th</sup> April from Rotterdam. She would sail the next day for Bremerhaven and Tanger Med. A product of South Korea’s Daewoo Shipbuilding at Okpo, who completed her in 2015. *(Photos contributed)*







Seen alongside earlier in the newsletter, “**Kegums**” heads downriver from Ipswich, bound for Rotterdam, and Holmestrand, Norway on 24<sup>th</sup> April. *(Photos contributed)*





Ready for loading once her hatches are open, **“Ruhrtal”** at Cliff Quay, Ipswich on 24<sup>th</sup> April. Arriving in ballast from Vlissingen on 23<sup>rd</sup> April, she loaded for Rouen and departed on the 25<sup>th</sup>. Anchoring off the mouth of the Seine on the 26<sup>th</sup> she arrived at Rouen the following day. Formerly Erwin Strahlmann owned as **“Suderau”**, she became **“Ruhrtal”** in 2021 for HS Bereederungs of Haren (Ems), Germany. Of a well proven design she was built in Slovakia by Slovenske Lodenice, Komarno in 2005. *(Photos contributed)*



## Voyage To Agadir (Morocco) Aborted



With her proposed voyage to Agadir mentioned in last month's newsletter apparently aborted "**Multirasalvor 3**" (2012 Damen, Hardinxveld) arrived from Terneuzen to tow "**KMS Kinnaird**" away on 12<sup>th</sup> April. They made for the fishing port of Den Oever in the province of North Holland about eleven miles east of Den Helder. "**KMS Kinnaird**" still has her AIS on and remains in Den Oever, maybe work is going on to convert her back to a fishing boat? (Photos by Mick Marshall)



## Mistley Shipping



Passing Harwich's Ha'penny Pier bound up the Stour to Mistley on 7<sup>th</sup> April, this is a first call by "**Rix River**" and she is bringing a cargo of expanded clay from Hemiksem, on the River Scheldt, near Antwerp. Built in 1993 by Slovenske Lodenice, Komarno, Slovakia as "**Komarno**". In 2014 she went to Grain Shipping Ltd as "**Wheat Trader**" and the following year went to Rix Shipping of Latvia and is in the fleet of Baltic Shipping AS of Denmark, which it is believed to be associated. *(Photos by Alex Dace)*





Now passing Wrabness inbound in the picturesque Stour she makes a fine sight as she looks well cared for. (Photo by Derek Sands)



With the sun on her she prepares to go alongside at Mistley. (Photo by Steve Cone)



Discharge is well underway at Mistley on the 8<sup>th</sup> April. (Photo by Alex Dace)



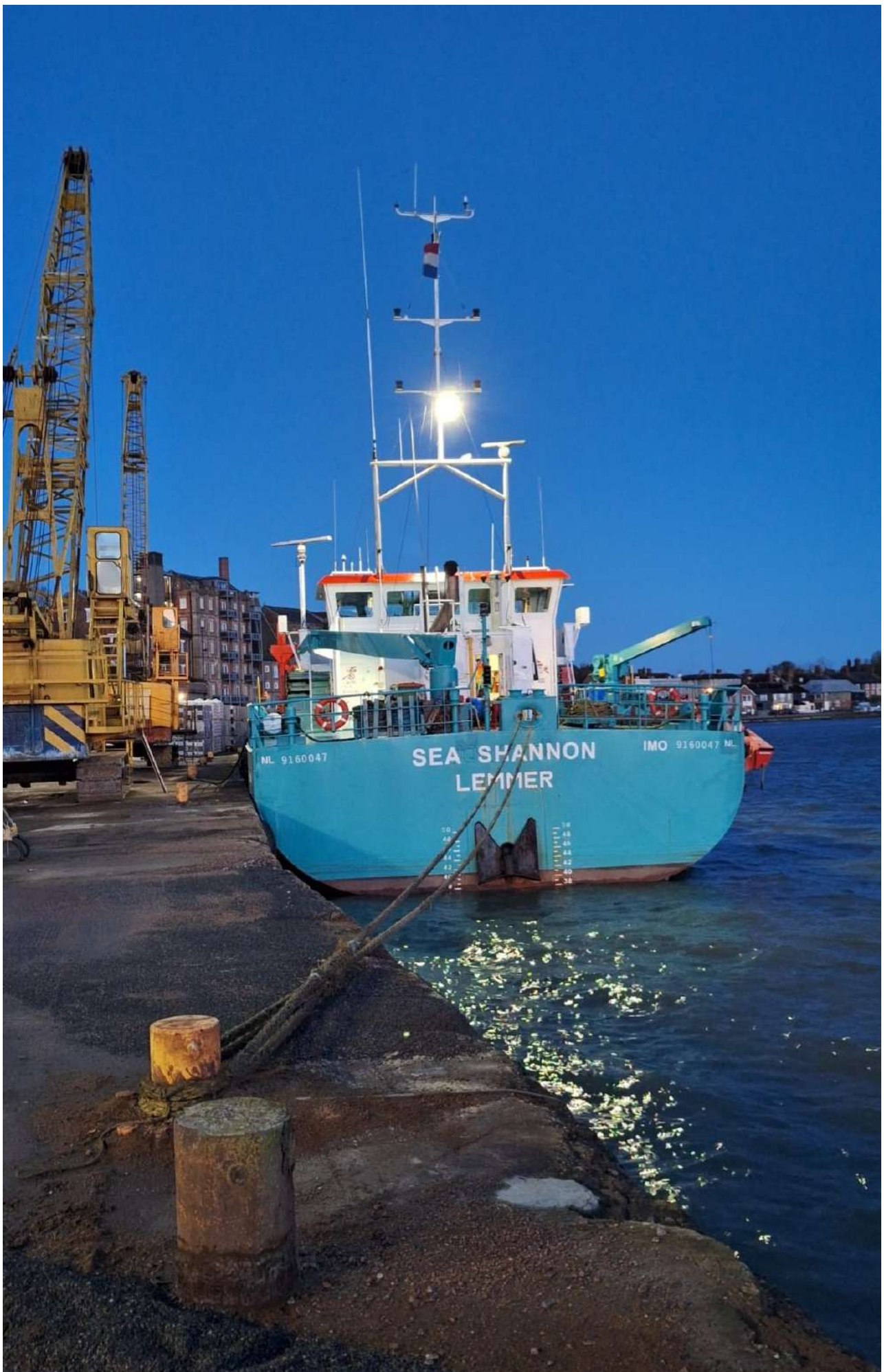
Departing for Cowes, Isle of Wight on the 10<sup>th</sup> loading there for Tilbury where she arrived on the 13<sup>th</sup> and left two days later for Vlissingen. Leaving Vlissingen on the 17<sup>th</sup> she transited the Kiel Canal and arrived in the pleasant town of Kotka, Finland on the 22<sup>nd</sup>. (Photo by Steve Cone)



With the “**Ever Alp**” waiting in the background for a berth at Felixstowe, “**Sea Shannon**” enters the harbour on 14<sup>th</sup> April. She is bound for Mistley with bricks loaded at Aalst in the Netherlands, she has been to Mistley previously. Launched as “**Joriston**” by Rechytskiy SZ, Belarus, she was completed as “**Sea Shannon**” in 1998 by Damen, Bergum. (Photo by Derek Sands)



Now coming alongside at Mistley. (Photo by Steve Cone)



A superb photo of her alongside on the 16<sup>th</sup>. (Photo by Steve Cone)





Departing for Vlissingen on the 16<sup>th</sup> where she would load for Northfleet. She then returned to Aalst to load bricks for Wisbech, where she arrived on the 22<sup>nd</sup>. *(Photo by Steve Cone)*



**“Allora”** makes yet another call at Mistley on 16<sup>th</sup> April. This time she has not got her usual cargo of bricks from Aalst, but wood pellets from Inverness. *(Photo by Steve Cone)*



She makes a nice photo in the evening sunshine as she backs away from Mistley quay on the 17<sup>th</sup>. She is heading for Saint Helier, Jersey. She loaded their for Rye, then after discharge at Rye, headed for Calais to load stone for Whitstable. *(Photo by Steve Cone)*



Nice to see two ships alongside on the 16<sup>th</sup> April: **“Allora”** being discharged and **“Sea Shannon”** ready to leave on the next tide. *(Photo by Derek Sands)*

## Brightlingsea Shipping



Seen here on a previous visit in 2016, “**Wilson Dover**” arrived in ballast from Ghent on 9<sup>th</sup> April to load scrap metal for Bayonne, France. She departed on the 11<sup>th</sup> and arrived at Bayonne on the 15<sup>th</sup>. Launched by Mondego Shipyard at Figueira da Foz she was completed in June 1993 by compatriot Portuguese shipyard, EN de Viana do Castelo. Initially owned by German owners Jungerhans who named her “**Anna J**”. She then had a succession of charters and names from 1993 to 2007 mainly for intermodal companies utilising her handy container capacity of 153 TEU. These days since Wilson took her on in 2007 she operates in the bulk trades whilst retaining her container capacity if required. *(Photos by Derek Sands)*



The next vessel at Olivers Wharf programmed to arrive on 14<sup>th</sup> /15<sup>th</sup> April was “**Nordica Hav**” with cement from Figueira da Foz. She anchored off on the 14<sup>th</sup> after missing the tide, and then was then weather bound unable to enter the Colne in the very windy conditions. Tides then began to decrease and with her 4.2 metre draft she was unable to get into the port and was diverted to Sutton Bridge on 17<sup>th</sup> and anchored in the Wash on the following day. “**Nordica Hav**” berthed at Sutton Bridge on 19<sup>th</sup> April and departed for Ghent the following day.

The next ship at Brightlingsea was “**H&S Honesty**” which arrived at Figueira da Foz from Pasajes to load on the 13<sup>th</sup> April and left on the 16<sup>th</sup>. She was due on the 21<sup>st</sup> and had a draft of 4.26 metres. The tide on that day was expected to make 4.49 metres just before midday. She was making a quick return to Brightlingsea as she arrived on 27<sup>th</sup> March from Figueira da Foz with a similar cargo.

“**H&S Honesty**” arrived on her proposed date but at 22.30 hours and left after 23.30 the following evening, so a photo from her previous arrival will have to suffice.



*(Photo by Derek Sands)*

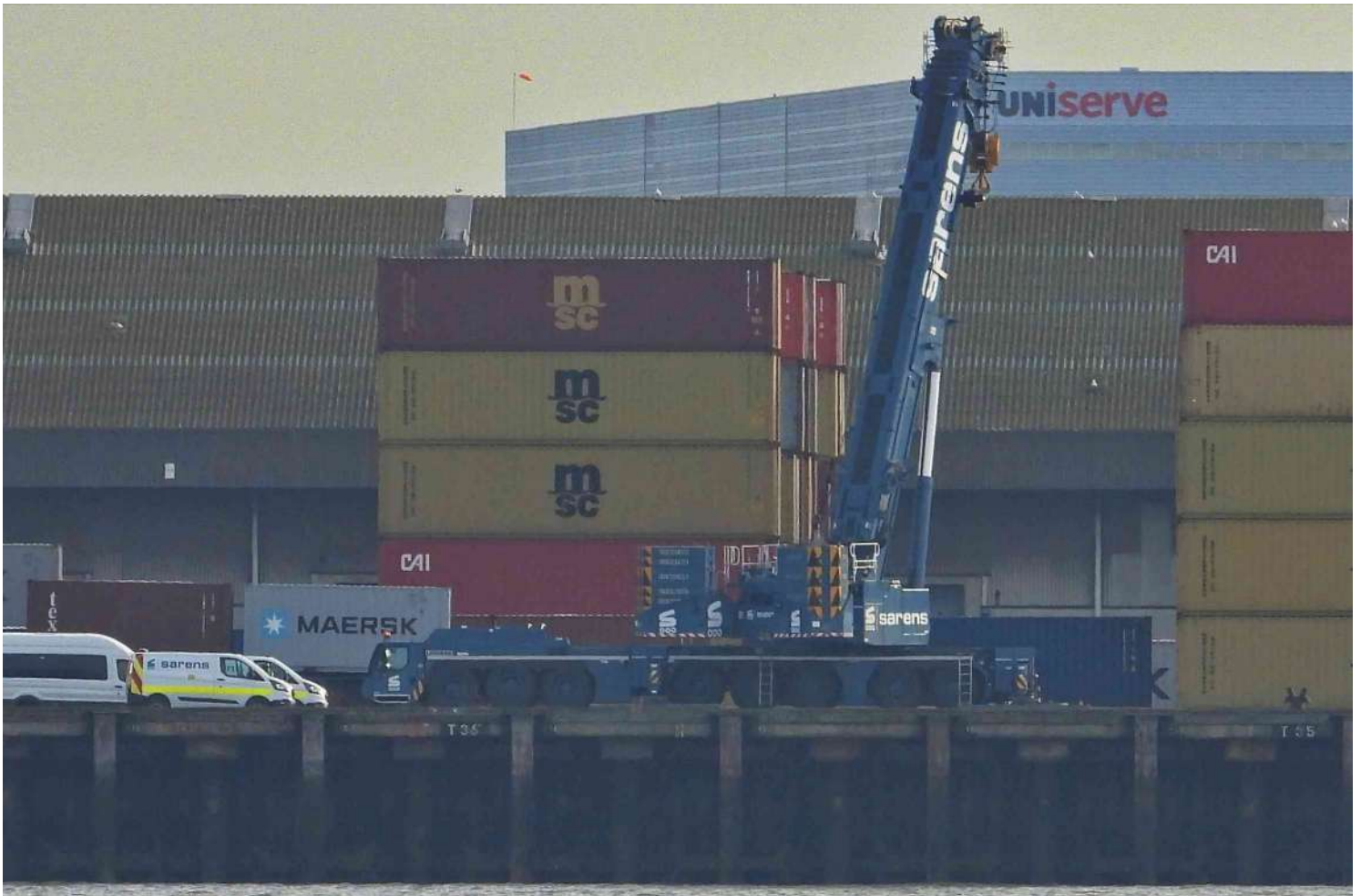
## Project Cargo At Felixstowe

The latest project cargo to arrive at the port came on board the small general cargo vessel “**Celtic Spirit**”. Below she can be seen arriving at the port on the morning of 13<sup>th</sup> April, from Avonmouth. Her cargo was believed to be two transformers.

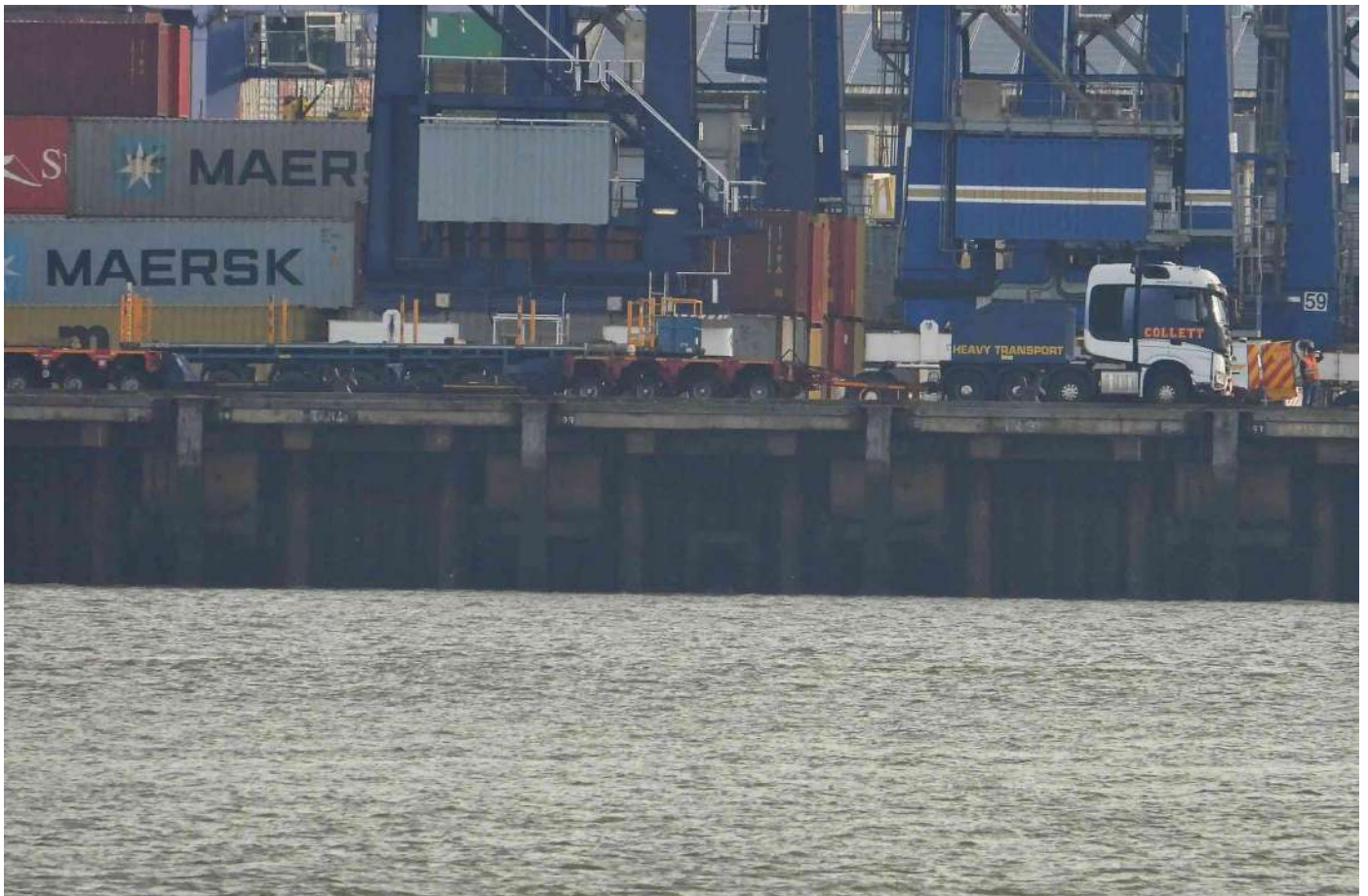


“**Celtic Spirit**” was launched by Marine Projects, Gdansk in October 2006 and she was completed as “**Birthe Bres**” by Bodewes, Hoogezand in the following January. Her Danish owners Nielsen & Bresling retained her until sale to Charles M. Willie of Cardiff in 2023. She left the same day after discharge for Dagenham.  
(Photos by Derek Sands)





The crane on hire from Sarens to handle the loads, in position at Trinity Two berth, it had arrived outside the port the previous day. Below can be seen one of two lorries with multi-wheeled trailer waiting for the first load.  
(Photos by Derek Sands)



## Dredging



Rounding the beach end on her way into the harbour for more maintenance dredging on 30<sup>th</sup> March, Boskalis's "**Medway**" is quite a regular in undertaking this work. Her details are in several previous newsletters. (Photo by Derek Sands)



Also owned by Boskalis and doing similar work on 7<sup>th</sup> April is "**Shoalway**" seen off Harwich. She was launched in Poland and completed in the Netherlands by Intervak, Harlingen in April 2010. She had arrived from Bremerhaven the previous day. (Photo by Alex Dace)

Below is detailed the next works to be carried out (excerpt from HHA Notice to Mariners):

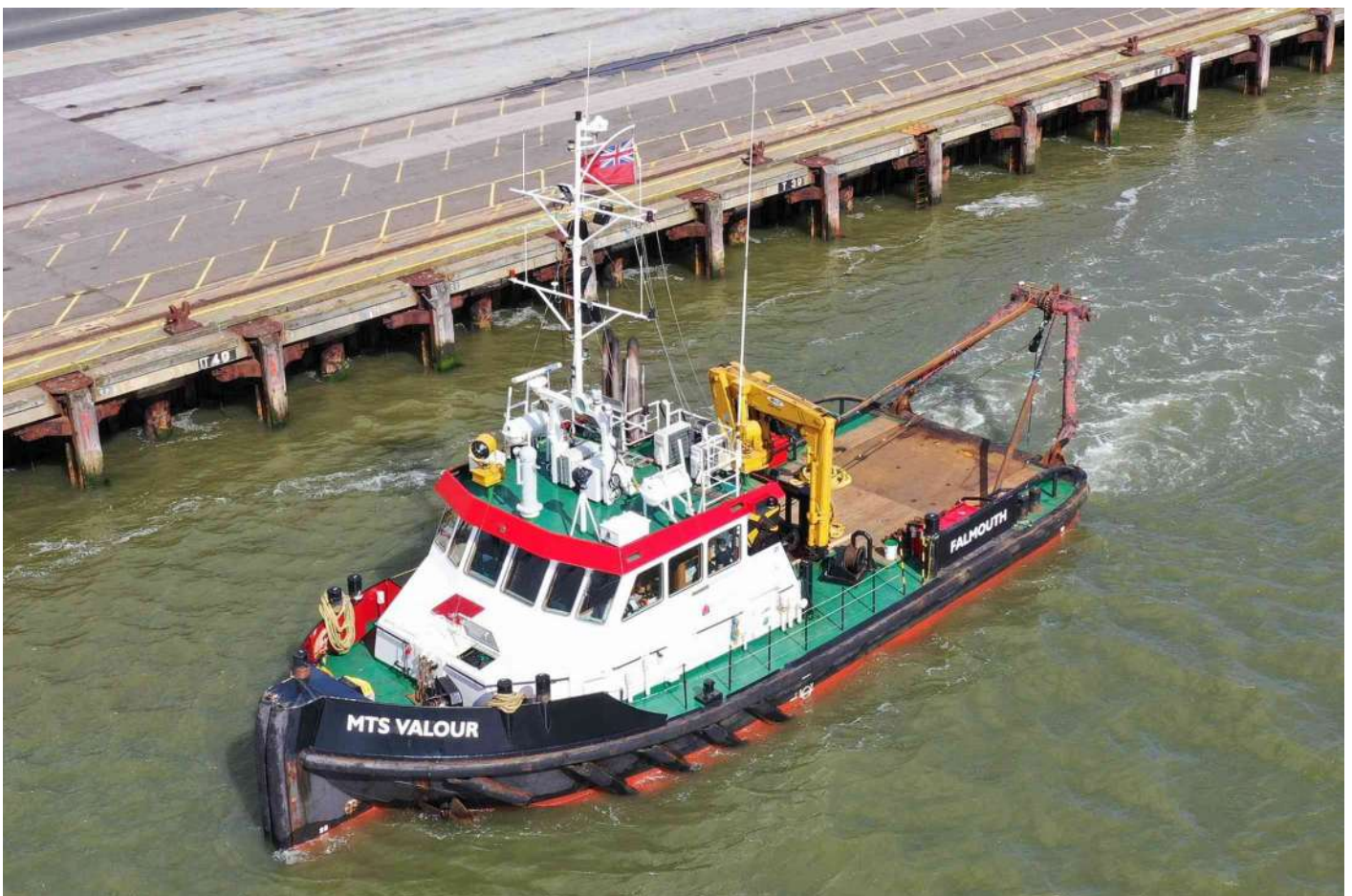
## 22-2024: Dredging Operations – Update 4

### 19 April 2024

Mariners are advised that dredging operations are taking place as follows:

- **Maverick**– on or around **22 April 2024** will commence water injection dredging operations in the areas listed below for approx. **2 weeks**.
  - Ha’penny Pier
  - Harbour Master’s Pier
  - Fishermen’s moorings
  - River Stour
- **MTS Valour (IMO: 9407299)**– on or around **22 April 2024** will commence plough dredging around Harwich Harbour and Felixstowe berths for approx. **4 – 5 weeks**.
- **Sospan Dau (IMO: 7711062)** – on or around **25th April 2024** will commence trailing suction hopper dredging for approx. **3 – 4 days**, in the Harwich Haven and around the Port of Felixstowe, with material disposed to the beneficial sites in the River Stour and Orwell.

Additionally launch **Aramis** will be carrying out survey work around Harwich Harbour and Felixstowe berths from **22 April 2024** for approx. **6 weeks**.



“**MTS Valour**” arrived from Gravesend on 22<sup>nd</sup> April. Launched by Kozel-Serwis, Kedziersyn-Kozle, Poland, she was completed by Damen, Hardinxveld as “**DMS Heron**” in November 2006. Shortly after, she was renamed with her current name. She is seen here off Trinity Terminal plough dredging on 26<sup>th</sup> April. (Photo contributed)



## Blast From The Past (BFTP)



We will start this month's BFTP with a bit of a mystery ship, from a very damaged slide scanned and improved as much as possible.

Seen here passing Felixstowe inbound is **"Dimitrios K"** on an unknown date between 1974 and 1981. Believed to be heading for Fishers at number eight berth Parkeston Quay. No record of her calling there is in the information we have. A refrigerated vessel she was launched in Finland by Valmet, Helsinki in April 1958 as **"Saracen"** for Crusader Shipping Line. After being towed to Uddevallavarvet, at Uddevalla, Sweden she was completed in September. Crusader was a venture owned on a 25% each share by Shaw, Savill, Port Line, Blue Star and New Zealand Shipping Co. along with the other ships in the company, **"Crusader"** and **"Knight Templar"**.

These were supplemented by ships from the partner companies such as **"Turakina"** (NZSC), **"Almaric"** (Shaw, Savill), **"Port Montreal"** (Port Line) and **"Canterbury Star"** (Blue Star). All wore the Crusader funnel colours when employed. China Navigation ships **"Kwangtung"** and **"Kwiechow"** were also chartered at times both carrying the name **"Norman"**. Crusader never made any money so it was wound up in 1972. The company traded from New Zealand to Japan mainly and to other Pacific destinations, the ships not coming to Europe until the company was dissolved. The **"Saracen"** became **"Langstone"** for Shaw, Savill in 1971 and was sold on to Peties Cia Nav. of Piraeus in 1974. After getting seven years of service out of this handy little ship she arrived at Bombay breakers in April 1981. If anyone knows if she called at Parkeston Quay and the date, the information would be gratefully received. *(Photo from Tony Wrycraft's collection)*

Late note, the date of this photo has been confirmed as 29<sup>th</sup> April 1978 and the ship later berthed at Parkeston Quay. Thanks to Mick Marshall for this information.



Passing Felixstowe outbound in 1977 **“Corvus”** had sailed from Ipswich earlier, and as it’s clear from her deck cargo she is on charter to Seawheel. Her next port is almost certainly Rotterdam for this classic type 58 coaster from the yard of J. J. Sietas, Neuenfelde who built her in 1968. Launched as **“Obotrita”** in July she was completed in August as **“Impala”** for German owners believed to be Peter Dohle. In 1975 she became **“Corvus”** as above still under the German flag. In 1983 Hermann P. A. Wolter acquired her and in 1985 changed her name to **“Latona”**. Two years later Uwe von Allworden became her owner and registered her at St Johns, Antigua. 1992 saw her back on the German register at Hamburg but still flying the flag of Antigua as **“Britta”**.

She then started to gravitate to more unreliable flags of convenience firstly as **“Alalaa II”** registered at Wonsan, North Korea in 2004. Her owners the amusingly titled Safe Fleet Maritime renamed her **“Ghareeb S.”** in 2006 under the flag of Panama. One year later they again changed flags to Comoros and she was registered at Moroni. She was then acquired by Albarakat Shipping of Zanzibar in 2010 and hoisted the flag of Tanzania. They had her converted to a livestock carrier in 2012. In 2015 she again changed flags to that of Togo and was registered at Lome without a change of name. Possibly currently still trading but under the flag of St Kitts and Nevis since 2022 although there are no recent movement reports. *(Photo from the Tony Wrycraft collection).*

Below she can be seen leaving Ipswich Wet dock as **“Latona”** on 27<sup>th</sup> April 1990.



(Photo by Derek Sands)



Seen at Ipswich's Orwell Quay on 14<sup>th</sup> January 1997 "**Elisey Drokin**" was already twenty nine years old. She was completed in Finland in 1968 by Laivateollisuus, Turku as "**Morskoy-9**" for the USSR, one of a series of twenty two ships. In 1992 she was renamed "**Elisey Drokin**" by Ob-Irtysh River Shipping, St Petersburg. Her ownership passed to A/O "Trakt" of St Petersburg in 1997 and she was renamed "**Vorotynsk**". She hoisted the Honduras flag in 1999 as "**Vist**" for Fort Shipping of San Lorenzo but returned to the Russian flag in 2001 for Severo-Kaspiskoye of Astrakhan. Her owners in 2005 were noted as Persepolis Transport of Astrakhan. She was broken up in 2016. (Photo by Derek Sands)



Iraqi RoRo “**Al-Zahraa**” at Navyard Wharf, Harwich in 1984. Owned by the Government of Iraq she was built in Elsinore, Denmark by Helsingor Vaerft, and completed in March 1983. Classed as a landing ship by Miramar she went to Klaipeda breakers in July 2011. *(Photo by the late Malcolm Cornes and in Tony Wrycraft’s collection).*

But there was a hidden story to her last years which were spent in Bremerhaven as detailed in this story below found on the internet:

### ***Al Zahraa's last Watch***

#### ***Bremerhaven, 2004***

*A story about two forgotten Iraqi Sailors on board a Ghost Ship in Germany.*

*This is a story about a ship that happened to be in the wrong place at the wrong time. It had been used to transport tanks in the Iran-Iraq war. In 1990, the Al Zahraa stops at a Bremerhaven shipyard because the engines need some repairing. They had just been taken out and put in the shipyard’s workshop when the UN declared an embargo on Iraq following Iraq’s invasion of Kuwait. Ever since, the vessel has been remaining in a quiet corner of Bremerhaven’s harbor.*

*The original crew was soon sent back to Iraq, and instead the Iraqi ship owner began sending watch teams to Bremerhaven who would stay on board to look after the ship. These watches would be exchanged roughly every six months. As the first teams found they could make their stay in Bremerhaven far more convenient by selling everything from on board the ship that could possibly be sold, there soon was not that much to look after really. The ship is rusting away, its decay is visible to any passer-by. Still, the watches would go on.*

*The last watch has been sent in August 2002. While they enjoyed the first few months of their stay, another war in their country started, and there was no contact to their families any more. All that was left to do for Adel and Abdullah was to find out on Television whether their hometowns might appear in the news after having been bombed. Eventually, after months of fear and uncertainty, they found out their families were all right. Adel and Abdullah remained in Bremerhaven though, for there was no one who could order them to leave the ship. They were forgotten.*

*Adel and Abdullah eventually managed to get back to Iraq in May 2004, after almost two years on board the Al Zahraa. The ship remained in Bremerhaven until July 2011 when it was eventually towed to Lithuania where it was taken apart. (Credit to Jesco Denzel)*



Newsletter compiled by Derek Sands and proofed by Neil Davidson.

With thanks to David Hazell for his many contributions.

Also thanks to the following: Andy Warrick, Paul Allison, Martin Klingsick, Alex Dace, Mick Warrick, Tony Wrycraft, the late Malcolm Cornes, Dawn Sapsed, Mick Marshall, Trygve Eriksen and Jim Griffiths (Uniconnection Shipping) apologies if I have missed anyone.

Apologies to anyone who has submitted material which has not yet been published. It will be kept on file for later editions.

Any mistakes or inaccuracies are unintended.

*Submissions of any material to Derek Sands by email please*  
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