

# WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER

AUGUST 2023



*(Photo by Derek Sands)*

Due to the compiler being away for a large part of July and a main contributor being on his travels, this edition is consequently smaller in content than usual.

Don't forget our informal meeting at Shotley on the 13<sup>th</sup> August, 12 noon start, but do not worry if you want or need to arrive later.

## Recent Callers



Arriving at Felixstowe from Sines on 29<sup>th</sup> June is “**MSC Roshney V**” recently acquired by MSC from Eastern Pacific Shipping, whose roots come from the Ofer family. She was built in South Korea as “**NYK Deneb**” by Hyundai, Ulsan in 2007. She left Felixstowe on the 30<sup>th</sup> for Antwerp and Gebze, Turkey.  
(Photo contributed)







Built in Goa by Chowgule Shipyard in 2011 and owned in the Netherlands, **“Reggedijk”** berthed at Trinity Terminal on 2<sup>nd</sup> July. She had arrived with an unknown cargo from Bilbao having spent eight days there loading. Arriving at just past midnight she sailed just nine hours later for Gibraltar for bunkers. Her next port will be Jakarta, Indonesia with an ETA of 3<sup>rd</sup> of August. As her draft did not seem to alter what she was doing in Felixstowe is very much a mystery. Information will be gladly received. *(Photo by Derek Sands)*



Sailing from Felixstowe on 2<sup>nd</sup> July for Antwerp after her first visit under her new name, **“MSC Magnum VII”** had arrived from Hamburg earlier in the day. Launched by Daewoo, Okpo in September 2003 she was completed as **“Los Angeles Express”** a month later. Her charter to Hapag-Lloyd finished in 2014 when she was renamed **“Northern Magnum”**. Her recent charter to MSC ended when they acquired her from her German owners in June 2023. *(Photo by David Hazell)*



With “**Assister**” working away in the background, an empty looking “**MSC Hong Kong V**” rounds the Beach End heading for Felixstowe. Leaving Bremerhaven on 4<sup>th</sup> July she waited at the Sunk anchorage until the afternoon of the 6<sup>th</sup> to berth. Loading very little it would seem in a very short stay she left later on the 6<sup>th</sup> for a brief call in Antwerp, before leaving for Gebze, Turkey. Acquired in October 2021 by MSC she was built by Hyundai, Ulsan in 2002 as “**Zim New York**”. In 2004 she became “**China Sea**” for two years before regaining her first name. Her MSC name was suffixed by “**V**” in 2023. (Photos by Alex Dace)  
Below she is turning to berth with tug assistance.







An aerial view as she completed her turn at the Beach End in the approach channel. *(Photo contributed)*



Straying away from her usual Rotterdam-Immingham route for one day of relieving on the Harwich (Parkeston Quay) to Europort route, **“Jutlandia Sea”** passes Harwich outbound on 9<sup>th</sup> July. Built in China by China Merchants Jinling Shipyard, Nanjing in 2010 as **“Tor Jutlandia”**. The following year she was renamed **“Jutlandia Seaways”** by DFDS. This was shortened in 2020 by Swedish flag Leomar AB.  
*(Photo by Alex Dace)*



Beginning her turn in the harbour approach channel with the tugs working hard, the 24,346 TEU **”MSC Michel Cappellini”** bound for Trinity Terminal, Felixstowe on 13<sup>th</sup> July. This is her maiden voyage from the Far East after her completion by Jiangsu Yangzi Xinfu Shipbuilding on May 24<sup>th</sup> 2023. The starboard side is loaded with only MSC containers on show taken on board at Antwerp. This in preparation for her official naming in Bremerhaven which would be her next port. As she is turned to berth port side to, the empty slots where more MSC boxes will be loaded to complete her presentation for the naming ceremony is much in evidence. *(Photos by Derek Sands)*







A water level shot of her turning (Photo by Alex Dace)



A close up at the berth with five cranes in attendance. (Photo by Martyn Hunt)



A high level view in fading light from Shotley high road. (Photo by Martyn Hunt)



A water level view taken from the beach at the viewing area as “**MSC Leandra V**” departs Felixstowe on 12<sup>th</sup> July. Acquired by MSC from Maersk in 2022 and renamed “**MSC Leandra**” she was launched as “**Maersk**” and completed in 2007 as “**Maersk Buffalo**” by Volkswerft, Stralsund. One of several sisters designed to operate at a top speed of 29 knots from her 91,656hp Sulzer engine. (8)



During the economic down turn of 2009 the class was mostly laid up in Scotland with four of them located in the remote Loch Striven. Renamed “**Buffalo**” in 2011 and reverted to “**Maersk Buffalo**” in 2012. Later in the year she was renamed by Maersk Subsidiary Seago Line as “**Seago Istanbul**”. (Photos by Alex Dace)



Below, four ships of the class along with “**Sealand Performance**” laid up in Loch Striven, Scotland on 28<sup>th</sup> October 2009. (Photo by Derek Sands)







**“MSC Tianping”** alongside Trinity Terminal, Felixstowe on 17<sup>th</sup> July, she had arrived the previous day from Antwerp. She would leave the following day for Klaipeda, Gdynia, Antwerp and London Gateway. Launched for German owners as ***E.R.Tianping*** by Hyundai, Samho, to their design Hyundai 8000. She was completed as ***“Cosco Napoli”*** for charter to Cosco in May 2006 and called at Felixstowe several times. After the charter expired in 2016 she reverted to her name on launching. Acquired by MSC as part of an en block purchase of six vessels from Zeaborn worth \$156 million in October 2020. Her name shortened to ***“Tianping”*** and not gaining the MSC prefix until mid 2022. *(Photos contributed)*

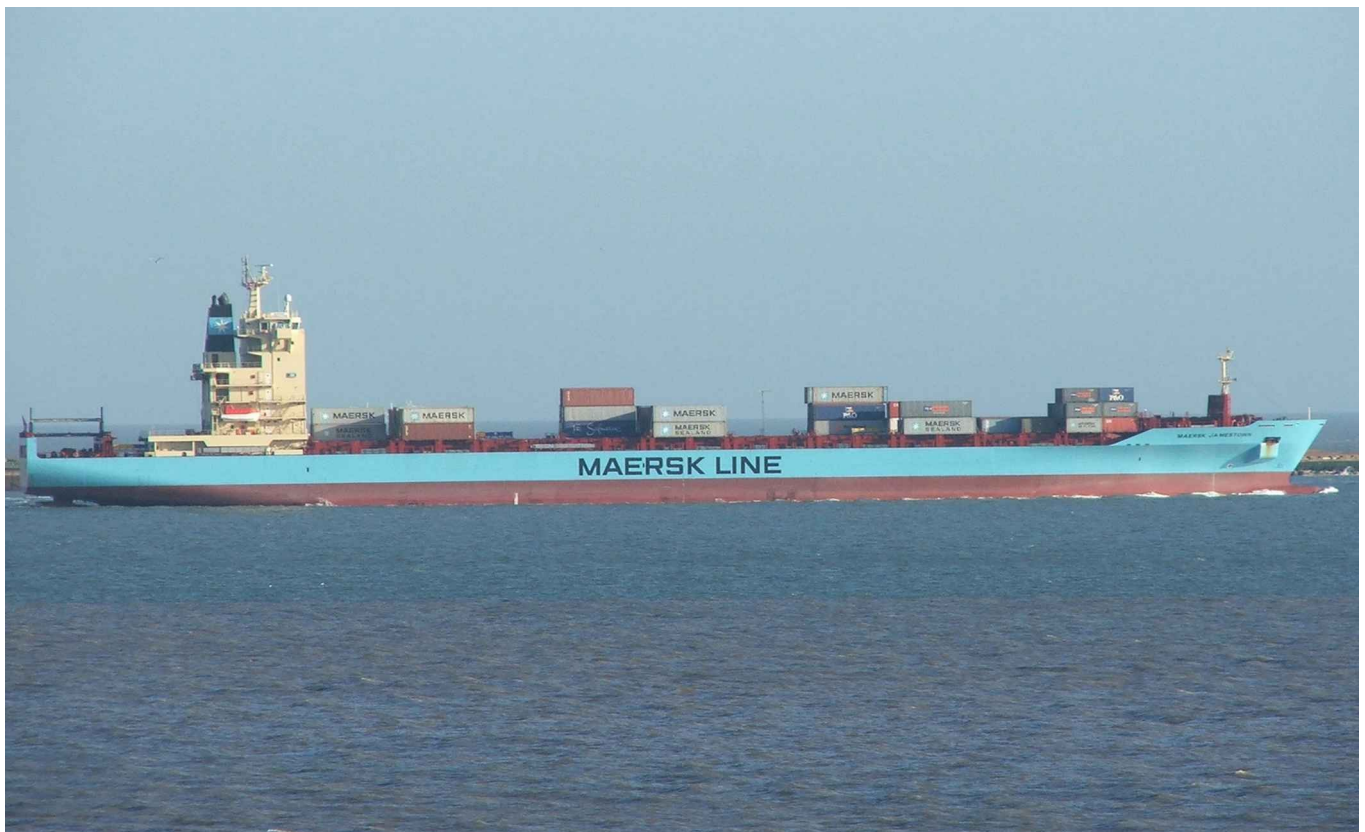






On charter to MSC until 1<sup>st</sup> quarter of 2024 with a further three month option, is Global Ship Lease's "**GSL Lalo**". Seen here arriving from Bremerhaven on 18<sup>th</sup> July for her first visit to Felixstowe under this name. The 2,824 TEU vessel was built by Hyundai Mipo, Ulsan and launched in September 2006 as **Santa Belina** for Claus-Peter Offen. Completed in October as "**Maersk Jamestown**" for a five year charter to Maersk. she reverted to "**Santa Belina**" in 2011 before becoming "**Bomar Hamburg**" in 2016. Global Ship Lease acquired her in 2021 and renamed her as above. She left for Antwerp, Le Havre and New York late on the 18<sup>th</sup>. (Photo contributed)

Below she can be seen sailing from Felixstowe on 29<sup>th</sup> November 2006 during her maiden voyage as **Maersk Jamestown**" (Photo by Derek Sands)



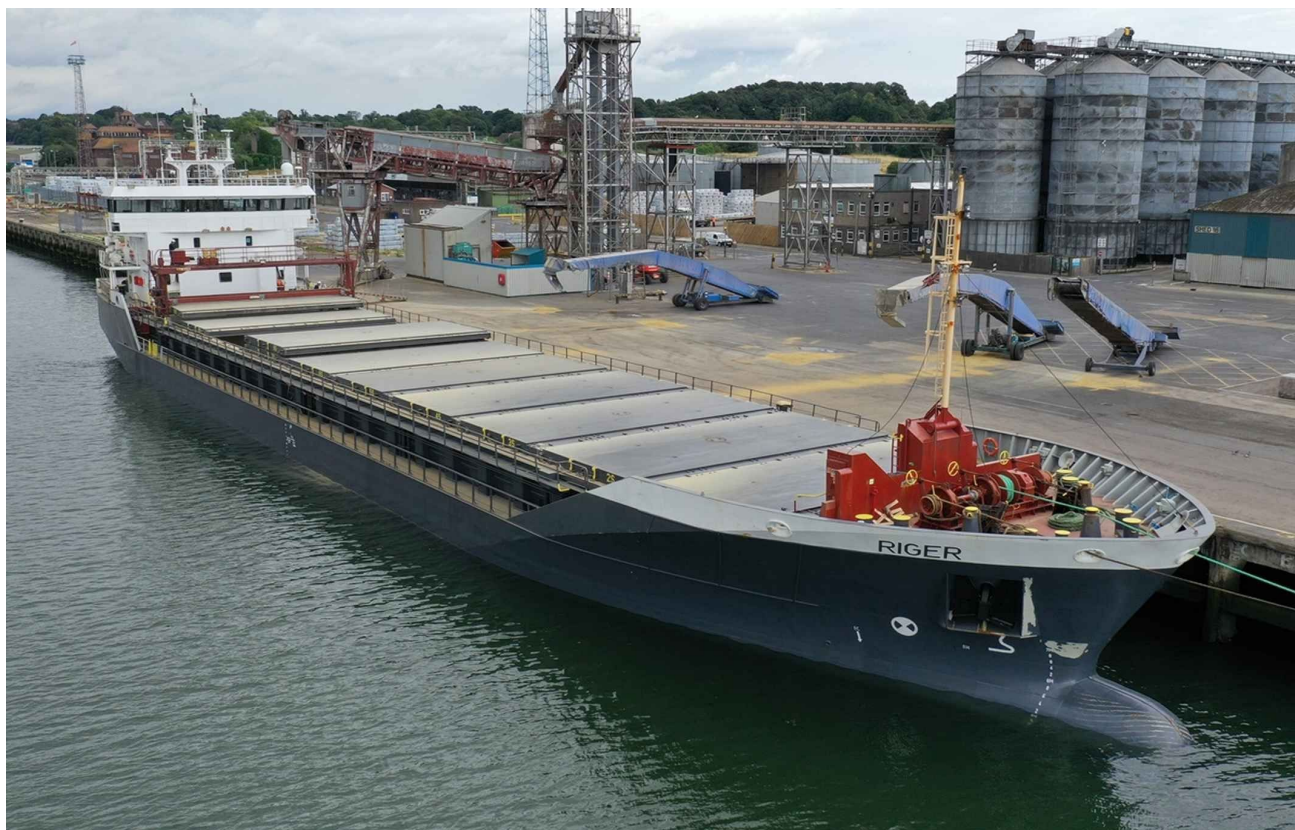




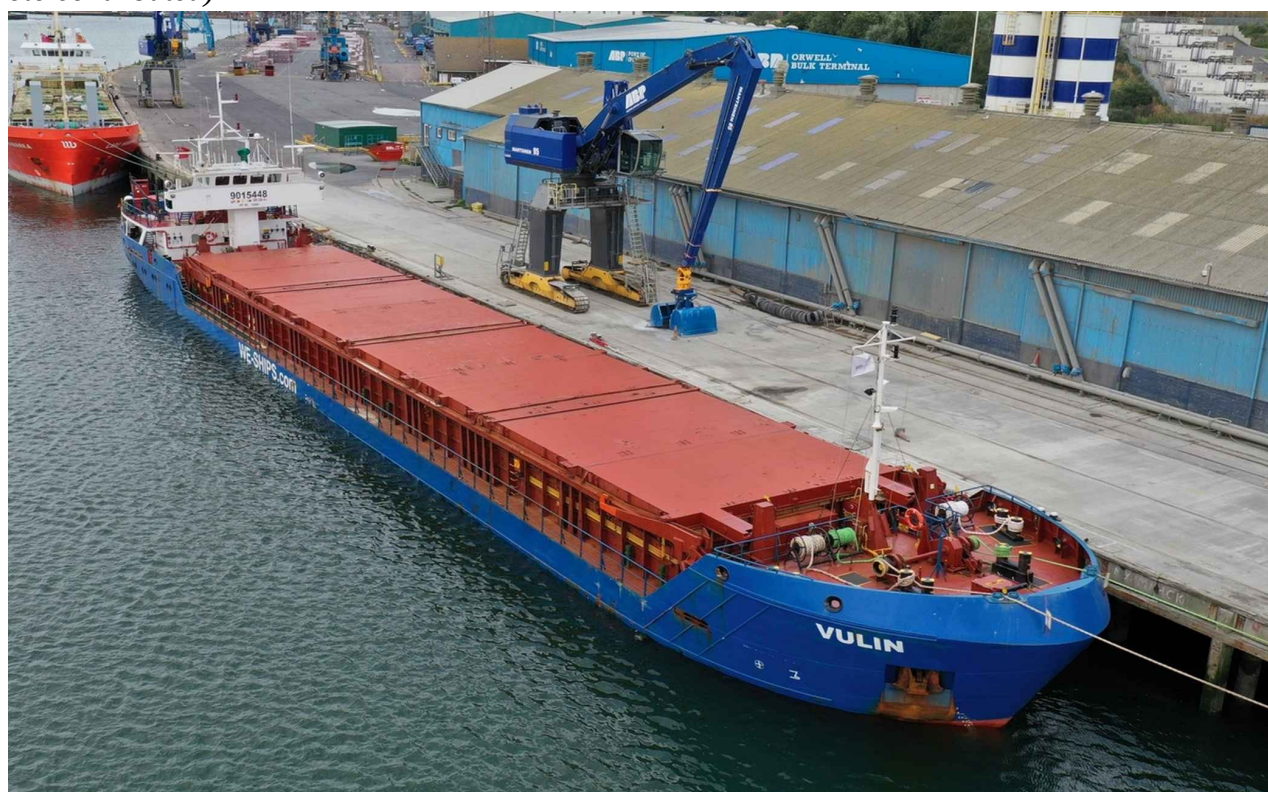
Arriving on her second call for Hapag-Lloyd on 19<sup>th</sup> July is “**Teno**”. She had departed from ports in Turkey on Hapag-Lloyd’s voyage number 620124 earlier in the month. She departed for Hamburg the following day. Originally operating for Chilean flag CSAV she had previously called at Felixstowe in October 2011 when operating for them and only two months old at the time as she was completed in August 2011 by Samsung, Kojie under her current name. *(Photos contributed)*







A recent addition to the Norwegian flag is **“Riger”** seen here at Ipswich on 20<sup>th</sup> July. Familiar in the Haven Ports under her previous name of **“Paula C”**, her current owners Rignator AS of Sortland, Norway acquired her in March this year. She had arrived from Tilbury the previous day having discharged a cargo of wheat there from Vierow in Germany. Now fully loaded with grain (most likely barley) she would sail for Aviles, Spain the next day. Built by Friere, Vigo in 2008 for Carisbrooke Shipping of Cowes she is 5,000dwT. (Photo contributed)



A product of the Rosslauer shipyard in Germany **“Vulin”** has been Turkish owned since 2020. Originally part of Erwin Strahlmann’s fleet she was launched as **“Pilsum”** but completed as **“Saar Rotterdam”** in 1993. Subsequent names were **“Pilsum, Heiko B and Pilsum”** again before gaining her current name in 2020. She had arrived from Teesport on 22<sup>nd</sup> July and seen here on the 23<sup>rd</sup>, before departing for Ghent on the 25<sup>th</sup>. (Photo contributed)





With a timber cargo loaded in the Latvian port of Riga “**Lady Habarka**” is alongside Cliff Quay, Ipswich on 23<sup>rd</sup> July. She had arrived the previous day and discharge would be complete on the 25<sup>th</sup>, when she sailed for the Dutch port of Middleburg. Built in Goa by Chowgule Shipyard and completed in July 2021 for Wijnne Barends, Delfzijl a company founded in 1855, and now part of the Spliethoff group. *(Photo contributed)*



Arriving in ballast from Rouen on the 20<sup>th</sup>, “**Wilson Drogheda**” is waiting to load for Reykjavik on the 23<sup>rd</sup>. She would sail for the Icelandic capital on the 26<sup>th</sup>. Recognisable as a product of the prolific Slovenske Lodenice shipyard in Komarno, Slovakia, she was named “**Nestor**” when completed in 2008 for Wessels. She was acquired by Wilson in 2022 having been on charter since 2020. *(Photo contributed)*





A nice aerial stern view also taken on 23<sup>rd</sup> July. *(Photo contributed)*

Having just passed under the Orwell bridge in the photo below fully laden for Reykjavik on the 26<sup>th</sup>.  
*(Photo by Mick Warrick)*





## Brightlingsea Shipping



Seen here on the New Waterway in 2020 **“Stroombank”** arrived from Figueira da Foz on July 2<sup>nd</sup> at 23.00 hours. Ready to leave on the next tide her pilot was cancelled due to high winds, preventing a vessel of her size safely turning round to sail. She left on the next tide once again in darkness for La Pallice, France. Built in 2009 for Pot Scheepvaart by Bijlsma, Lemmer. *(Photo by Anton de Kreiger)*



Seen here passing Harwich in 2009 **“Nordica Hav”** arrived from Husum on July 6<sup>th</sup> at 02.00 hours to load scrap metal for Ferrol. Built in 1983 by Hugo Peters, Wewelsfleth as **“Sabine L”** further details are in previous newsletters. *(Photo by Derek Sands)*





After a voyage from Rotterdam to Villagarcia, Spain **“Fluvius Otter”** was next contracted to load cement in the Portuguese port of Setubal for Olivers Wharf, Brightlingsea. She arrived on 19<sup>th</sup> July and sailed for Moerdijk on the next tide. Familiar to many as **“Arklow Spray”** built in 1996 by Barkmeijer, Stroobos. In 2012 she was **“BBS Spray”** and two years later **“PS Spray”** before coming under the Amasus group as **“Fluvius Otter”**. Seen above in 2020 when passing Landguard Fort, Felixstowe when outbound from Ipswich. (Photo by Mick Marshall)

Apologies for the lack of photos taken at Brightlingsea.



## Mistley Shipping



Arriving with yet more bricks from Aalst **“Allora”** comes alongside on 3<sup>rd</sup> July. She would sail again on the 6<sup>th</sup> for Aalst. (Photo by Steve Cone)



Becoming somewhat of a regular in the harbour, it is believed to be her first foray upriver to Mistley. **“Barney”** is ploughing the channel here on 4<sup>th</sup> July. (Photo by Steve Cone)



Information has come to hand that the local malting of barley has now ceased, consequently exports to Buckie for the Speyside whisky distilleries has now stopped from Mistley. The malting will take place in Norfolk with shipments to Buckie going from Kings Lynn in future. The loss of this traffic has been replaced by some new business importing barge loads of stone/aggregate from Glensanda brought from the Isle of Grain. This is destined for the work taking place on the A12.



The barge “**GPS 1505**” being towed by tug “**GPS Arcadia**” has visited on three occasions in July starting on the 19<sup>th</sup>. Below they can be seen passing Harwich bound for Mistley on the 25<sup>th</sup>. *(Photo by Keith Garwood)*

Below the barge which dates from 1966 being pushed alongside at Mistley on 25<sup>th</sup> July. *(Photo by Steve Cone)*







Departing on 26<sup>th</sup>. Both units belong to GPS Marine contractors of Upnor, Kent, a company formed over fifty years ago. Tug **“GPS Arcadia”** built by Damen in 2009 and upgraded significantly in 2016.

Below discharge in progress on 29<sup>th</sup> July. *(Photos by Steve Cone)*





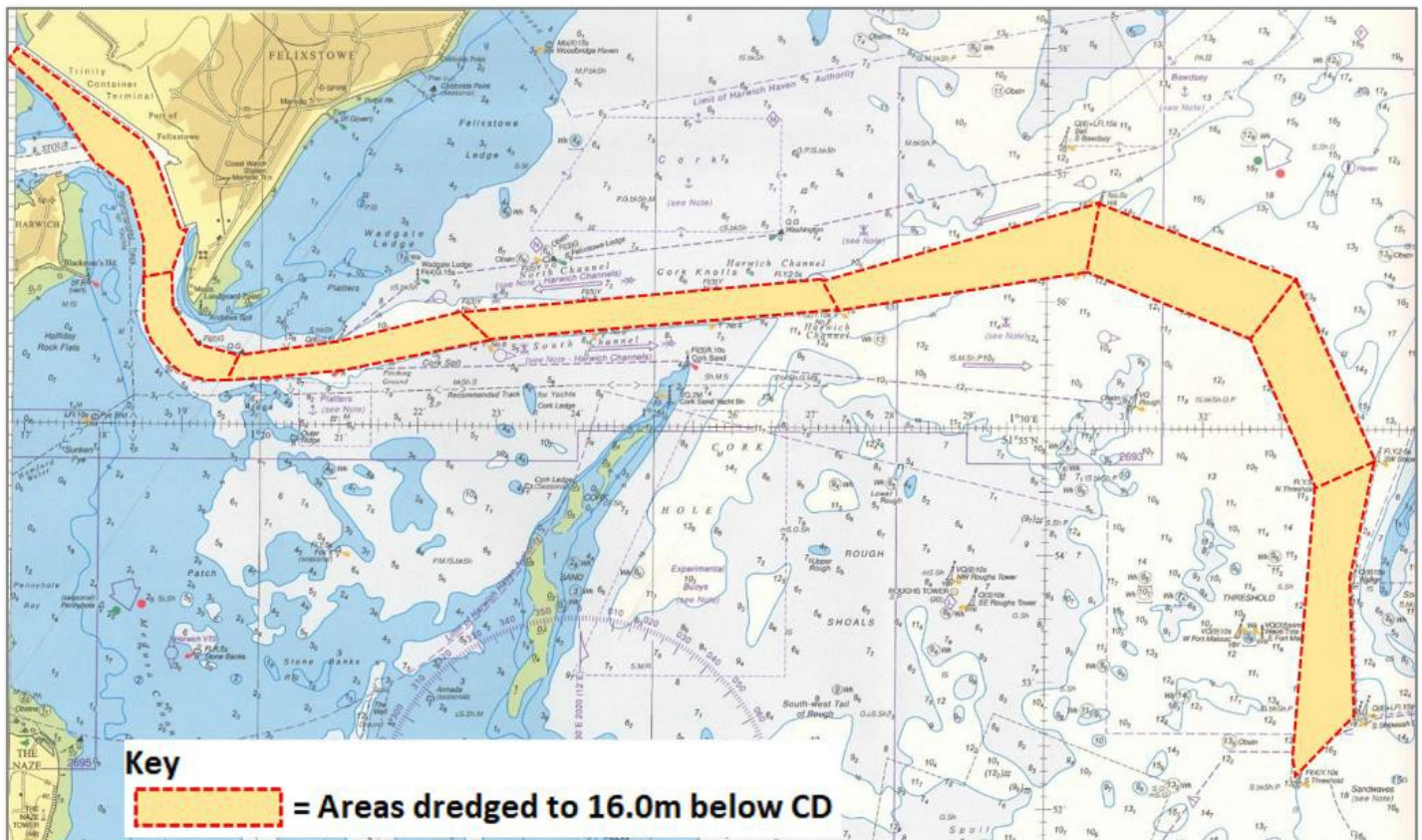
## Dredging

### Harwich Deep Water Channel & Harbour - new dredge depth

Mariners are advised that following the completion of a successful capital dredging campaign, the **Harwich Deep Water Channel and Main Harbour** (see diagram below) has been dredged to **16.0m below Admiralty Chart Datum**, with immediate effect.

**Diagram of Harwich Deep Water Channel and Harbour (not for navigation)**

There are some minor changes to the channel limits on the south side of the Beach End turn and at the South Threshold Buoy.



Taken from HHA website.

**“Goliath”** returned on 24<sup>th</sup> July and commenced deepening work alongside berths 8/9. Hopper barges **“Cornelis Lely”** and **“Pieter Caland”** assisting.



**“Cornelis Lely”** outbound with a full load on 28<sup>th</sup> July.  
(Photo by Derek Sands)



## Blast From The Past



**“Barbara-Britt”** in Felixstowe dock basin 5<sup>th</sup> December 1981. Once a familiar sight in Ipswich when in service for Seawheel, on a regular service to Rotterdam with containers she could carry 124 TEU. Seawheel’s main business used 30ft containers and 20 or 30ft “flatracks” carrying steel coils. She was built by Hugo Peters, Wewelsfleth in 1975 for Hans Schirren of Hamburg. She swapped her German flag for that of Antigua in 1988. Sold to Danish flag operators in 1990 and renamed **“Danfeeder”** and fitted with a 4 ton pallet elevator on her starboard side her colour scheme became dominantly blue. She was sold on in 2004 to Greek owners Omega Ltd, who registered her in St Vincent and renamed her **“Ionian Assos”**. Five years later she went to Moldova flagged Trabzon Shipping with her name shortened to **“Assos”**. Giving them four more years service a testament to her builders, she finally went to breakers at Aliaga in 2013. (Photo by Mick Warrick)  
Below is a photo of her as **“Ionian Assos”** taken in Castellon, Spain in August 2007.  
(Photo by Manuel Hernandez Lafuente)







Stranded on the Guard sandbank just off Harwich's Navyard Wharf on a date unknown between 1966 and 1969 is "**Prins Hamlet**" built by Wartsila, Abo, Finland in 1966. She was on a service from Harwich, Navyard Wharf to Bremerhaven. Being assisted by the steam tug "**Ocean Cock**" and motor tug "**Ionia**". Passing by is one of the Harwich to Zeebrugge train ferries either the "**Norfolk** or **Essex Ferry**". The service switched to Parkeston Quay in 1969 and the ship was renamed "**Prinz Hamlet**" under the German flag. In 1970 she moved to the French flag as "**Roussillon**" running from Marseille to Corsica and Tunisia. Ten years later she hoisted the Greek flag as "**Kamiros**" and operated between Piraeus and Rhodes. In 1997 she became "**Thessaloniki**" for Ascot Seatrade of Valletta but only served the Brindisi-Igoumenitsa-Patras route for a year. Laid up in Eleusis Bay she was renamed in 2000 "**Queen Calliope**" but never traded as such. She sailed to Turkish breakers at Aliaga in June 2002 as "**Opi**". (Photo by Peter Smith)

Peter Smith is former shipping agent at Harwich Dock Company and has kindly consented to me using his photos in the newsletter. I remember him when I was around 12 years of age being on the local shipping scene. Later he moved to the Irish Republic to work and has remained there ever since. Thanks to Facebook I saw his photos and information, and now we can all enjoy them. There are plenty more photos to come!

Derek Sands





Two shots of motor vessel **"Nordano"** approaching the wharf around 1964/5, in the background can be seen DFDS ferry **"Kronsprinsesse Ingrid"** Built by Helsingor Vaerft in 1949 and sold out of service in 1969. **"Nordana"** was chartered by Wallenius Lines to load Massey Ferguson tractors for Nykoping. Built in 1946 as **"Mangen"** by Helsingborgs Varfs in 1946, she became **"Nordano"** under the Swedish flag in 1961. Sold in 1965 she was renamed **"Hadsund"** initially for Danish owners and a year later hoisted the Greek flag. She was broken up in Bruges in February 1969. (Photos and loading information by Peter Smith)



Peter had noted that she had a problem on one voyage and this was remedied in Gas House Creek, probably making her the largest ship ever to be berthed there. On the next page is a photo of her as **"Hadsund"**.





**“Hadsund”** in the Kiel canal June 28<sup>th</sup> 1968 during a voyage from Antwerp to Vyborg.  
(Photo by Malcolm Cranfield)



Beck’s **“Neutron”** leaving Ipswich Wet Dock on 20<sup>th</sup> March 1979. Built by Bodewes Gruno, Foxhol in 1966 and of 397gt. She was sold to Volans Shpg of London in 1981 becoming **“Hydrus”** and in 1985 she hoisted the Maltese flag for Hydrus Shipping and Trading. They renamed her **“Renee”** in 1987. Caribe Freight Services of Anguilla acquired her in 1992 and she probably traded in the Caribbean from then until she was deleted in 2012. (Photo by Dr. Allan Ryszka-Onions)



Newsletter compiled by Derek Sands and edited by Neil Davidson.

With thanks to David Hazell for his many contributions.

Also thanks to the following: Mick Warrick, Mick Marshall, Alex Dace, Martyn Hunt, Steve Cone, Anton de Kreiger, Keith Garwood, Peter Smith, Manuel Hernandez Lafuente, Malcolm Cranfield, Dr. Allan Ryszka-Onions 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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