



(Photo by Derek Sands)

Branch meetings will start in March through to September with a possibility of Zoom meetings in addition. The programme will be released as soon as it has some content. Meetings will be held at the Felixstowe Museum on the second Thursday of the month at 5pm unless otherwise stated.

If you receive this newsletter and are not a member of the World Ship Society you are welcome to attend our meetings without obligation.

Recent Callers

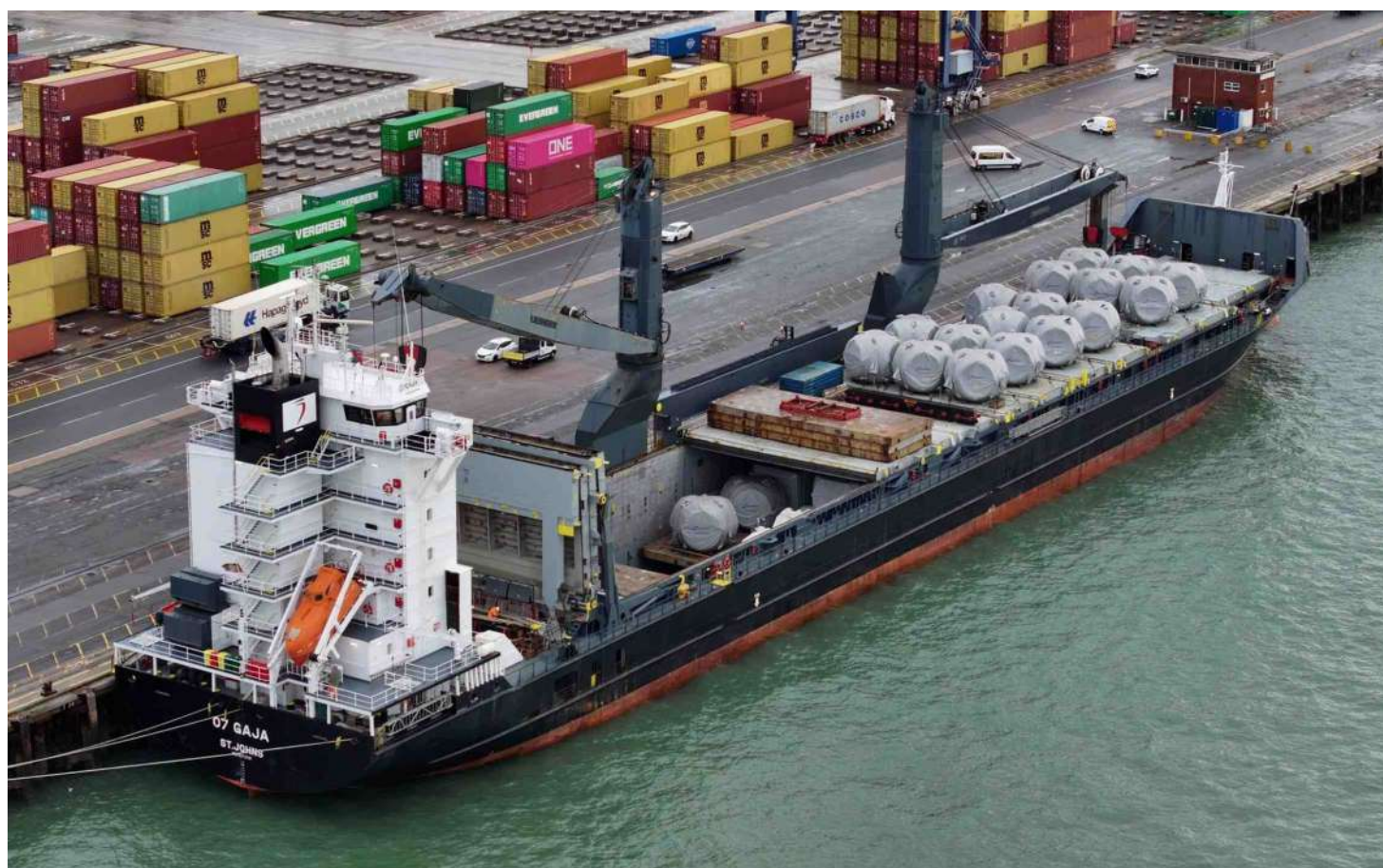


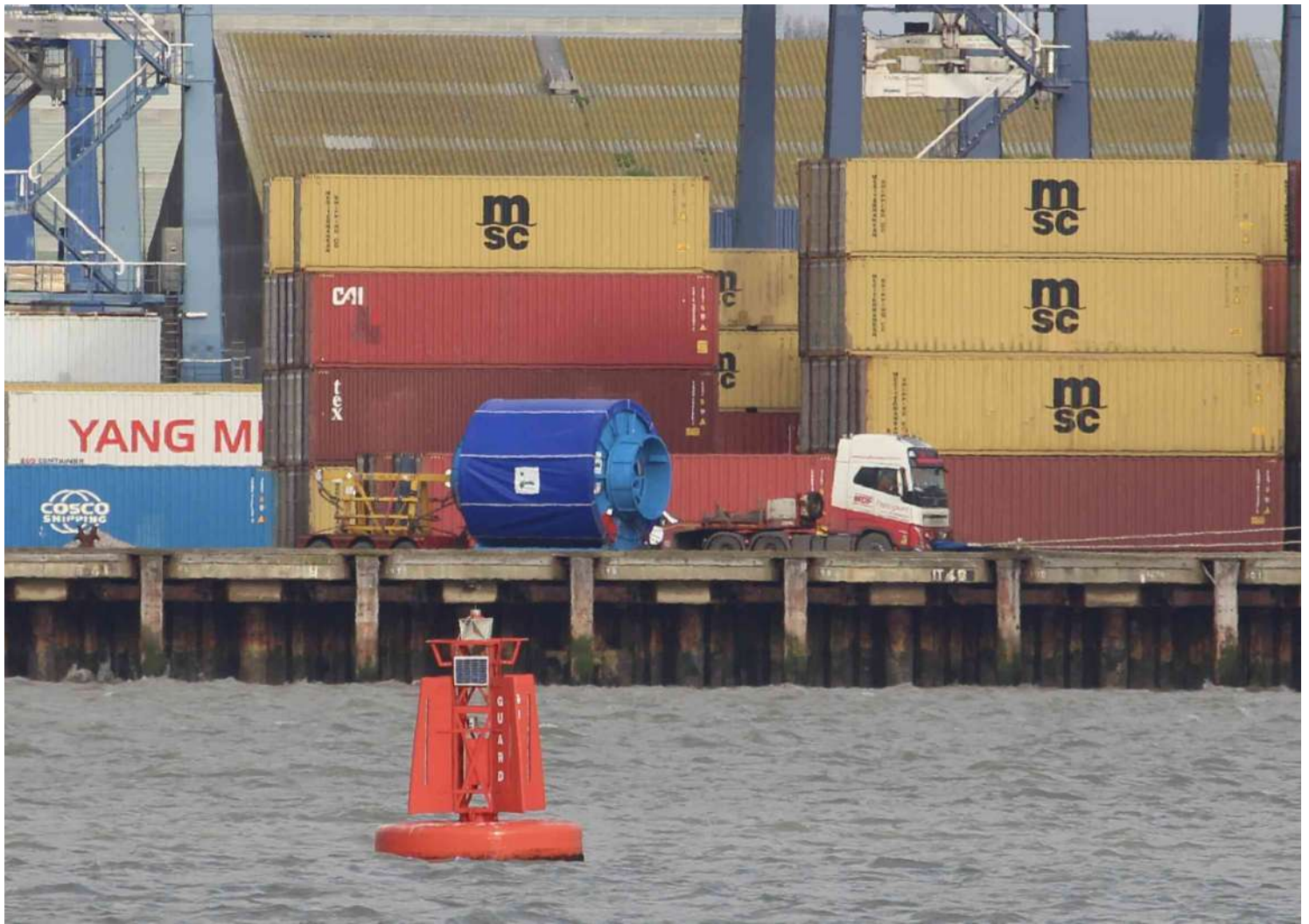
Visiting Felixstowe and Harwich International from her Thames base is “**VB Cheetah**” seen alongside Felixstowe on 26th November. She was conducting bollard pull tests - it seems strange this could not be carried out nearer her base. Built in Vietnam by Haiphong Shipyard in 2009 it's believed she was completed at Gorinchem, Netherlands by Damen. Originally owned by Smit as “**Smit Cheetah**” she gained her present name in 2020 when Spanish company Boluda acquired Smit. (Photos by SeaPix (UK))





Unloading a project cargo at Felixstowe from Emden on 27th November “**07 Gaja**”, built in the Ukraine by Damen Okean at Mykolayiv and completed by Volharding, Foxhol, Netherlands in October 2006. German company Beluga Shipping founded in 1995 by Niels Stolberg ordered her in 2004 and she was completed as “**Beluga Constitution**”. Due to the economic downturn Beluga filed for insolvency in 2011 and the fleet including the above was sold. “**HR Constitution**” was her next name in 2011. Renamed “**Donald**” in 2017, **Zea Bremen**” in 2018 and “**Donald**” again in 2020. She took her present name in 2020, she has remained under German ownership during all these changes. She left for Ceuta and ports in Greece on the 28th. (Photos by SeaPix (UK))





Seen in a long distance photo taken from Harwich, this appears to be part of the cargo unloaded by “O7 Gaja”.
(Photo by Alex Dace)



“HMM Helsinki” sets off for Rotterdam on 27th November, after her first call at Felixstowe. She had arrived from Singapore on the 25th. (Photo by David Hazell)



Completed in July 2020 by Daewoo, Okpo, she is 400 metres long with a breadth of 61 metres and capable of 23,792 TEU. (Photo by David Hazell)



With “Svitzer Vidar” leading her out “HMM Helsinki” is preparing to let go of the bow tug as she departs. (Photo by SeaPix (UK))



The first ship to call at the newly configured West Bank scrap berth at Ipswich arrived on 27th November. **“Jasmine”** had made the short voyage from Ridham Dock, Kent, situated on the Swale. Seen on the 27th loading for Jorf Lasfar, Morocco, she departed on the 28th and arrived there on 14th December. Her profile gives her away as a ship built by Rousse Shipyard, Bulgaria. Completed in 2007 as **“Paganini”** for Wessels of Germany. They renamed her **“Wes Finja”** in 2014. In 2018 she went to Blue Six Navigation and was renamed **“Blue Six”**. Renamed **“Jasmine”** in 2023 by Minnesota Shipping, she is managed from London by Educe Maritime. (Photo by SeaPix (UK))



Sailing for Antwerp on 27th November, **“Ever Faith”** after her first visit to Felixstowe. She had arrived from Colombo the previous day, the first vessel of her class to do so. She is a product of Samsung Heavy Industries of Kojé and was completed in March 2020. The class numbers twenty vessels with a design capacity of 12,000 TEU. (Photo David Hazell)



November 27th was certainly busy in the harbour, another arrival was of “**MSC Faith**” from Antwerp. She would leave the following day for a direct voyage to Singapore. Although built in 2019 by Hyundai, Ulsan, this was her first call at Felixstowe. (Photos by SeaPix (UK))





It's a repeat call for "**Cosco Shipping Himalayas**" as she arrives from Zeebrugge on 3rd December. Very lightly loaded she was in Felixstowe for two days before leaving for Hamburg, departing the German port on the 11th for Port Klang, Malaysia. Built in 2017 by Shanghai Jiangnan Changxing HI and one of several similar ships.
(Photo by Derek Sands)



On her maiden voyage is "**Ever Ally**" seen here at Felixstowe on 5th December, having only been completed in October 2025. The 23,888 TEU vessel is the last one of thirteen sister vessels built in South Korea and China. In her case her builders were Hudong-Zhonghua, Shanghai. She departed for Hamburg, Rotterdam and Colombo on the 7th. *(Photo by SeaPix (UK))*



Carisbrooke's "**Kate C**" was the second ship to load at the Port of Ipswich's, West Bank scrap berth. Seen here on 5th of December she had arrived from Le Treport, Normandy on the 3rd. Her cargo was again destined for Jorf Lasfar in Morocco and she departed on the 6th. On the way she sheltered at St Helens anchorage east of the Isle of Wight and bunkered in Lisbon. Built by Jiangsu Yanzijiang, Jiangyin she was launched in April 2010 and completed in July. (Photo by SeaPix (UK))



"**Klaverbank**" at Felixstowe unloading piles for Sizewell C on 8th December. She had come from Dintelmond in the Netherlands province of Noord-Barbant. Owned by Pot Scheepvaart of Delfzijl, her hull was built in Croatia by Leda, Korcula and launched as "**Iceborg**", she was completed by Peters of Kampen, Netherlands in January 2011. (Photo by SeaPix (UK))



“Kalverbank” departs for Amsterdam on 12th December. (Photos by SeaPix (UK))





Recently working off the Suffolk coast close to the site of Sizewell Power Station, **“Olympic Taurus”** rests at Harwich for a few hours on 10th December. She departed after a seven hour stay back to her position off Sizewell. She arrived at Navyard again on the 28th and sailed later the same day. She was built in Norway by Kleven at Ulsteinvik in 2012 for Olympic Shipping of Fosnavaag. (Photo by SeaPix (UK))



Heading to Parkeston Quay to bunker **“Rem Energy”** on 10th December, the recently acquired **“Whitprogress”**. She came into Whitaker Tankers of Hull ownership in August of 2025. Formerly seen in the harbour as **“Fortuna II”** bunkering MSC vessels, she was built by Desan Tersanesi, Tuzla for Turkish owners as **“Toli”** in 2009. Ten years later she was renamed **“Selin S”** and in 2018 became **“Fortuna II”**. (Photo by SeaPix (UK)) (11)



Making her first appearance at Felixstowe on 10th December is “**MSC Gabon**”. She left Karachi on November 8th and had a bunkering stop at Walvis Bay, Namibia on her way to the UK. With a gross tonnage of 79,103 she is 255 metres long and was built in China by New Times Shipbuilding and completed in December 2024. She left for Rotterdam, Antwerp, Bremerhaven and Le Havre on the 11th. (Photos by SeaPix (UK))





One of four sisters built by Hyundai Heavy Industries at Ulsan. “**MSC Azra**” leaves Felixstowe for Singapore on 10th December after her first call at the port. Her keel was laid on 27th February 2023 and she was launched on 19th August and completed on 21st December. (Photo by David Hazell)



One of a long series built by Barkmeijer, Stroobos for Arklow Shipping, the former “**Arklow Rogue**” built in 2007, became “**Wilson Pola**” in January 2024 and is seen here at Ipswich on 10th December. She arrived on the 8th from the Skagen anchorage, departing on the 11th for Hamburg where she loaded for Nea Karvali, Greece. She bunkered in Ceuta on 22nd December and had an ETA at Nea Karvali of 29th December. (Photo by David Hazell)



Inbound from Esbjerg for Felixstowe on 12th December, “**BBC Houston**” with a cargo of twenty three reels of cable for offshore wind projects. She is the first of a series of five vessels planned to arrive with a similar cargo. One of a series of vessels being built for BBC in China, she entered service in June 2024 after construction by Taizhou Sanfu Ship Engineering. After self discharge of the reels she departed for Norrköping, Sweden on 15th December. (Photos by SeaPix (UK))





Alongside Trinity Terminal and discharge of her cargo has begun. *(Photo by Alex Dace)*



Loading grain at Cliff Quay, Ipswich on 12th December “**Incra**” making her first call at the port. She had arrived in ballast from Hull on the 10th. Owned since December 2021 by Incra Shipping of Appingedam she was originally “**Zara**” of Intersee Shipping. She came under the Amasus banner in 2013 as “**Fluvius Taw**” before acquisition by her current owners. She left for Vigo and Lisbon on 16th but met heavy weather on her way down the channel. She went into Torbay to shelter from the strong winds from the south west, not departing Torbay until 22nd December. *(Photo by SeaPix (UK))*



Passing Harwich inbound for Parkeston Tanker Jetty is regular caller **“Superiority”** on 20th December. **“Svitser Vidar”** will assist her to berth “head out” for departure the following day. Built in China by Qingshan Shipyard in 2007 for F.T. Everard and Sons, which was acquired by James Fisher in May 2007. *(Photo by Alex Dace)*



Heading out to Amsterdam on the 21st with a noticeable increase in draft. *(Photo by Alex Dace)*



At number nine berth on 22nd December during her maiden voyage, “**MSC Crapolla**” named after a natural fjord in the province of Naples with an 11th Century chapel nearby. She entered service with the MSC fleet on 16th October 2025. Her builders were South Korea’s Hanwha Ocean, formerly known as Daewoo Shipbuilding. She had arrived on 20th December from Singapore, with a bunkering stop in Walvis Bay, Namibia. Sailing for Bremerhaven later on the 22nd. (Photo by SeaPix (UK))

Brief Call By A Pipe Burying Vessel



Pipe burying vessel “**Flintstone**” about to enter the harbour on 20th December. (Photo by Alex Dace)



Looking workmanlike and well used, “**Flintstone**” passes Felixstowe inbound from Randaberg, Norway. This very specialised vessel was built in Singapore by Sembawang Shipyard and was completed in July 2011 for DEME Offshore NL BV. *(Photos by Justin Thyme)*





“**Flintstone**” heads for Navyard Wharf at Harwich where she would only spend four hours. She then headed to the Inner and Outer Gabbard wind farms to work during the 21st and 22nd of December. She then headed back to Randaberg to load more stone and is this is written heading back from Norway to the wind farms again.
(Photo by Justin Thyme)



A final view across the rooftops of Harwich as “**Flintstone**” approaches the berth. (Photo by Alex Dace)

Ever Eco Makes Her Maiden Voyage Call At Felixstowe



“Svitzer Vidar” waits patiently for the new arrival, she will take the bow rope. *(Photo by Derek Sands)*



With fire monitors going full blast **“Svitzer Kent”** greets the brand new vessel. *(Photo by Derek Sands)*



Turning into the harbour with her cargo of empty Evergreen containers loaded in Rotterdam and Antwerp. She had set off from Singapore on 16th November. She is obviously loaded in preparation for a naming ceremony. So far she has five sisters all built by Samsung Heavy Industries, Geoje, South Korea. “**Ever Eco**” is second in the series, being delivered to her owners on 28th October 2025. Capable of 16,500 TEU, this series of ships will number sixteen dual fuel methanol ready ships. She is fitted with exhaust scrubbers and is able to be connected to shore power installations to reduce emissions whilst in port. *(Photos by SeaPix (UK))*





Heading for Trinity Seven berth. (Photos by SeaPix (UK))





The water salute continued all the way to the berth! (Photo by SeaPix (UK))



In this photo taken from Harwich beach she inches past the guard buoy with “**Ormesby Cross**” on the port quarter, the spray from the water salute clearly visible at her bow. (Photo by Alex Dace)



A final view as the waves roll onto Harwich beach in the foreground. *(Photo by Alex Dace)*

Brightlingsea Callers



Making what is believed to be her first call at Olivers Wharf, **“Westewind”** arriving on 2nd December. As can be seen she is minus her port anchor, but still has two to deploy as she has a stern anchor. Having loaded bagged cement she left Figueira da Foz, Portugal on 27th November for the five day passage to Brightlingsea, leaving on the next tide after a rapid discharge for Rotterdam. With her hull being built in the Czech Republic by the CSPL yard at Decin she was launched on 14th October 2002. Completion for Marpo Shipping, Delfzijl as **“Hilja Marjan”** was done in the Netherlands by Peters, Kampen on 14th February 2003. In 2005 she was acquired by Gerhard E. de Jonge of Delzijl as **“Agenor”** and in 2008 she received her present name when purchased by J.L. Westrate, Wemeldinge. Wagenborg have remained as managers throughout. *(Photos by Derek Sands)*





Seen here at Mistley on 17th November, **“RDJ Waalstroom”** arrived at Olivers Wharf, Brightlingsea on the 22nd December, making the short voyage from Whitstable and arriving after sunset to load scrap metal. She did not depart for Lisbon (with an ETA of 2nd January) until the 28th leaving after sunset. Built in Portugal by Mondego at Figueira da Foz in 2003 for Portuguese owners Naveiro as **“Leiria”**. She was acquired by Rederij de Jong in 2023 and got her present name. (Photo by Derek Sands)



Here she is under her previous name, outbound on the New Waterway on 24th July 2017. (Photo by Derek Sands)

Mistley Callers

“GPS Arcadia” and her barge arrived from Isle of Grain on 3rd December and left on the next tide for the Medway.
(Photo by Steve Cone)





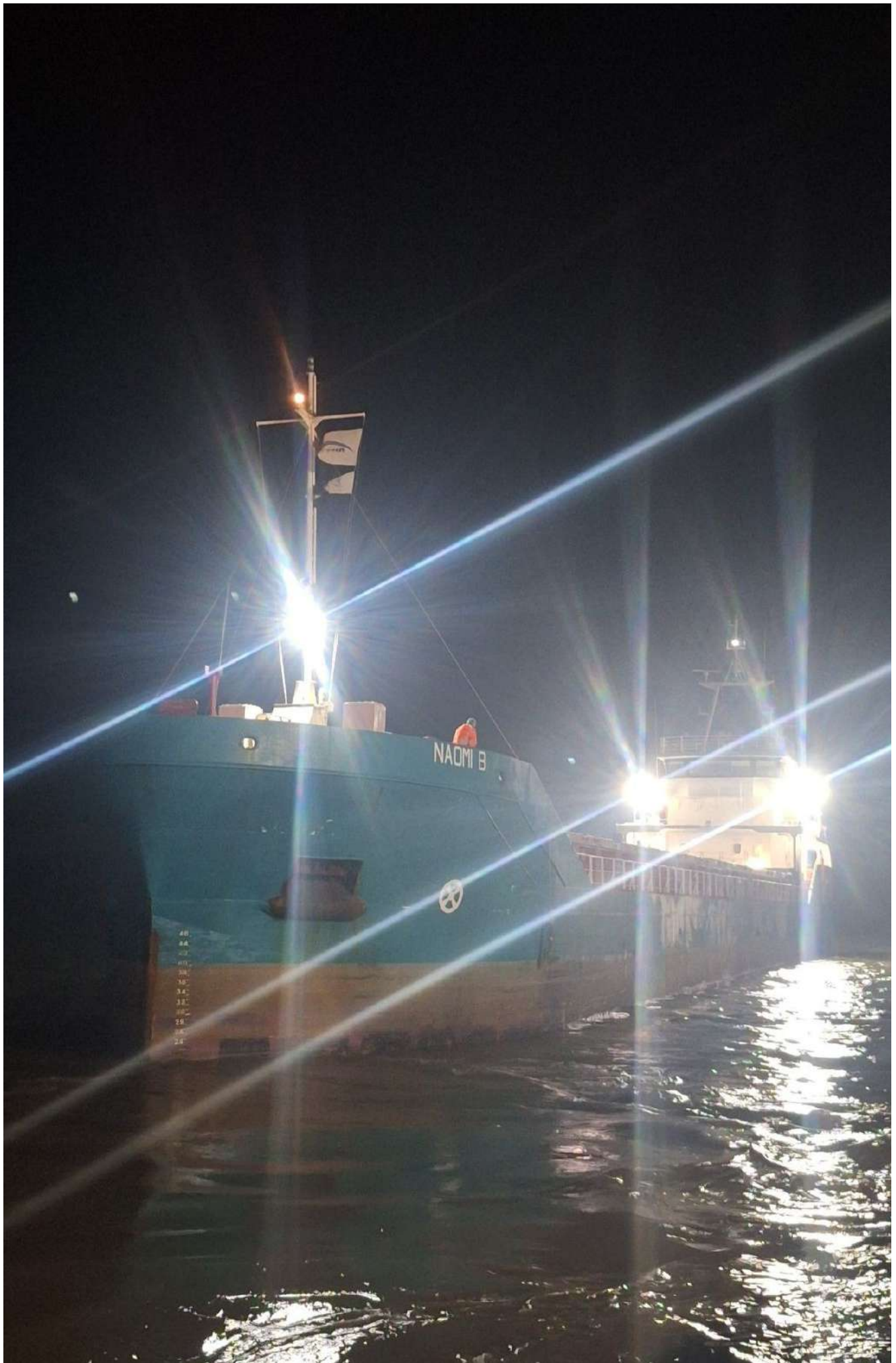
“Figaro” also arrived on the 3rd December from Eemshaven during darkness and she also departed next day for Dunkirk in the late evening. Seen here in the River Stour on a previous visit to Mistley. She is currently on the long haul to Taranto in Italy and bunkered in Ceuta on the 5th December. Launched as **“Hansa Marseille”** in December 2002 by Leda, Korcula, Croatia, she was completed in the Netherlands as **“Christine”** by Peters, Kampen in September 2003. In 2007 she became **“Tharsis”** and in 2011 was acquired by her current owners Waterway Shipping of Klaipeda as **“Figaro”**. She flies the Latvia flag and is managed by Baltnautic of Klaipeda, Lithuania. Previously she was registered in Kingstown, St Vincent. (Photos by Derek Sands)



Very regular caller **“Allora”** made another call with bricks from Aalst on 7th December, sailing for Calais on the 10th.



Arriving from Inverness on 18th December with wood pellets, which suggests she was chartered by Scot Line, **“Naomi-B”** had called previously with a clay cargo. She departed for Antwerp’s Vrasendok on the 23rd. Built in China in 2011 as **“Fehn Chesea”** she was **“Rhine Express I”** in 2013 and **“Fehn Caledonia”** in 2014 before acquired by JEB Bereederungs in 2022 and given her present name. (Photo by Steve Cone)



“Naomi-B” departs on 23rd December. *(Photo by Steve Cone)*



“Baltic Jongleur” arrived on 20th December for Kruibeke with expanded clay. Built in the Netherlands by Gebr. Buys, Krimpen in 1991 as **“Zwartemeer”** for Dutch owners, she remained under the Dutch flag as **“Crown Alizee”** in 2002. Waterway Shipping (Baltnautic) became owners in 2007 and renamed her **“Jongleur”**. German owners acquired her in 2024 and renamed her as above, she flies the Antigua and Barbuda flag.
(Photo by Steve Cone)



“Naomi-B” and **“Baltic Jongleur”** at Mistley on 22nd December. (Photo by Steve Cone)

Former Felixstowe Regular Attacked In Ukraine



“Cenk T” owned in Turkey by Cenk Gemi and operating between Karasu and Chornomorsk, near Odessa, Ukraine was a victim of a Russian Kamikaze UAV (drone) on 12th December 2025. As can be seen in these web sourced photos she is well ablaze.





She will be well remembered at Felixstowe when she arrived in 1982 as **“Syria”** along with her sister, **“Hellas”** to take over from the **“Baltic Ferry and Nordic Ferry”** which had departed for the Falklands. **“Syria”** became **“Cerdic Ferry, European Freeway”** and lastly **“Freeway”**. Next she was **“Stena Partner”** on the Harwich to Europort service in 2002, before sale in 2011 with her name shortened to **“Sea Partner”**. Acquired in 2021 by Cenk and renamed **“Cenk T”**. She was built in 1978 as **“Alpha Transporter”** by Hyundai, Ulsan one of a long series of similar ships known as the Stena Searunner design. *(Thanks to David Hazell for the information about this incident).*



Seen here as
**“Stena
Partner”** on a
rough crossing
of the North
Sea 3rd
September
2009.
*(Photo by
Derek Sands)*

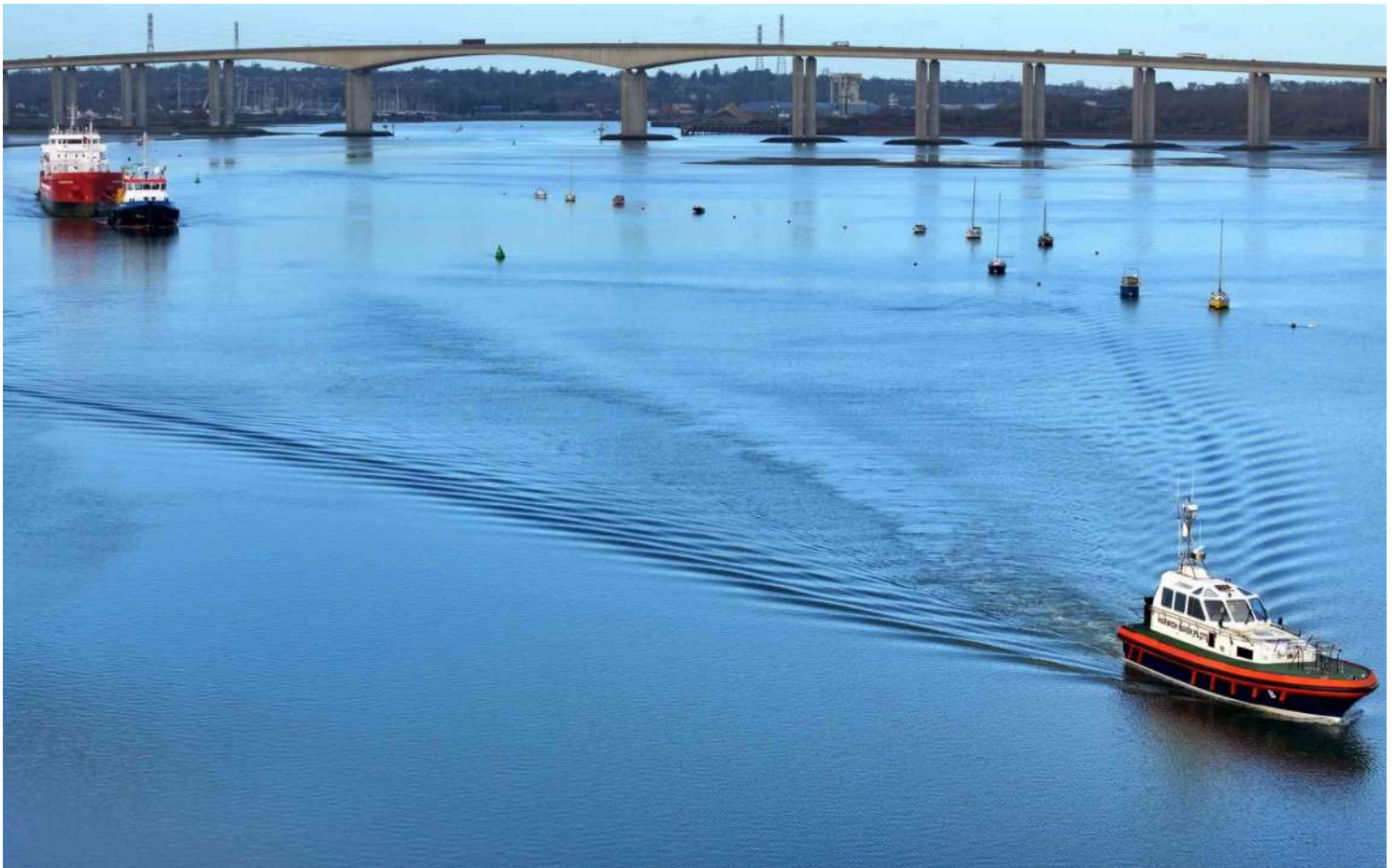


At Felixstowe in April 1982 as “**Syria**”. (Photo by Bob Scott)

Dead Ship Tow From Ipswich



Having arrived from Cadiz on 23rd November and still in port at the end of the month, it was assumed “**Lingedijk**” had suffered mechanical breakdown. During that period she had been moved to a lay by berth by Svitzer tugs. This photo shows the tow preparing to set off on the 10th December. (Photo by David Hazell)



Pilot boat **"St Brendan"** leads them out at 13.00 hours on the 10th. **"Svitzer Sky"** is providing steering aft.
(Photos by SeaPix (UK))





“**Ems Tug**” has the tow and they are heading to Sluiskil on the Ghent Canal. The tug was built in the Netherlands by Damen, Hardinxveld in 2019 and is German owned but flagged in Portugal (Madeira). “**Lingedijk**” is one of several similar ships built in Goa by Chowgule Shipyard, she was completed in October 2010.

(Photos by Alex Dace)



Blast From The Past



A winter scene at Harwich Navyyard Wharf in late 1964. The reefer “**Nordenham**” is loading export cars for the USA. The 3,111 GT ship was built at Vegesack by Bremer Vulkan in 1955 for Union Partenreederei (Scipio & Co.). Sold in 1973 to Maritime Co Overseas Inc, Liberia and renamed “**Sarangani**”, she hoisted the Philippine flag in 1982 for basically the same company. The following year she met her end at Kaoshiung when broken up by Tien Cheng Steel on 30/12/83. Below she can be seen arriving on her second visit to the wharf in 1965.
(Photos by Peter Smith)





Alongside the entrance pier at Felixstowe Dock Basin is the tanker **“Werner Franck”** in an undated photo. Built in Germany at Elmshorn by Kremer Sohn for Deutsche Fanto, Hamburg in 1957, she was lengthened shortly after by Hitzler, Lauenburg. In 1965 she was renamed **“Resia”** by Danielle Corvetta, Ravenna. Just three years later she passed to Nav Sarda, Cagliari. They kept her two years before Soc Armatoriale S0-Arma also of Cagliari acquired her. In 1971 Ralfmare SpA di Nav of Cagliari acquired her, in the following year they changed her name to **“Clorildo”** and registered her at Genoa. In 1973 she was converted to a chemical tanker. 1982 saw her passed to other Genoa based owners, Carrvaggio Srl. Two years later Soc Approvvigionamento Acqua Navi Isole of Leghorn (Livorno) were her final owners, using her as a water tanker. In 1999 she was deleted from the register. *(Photo from the collection of the late Phillip Cone)*



“Hoopride” off Parkeston Quay in an undated photo. She started life in the Niestern shipyard, Delfzijl being launched in November 1956 and completed as **“Martenshoek”** in February 1957 for Gebr. Niestern of Delfzijl. 1970 saw her renamed **“Berend N”** and now owned by Rederij J.B.K. Niestern of Delfzijl. She was re-engined in 1970. Acquired by W.W. Burton & L.J.T. Shipping in 1974 she was registered in Rochester and renamed **“Hoopride”**. W. W. Burton were coal merchants based at Gillingham Pier, the company being purchased by Laphorn’s in 1967 hence she wore the colours of Laphorn who were her managers. After ten years service to Laphorn’s she moved to Aspenshaw Ltd of Rochester and was renamed **“Hoop”**. Four years later she moved to Ro-Farr Ship Management of Kingstown St Vincent as **“Helen”**. In 1991 Keith and Elizabeth Clarkson became owners but she retained her name and flag. Sold by judicial sale in 1992 to Van Brink Shipyard, Rotterdam who resold her in the same year to Alexis Holdings, Kingstown and she was renamed **“Alexis”**. 1994 saw her acquired by Representation Ltd of Kingstown and renamed **“Christopher I”**. Deleted by Lloyds in 2002 as existence in doubt. (Photo from the collection of the Late Phillip Cone)

Below she is seen outbound on the River Colne from Colchester in 1985 when named **“Hoop”**. (Photo by the late Tony Stacey)





Spanish built **“Craziest Dream”** at Ipswich Grain Terminal in 1998. Completed as **“Duro Diez”** by Duro Felguera, Gijon on 12th May 1982 for SM Duro-Felguera SA, Gijon. She was quickly renamed **“Diamante”** in the same year by the same owners. Owners became Naviera Gijon SA in 1986 and in 1991 renamed her **“Diamante X”**. The following year she moved to the Panama flag for Coralsand Marine as **“Craziest Dream”**. Next she hoisted the Maltese flag as **“Arktos”** for Vitality Shipping. Her final name in 2005 was **“Aurora”** which she took for Star Way Shipping also of Valletta, by which time she had lost her cargo gear. Her end came in May 2012 when she was broken up at Aliaga. (Photo by the late John Hall)



As **“Aurora”** minus her cargo gear at Istanbul 26th July 2012. (Photo by Frank Behrends)

Newsletter compiled by Derek Sands and proofed by Neil Davidson.

Many thanks to the following: Peter Smith, Bob Scott, Frank Behrends, Justin Thyme, Steve Cone, Alex Dace, David Hazell the late Tony Stacey, the late Phillip Cone, the late John Hall 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
dereksands54@gmail.com