



(Photo by David Hazell)

Recent Callers



A ship that has frequented both Mistley and Ipswich before, **“Baltic Skipper”** is seen alongside Cliff Quay, Ipswich on 28th February. She arrived from the Polish port of Szczecin on the 27th and would depart for Amsterdam later on the 28th. One of several similar vessels coming from the Arminius yard, Bodenwerder, she was completed at Emden by Cassens in 1997. Although registered in Riga, Latvia, she appears to always have been German owned. *(Photo contributed)*



Also alongside at Cliff Quay on the 28th February making what is believed to be her first call is “**Nelli**”. She had arrived earlier in the day from Amsterdam and would return to Velsen Noord on the North Sea Canal near Amsterdam on 1st March. Completed in February 2009 by Spanish Shipyard, FN Marin, her hull was launched in Mykolayiv, Ukraine by 61 Kommunara in December 2007. Named “**Portalegre**” by her first owner under the Portuguese flag. Sold to Germany’s Briese Schiffahrts in 2015 and renamed “**Adiante**”, she was renamed “**Nelli**” when Hermann Lohmann acquired her in 2022. *(Photo contributed)*



Loading grain via mobile elevators at Ipswich’s Old Power Station Berth on 28th February is “**Fri Kvam**”. The Dutch built ship came from the Waterhuizen yard of Pattje in 2000. Launched as “**Baldur**” she was completed as “**River Blyth**” for Draxl Schiffahrts and long term chartered to Stephenson Clarke. At the end of the charter in 2011 she was renamed “**Blue Creek**” and sold three years later to Kopervik and gained her present name. She sailed on the 29th for Londonderry. *(Photo contributed)*



With the first letter of her name obliterated this is the tanker **“Agath”** making her first call in Ipswich on 28th February. She had arrived from Immingham the previous day to load waste oil for recycling. This cargo normally goes to Kalundborg in Denmark, but she made further calls in Rotterdam and Gdynia before arriving at the Danish port on March 11th. The Cypriot flagged vessel was built in Turkey by Den-Ta Denizcilik, Altinova in 2020 as **“Cefo”**, getting her current name in 2023 for Lusitania Shipping, Malta and managed by Unibaltic of Szczecin, Poland. *(Photos contributed)*





Making her first visit to Felixstowe “**OOCL Turkiye**” arrived on 29th February, and is seen here on 3rd March the day before her departure to Gdansk. She had come from Xiamen and Yantian in China and Singapore. She was launched on 8th March 2023 and delivered by Nantong Cosco KHI on 3rd July. *(Photo by Justin Thyme)*



On a ten year charter to Maersk from her owners Zodiac Shipping is “**Maersk Candor**” alongside Trinity terminal on 7th March. She had arrived earlier in the day from Tanjung Pelepas, Colombo and Tangerang Med, and would depart on the 9th for Hamburg. One of six sisters ordered by Zodiac from Daewoo Shipbuilding, South Korea she was completed on 28th November 2022. *(Photo contributed)*



Somewhat of a regular caller at Parkeston Tanker Jetty, “**Shannon Fisher**” is outbound from there on 6th March. Having arrived from Rotterdam the previous day she is now heading for Immingham. Completed in the Netherlands by Damen, Bergum in January 2006, her hull came from Damen Galati, Romania and was launched in September 2005. *(Photo by Mick Warrick)*



Captured in bright sunlight as she leaves Felixstowe on 6th March “**MSC Luciana**” is heading for Antwerp. She visited Ningbo, Yangshan (Shanghai) and Yantian in China and called at Malaysia’s hub port of Tanjung Pelepas before arriving at Felixstowe. Built in South Korea by Hyundai, Ulsan in 2009 the 11,700 TEU ship is one of several similar vessels. *(Photo by Mick Warrick)*



Becoming a fairly regular caller recently is **“Falstria Swan”** seen here arriving at Ipswich from Sines (Portugal) on 6th March. She departed for Kalundborg the following day with waste oil for recycling by Avista Green, Scandinavia’s only waste oil recycling refinery. Completed in 2006 as **“Ingrid Jakobsen”** by Chinese shipyard Nanjing Shenghua, she moved to Danish owners Uni-Tankers in 2012 and changed to her present name.
(Photos by Mick Warrick)





Another very familiar ship in the Haven Ports “**Icelandica Hav**” approaching Ipswich on 6th March. She has come from Hamburg probably with a cargo of wheat. Somewhat of a veteran as she is over forty years old and a testament to her builders Hugo Peters of Wewelsfleth. Peters have built several vessels of this type and similar age, and most are still trading! Completed as “**Patria**” in 1982 she became “**Mike**” in 1994 and got her present name in 2005. Now in their dotage they are not noted for their speed, but seem to be extremely resilient. She left for orders on the following day and eventually found a cargo in Bremen arriving on March 13th.
(Photos by Mick Warrick)





Proceeding up the River Orwell to load for Hamburg on 7th March, **“Hav Grouper”** has come from Goole. Another member of the Hav shipping fleet she did not join them until 2019. Launched by Beograd, Belgrade she was completed in the Netherlands at Gorinchem by Damen. Built for German owners who named her **“Tima Jupiter”** but in the same year she was renamed **“Franz Keller”**. In 1999 she was renamed **“Progresso”** and in 2012 moved to the Polish flag as **“Progres”**, gaining her present name when acquired by Hav Shipping. (Photos contributed)





Although she was completed in May 2019 by Hyundai, Ulsan, this is “**MSC Josseline**” making her first Felixstowe call on 7th March. She is one of a series of five of 14,336 TEU ships built for charter to MSC by Zodiac Shipping. It’s thought none of her sisters have yet been to Felixstowe. Arriving from Singapore, Ningbo, Yangshan (Shanghai) and Yantian, China via Tanjung Pelepas on the 6th, she departed for Antwerp and Hamburg on the 9th. *(Photos contributed)*





Having almost completed her starboard swing on the 8th March with the aid of three tugs, “**Ever Glory**” will soon depart after her latest call at Felixstowe. Her next port is Hamburg and she had arrived from Yantian and Singapore via Rotterdam on the 4th. A product of Japanese shipbuilder Imabari Zosen, Saijo she was completed in May 2019. *(Photo by Derek Sands)*



Departing Felixstowe for Antwerp on 9th March “**MSC Antonella**” after making her first call. Completed by Dalian Shipbuilding, China in 2016, she has more recently been fitted with an exhaust scrubber sometime before early 2021. *(Photo by David Hazell)*



The exhaust scrubber can clearly be seen in this stern view. *(Photo by David Hazell)*



The scrubber is already working hard in this aerial view as she departs the port. *(Photo contributed)*



Maersk charter “**Shijing**” arriving for her first call at Felixstowe on 9th March from Bayport (USA), Tanger Med and Rotterdam. She would leave next day for Tanger Med and Algeciras. Originally built for German owners in 2007 by Hanjin HI, Busan, launched as “**Miami**” she was completed as “**Maersk Denpasar**”. In 2016 she took her launch name before being renamed “**Shijing**” in 2021. Her current registered owners are the rather nondescript Lemon Bay Shipping of Monrovia. *(Photos contributed)*





“**Shijing**” now passing the viewpoint inbound. A significant amount of boxes on board appear to be empty reefers. (Photo by David Hazell)



A frequent visitor to Felixstowe “**OOCL Kobe**” departs on the North Europe Turkey OOCL service (NET 2) on 8th March. Other vessels on this service are “**CSCL Brisbane, Seaspan New Delhi, Navios Vermilion, and YM Evolution**”. The next port for “**OOCL Kobe**” is Hamburg followed by Rotterdam, Antwerp, Piraeus, Haifa, Iskenderun, Mersin, El Dekheila, Piraeus, Salerno and Felixstowe. She was built by Samsung, Koje in 2007. (Photo by Derek Sands)



Delivered to OOCL in January 2024 by Nantong COSCO KHI “**OOCL Valencia**” is seen on her maiden voyage at Felixstowe’s number eight berth on 9th March. The 24,188 TEU vessel is number seven in the series being built in China. She arrived on 8th March from Yantian via Singapore and left for Gdansk on the 12th.
(Photos contributed)





An improved version of the aerial bow shot was taken on the 11th before “**OOCL Valencia**” sailed on the 12th. During the flight it was noticed the recently arrived “**MSC Hamburg**” had a new profile, see below.
(Photos contributed)



“**MSC Hamburg**” arrived at number nine berth on 10th March from Ningbo, Xiamen and Tanjung Pelepas. Her bridge has recently been heightened from improved visibility and she has been fitted with an exhaust scrubber. Photos available on the internet suggest this work was done after April 2023. She was completed by STX Offshore and Shipbuilding, Jinhae, South Korea in October 2015, and has been to Felixstowe on numerous occasions.



“Maersk Cincinatti” at Trinity Six berth Felixstowe on 14th March, during her maiden voyage. One of a series being built by Jiangnan Shipbuilding, Shanghai for Seaspan Corp. Completed in January 2024 for charter to Maersk along with sisters **“Maersk Charleston and Maersk Cleveland”**. She arrived from Colombo and Tanger Med on the 13th. *(Photo contributed)*



Also taken on the 14th it seems strange only two cranes are attending her. She would not sail for Hamburg and Antwerp until the 16th. *(Photo by Derek Sands)*



A fairly regular caller to Ipswich “**Aastun**” is seen outbound in the lower Orwell on 14th March. Owned by Aasen Bulk of Norway and described as an aggregates carrier, she also takes other dry bulk cargoes. Completed in the north of the Netherlands at Delzijl by Niestern Sander in 2006 as “**Hudsonborg**” for compatriot company Wagenborg. Aasen acquired her in 2014 and repainted her hull from grey to black, installed an excavator for self discharge, and renamed her. In September 2018 she ran aground when on passage from Emden to Aalborg but there was no lasting damage. *(Photos contributed)*





“Nicki” inbound for Ipswich in the lower Orwell on 14th March from La Pallice, France. Her hull was launched at Kyiv (Kiev) by Leninska Kuznya in July 2006 and she was completed in the Netherlands by Damen, Bergum. Originally named **“Blue Bay”** for Dutch owners and managed by Wolfgang Grimpe. In 2016 she was acquired by Hermann Lohmann who renamed her **“Hanna”** and **“Hanna L”** in 2020. Next she went to other German owners in 2021 as **“Luca B”**. Just two years later she was renamed **“Nicki”** by Nicki Schiffahrts and is managed by Jens & Waller. (Photos contributed)





“Nicki” about to pass under the Orwell Bridge as she approaches the port of Ipswich. (Photo by David Hazell)



With her inward and outbound movements made under cover of darkness, we are lucky to get this drone shot of her alongside. Having discharged her cargo from Diliskelesi, Turkey at Creeksea, “**Celtic Challenger**” made the short voyage to Ipswich to load at the grain terminal. She arrived on 14th March and departed for Spain and the port of Marin on the 15th. Built in Goa by Chowgule Shipyard in 2009 as “*Ijsseldijk*” for Dutch owners, she was acquired by Charles Willie of Cardiff in November 2022 and renamed as above. Willie’s traditional trading area is the Iberian peninsula, but the company has expanded that in more recent times. (Photo contributed)



With tugs working hard to help her negotiate the bend in the approach channel, **“OOCL Gdynia”** arrives at Felixstowe on 18th March. This is her first visit to the port and she has come from Xiamen, Yantian and Singapore. She was launched by China’s Dalian Shipbuilding in Jun 2023 and completed in October.
(Photos by Alex Dace)





Alongside number nine berth on 21st March with seven cranes in attendance, she would sail after darkness fell on the same day. Next port will be Poland's Gdansk not far from the port of Gdynia after which the vessel is named. (Photos By Martin Klingsick)





Trinity Seven berth plays host to “**MSC Tomoko**” a fairly regular caller, seen here on the 18th March. She had arrived the previous day and would sail later on the 18th for Hamburg. A product of South Korean yard, Daewoo, Okpo in 2006. At 332 metres long she is capable of 8,400 TEU with 700 reefer points for refrigerated containers. *(Photo contributed)*



Passing Felixstowe on the 19th March heading for Parkeston tanker jetty from Amsterdam, “**Atlantic Twin**” a regular caller. Launched as “**Marida Notos**” by STX, Braila, Romania in October 2006, she was completed as “**Maasen**” by STX Norway, Brevik in November 2008. Sold to Carl Peters in 2014 she gained her present name. She sailed for Rotterdam on the 20th. *(Photo by Mick Warrick)* (22)



Alongside number eight berth on 20th March, during her maiden voyage, “**MSC Idania**” had arrived the previous day. Starting off from Ningbo, she came via Xiamen, Tanjung Pelepas and Singapore. Completed in January 2024 by Jiangsu Yangzi Xinfu, situated on the Yangtze river at Taixing, the 16,000 TEU ship is owned by Compass Shipping of Kowloon and managed by Seaspan of Canada. *(Photo contributed)*

Below she sails for Rotterdam on 24th March. *(Photos by Derek Sands)*





Departing Felixstowe for Hamburg on 21st March on the COSCO Mediterranean service is regular caller “**Navios Vermilion**”. Built in China by Dalian Shipbuilding as “**Vicki Rickmers**” in 2007, she was chartered as “**ANL Warringa**” in the same year and acquired by Navios in 2017 and operates in the charter market.
(Photo by Alex Dace)



A first time visitor to Parkeston Tanker Jetty “**Trans Sea**” at the berth on 21st March. She arrived at 1am on the same day from Hemiksem on the Ghent Canal, sailing in the early afternoon for Hamburg. (Photo by Martin Klingsick)



She is seen now passing Harwich outbound in rather dull light. (Photo by Alex Dace)



Now exiting the harbour in this aerial view, the Panama flagged tanker is owned by Japanese company Kimura Shoji and managed from Norway by Stodig Ship Management. She was completed in Japan by Kitanihon Shipbuilding, Hacinoh in October 2023. *(Photos contributed)*





Delivered to OOCL in October 2023 by Dalian KHI Shipbuilding, China, this is “**OOCL Zeebrugge**” arriving for her first Felixstowe call on 22nd March. She left the Chinese port of Xiamen on February 15th calling at Yantian and Singapore on her way here. She would leave for Gdansk on the 29th. *(Photos contributed)*





A stern view looking towards Harwich. *(Photo contributed)*



On the extreme right is the fifth tug called up from the Medway to assist berthing in the prevailing strong winds. She can be seen on the next page. *(Photo by David Hazell)*



Sitting just off the stern of “OOCL Zeebrugge” and getting ready to push, “Svitzer Monarch” which had arrived from Sheerness the previous day. She left for “home” as soon as the ship was safely berthed. Another Chinese product she was launched by Hin Lee, Zhuhai in January 2016 and completed in June by Cheoy Lee, Hong Kong as “Svitzer Helena”. In 2017 Svitzer changed her name to the present one. (Photo by David Hazell)



Sitting appropriately next to the OOCL logo with a bow line on the ship. (Photo by Mick Warrick)



A previous caller at Ipswich, this time **“Alsterdiep”** had arrived from Hamburg on 25th March and is seen here next day at Cliff Quay, Ipswich. Later in the day she would sail for Ghent, Belgium in ballast. Owned by the nondescript Noufaro Shipping of Limassol and managed by Mastermind Shipmanagement also based there. She was completed by Rongcheng Shipbuilding Industries, China in 2008. (Photo by David Hazell)



Designed to carry 15,600 TEU the **“MSC Adya”** is at number eight berth, Felixstowe on her maiden voyage. Only completed by Hyundai, Ulsan in February 2024, she is taking the opportunity to have a lifeboat drill whilst alongside. She arrived from Tanjung Pelepas on the 24th and sailed for Rotterdam on the 27th. (Photo contributed)



“Thetis D” at Trinity terminal on 26th March, Felixstowe on a Unifeeder service from Rotterdam. Her rotation would take her back there via Hamburg leaving Felixstowe on the 27th. A type 178 completed by the German shipbuilder J.J. Sietas, Neuenfelde in 2009 as **“Thetis”**. The D was added to her name in 2012 and she is owned by Contarga Ltd of Drochtersen, Germany and managed by Drevin Bereederungs of Cuxhaven. She flies the Cypriot flag. *(Photos contributed)*





Seen here also on the 26th is “**America**” making another visit to Felixstowe, she arrived from Mundra, India earlier in the day. She left for Rotterdam after just one day at the port. Now owned in Greece by Danaos Shipping who acquired her in 2018, she was launched by Samsung, Koje in August 2004 and completed in November as “**CSCL America**” for charter to China Shipping by her owners Seaspam. Three years later MSC had her on charter as “**MSC Baltic**” but she reverted to “**CSCL America**” in 2009. She was chartered out to MSC more recently. *(Photos contributed)*





Looking great in the new Maersk corporate livery is “**Vilnia Maersk**” at Trinity terminal on 28th March. It has been a while since she has called here after becoming quite regular previously. One of a series built in China by COSCO Zhoushan she was completed in January 2019. Built for trading into the Baltic she is Ice Class 1A. (Photo by Derek Sands)



Alongside Cliff Quay, Ipswich on 28th March is first time caller “**Elenora**” which had arrived from Hamburg earlier in the day. The twenty four year old ship was completed for Portuguese owners Navinorte in 2000 as “**Beza**”, by Gondan, Castropol, Spain. In 2018 Dublin Bulk acquired her and renamed her “**Avoca**”. Since the end of 2021 she has been owned by Raspolim of Dublin and renamed as above but Dublin Bulk remain as managers. She is still registered however under the Portuguese flag (Madeira). (Photo by David Hazell)

Maiden Voyage Of The Methanol Enabled “Ane Maersk”



Several photographers braved the elements on the 25th March for this special arrival along with many others at the viewing area Felixstowe. “**Ane Maersk**” enters the harbour without a water salute however. Lead ship of a series of eighteen being built by South Korean Shipyard, Hyundai Heavy Industries, Ulsan, she was launched in October 2023 and delivered in January 2024. Designed for dual fuel operation she made the voyage from the Far East on green methanol. (Photos by Derek Sands)





Heading towards Trinity seven berth. (Photos Derek Sands)





Looking impressive in these aerial shots as she enters the harbour. On her way from the Far East she called at Tanjung Pelepas, Colombo and Tanger Med, where she received a water salute from local tugs. She has a nominal capacity of 16,000 TEU although her builder and class quote 14,942 TEU. *(Photos contributed)*





Now heading towards Trinity terminal with the cells next to the funnel all empty ready for loading empties maybe? (Photos contributed)





Accommodation is provided for 34 crew although there does not seem from the outside that there is enough space for that? Below she is seen at the berth on the 26th and she would leave for Hamburg next day.
(Photos contributed)



More Second Hand Vehicles For Famagusta

The trade in these vehicles to Cyprus is extremely buoyant at present but is being covered by regular vessels with RoRo capability, due to lack of any working cranes at Parkeston Quay. The vessels have to use berth four at the quay subject to it being clear of the vessels on the Europort freight service. “**Adriatic**” seen below and “**Celtic**” are the usual callers now in this trade. There was cargo left over after the latest call by “**Adriatic**” and it continues to arrive apace.



Outbound on 13th March “**Adriatic**” is passed by an inbound wind farm service craft. “**Adriatic**”. Completed 2022 in the Netherlands by Hartmann at Urk, her hull came from Police in Poland. (Photos by Alex Dace) (39)

On Her Way To Morocco



Until recently employed by Fraserburgh based Kinnaird Marine as a guard vessel, working mainly to protect construction and cable laying in the Moray offshore wind farms, "**KMS Kinnaird**" is seen here at Harwich Navyard Wharf on 18th March, shortly after her arrival presumably from Fraserburgh. The vessel was built in 1967 and was formerly the fishing boat "*Natalie-C*" in 2019 and she is powered by a Deutz engine. She is bound for a new career in Morocco and she should be sailing for Agadir soon. Details as to her builder and her current owners have not come to light as yet. *(Photo contributed)*

Molasses For Felixstowe



Regular shipments of molasses continue to arrive at Felixstowe, seen above making her second visit in this trade is “**Stolt Cormorant**”. She is passing the viewing area inbound on 19th March from Gdansk. Built in 1999 in Italy by I.N.M.A. at La Spezia for Stolt Nielsen. (Photo by Dawn Sapsed)



Alongside on 24th March discharging into road vehicles. Below she can be seen sailing on the 25th for Sunderland. (Photos by Derek Sands)



Brightlingsea Shipping

Missing from last month's newsletter was an up to date photo of "**Wilson Alicante**" at Olivers Wharf. Shortly after publication the photo below was received.



With her discharged cargo of cement in bags much in evidence on the quay alongside her "**Wilson Alicante**" had arrived from Figueira da Foz on 11th February and sailed the following day for Ghent. Shortly after her arrival in Ghent she changed name to "**Vertom Eva**". Although ownership still appears to be with Bojen she is now managed by Vertom. She arrived at Seaham on 18th February under her new name. Built by prolific Slovakian Yard, Slovenske Lodenice, Komarno in 2010 as "**Wilson Alicante**". (Photo by Andy Warrick)



After a short period at anchor off the Colne, **“Athos”** is seen arriving in the river on March 21st. She will soon turn into Brightlingsea Creek heading for Olivers Wharf. She has come from Lisbon with a cargo of bagged cement and after a quick discharge she would leave on the next tide for Vlissingen. Her hull was launched in March 2001 by Yantar, Kaliningrad, capital of the Russian province of the same name. Completion was done by Dutch yard Vink of Sliedrecht in August as **“Anke”** for Dalmuder Transport of Capelle a/d IJssel. Her hull at this time was grey and she was registered at Urk. In 2006 she was acquired by Fehn Ship Management as **“Fehn Castle”**, now registered at St Johns, Antigua and given a blue hull. Chartered by Seatrans as **“Sea Thames”** in 2007 she returned as **“Fehn Castle”** in 2011. Acquired by Baltnautic of Klaipeda in 2018 she was given the name **“Athos”** and was eventually repainted to her current hull colour sometime between June 22nd 2019 and the following January. She is photographed here from East Mersea. *(Photo by Ian Clarke)*



Now turning into Brightlingsea Creek in these photos taken from East Mersea. *(Photos by Ian Clarke)*





“H&S Honesty” turning into Brightlingsea Creek in very windy conditions on 27th March. After this photo was taken myself and another photographer were asked to clear the floating jetty and find another vantage point. The ship has come from Figueira da Foz, Portugal with cement in bags. Completed in Vietnam by Hong Ha, Haiphong in June 2007 as “Christiaan” she was soon renamed “Eems Sprinter” trading under the management of Amasus of Delfzijl. Her registered owner became AJ Rozema in 2017 and she changed name to the present one in July 2022. After a quick discharge she left on the next tide for Rotterdam. (Photos by Derek Sands)



Mistley Shipping



Arriving on 4th March at the beginning of a busy period for Mistley **“Baltic Express”** is seen unloading later in the day. She has come from Inverness with wood pellets, a cargo normally carried by Scotline ships. This is believed to be the first visit of the St Kitts and Nevis flagged ship. Built in 2001 by Niestern Sander, Delzijl as **“Nora”** for Dutch owners Wijnne and Barends, her name was restyled **“Lady Nora”** by the same owners in 2011. Sold to Galleywood Shipping in 2022 she is managed from Tallinn, Estonia by Klip Maritime.
(Photo by Alex Dace)



Leaving for Immingham on 5th March, where she would load for Ghent, Belgium. (Photo by Steve Cone)



Passing Harwich inbound from Kruike on the Scheldt with a cargo of expanded clay is **“Victress”** on 9th March. Looking very smart as she sailed by Ha’penny Pier her port of registry of Inverness remains unchanged from her previous owners Scotline. Built in Romania by Navol, Oltenita for Dutch owners in 1997 as **“Dependia”**, she was acquired by Scotline in 2004 as **“Scot Carrier”**. In 2017 Faversham Ships of East Cowes became owners and gave the present name. *(Photos by Derek Sands)*





Discharge under way on Sunday 10th March during frequent bursts of rain.



Just before midnight on the 11th she sets off for Kings Lynn (*Photo by Steve Cone*)



With the crew dressed accordingly **“Allora”** makes her latest arrival on 10th March with bricks from Aalst. Below she sails on the 12th for Dagenham to load for Rouen. (Photos by Steve Cone)



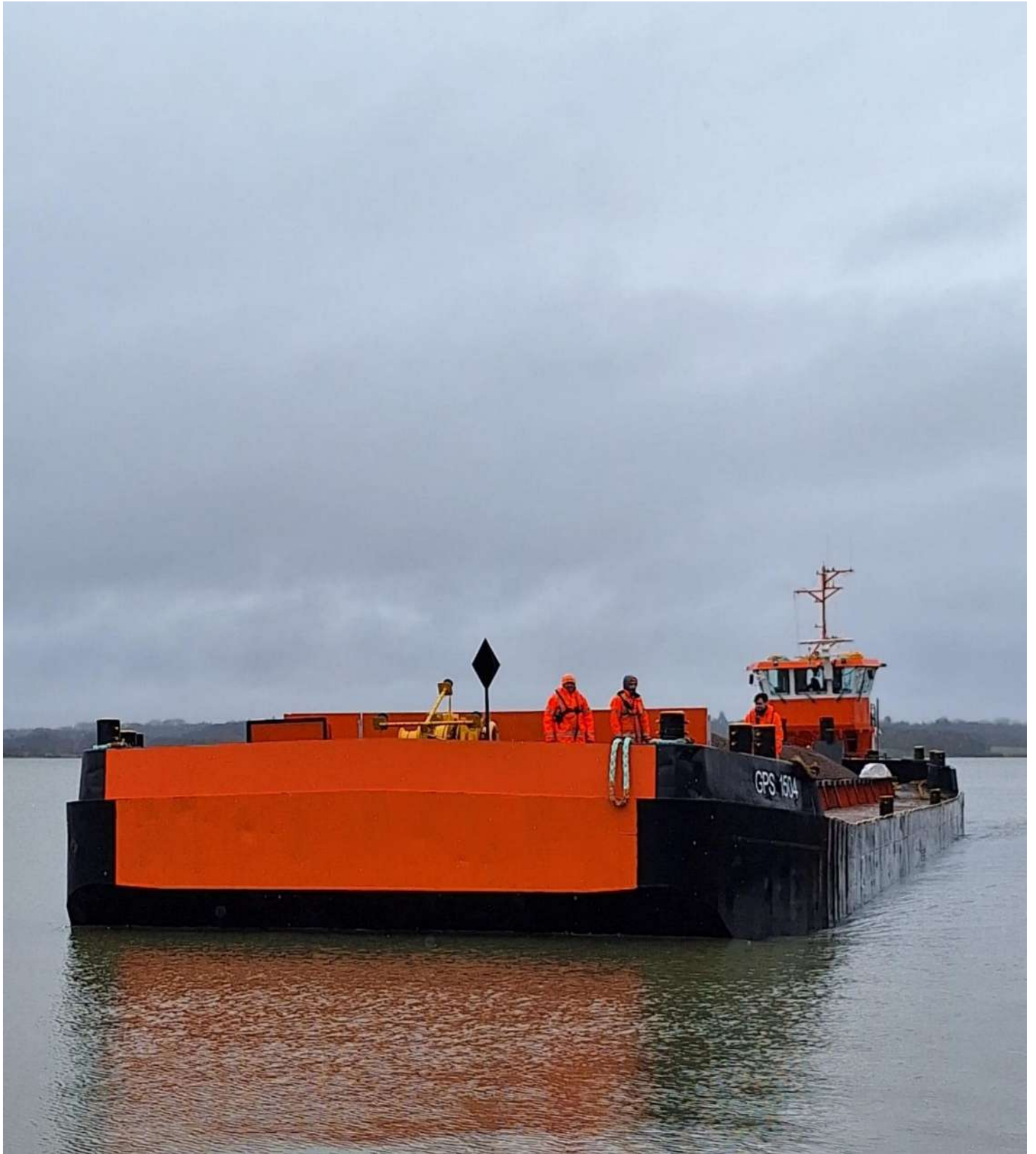
“Allora” returned on the 31st with a further cargo of bricks.



“Theseus” arrives from Aviles with aluminium ingots on 12th March. Owned in Emden by Sunship Eurocoaster, the Tulcea SN yard in Romania completed her in September 2000.



Leaving for Ghent on the 14th in ballast to load for Radicatel on the Seine. (Photos by Steve Cone)



More stone arrives from the Isle of Grain on 12th March, but in a different barge. This time the tug “**GPS Arcadia**” is propelling “**GPS1504**” alongside the quay, which seems to have had a recent makeover! The duo left for the River Medway later the same day after a rapid discharge. *(Photo by Steve Cone)*



Leaving Fos sur Mer near Marseilles on February 8th, “**Rurik**” headed for the Moroccan port of Jorf Lasfar arriving on March 1st to load for Lisbon. She sailed for the Portuguese port on the 3rd arriving two days later. Discharging and then loading (what was probably cement) for Londonderry, she set off for Northern Ireland on the 7th and arrived there on the 15th. Making the short hop to Belfast on the 19th where she loaded stone for Mistley. Seen here arriving Mistley just before midnight on the 24th, she was built by Slovenske Lodenice, Komarno, Slovakia in 2006 for Siegfried Bojen Schiffahrtbetrieb as “**Rorichmoor**”. In 2016 the company became insolvent but the ship had been sold the previous year to Vertom without a change of name. Waterway Shipping of Klaipeda, Lithuania became owners in 2019 and gave her the present name. She is managed by Baltnautic Shipping of Klaipeda, but flies the Latvian flag. (Photo by Steve Cone)

Below discharge is well underway on 25th March. (Photo by Derek Sands)





Discharge is almost complete on 26th of March and she would sail just after midnight for the Cork anchorage and await further orders. *(Photos contributed)*



Working In The Gabbard Wind Farms

The latest vessel to be working in both the Inner and Outer Gabbard wind farms is seen arriving below.



“Glomar Supporter” passes Felixstowe inbound on 15th March for Parkeston Quay. Built in India by Bharati at Ratnagiri a port situated on the Western Coast of India in the State of Maharashtra, her keel was laid in September 2006 and her launch came in April 2007. But she was not completed until May 2009 for Bourbon Offshore as **“Bourbon Amilcar”**. In 2019 the now Marseilles based Bourbon group ran into financial problems and eventual receivership and was taken over by French banks. A lot of the fleet were sold including **“Bourbon Amilcar”** which went to Den Helder based company Glomar and was renamed as above.

(Photos by David Hazell)





Now passing Harwich's Ha'penny Pier as she proceeds up the River Stour to her berth. She would leave the following day for the Gabbard wind farms. She was back again on the 23rd for a short stay and left again less than a day later on the 24th, once again for the Gabbard. (Photos by Derek Sands)





Making another visit to Parkeston she passes Harwich inbound on 23rd March. Below she is seen the following day departing for the Gabbard wind farm again. Her next landfall would be Great Yarmouth where she arrived on the 26th and left three days later for the offshore wind farms at the Gabbard. (Photos by Alex Dace)



Dredging



Beginning a program of dredging in the Harwich Deep Water Channel around the 29th February for approximately seven days, this is “**DC Orisant**” making a first visit to the port. Completed in November 2018 by IHC Holland BV, Krimpen. Financed by registered owner IHC Finance 1290 BV for Orisant Dredging, Goes, Netherlands.

She is seen here on 8th March making a rare foray into the harbour. *(Photo by Derek Sands)*

Excerpt from HHA notice 16-2024 Dredging Operations Update

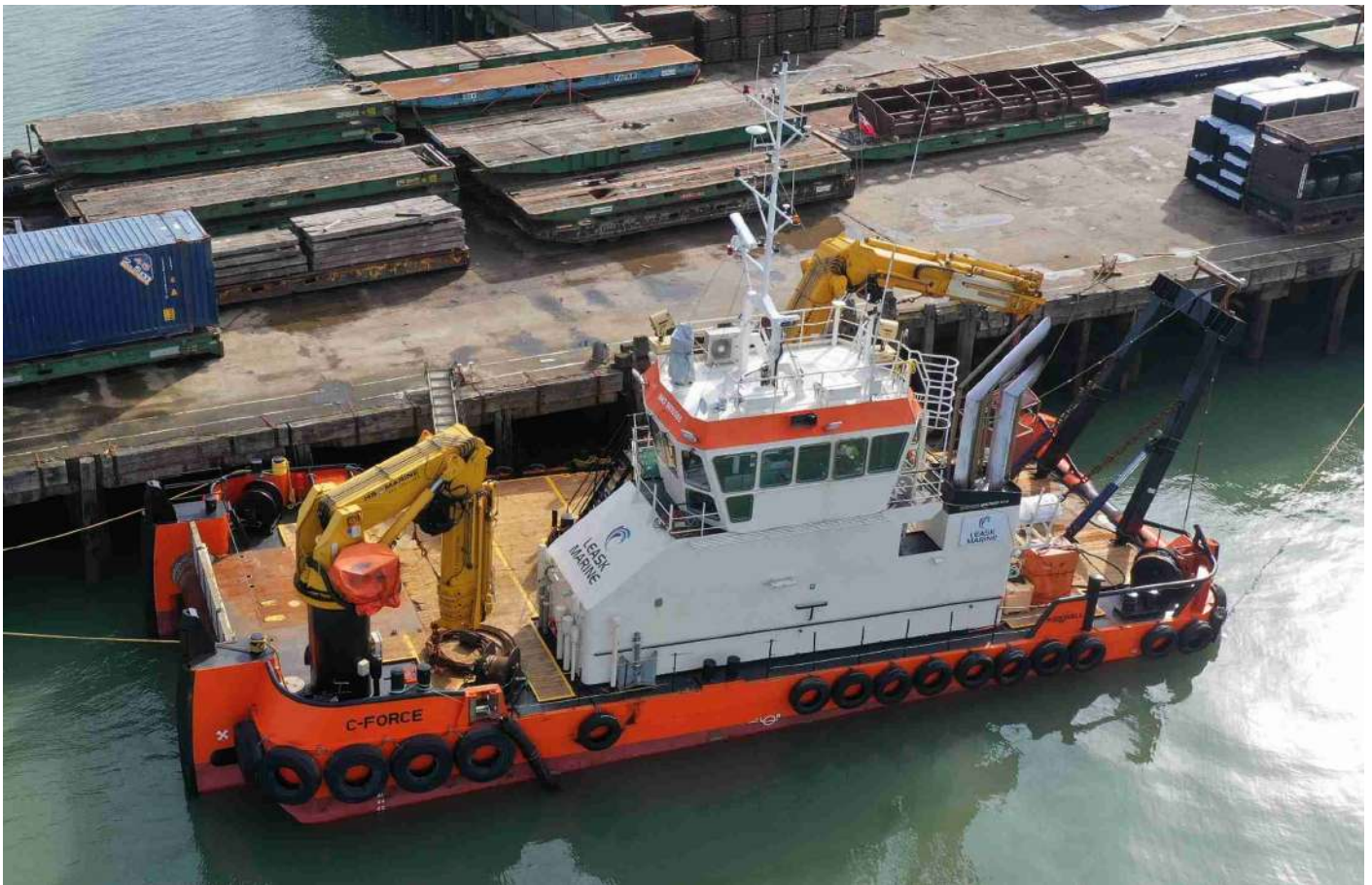
Mariners are advised that dredging operations are taking place as follows:

Medway (IMO: 9524152) – currently carrying out trailing suction hopper dredging operations in Harwich harbour and Felixstowe berths – now extended until approx. **11 April 2024**.

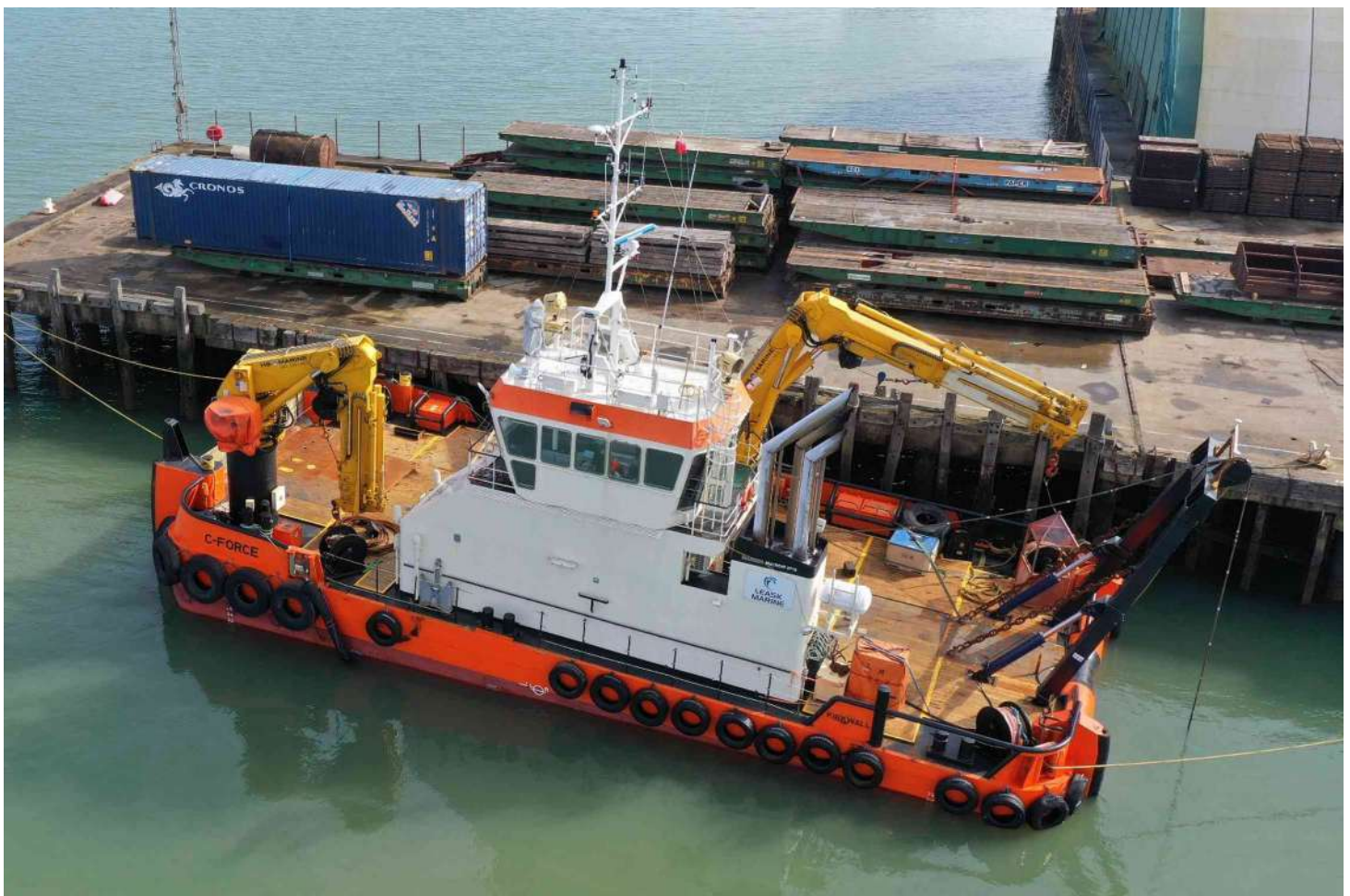
C-Force (IMO: 9850305) – currently carrying out plough dredging operations in the main channel near the Cross buoy and around the Beach End area. Expected to continue until approx. **1 April 2024**.

MTS Valour (IMO: 9407299) – expected to commence plough dredging operations on or around **30 March 2024**, working around Harwich Harbour and Felixstowe berths, the River Stour and Mistley for approx. 3 weeks.

Sospan Dau (IMO: 7711062) – will commence trailing suction hopper dredging on approx. **15 April 2024** for around 3 – 4 days. Maintenance dredging will be taking place in the Harwich Haven and around the Port of Felixstowe, with material disposed to the beneficial sites in the River Stour and Orwell



Having worked in the harbour previously “C-Force” is seen here at Harwich Navyard Wharf on 20th March. She belongs to Kirkwall based Leask Marine, she is a Damen Multicat 2712, built in 2021 by Safe Shipyard, Gdynia, Poland. (Photos contributed)





“C-Force” working hard with her plough deployed on 28th March, and below her “partner” in the operation, “Medway” also working in the harbour near Trinity terminal. Her details are in previous newsletters.
(Photos by Derek Sands)



Fish And Ships



Heading for Harwich's Navyard wharf on 28th March is Hull registered Trawler "**Jannetje-Cornelis H.**". Built for Dutch owners based at Urk by Nodosa Shipyard, Pontevedra, Spain in 2018. She has been under the UK flag since completion. It is believed she unloaded her catch into lorries at the wharf, this operation has been carried out before and also at Parkeston Quay. *(Photo by Derek Sands)*

Below can be seen a photo of the second trawler of the day to call at Navyard, but missed by your compiler! This is the Padstow registered "**Louwe Senior**" leaving Ijmuiden. *(Photo by Marcel and Ruud Coster)*



Also Spanish built this time at Vigo by Cardama Shipyard in 2002. Both vessels normally fish out of Vlissingen. (60)

Blast From The Past



Wallenius's bow loader **"Don Juan"** approaches Harwich Navyard Wharf in the sixties. She was built in Sweden in 1965 by Ekensbergs Varf, Stockholm. In 1972 she went to Panama flag owners as **"Dika"** and two years later to Losinjaska Plovidba, Rijeka without a change of name. 1991 saw her hoist the flag of St Vincent and Grenadines also without a name change, but just a year later she was **"Ro-Ro Express"** under the same flag. Keeping the St Vincent flag her next name change came in 1993 when she became **"Rawda"** and then in 1995 **"Sim Forny"**. She gravitated to the Belize flag in 1998 as **"Al Karim"** for Al Boogari General Trading, but just two years later met her end at Mumbai breakers in May 2000. (Photo by Peter Smith)



The LPG tanker "**Gambada**" at Felixstowe 18th November 1979. Built for P&O by Cammell, Laird, Birkenhead and completed in March 1973 with engines by Kincaid of Greenock. Converted to carry propylene oxide and vinyl chloride monomer by OMSA Shipyard, Genoa and redelivered in October 1981. She then had a three year contract for Dow Chemicals between the US Gulf and the Far East. Sold in 1985 to Gambada Gas Carriers Ltd (Overseas Shipholding Group) and operated by P&O Gas Carriers Ltd (owned 50:50 P&O and OSG). 1986 she was sold to Spurling Ltd, Bermuda and renamed "**Hesiod**". 1987 management transferred to Helge R Myre A/S. 1995 ownership changed to Ocean Gas Ltd, Bermuda with A/S Havtor becoming managers 1997 she hoisted the Bahamas flag and was finally broken up in Shanghai in February 2003.

(Photo by Derek Sands)



Loading at Orwell Quay in Ipswich's Wet Dock in February 1983 is "**Gulf Princess**". Built in 1971 for Dietrich Sander Bereederungs by Harlingen Shipyard, Netherlands as "**Josefine**", German flag. Sander flagged her out to Austria in 1973 but she reverted to the German flag two years later. During her time as "**Josefine**" she was chartered by Wilson Line of Hull. In 1980 Gulf Maritime of Ipswich acquired her and placed her under the Cypriot flag as "**Gulf Princess**". By 1984 she was renamed "**South Coast**" but ownership probably remained with Gulf. In 1987 she went to the Norwegian flag as "**Irma La Douce**" for Strandebarm Maritim A/S. Two years later she was "**Gry Maritha**" still under Norwegian ownership. In 2004 Red Sea Shipping of Panama acquired her and renamed her "**Daka**" and she gravitated to the St Kitts, Nevis Flag in 2006 under the same name and ownership. She met her end on the beaches of Gadani in January 2008.

(Photo from the Malcolm Cornes collection probably taken by the late John Hall)

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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.

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