



(Photo by Derek Sands)

Recent Callers



Passing Felixstowe inbound for Ipswich from Gothenburg is **“Endo Levante”** on 1st December. She will load waste oil for recycling and depart for Kalundborg, Denmark on the 4th. She was built by Vickers at Barrow for Barrow based James Fisher as **“Thames Fisher”** in 1997. She changed name around June 2022, her owners are still listed as James Fisher but management is by Endo Tankers of Malta.

(Photo by Mick Marshall)



Later on 1st December “**Endo Levante**” is seen alongside the tanker berth at Ipswich. *(Photos contributed)*





Having arrived from Port Talbot, South Wales on 30th November, “**Aasvik**” is loading for Amsterdam at Ipswich Grain Terminal. Seen here on 1st December she would depart later in the day for the Dutch port. Purchased by Aasen in 2017 and fitted with an excavator, she was originally “**Arklow Bridge**” and completed in May 2011 by Bodewes, Hoogezand. *(Photo contributed)*



Also alongside Cliff Quay, Ipswich on 1st December “**Jongleur**” arrived in ballast from Leith on 29th November. Loading for Rotterdam in the photo she departed on the 2nd December, she has been to Ipswich on several occasions. A product of Dutch shipyard Gebr. Buys, Krimpen, she was completed as “**Zwartemeer**” for Dutch owners. Remaining with the Netherlands owners when renamed “**Crown Alizee**” in 2002, she is now under the control of Baltnautic of Riga and has been “**Jongleur**” since 2007. *(Photo contributed)* (3)



Completing the scene at Ipswich on 1st December is **“Nina”** which had arrived from La Pallice on 28th November. Departing on the 1st for Southampton in ballast, to load for Lisbon. Bodewes Volharding, Foxhol completed her for Italian owners as **“Ile De Yeu”** in June 2003. She quickly became **“Sider Montediprocida”** in the same year. 2009 saw her name shortened to **“Monte”** under the German flag and later that of Antigua. Acquired by Hermann Lohmann in 2017 and given the name **“Nina”** under the flag of Cyprus.
(Photo contributed)



Now displaying her new name when spotted at Parkeston Quay on 1st December is **“Northsea I”** ex **“Northsea Rational”** as mentioned in last month’s newsletter. She shifted from No. 1 berth to No. 3 to allow Norwegian cruise ship **“Maud”** to berth on 8th December, but moved back to No. 1 the following day and now berthed “head out”. With ongoing repairs or upgrades being carried out she is also waiting for more crew before she can depart, eventually sailing for Istanbul on 23rd December (Photo contributed) (4)



Chinese built **“Wilson Nice”** enters the harbour bound for Ipswich on 1st December from Grundartangi, Iceland. She was completed for Wilson by Yichang Shipyard in 2010 and this is at least her second visit. She departed for Gijon, Northern Spain on 4th December. *(Photo by Derek Sands)*

Below she is seen in the River Orwell making for Ipswich. *(Photos contributed)*





“MSC Rayshmi” making her first call at Felixstowe and seen here on 4th December. She had arrived the previous day from Valencia. Completed in China by Jinhai Heavy Industries in November 2021 and 328 metres long. She left the following day for Rotterdam, Antwerp, Gdynia and Klaipeda.
(Photo by Derek Sands)



A regular caller at Ipswich “**Swami**” is alongside Cliff Quay on 6th December, unloading cement from Drogheda. She would sail for Limerick later on the 6th. Built for Dutch owners in 1995 by Bodewes, Hoogezand as “**Swan**”. Arklow Shipping purchased her in 2004 and renamed her “**Arklow Swan**”. She lasted only three years in their fleet before Misje of Norway acquired her and renamed her as above.
(Photos contributed)





“JSP Anna” at Felixstowe on 6th December having arrived from Rotterdam on a BG Freight schedule. She sailed the following day for Teesport and then Rotterdam and arrived at Felixstowe again on 15th December. Launched by Sietas at Neuenfelde as **“Anna Sirka”** in August 2006. She was completed as **“Annaland”** in October. She reverted to her launch name in 2009 and was renamed **“Johanna Borchard”** in 2016. Jebsen Shipping Partners acquired her in 2020 and gave her the present name under which this is her first visit. (Photo contributed)



Unloading molasses into road tankers at Trinity number two berth, Felixstowe on 6th December, **“Key West”** had arrived from Delfzijl the previous day. Leaving the following day for Rotterdam after what was probably her first visit. Another product of Sietas, Neuenfelde she began life as **“Roland Essberger”** in 1992. A spell under the Portuguese flag from 1997 to 2008 as **“Douro Chemist”**, before she became **“Roland Essberger”** again. In 2015 she was sold to Key Shipping as of Bergen and registered under the Gibraltar flag as **“Key West”**. (Photo contributed)



Making her first visit to Felixstowe for quite some time “**MSC Roma**” is alongside Trinity Seven, Felixstowe on 6th December. She left Mundra, India on November 15th and made calls at Southampton and Rotterdam before arriving at Felixstowe on 5th December. She left later on the 6th for Hamburg. Built by Samsung, Kojima in 2006 she is capable of 9,200 TEU. *(Photos contributed)*





Discharging her cargo loaded at the Egyptian port of Abu Qir, **"Sacura"** is making her second recent visit to Ipswich and seen on 6th December the day after she arrived. After a lengthy time in port she departed for Rouen on the 13th. Built in China by China CYC in 2011 as **"Sunrose E"** she went on to become **"MBC Rose"** in 2016 and changed to **"Sacura"** in 2021. *(Photo contributed)*

Below she is seen on the 9th with discharge almost complete. *(Photo by Mick Warrick)*





Loading at Ipswich Grain Terminal on 6th December is Spanish built “**Arklow Field**”. She came from the Murueta Yard at Guernica when completed in March 2011. She was the ninth of the series of ten from Murueta. Six have been sold to other owners as newer ships enter the Arklow fleet. Having arrived from Tilbury on the 6th she sailed the following day for Bilbao. *(Photo contributed)*



Unifeeder’s “**Njord**” at Felixstowe on 10th December loading for Hamburg. Launched as “**Astrorunner**” by Sainty Jiangdu, she was completed by All Ships Outfitting, Krimpe in March 2007 as “**Transjorund**”. Changing name in 2013 to “**Astrorunner**” and in 2021 to “**Njord**”. *(Photo contributed)*

“Arklow Marsh” in the River Orwell, approaching the bridge as she arrives at Ipswich from Dunkirk on 6th December. (Photo Derek Sands)



Below she is alongside on a lay-by berth shortly after arriving and would move later to the grain terminal once her fleetmate **“Arklow Field”** had sailed. She left with a full load on the 9th December for Malaga, and arrived there on the 15th. The second in a series of five 14,000dwt ships built in South Korea by Mokpo SB, she was completed in January 2010. (Photo contributed)





Recently completed in Turkey by Gisan Gemi and in commission since September this year “**Sedat Basak**” alongside Parkeston Tanker Jetty on 9th December. She had arrived from Ghent the previous day and would sail on the 10th for Eastham. *(Photos contributed)*





Now loaded and underway passing Harwich at 13.03 hrs on the 10th “**Sedat Basak**” on her way to Eastham after her first call. *(Photo by Derek Sands)*

She was replaced by “**Paul E**” seen below inbound passing Harwich at 15.16 hrs on the 10th.



Arriving from Rotterdam she would sail for Dordrecht the following day. Built in 2005 in Turkey by Sedef Gemi, Tuzla for German owner Carl Peters, and registered under the Gibraltar flag. *(Photo by Derek Sands)*



Making her first visit to Felixstowe arriving on the 8th December and seen here alongside on the following day, “**MSC Jersey**” had come from Asyaport in Turkey and would sail on the 10th for Antwerp and ports in Turkey. Taking bunkers whilst she was here from the Portland based “**Monjasa Promoter**”. This Chinese built container ship was completed by Zhejiang Ouhua, Zhoushan in January 2014 as “**Seaviolet**” for Hong Kong based owners. She swiftly became “**Sapphire**” also in 2014 and changed again to German owners the following year as “**Hammonia Sapphire**”. Moving on to X-Press Feeders in 2019 as “**X-Press Jersey**” before moving under the MSC banner as “**MSC Jersey**”.





Going astern towards her berth at Trinity seven on 9th December **“Cosco Japan”** making her first call for some time and arriving from Nemrut in Turkey. Owned by Seaspan a subsidiary of Atlas Corp., she has been on charter to Cosco since her completion in March 2010 by Hyundai, Ulsan. She sailed for Hamburg on the 11th (Photo contributed)



Making her first call at Felixstowe, **“Cosco Shipping Nebula”** alongside number eight berth on 9th December. Having left Yantian, China on 13th November, she called at Singapore and Piraeus before arriving at Felixstowe on the 8th December. Leaving for Gdansk on the 11th the 400 metre vessel was completed by Shanghai Waigaoqiao in October 2018. (Photo contributed)



Turning to berth at Felixstowe on 10th December is **“YM Evolution”** arriving from Salerno, Italy. Leaving Felixstowe the next day for Rotterdam, Hamburg, Antwerp and Piraeus. She was built in 2014 by China Shipbuilding Corp, Kaohsiung, Taiwan. (Photo by Derek Sands)



Arriving in some strange lighting conditions on 10th December is **“MSC Genova”**. She had come from the Far East via Suez non stop. Spending almost four days in port she left on December 14th for Antwerp. The 14,000 TEU vessel was built by Daewoo, Okpo and completed in June 2010 for German owner Claus-Pieter Offen, for charter to MSC. On the next page she is seen alongside. (Photo by Derek Sands) (17)



A superb aerial photo of “**MSC Genova**” alongside number nine berth on 11th December.
(Photo contributed)



Preparing to load at Ipswich’s Old Power Station berth on 11th December is “**Iberica Hav**”, a unit of the Hav Bulk fleet. She had arrived from Aberdeen earlier in the day and would depart with a full load for Amsterdam on the 12th. Completed for German owners as “**Ewald**” by Dutch shipyard, De Kaap of Meppel in October 1999. Sold to Hav Bulk in 2010 she was renamed to suit their fleet nomenclature. (Photo contributed)



“Spanaco Reliability” seen at Ipswich Grain Terminal on 11th December waiting to load for Aveiro, Portugal. She had arrived earlier in the day from Londonderry and would depart on 13th December, arriving at Aveiro on the 18th. Built in Spain at Vigo she was completed in June 2007 by the Freire Yard for Carisbrooke as **“Lisa C”**. Spanaco Two Limited, Valletta are registered owners but she is managed from Germany. *(Photo contributed)*



Seen at Woolverstone Marina on the River Orwell on 11th December, **“Tia Elizabeth”** is currently servicing the Gunfleet wind farm off Clacton. Built in 2013 by Mercurio Plastics of Cartagena, Spain for Tidal Transit of Egmore, near Wells next the Sea, Norfolk. *(Photo contributed)*



Berthed at Trinity seven on 11th December “**Hubert Schulte**” making her first visit to Felixstowe. She had set off from Asyaport, Turkey on 28th November calling at Nemrut, Turkey, Sines in Portugal and Le Havre. Sailing for Bremerhaven on the following day followed by Hamburg, Antwerp and Sines. Chartered to Mitsui when completed in 2012 as “**MOL Growth**” she was “**San Pedro Bridge**” in 2016 before reverting to her Mitsui name in 2017. She has only been under her present name since September 2022, and is currently on charter to MSC. *(Photos contributed)*





Discharging cement she loaded in Villagarcia, Spain at Cliff Quay, Ipswich on 14th December, **“Fluvius Tavy”** had arrived the previous day. She would depart for Dordrecht on the 15th and load for Orkanger, Norway. Launched by the Partner Shipyard, Police, Poland in December 2008, she would be completed as **“Abis Antwerpen”** the following August by Shipkits, Groningen. Following the financial difficulties of Abis she moved to Amasus Shipping BV of the Netherlands in 2017 and gained her present name. (Photo contributed)



What appears to be soya being discharged from **“Alsterdiep”** at Ipswich on 14th December. She had brought the cargo from Rotterdam and arrived earlier on the 14th. She was built in China in 2008 by Rongcheng Shipbuilding. She sailed for Bremen on the 15th. (Photo contributed) (21)



Evergreen's latest mega container ship "**Ever Atop**" arriving at Felixstowe on 14th December. Delivered in October 2022 by Jiangnan Shipyard, Shanghai, and capable of 24,004 TEU. *(Photos contributed)*





“Ever Atop” being swung to berth port side to by the locally based tugs. She arrived very light from Rotterdam and had reportedly left Yantian, China at the start of her voyage well under capacity. Her lack of cargo meant a brief stay in Felixstowe for a ship of her size. She left for Hamburg an hour under two days in port. *(Photos by David Hazell)*





The well travelled “**Marfaam**” loading at Ipswich’s Grain Terminal for Amsterdam on 14th December. She had sailed from Ghent on 5th December for Great Yarmouth where she loaded for Amsterdam and then returned to load more grain at Ipswich. She next headed for Nordenham on Germany’s River Weser. Launched by the Zaliv Yard at Kerch, Ukraine she was completed by Damen, Bergum in November 2011. For Visser Shipping BV. *(Photo contributed)*



Completed as a sister to “**Alsterdiep**” seen astern of her in this photo, “**Spanaco Simplicity**” came from Rongcheng, China as “**Amurdiiep**” in July 2009. She went to Spanaco in 2016 and was renamed. She had arrived in ballast from Sunderland on the 14th and would depart for Drogheda, Eire on the 16th. *(Photo contributed)*



Making her second call this year “**MSC Daisy**” was last here in June, this time arriving from Asyaport, Turkey on the 15th December and departing for Antwerp late evening on the 16th. She had made calls under some of her previous names. Built by Hanjin Heavy Industries, Busan, she was completed as “**Charles Dickens**” in September 2005 for Karl Schluter and immediately chartered by Maersk as “**Maersk Danbury**”. In 2013 at end of charter she reverted to her first name and was “**Texas Trader**” in 2015. Although she became “**MSC Daisy**” in 2020 this appears to be a charter arrangement. *(Photo contributed)*



Berthed at Trinity Seven, Felixstowe on 15th December, “**MSC Rifaya**” had arrived from Antwerp two days earlier. She had set off from Tanjung Pelepas, Malaysia on November 15th and called at Portugal’s Sines port on the way. Built in South Korea by Samsung, Koje and completed in February 2017. She set off for Tanger Med, Morocco on the 19th. *(Photo contributed)*



Arriving from Klaipeda, Gdynia and Bremerhaven earlier on 17th December, “**MSC Desiree**” left for Philadelphia via Le Havre after only a brief stay of eleven hours. Completed by Jinhai Heavy Industries, Daishan County in April 2017. *(Photo contributed)*



With most cement cargoes arriving in Ipswich in conventional coasters, it was a change to see a dedicated cement carrier alongside Cliff Quay on 17th December. Built as the general cargo ship “**Barten**” she was launched by Marine Projects, Gdansk in February 1998 and completed in May by Peterswerft, Wewelsfleth. Purchased from her German owners in 2007 by Baltrader and converted into a pneumatic self discharging cement carrier and renamed “**Cemsol**”. Having brought her cargo from Drogheda, she departed in ballast for Rotterdam on December 18th. *(Photo contributed)*



Having arrived at the Old Power Station berth, Ipswich from Erith **“Frederik”** is waiting to load on 18th December. Completed in November 2009 as **“Dmitry Vavarin”** by Onega Shuipyard, Petrozavodsk, Russia. She moved to German owners as **“Konstantin”** in 2015. Chartered out as **“Wilson Helsinki”** in 2016 she went back to **“Konstantin”** in 2017. She became **“Frederik”** in September 2022 for Frederik Hermann Lohmann of Haren/Ems, Germany and flies the flag of Antigua. She left for Rotterdam on 20th December and departed there on the 22nd for Le Treport, France. *(Photos contributed)*





Making her first call at Felixstowe **“Peyton Lynn C”** inbound on a Unifeeder schedule on 18th December. Built in China by Jaingsu Eastern, Jingjiang and completed in July 2007 as **“Eemsdijk”** for Dutch owners, but registered in Cyprus. She changed her flag to that of the Netherlands in the following year. HS Schiffahrts acquired in 2018 as **“Gesina Schepers”** and in 2021 she went to Doornekamp Shipping of Ontario and gained her present name. She is on long term charter to the Spliethoff Group for their Cleveland Europe Express Service. She left Felixstowe on the 19th bound for Teesport and Grangemouth.
(Photo by David Hazell)



Having arrived late on 19th December **“Nuri Sonay”** is seen at Ipswich the following day. She had come from the Turkish port of Derince via Hull where part of her cargo was discharged. She would depart for Antwerp on the 22nd December. Its thought this was her first visit to Ipswich, although a sister vessel called in 2020. Owned in Turkey by Sonay Shipping, she is registered in Panama. Built in Turkey by Celiktekn, Tuzla and completed in June 2006. At 143 metres overall and 13,000dwt she is a sizeable ship for Ipswich.
(Photo contributed)



With discharge of her cargo well advanced at Cliff Quay, Ipswich on 20th December “**Fluvius Axe**” had arrived from Amsterdam on the 18th and would sail in ballast for the same port on the 21st. Starting life at the Stroobos yard of Barkmeijer in March 1998 as “**Arklow Sea**” she moved to BBS bulk as “**BBS Sea**” in 2012. Then in 2014 she was briefly renamed “**PS Sea**” by Pillar Shipping before being acquired later the same year by Exe Shipping part of the Amasus group and renamed “**Fluvius Axe**”. (Photo contributed)



Alongside Trinity Terminal on 20th December “**MSC Cornelia**” had arrived earlier in the day from Antwerp. She would on leaving Felixstowe later on the 20th headed for Antwerp once more. Built in Shanghai, China by Jiangnan Changxing as “**RHL Fiducia**” in 2010, she became “**Cornelia I**” in 2016. Her change to MSC came in 2021. (Photo contributed)



Making her first call at Felixstowe is “**MSC Shay**” seen here on 21st December. She left Mobile, Freeport and Charleston before calling at Antwerp and arriving at Felixstowe on the 21st. Departing next day for Antwerp again. Built in 2009 by Hyundai, Ulsan as “**Hyundai Global**” for Zodiac Shipping, she became “**MSC Shay**” in August 2021. *(Photos contributed)*





Turkish owned tanker **“Filyoz”** passing Harwich inbound from Rotterdam on 21st December, for her second recent visit. Her details can be found in last month’s newsletter. (Photo by Derek Sands)



A vessel that mostly avoided the cameras was captured with a long range lens at Trinity Terminal, Felixstowe on 22nd December. **“MSC Elbe III”** making her first call under this name. Launched for Oskar Wehr as **“Wehr Elbe”** by Kvaerner Warnow Werft, Warnemunde in 2001, she was immediately chartered out as **“CSAV Callao”**. Reverting to her launch name in 2008, she was chartered by MSC as **“MSC Elbe”** in 2016 and then had the suffix III added in 2022. (Photo by David Hazell)



Passing Felixstowe inbound for Ipswich from Antwerp on 22nd December is “**Wilson Paldiski**”. Built in Spain by Freire, Vigo as “**Lauren C**” for Carisbrooke, Cowes in 2007. Wilson Shipowning AS of Bergen acquired her in 2020 and renamed her. (Photo by David Hazell)



Seen here on the Thames in November, “**Desert Oak**” arrived at Parkeston Tanker Jetty during the hours of darkness from Immingham on 23rd December and left at 0140hrs on the 24th for Rotterdam. Launched as “**Sichem Rotterdam**” by Jinse, Busan in June 2008, she was completed for German Owners as “**Marida Mimosa**” in September. In 2014 OCM Tuna Desert Oak LLC became owners and renamed her as above, she is managed from London by Norbulk Shipping and flies the Marshall Islands Flag. (Photo by Martin Klingsick)



Photographed at Felixstowe's number nine berth in poor weather on 23rd December "**Maersk Campton**" is making her maiden voyage. She set off from Yantian in China on 21st November a few days after her entry into service for her owners Zodiac Shipping. Next was Tanjung Pelepas, Malaysia, Colombo, Sri Lanka and Tanger Med, Morocco before arriving at Felixstowe on 22nd December. Daewoo, Okpo handed her over on or about 8th November 2022 to her owners who had already signed a long term charter for the 15,473 TEU ship with Maersk. *(Photo contributed)*



Leaving for Hamburg on 24th December. *(Photo by David Hazell)*



Having just let go of her bow tug. *(Photo by Mick Warrick)*



Seen from the Harwich side she passes one of the old lighthouses outbound. *(Photo by Derek Sands)*



Two superb aerial views as she gathers speed on departure. *(Photos contributed)*





Seen passing Harwich on an arrival in 2014 **“Chemical Luna”** arrived at Parkeston Tanker Jetty at 03.30hrs on 24th December from the Spanish port of Tarragona. She would leave for Rotterdam just after 16.15hrs on the same day. One of a large class of similar tankers constructed by the Imabari Yard of Japanese builder Asakawa, she was completed in November 2008 as **“Clipper Ava”** for Japanese owners. She became part of the Chemship Fleet based in the Netherlands in 2011 and was renamed **“Chemical Luna”**.
(Photo by Derek Sands)



Entering the harbour during squally conditions is **“MSC Cassandre”** making her first call on 28th December. Only completed in May this year by Jinhai Heavy Industries. (Photo by Derek Sands)

The light was obviously better from the Felixstowe side as she rounded the beach end and proceeded to her berth. Her last port was Antwerp (*Photos by David Hazell*)



Parkeston Quay Pontoon For Galloper Wind Farm Service Craft

A new operations base for the Galloper Wind Farm including a pontoon for service craft was completed in 2020. This replaced temporary accommodation. Seen in the photos below are three of the service craft alongside the pontoon. *(All photos contributed)*





“Seacat Liberty”

Built in 2017 by South Boats, Isle of Wight.

She can carry 12 passengers and 3 crew.

Maximum speed 29 knots

“Seacat Mischief”

Built in 2015 by South Boats, Isle of Wight

12 passengers and 3 crew with a maximum speed of 29 knots

Both owned by Seacat Services of Cowes.



“Iceni Vengeance” operated by Turner Iceni Ltd of Lowestoft and built in Isle of Wight by South Boats in 2015.

12 passengers and 2/3 crew.



Tug And Barge Arrive From Bradwell



Bradwell based tug **“Jean T”** seen here working off Parkeston Quay with barge **“PFL 100”** on 1st December having arrived earlier in the day. The tug has been in the harbour many times with this barge also seen here before. If anyone has information on what task they were performing please email the editor.
(Photos contributed)



Brightlingsea Shipping



Seen above inbound on the River Stour in January 2022, “**Swedica Hav**” arrived at Brightlingsea again on 30th November from Setubal. Her cargo of cement was unloaded swiftly and she sailed on the next tide to Ghent. This was believed to be her fourth visit to Olivers Wharf. (Photo by Derek Sands)



Having made at least her second call at Brightlingsea “**Meike-B**” has almost completed her turn as she leaves the wharf on 21st December. She had arrived the previous day from Setubal with bagged cement, having encountered delays due to port congestion and bad weather en-route. Launched as “**Fehn Captain**” she was completed as “**Rhine Express 2**” by Wuxue Kaiyangxing in 2013. She became “**Fehn Companion**” in 2014 and gained her current name in 2022 when acquired by JEB Bereederungs GMBH. (Photo by Derek Sands)



Having passed the photographer she is now heading for the Dutch port of Vlissingen.
(Photo by Derek Sands)



Due to the previous ship encountering problems the next ship at Brightlingsea arrived the next day, 22nd December despite delays caused by thick fog. **“Eems Spring”** is seen here on the River Orwell in 2010, she has since been lengthened in the Ukraine. After discharging her cargo of cement from Setubal she left on the next tide for Dordrecht. *(Photo by Derek Sands)*

Mistley Shipping



Arriving with more bricks from Aalst on 4th December, “**RMS Ratingen**” approaches the quay on her latest visit. She left as seen below two days later and the port will see its next ship in the New Year.
(Photos by Steve Cone)



Pinmill Scene

Pinmill has a fascinating array of wrecks, former commercial craft now serving as houseboats and sailing barges which are normally under repair at this location. All photos taken on 1st December.



In the photo above two sailing barges can be seen. On the left is steel hulled barge **“Melissa”** built in 1899 by J.G. Fay, Southampton for E. J. and W. Goldsmith of Grays, Essex. She was purchased by the London and Rochester Trading Company in 1944 as a motor barge. By 1975 she was a house barge and spent time berthed at Ipswich Shipyard. Acquired by Fred and son Jonathan Webb in 1994 the process of restoration began. Work halted in 1996 when Fred suddenly passed away. With the assistance of his brothers Richard and David, Jonathan restarted the project in 2000. The work was completed in 2009 and she now can sail again.

On the right of the group of vessels is **“Xylonite”** one of seven sisters built of steel at Mistley by F. W. Horlock for his own account. She was the third of the seven and completed in 1926 and originally named **“BX”** after the Brantham based British Xylonite Plastics. This was changed almost immediately to **“Xylonite”**. She carried acid for use in plastic manufacture from London to Brantham, and general cargo from London to Mistley and Ipswich. Sold to Greenhithe Lighterage in 1958 she was cut down to a motor barge with a diesel installed in the after hold, she worked until 1977. Restored and re-rigged from 1977 to 1984 by Tim and Brigid Eliff she worked on the Thames as a charter barge. From 1984 to 2007 she was owned by the Cirdan Trust and used to give sailing experience to underprivileged children. Next she was sold to barge skipper Rebecca Polden and her partner who did more restoration whilst living aboard her at Maylandsea until 2011. Next she was purchased by photographer Tim Kent from 2011 to 2016 and she is currently owned by Chris Palmer. *(All photos in this article contributed)*



Having spent thirty five years working on keeping the Thames rubbish free **“Tidy Thames 1”** arrived at Pinmill on 8th April this year. Originally built as an inland freight barge sometime in the mid 1950s by Engelen van Landeghem Shipyard, Buggenhout, Belgium. Her first name was **“Rosette”** and then **“Adma”** until 1989 when she was sold and came to the Thames, she was shortened and a small crane added which was removed upon her retirement from waste collection. She is powered by a well maintained Gardiner diesel with a twin disk gear box.





Next to a houseboat clearly made from a former lighter is what appears to be a former US Army tug. Now of course she is a houseboat, information about her is welcome.

Below are some of the tug boat's companions on the shoreline including what looks like a former Dutch inland craft.





A closer view of two continental inland craft which are serving as houseboats.



A large former inland craft the **"Adrianto"** about which nothing is known, can anyone help?



Two photos of what is believed to be a former Dutch coaster with no name visible. Any information on her would be gratefully received.

Dredging



Having completed her latest tasks **"Goliath"** departs the harbour on the 9th December with **"Buzzard"** in charge of the tow. Destined for Moerdijk where they arrived in the early hours on 11th December.
(Photo contributed)



Having some work done at Shotley Marina **"Smit Neyland"** is seen on 9th December. (Photo contributed)



Now back in the water on 15th December, **“Smit Neyland”** is described as a multi-purpose work boat by her owners Boskalis. It would seem she is here to support the dredger **“Medway”** which is due in the harbour soon. Built in 2002 and capable of 26 knots she normally carries a crew of three. *(Photo contributed)*



Seen at Harwich’s Navyard wharf preparing her plough after recently arriving on the 17th December **“GPS Avenger”** had come from Szczecin in Poland where she had been working. She will be in the harbour for approximately fourteen days. Launched by Damen Kozle, Kedzierzyn-Kozle in October 2012, she was completed for GPS Marine of Upnor, Kent by Damen Hardinxveld in May 2013. *(Photo contributed)*



Arriving in poor weather on 18th December to complete the dredging maintenance team of survey vessel, plough tug and suction dredger is **“Medway”**. She had come from her last job working in Bremerhaven. Launched by Sietas, Neuenfelde in April 2012 she was completed in August as **“Eke Mobius”**. Boskalis her present owner acquired her from Mobius Bau AG, Germany in 2017 and renamed her as above, she flies the Cyprus flag. (Photo by David Hazell)



At work ploughing off Trinity terminal on 20th December, **“GPS Avenger”** will be here over the Christmas period. (Photo contributed) (51)

Blast From The Past



Seen in Ipswich Wet Dock on 5th June 1981 and registered in Takoradi, Ghana is **"Kadas I"**. She began life in Germany when completed as **"Alk"** in January 1960 by Adler Werft, Bremen for Hasa Sachwert Anlagen of Bremen. Richard Adler and Sohne (Argo Reederei) of Bremen acquired her in 1963 but did not change her name until 1967 when she became **"Alkes"**. She was lengthened by just under four metres also in 1967. She went to Greek owners in 1973 without a change of name. Ipswich Shipping (Gulf Lines) were her next owners just two years later and she became **"Gulf Anglia"** under the Cypriot flag. In 1977 Atlantic Lines of Takoradi were noted as owners and she was renamed as above. Nasser Ali Mohammed Ibrahim acquired her in 1985 and she got her final name of **"Semone"**. In May the following year she was broken up at Gadani Beach. (Photo by Mick Warrick)

Below she can be seen as originally built with a crane on the bow. (Photo by Han-Wilhelm Delfs)





“Gisela Bartels” at Wivenhoe in 1981. Completed in May 1966 as a Type33D by J.J. Sietas, Neuenfelde as **“Hove”** Partenreederei Hove, Hamburg. In 1971 Arnold Fischer was registered as her owner. Gerhard Bartels acquired her in 1975 and renamed her **“Gisela Bartels”**. Continuing under the German flag she went to Reederei Claus Darley of Hamburg as **“Jennifer”** in 1984. He registered her in Valletta in 1994 as **“Seastar”** and the following year she went to Barwil Baasher Shipping Agencies as **“Sky 1”** who registered her in San Lorenzo, Honduras. After three years Hind Al-Huda Shipping became her final owners retaining her name and Honduran registration. In May 2000 she was on her way from Dubai to Somalia with vehicles and steel, when she listed and was abandoned. She sank two days later off Madrakha, Oman. (Photo by Mick Warrick)

In the photo below taken at Rowhedge in 1985 she can be seen later in her career as **“Jennifer”**. (Photo by the late Tony Stacey)





Polish Ocean Lines “**Busko Zdroj**” heading for Ipswich 10th July 1975. The background today would be very different as it’s the location of Felixstowe’s Trinity Terminal. Built in Romania by Drobeta TS she was completed in August 1969. Her career ended on 8th February 1985 when on passage from Gdansk to Porto Torres, Sardinia with a cargo of steel. She sank with the loss of twenty four crew 74 miles north of the Frisian Islands. *(Photo by the late Malcolm Cornes)*

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Any mistakes or inaccuracies are unintended.

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