



(Photo by Derek Sands)

If you receive this newsletter and you are not a member of the World Ship Society you are welcome to come along to a branch meeting without obligation. Contact Derek Sands on the email address on the last page of the newsletter.

The June branch meeting will be a feature on SD14s, compiled by Derek Sands. This will be held on the third Thursday of June (19th) and not on the usual second Thursday.

Recent Callers



Setting off on her regular run to Europort from Parkeston Quay on 24th April with her regular partner away in China being upgraded, “**Stena Forerunner**” will take her turn at the Chinese shipyard once “**Stena Foreteller**” returns. She is currently at China Merchants Jinling Weihai shipyard having a fourth deck added and shore power capability installed. “**Stena Forerunner**” will have the same work done. Both were originally built in China by Dalian Shipyard. (Photo by Alex Dace)



Also leaving Parkeston Quay on 24th April was “**Chemical Ranger**” now outbound for Pernis, Rotterdam. She had arrived earlier in the day from Antwerp. Built in 2023 in Japan by Kitanihon Shipbuilding for Kowa Kauin and operated by Chemship B.V. of the Netherlands. (Photo by Alex Dace)



Some more shots of
“Heerengracht” held
 over from last month.

Seen here in the mouth of
 the River Orwell outbound
 on the 24th April after
 discharge of her rice cargo
 at Ipswich.
(Photos by Alex Dace)





On charter to Maersk, **“Traiguen”** arrives at Felixstowe from Casablanca on 26th April. After loading at Trinity seven berth she left for Hamburg, Bremerhaven, Antwerp and Algeciras. Her port rota continues with Taranto, Piraeus, Gebze, Istanbul, Gemlik, Izmir and she should arrive back in Felixstowe on June 11th. Built as **“CSAV Traiguen”** by Daewoo-Mangalia in 2013 her name was shortened in 2022 by Polar 4 Ltd, she is managed by Columbia Ship Management of Cyprus. *(Photos contributed)*





Diverted from the congested London Gateway Port, “**Acastos**” leaves Felixstowe’s number nine berth on 27th April. Having arrived from Antwerp she is now en route to Tanger Med, Morocco and Dakar, Senegal. Owned in Greece and managed from there by Capital Maritime, she was built in 2024 by Hyundai Mipo.
(Photo by David Hazell)



(Photo contributed)



(Photo contributed)



Entering the harbour bound for Ipswich in the early evening of 28th April is **“Wilson Dover”**. She had loaded cable reels in Karlskrona and after discharge would head for the Waalhaven in Rotterdam. Built as **“Anna J”** in Portugal by Mondego, Figueira da Foz in 1993 although completion was done by EN de Viana do Castelo. Her high bridge and container fitted hatches meant she spent her early years chartered out carrying containers under various names. She entered the general cargo and bulk trades in 2007 when acquired by Wilson.

(Photo contributed)



A smokey arrival by “**MSC York VII**” on 28th April, with her exhaust scrubber working flat out by the looks of it! She is certainly well loaded as the tugs turn her for berthing. She is arriving from the Indian ports of Hazira, Mumbai, Nhava Sheva and Mundra. *(Photos by Derek Sands)*





“MSC York VII” sailing for Rotterdam on 29th April. Launched in March 2000 she was completed as **“Sealand New York”** in May by Hyundai, Ulsan for Costamare. Under charter to Sealand she survived the merger of Sealand and Maersk but was by then in full Maersk colours. Renamed just **“York”** in 2018 she came into the MSC fleet in 2022 under her current name. *(Photos contributed)*



It is very noticeable how her cargo on the stern has changed a lot whilst at Felixstowe.



Alongside at Trinity terminal, Felixstowe on 28th April “**Fenja**” has a good mix of boxes on board. She would sail later in the day and return again on 3rd May from Rotterdam. Built as “**Aura**” in 2003 by Sietas, Neuenfelde, for Peter Dohle. She hoisted the Dutch flag in 2010 being registered at Heerenveen by Holwerda. *(Photo contributed)*



Berthed at number eight, Felixstowe on 28th April “**Ever Aim**” had arrived two days earlier after laying at anchor at the Sunk Deep Water for half a day. She would leave for Hamburg and Rotterdam on the 29th. Built in 2021 by Samsung, Kojé, South Korea. She is capable of 23,992 TEU. *(Photo contributed)*



Making her first call at Felixstowe “**MSC Siena**” on 29th April. She arrived from Colombo, Sri Lanka on the previous day, and would sail on the 30th for Antwerp. Completed by Jiangsu Yangzi Xinfu Shipbuilding on 21st October 2024 the 366 metre vessel is capable of 16,000 TEU. She is able to use LNG as her main fuel.
(Photos contributed)





Just off the berth and ready to proceed to sea on 29th April.
(Photo by David Hazell)



(Photos contributed)



One of five sisters built by now defunct Hanjin Heavy Industries, Busan. The first four were for C.P. Offen of Germany, and the fifth “**MSC Judith**” for MSC. She was launched in June 2006 and completed in July. She set off from Karachi, Pakistan on March 20th calling at Port Qasim, Pakistan and Hazira, Nhava Sheva and Mundra, all in India. She is seen here arriving at Felixstowe on 30th April. (*Photos contributed*)





“MSC Judith” now approaching number nine berth after being spun around by the attending tugs.
(Photo by David Hazell)



Just one crane is working on the recently berthed **“MSC Judith”** with two more about to boom down. She would leave on the 1st May for Rotterdam. (Photo by Derek Sands)



Returning to her berth at Harwich, Navyard Wharf on 30th April, from her work offshore, this would be the last day in Harwich for **“DSV Curtis Marshall”**. The offshore and diving support had been working out of Harwich for some while, but would depart later on 1st May for Hartlepool. She is owned by Marshall B Marine Ltd of Middlesbrough, having been built at Middlesbrough by them for their own account in 2015.
(Photos contributed)





Pleasing to see a geared container ship at Felixstowe, “**CMA CGM Saint Laurent**” arrives on 30th April. Another ship diverted from the congestion plagued London Gateway Port she is making her first call here. She left Port of Spain (Trinidad and Tobago) on April 6th, calling at Degrad des Cannes (French Guiana), Fortaleza (Brazil), Vigo (Spain) and Rotterdam.





With stern tug already attached and the bow tug in attendance and ready for a line, “**CMA CGM Saint Laurent**” heading for Trinity terminal. She was built by Hyundai, Mipo in 2015. (Photos by Derek Sands)





It's the 1st of May and **"MSC Johannesburg V"** arrives at Felixstowe for the first time. She left Lome (Togo), on the 15th April, calling at Cotonou (Benin), Lagos (Nigeria) and two ports in Cote d'Ivoire (San Pedro and Abidjan). A product of the defunct Hanjin Heavy Industries, Busan in 2002, her first name being **"HLL Pacific"**. In 2003 Maersk took her on charter as **"Maersk Damman"** and in 2007 she was chartered by APL as **"APL Colombia"**. More change came in 2013 when she lost the APL prefix to her name. Things turned oriental in 2016 when she became **"Zhong Liang Xin Hua Yuan"** which was altered to **"Zhong An Xin Hua Yuan"** in 2018. She entered the MSC fleet in August 2024. (Photos contributed)





Her propeller stirring up the harbour mud as she turns off the berth. Below she is safely alongside with the cranes only seemingly interested on removing boxes from her stern hatches. *(Photos contributed)*





Making her latest visit to Felixstowe “**CMA CGM Chiwan**” berthed at Trinity terminal on 1st May. She would depart later in the day for Rotterdam. Built by Samsung H.I., Koje in 2001 as “**CSCL Chiwan**” for Seaspn Corp. She became “**Seaspn Chiwan**” in 2013 and was acquired by CMA CGM in 2022 and renamed.
(Photos Contributed)





A fairly regular caller at Felixstowe over the years, although she had been more recently a frequent caller at London Gateway, “**MSC Soraya**” occupies Trinity seven on 1st May. The 5,782 TEU vessel was built by Samsung, Koje in 2008. Having arrived from Le Havre on 30th April she departed for Hamburg on 2nd May. (Photo contributed)



Completed by Bodewes, Foxhol in December 2000, after being launched in Romania by Daewoo-Mangalia in the previous August, originally “**Crescent Rhine**” she moved to RMS on charter as “**RMS Rhenus**” in 2003. 2016 saw her under the name “**Amadeus Aquamarijn**”. She had arrived at Ipswich from Antwerp on the 30th April. (Photo by Mick Warrick)



“Amadeus Aquamarijn” departs Ipswich for Hamburg on 1st May. *(Photos by David Hazell)*





Now seen from the air as she leaves the Orwell Bridge behind and sails down river. *(Photos contributed)*





Moving downriver we come to Pinmill and the sailing barge **“Melissa”** with **“Xylonite”** inside of her. **“Melissa”** was built of steel by J.G. Fay, Southampton in 1899 for E.J. & W. Goldsmith of Grays. She was acquired by London & Rochester Trading Company in 1944 and converted to a motor barge. She became a house barge in 1975 and was then restored from 1994 until completion in 2009. *(Photo by David Hazell)*

Below she is seen under sail on the River Stour in July 2017. *(Photo by Derek Sands)*





Sailing for Rotterdam on 4th May, “**MSC Tianjin**” had arrived from La Spezia, Italy the previous day. Built as “**OOCL Tianjin**” in 2005 by Samsung, Koje, she was acquired in 2014 by Global Ship Lease and in 2017 renamed “**GSL Tianjin**”. In 2019 GSL chartered her to MSC until the 3rd quarter of 2027 with an option until the 4th quarter. The vessel was dry docked in 2024. *(Photos contributed)*





Alongside at Ipswich on 4th May “**Misje Lotus**” one of a series built in Sri Lanka by Colombo Dockyard, she was completed in September 2024. She had arrived from Rotterdam’s Botlek complex on the 3rd. Sailing on the 7th for Schiedam, she arrived back at the Sunk Inner anchorage on May 10th destined for Harwich, Parkeston Quay. *(Photo contributed)*



Sitting high and dry on Navyard Wharf, Harwich, “**Hughes Hunter**” has been carrying out survey work and diving ops off Harwich. She looks like she is ready for collection by road perhaps? She is powered by twin Cummings diesels driving water jets. Any more information is welcome. *(Photo by Alex Dace)*



Making her way slowly up the River Orwell, “**Arklow Willow**” assisted by two tugs. She has come in ballast from the Danish port of Fredericia to load for Belfast. She was the third in a series of three 10,000gt vessels constructed for Arklow by Ferus Smit, Westerbroek being completed in October 2019. *(Photos Alex Dace)*





“**MSC Tianping**” at Trinity seven, Felixstowe on 5th May. She had arrived the previous day from Colombo, Sri Lanka, she would leave for Hamburg on the 6th. This is believed to be her first call under her current name which she gained in 2022. She was launched as “**E.R. Tianping**” and completed as “**Cosco Napoli**” in 2006 by Hyundai, Samho. Reverting to her launch name in 2016 this was shortened to “**Tianping**” in 2021 and in 2022 she entered the MSC fleet. (Photo by Derek Sands)



Charles Willie's **"Celtic Endeavour"** enters the harbour on 5th May from Belfast, bound for Ipswich. A product of the Chowgule shipyard, Goa in 2009 she was completed as **"Voornedijk"** for Dutch owners. Willie acquired her in 2023 and renamed her as above. She left Ipswich for Poole on 7th May arriving at the Dorset port on the 8th.
(Photo Derek Sands)



Having left Yangshan Deep-Water Port, China on 31st March, **"MSC Sofia"** arriving at Felixstowe on May 5th. On the way she made a call at Singapore, and what was presumably a bunkering stop in Walvis Bay, Namibia. She was diverted to Felixstowe from London Gateway. Leaving Felixstowe on the 8th for Bremerhaven and Gothenburg. Constructed as yard number 3181 by Hyundai, Ulsan and completed in February 2023.
(Photo contributed)



A treat to see another geared container ship at Felixstowe, this time it's **"MSC Resilient III"** arriving from Bremerhaven on 6th May. She started life in South Korea when built by STX SB, Jinhae in 2002 as **"P&O Nedlloyd Barossa Valley"**. In 2005 the Bernhard Schulte managed ship became **"Annabelle Schulte"**. Moving on to Borealis Maritime in 2014 as **"Bomar Resilient"**, she entered the MSC fleet in 2022 under her current name. She departed for Le Havre and Boston, USA on the 7th. (Photos contributed)





Working for Unifeeder is Tailwind Shipping's **"Panda 002"** seen arriving at Felixstowe on 7th May from Rotterdam. Launched by Damen, Galati as **"Slidur"** in August 2006 she was completed in January 2007 by Damen Hoogezand, Foxhol as **"BG Dublin"**. She reverted to **"Slidur"** in 2010 and in 2016 became **"Music"**. May 2022 she was renamed **"Tailwind Panda 002"** and this was shortened to just **"Panda 002"** in November 2022. She left for Teesport and Grangemouth on 8th May and is due back in Felixstowe on the 12th.
(Photos contributed)





Well down to her marks **“Panda 002”** passes the Felixstowe viewing area. (*Photo by David Hazell*)



Built by Hyundai, Ulsan and fitted with an EGCS-Scrubber, **“MSC Mombasa”** entered service in June 2024. The 75,154 gt ship is capable of 8,030 TEU on a length of 272 metres. She arrived from Valencia on 5th May and is seen here leaving for Rotterdam, two days later. (*Photo by David Hazell*)



Seen from above her profile looks somewhat “squashed” but makes a pleasing photo. *(Photos contributed)*





Under charter to MSC from owner Costamare until September 2028, **“Kotka”** looks to have had a recent dry docking. Seen here on May 7th arriving at Felixstowe from Nhava Sheva, India. Built by Odense Staalskibs, Lindo in 1996 as **“Knud Maersk”** the second of six sisters. She was renamed **“Maersk Kotka”** in 2008 by Hammonia Schifffahrts. In 2018 she moved to Costamare and in 2023 they shortened her name to **“Kotka”**
(Photos contributed)





Another vessel diverted from the struggling London Gateway is “**Cape Sable**” which is working for Hapag-Lloyd. Despite her Danish flag she is managed from Cyprus by well establish Columbia Shipmanagement. She was built in China by CSSC Huangpu Wenchong who completed her in January 2024. *(Photos contributed)*





Proceeding past the viewing area Felixstowe on her way to a berth on Trinity terminal. She has come from Moin (Costa Rica), Caucedo (Dominican Republic) and Antwerp. *(Photo by David Hazell)*



Safely alongside later in the day she leave for Rotterdam in the evening. *(Photo by Alex Dace)*



“Panda 002” departs for Teesport on 8th May. (*Photos by Alex Dace*)





Nearing the end of her seven day voyage from Seville, Spain, **"Rurik"** enters the harbour on 8th May heading for Ipswich. The 2006 built vessel came from prolific Slovakian builder Slovenske Lodenice, Komarno. Originally owned in Germany by Bojen as **"Rorichmoor"**, she came under the Vertom banner in 2015 without a change of name. Baltnautic of Latvia acquired her in 2019 as **"Rurik"**. *(Photos contributed)*





About to pass under the Orwell Bridge “**Rurik**” with Nacton shore providing a nice backdrop.
(Photo by Derek Sands)



Having passed under the bridge she is now heading for her berth. She would leave for Sauda, Norway on the 10th.
(Photo by Derek Sands)



After her latest visit to Felixstowe, “**MSC Polaris**” sets off for Antwerp on 8th May. She had arrived from the Turkish ports of Gemlik and Asyaport on the 6th. She is on MSC’s NWC service to and from Turkey. Built in 1995 for Japan’s Nippon Yusen Kaisha as “**NYK Vega**” by Mitsubishi, Nagasaki, she went to Vectis Navigation in 2001 as “**Sandra Blanca**” managed by Zodiac Maritime of London. In 2007 she was renamed “**MSC Messina**” by 2013 she was managed by Eastern Pacific Shipping and in 2022 by MSC and renamed “**MSC Polaris**”.

(Photo contributed)



Berthed at number nine Felixstowe, “**MSC Eleonore**” with a significant number of boxes on board on 8th May. She had arrived from Colombo earlier in the day and would depart for Antwerp on the 9th. Completed in December 2024 by Daewoo, Okpo for Brekkom Shipping and managed by Zodiac Maritime of London.

(Photo by Derek Sands)



Rounding the beach end on 8th May “**MSC Singapore IV**” making what is believed to be her first call at Felixstowe. She has come from Liverpool and her next call would be London Gateway, before heading for Antwerp and Piraeus. *(Photo by Alex Dace)*



Bow tug safely attached she heads into the harbour. *(Photo by Derek Sands)*



Now seen from the air, she looks very smartly turned out! A product of Samsung, Koje in 2002 she was first named “**CSCL Rotterdam**”. This was shortened to “**SC Rotterdam**” in 2012. Two years later she was on charter as “**Singapore Bridge**”, before entering the MSC fleet under her current name in 2023. *(Photos contributed)*





Leaving Felixstowe on 11th May during her maiden voyage “*MSC Annamaria*” is heading for Bremerhaven. She had arrived from Singapore via Tema in Ghana on the 9th. One of many recent new builds for MSC built in China by Jiangsu Yangzi Xinfu she was completed in March 2025. Sporting a wind deflector for improved fuel consumption, many of her contemporaries are being retrofitted with them. *(Photo by David Hazell)*



(Photo contributed)



Stern view showing how empty she is. (Photo contributed)



In this photo of “**MSC Irene**” at number nine berth, Felixstowe on 12th May it can be seen that the some of the Hutchison logos are being removed from the cranes on the berth. It is still uncertain if the sale will go through after objections from the Chinese government, but someone knows something maybe? “**MSC Irene**” left for Sines on the 13th. She was completed by Samsung Heavy Industries, Koje in July 2010. (Photo contributed)



A welcome back to the port of Felixstowe for Zim Lines, their **“Zim America”** being diverted here from the congested London Gateway Port. Seen on the 12th May she had arrived in the early morning from Valencia. Her next scheduled port should be Hamburg, but she is already behind and will be late at Ashdod no doubt unless a cut and run is performed somewhere. She was built in 2003 by Hyundai H.I., Ulsan as **“Maersk Kobe”** subsequently she was renamed **“Safmarine Antwerp, Maersk Kingston, MSC Kingston, Maersk Kingston”** before taking her current name in 2022. She is owned in Greece by Costamare. (Photo contributed)

She looks quite different in this photo below arriving at Felixstowe 30th May 2005, as **“Safmarine Antwerp”**. (Photo by Derek Sands)





Another MSC vessel arriving fairly lightly loaded, “**MSC Houston V**” on 12th May. She started off from Piraeus on 29th April, calling at Italy’s Gioia Tauro, Sines, Portugal and Liverpool. She would leave on the 13th for Rotterdam. Built for Japanese owners as “**Baltimore Bridge**” by Hyundai H.I., Ulsan in 2010. Renamed “**Baltic Bridge**” in 2019 she entered the MSC fleet in 2022 and was renamed. (Photos contributed)





Heading up the River Orwell to Ipswich on 12th May, “**Misje Vita**” with soya loaded in Rotterdam’s Europort. Part of a series of ten vessels constructed by Colombo Dockyard, Sri Lanka, she was completed as the first one in 2022. *(Photo by Derek Sands)*



Here she is approaching the Orwell Bridge. *(Photo by Alex Dace)*



.....and just about to pass under the bridge heading for her berth at Cliff Quay. (Photo by Alex Dace)



“**MSC Elisa XIII**” at Trinity six on 13th May, it’s her first call we believe. She is on MSC’s Albatros service and should have called at London Gateway. Diverted to Felixstowe due to the continued congestion at the Thames-side port. The 366 metre vessel was built in 2011 by Hyundai Samho. She had arrived direct from Singapore on the 12th. She encountered engine problems and did not depart for Bremerhaven until the 16th (Photo contributed)



Setting off for Rotterdam for Felixstowe on 13th May, “**Zim America**” had been alongside at Felixstowe for a day and a half, after diverting from London Gateway. *(Photos contributed)*





Loading grain at Parkeston Quay on 14th May “**Misje Lotus**” had arrived from Schiedam in ballast on the 11th. She is photographed from the passing Harwich Hook of Holland ferry. *(Photo by David Hazell)*

Below she is seen passing Harwich outbound for Amsterdam later on the 14th, her details can be found on page 25 of this newsletter. *(Photo by Derek Sands)*



Brightlingsea Shipping



“Isartal” made her second recent call on 28th April, when she arrived in ballast from Ijmuiden to load scrap for Bilbao. After arriving at Bilbao on 4th May she headed back to Ijmuiden and left there on the 13th, heading once again for Brightlingsea to load scrap metal for Leixoes. Above she is seen leaving on the 15th. She arrived at the Portuguese port on the 21st after being anchored off for two days, leaving on the 22nd for Sagunto, Spain. Built in Slovakia by Slovenske Lodenice, Komarno in 2005 as **“Norderau”** she was sold in 2020 within Germany to gain her present name. (Photos by Derek Sands)





“Icelandica Hav” arrived from Setubal with cement on 1st May and sailed on the next tide for orders. After being at the Sunk Inner anchorage she arrived at Erith on the 7th May to load for Rendsburg. Built 1982 by Hugo Peters, Wewelsfleth as **“Patria”** she became **“Mike”** in 1994 and **“Icelandica Hav”** in 2005. Despite her age she is well cared for with very few deficiencies in her inspections over the last twelve years. Photo taken on 27th January 2024 as the author was unable to get to Brightlingsea for her latest call. (Photo by Derek Sands)



Seen here passing Harwich outbound on 7th November 2017, **“Figaro”** arrived at Brightlingsea on 19th May, your compiler having already set out for the WSS AGM at Torquay! **“Figaro”** had come from Setubal with bagged cement and left the following day for Margate Roads and further orders. Launched as **Hansa Marseille** by Leda Shipyard, Korcula, Croatia, she was completed in the Netherlands by Peters, Kampen as **“Christine”** in September 2003. Renamed **“Tharsis”** in 2007 under the Dutch flag, she went to Waterway Shipping (Baltnautic of Riga) in 2011 and was renamed **“Figaro”**. (Photo by Derek Sands)

Mistley Shipping



“GPS Arcadia” propels barge **“GPS 1505”** towards the quay on 28th April. Her cargo of stone was unloaded between tides, allowing the tug and barge to depart for London on the same day. They have become frequent callers. *(Photo Steve Cone)*



Passing Harwich inbound on 28th April, **“Wilson Mosel”** has come from Drammen, Norway with stone. Built 1993 by Slovenske Lodenice, Komarno as **“Neermoor”** Wilson acquired her in 2007. *(Photo by Derek Sands)(52)*



Heading up river with Shotley in the background. *(Photo by Derek Sands)*



A busy scene with water injection dredger **“Cathy Ann”** in the foreground, tug **“GPS Arcadia”** waiting for her barge to be unloaded, and **“Wilson Mosel”** also being discharged.

Seen here as she leaves for Margate Roads on the 30th.
(Photos by Steve Cone)

“Allora” arrives on the 4th May and after discharge headed straight back to Aalst for more bricks. Below she is seen arriving with those bricks on 11th May.
(Photos by Steve Cone)





“CL Nogaro” arrives from Inverness for her first call late on 11th May.

Owned by Conti-Lines NV, Belgium and managed by De Bock Netherlands. She was completed by the GS Yard, Waterhuizen, Netherlands in March 2025
(Photo by Steve Cone)



Discharge of her cargo of wood pellets is in full swing here on 12th May, both cranes working hard.
(Photo by Derek Sands)



Taken a few minutes before the above by *(Alex Dace)* how we missed each other is a mystery!

Now some panoramic views. *(Photos contributed)*







At the same time as the wood pellets are being discharged from “CL Nogaro”, the cargo handler is unloading the bricks from “Allora”. (Photos by Derek Sands)





“Wilson Loviisa” passes Harwich inbound for Mistley at 07.00 on 23rd May. She has come from Aviles with aluminium ingots, a regular cargo from the smelter in Spain. Built for Germany’s Rhenus Maritime Services in 2005 by Slovenske Lodenice, Komarno, as **“RMS Goole”**. Wilson gained control of RMS in 2022 and she was renamed. (Photos by Derek Sands)



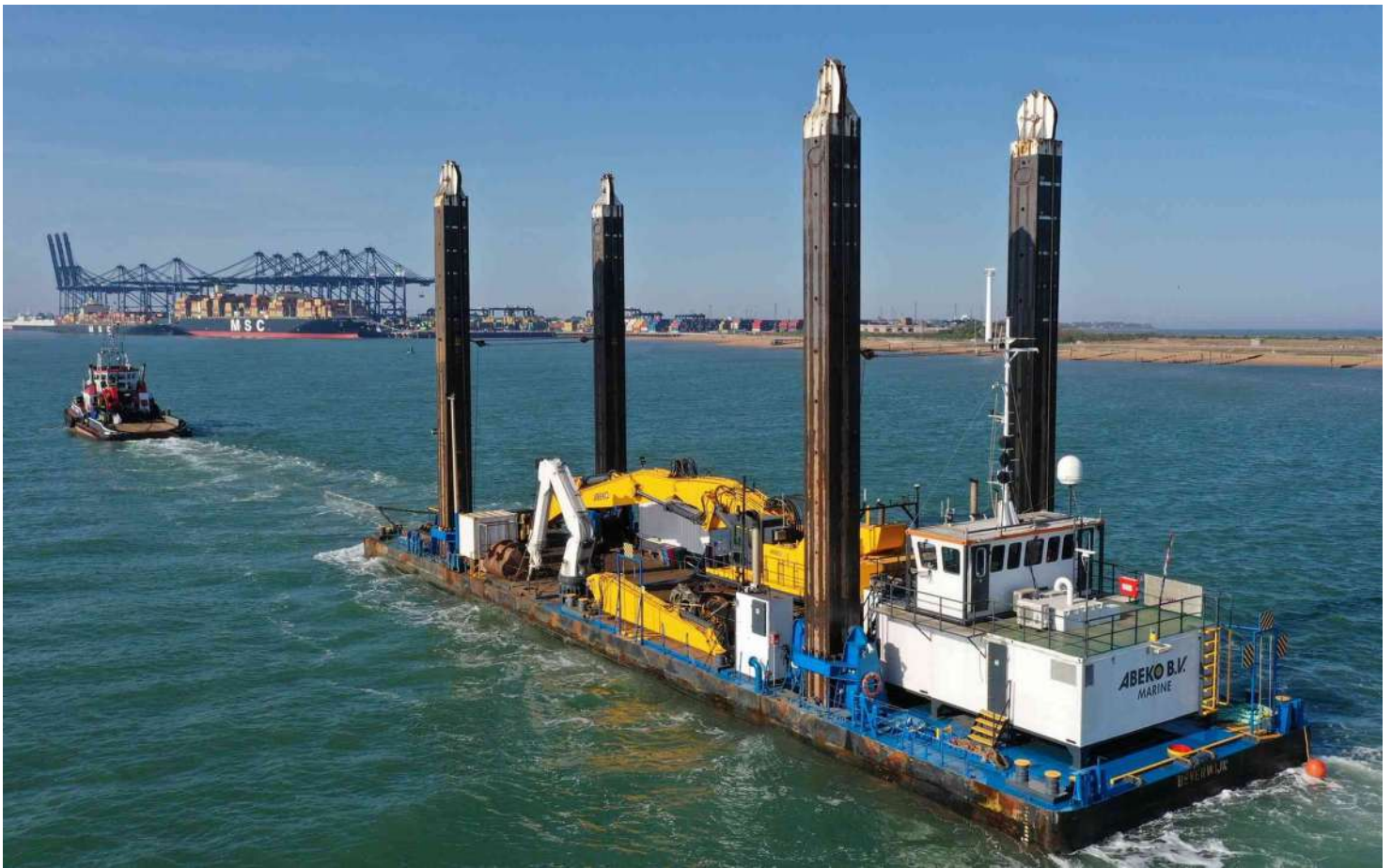


Arriving at Mistley she makes a fine sight in this image by (Steve Cone)

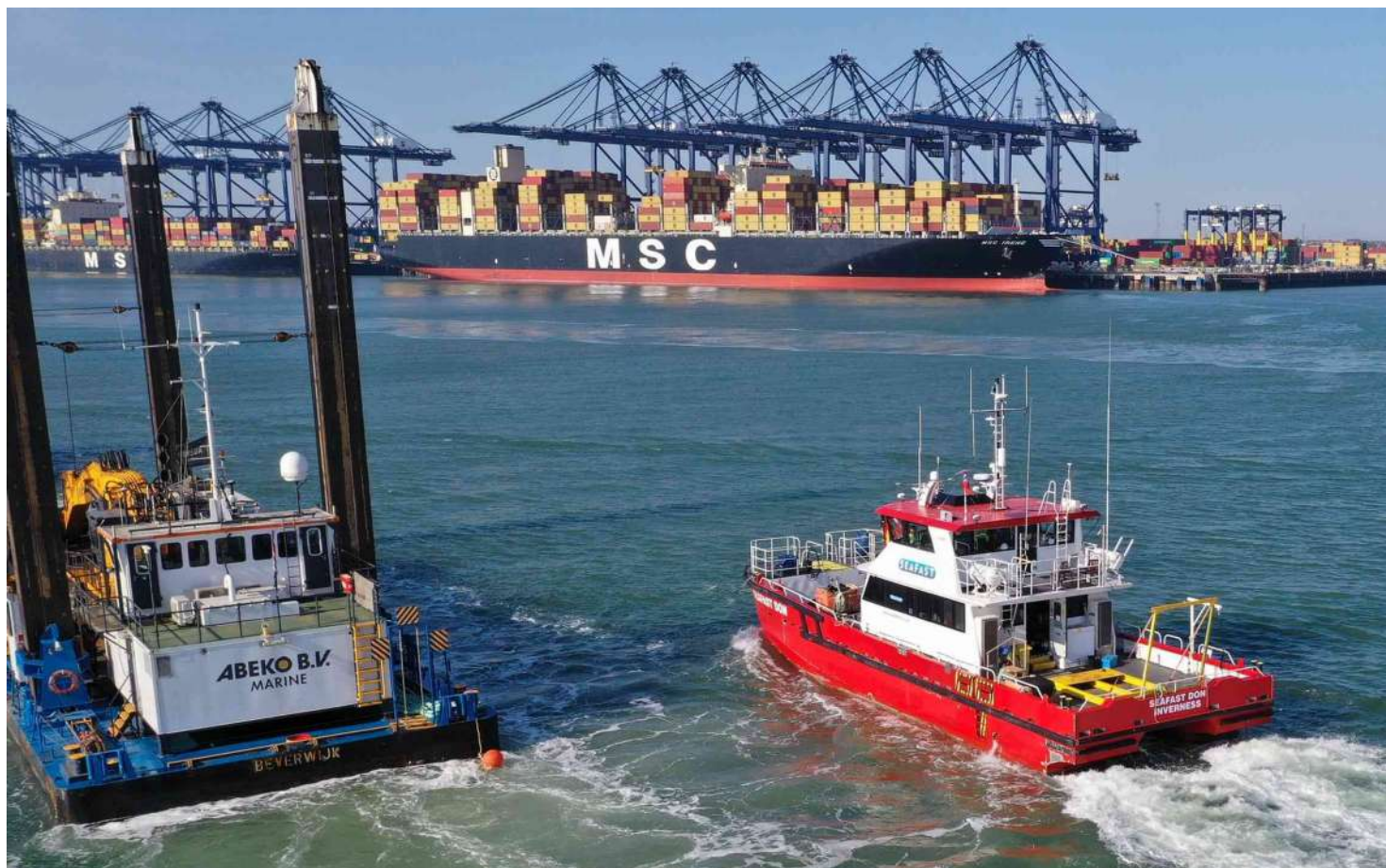
Backhoe Dredger Arrives



Arriving from Velsen on the North Sea Canal is **“Abeko Server 2”** with Holyhead Towing’s **“Afon Alaw”** providing the motive power on 11th May. The backhoe arrived dead ship but has now powered up. She was working off Bawdsey on 18th May digging a trench for the connector from the wind farms. She is still continuing the works as this is written. (Photos contributed)



“Seafast Don” on her way out from Harwich, Navyard Wharf to meet the incoming pair. She will land a crew onboard the dredger to assist berthing at Navyard. (*Photo Derek Sands*)



(Photo contributed)



Two close ups of the tug. **"Afon Alaw"** of Holyhead towing built 2004 by Hepworth, Paull. *(Photos contributed)*



“Abeko Server 2” was built in 1997 at Hardinxveld and is registered at Beverwijk. She has a Hitachi EX1200-5 excavator. *(Photo contributed)*

Below the tow is nearing Harwich Navyard Wharf with some assistance in berthing supplied by local Svitzer tug.
(Photo by Derek Sands)

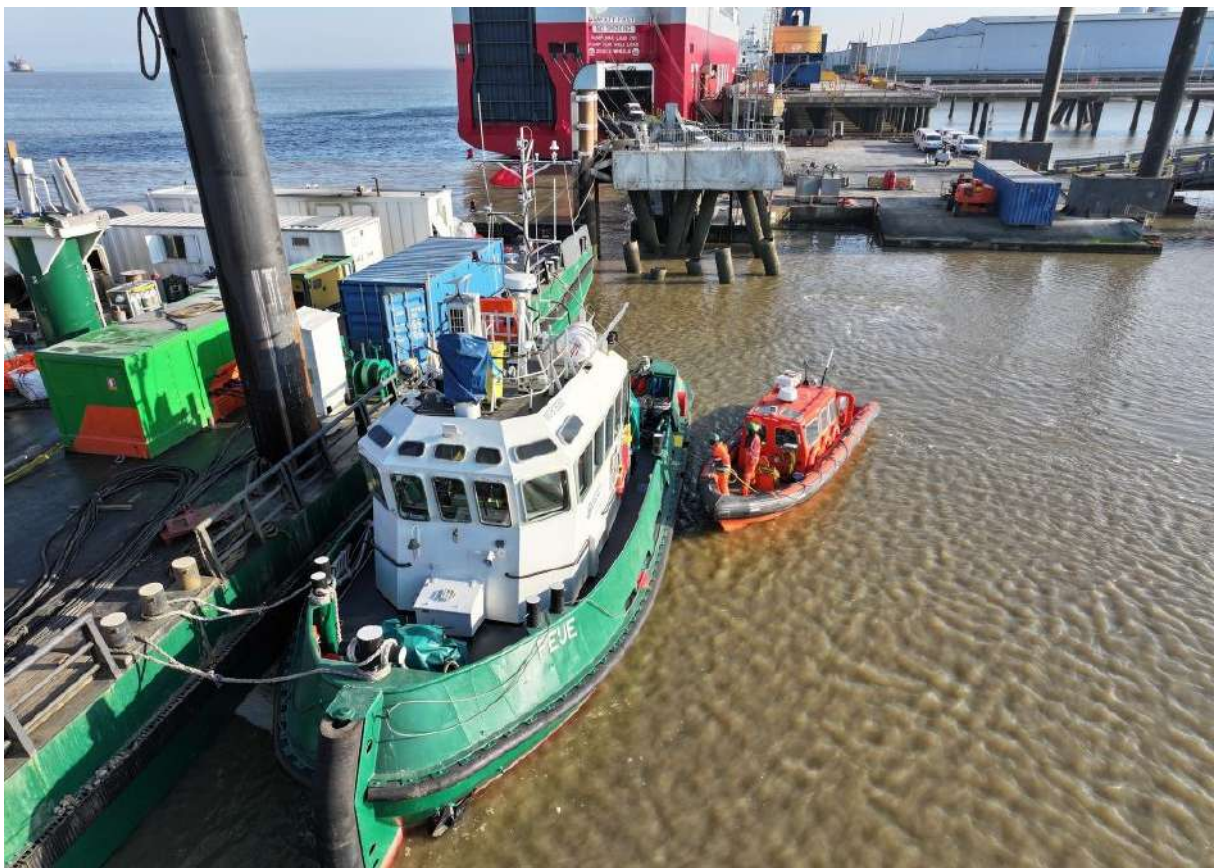


Alongside Navyard Wharf 14th May, taken from the outgoing Harwich to Hook of Holland ferry.
(Photo by David Hazell)

Gray Test Update



The former **“Gray Test”** in her new colours those of Skylift Marine, Deest, Netherlands, although she has retained British registry. Now named **“Feije”** she is used to tow Skylift’s specialist equipment to where it’s needed. The equipment consists of cranes and submersible jackups for heavy lifts and recovering sunken ships etc. They also can be used to launch vessels. **“Feije”** has recently arrived at Sheerness with a jackup. (Photos web sourced)





(Photos from Skylift's website)

Blast From The Past



Outbound from Parkeston Quay number eight berth on 23rd June 1980, built in the former Yugoslavia at Pula by Uljanik in 1979 is **“Darfur”** one of three sisters built at the yard for Sudan Line. She was launched in March 1979 and completed in November. She had brought a cargo of bagged potatoes whose origin was either Egypt or Sudan. They were destined for Cadbury’s to make Cadbury’s Smash instant potato. Sudan Line vessels tended to be very well kept and she lasted well. Sold out of the fleet in 2014 she became **“Regis”** but this was probably just a name to carry her to breakers in Alang, where she arrived on 8th August 2014. (Photo by Derek Sands)



Leaving Parkeston Quay on 17th March 1985 for Hamburg, “**Saint Patrick II**” relieving for DFDS on the Harwich-Hamburg route. She was renowned for her poor time keeping, unable to keep up with the schedule for the route. Built in 1973 by Sietas, Neuenfelde for Finnish owners as “**Aurella**” she was acquired in the same year by Irish Continental Line and renamed as above. She swapped her Irish flag for that of Estonia in 1993 but still owned by Irish Continental Line. In 1998 Greek owners Hellenic Mediterranean Lines acquired her as “**Egnatia II**”. They chartered her out in 2000 as “**Ville De Sete**”, but she reverted to “**Egnatia II**” later the same year. Still in 2000 she was chartered out as “**City of Cork**”. She went to Canadian owners in 2002 as **C.T.M.A. Vacancier**. In 2023 she hoisted the St Kitts and Nevis flag of convenience as “**Ancier**” and was broken up in 2024



Marc Piché photo 2014

Seen here on the St Lawrence when “**C.T.M.A. Vacancier**”. (Photo by Marc Piche)

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Due to the wealth of material for this month's newsletter, many images have been left out of the recent callers section. They will appear next month to avoid this edition becoming over long.

Newsletter compiled by Derek Sands and proofed by Neil Davidson.
With thanks to David Hazell for his many contributions.

Also thanks to the following: Alex Dace, Steve Cone, Mick Warrick, Marc Piche 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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