

WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER

JANUARY 2022



(Photo by Derek Sands)

Haven Ports Branch of the World Ship Society

Join us for our monthly interactive Zoom meetings online
Every 2nd Thursday of the Month

For more information, contact our
branch secretary
dereksands54@gmail.com

January's meeting will be a Zoom presentation "Coasters" by Ted Ingham.

February's meeting will be a Zoom presentation by Derek Sands of his recent cruise.

Recent Callers



Nice to see a CMA CGM ship in the harbour again. **“CMA CGM America”** arriving at Felixstowe empty from Zeebrugge on 4th December. She would load empty reefer boxes and sail to Dunkirk the following day after making what was her first visit to the port. Launched as **“Laja”** for German owners by China Shipbuilding Corp., Kaohsiung in June 2006 and completed three months later for charter as **“CMA CGM America”**. In 2008 she was acquired by Global Ship Lease without a change of name. Her charter to CMA CGM runs until mid 2022 at least. *(Both photos contributed)*



With the early morning sun behind her **“FL Levante”** arrives at Felixstowe from Kaliningrad on 7th December. After discharge she left for Antwerp and appears to be back in the bulk cargo trades again after this apparently one off voyage with boxes. Built for Dutch owners Danser, by Peters, Kampen in 2005 as **“Navitas”** she then had a succession of names due to charters **“Hanna”, “Donau”, Wilson Vigo” Longford”** and **“Donau”** again until sale to FL Schiffahrts of Lubeck in 2019 when she gained her present name (Photo Derek Sands)



Unloading molasses into road tankers at Felixstowe on 7th December is Simonsen charter **“Oramalia”**. She was built in China by Nanjing Shenghua and completed in March 2007 as **“Amalia Theresa”**. This is likely to have been for a charter to Herning (now known as Christiana Shipping) as it fitted their naming scheme. In 2009 a charter to North Sea Tankers as **“NST Amalia”** lasted until 2013 when Simonsen chartered her as **“Oramalia”**. (Photo by Derek Sands)



“Hunteborg” in the River Orwell just below the Orwell Bridge inbound for Ipswich from Bilbao on 9th December. No doubt this is a cement cargo, and after discharge she would leave for Vyborg in Russia on the 12th. She was completed in November 2006 by Niestern Sander, Delfzijl for Wagenborg. *(Photo contributed)*



Looking like she has just had a hull clean at Fox’s Marina Ipswich is **“Cwind Adventure”** on 11th of December. She is owned by offshore wind farm specialists Cwind part of the Global Marine Group. The vessel is of resin construction and was built in Colchester in 2013 by Ctruk. *(Photo contributed)*



Arriving at Ipswich from Rotterdam on 11th December is “**Skagenbank**”, thought to be at least her second call at the port. Completed in February 2005 by Ferus Smit, Leer for Pot Scheepvaart, Delfzijl. There was an earlier ship of the same name in the fleet from 1991 to 1999. *(Photo contributed)*



Rounding the Beach End inbound for Ipswich is “**Arklow Arrow**” completing the busy scene on 12th December with the dredger “**Scald**” and “**Lucie Schulte**” outbound for Wilhelmshaven. “**Arklow Arrow**” had come from Rotterdam in ballast to load grain for Cadiz, sailing on 14th December for the Spanish port. Ferus Smit of Westerbroek completed her in February 2021. *(Photo Derek Sands)*



In the top photo taken on 11th December evidence of “**Wilson Porto**” having new owners is minimal. She has the new funnel colours and a new name and port of registry, but that’s all so far. Despite being purchased from Arklow Shipping in 2020 it appears she is waiting for dry docking to lose her green hull. Formerly the “**Arklow Rover**” one of a series of 13 built by Barkmeijer, Stroobos, only four are still in Arklow ownership as they are gradually replaced in the fleet with newer tonnage. The lower photo shows her still awaiting her next cargo on 15th December, she did not depart for Antwerp until 18th December after making her first call under this name. *(Both photos contributed.)* (6)



Sailing on a BG Freight feeder service to Teesport on 14th December is **“BG Ruby”** after making her first call at Felixstowe under her current name. She is certainly well loaded with few empty containers on board. Launched into the Danube in December 2008 by Damen, Galati as **“Kaspar Schepers”** she was completed by Damen, Gorinchem as **“Miriam Borchard”** and had this name until it was shortened to just **“Miriam”** in 2019. Chartered to BG Freight in 2021 she gained her present name. Her current owners are Lieske Schepers, HS Schiffahrts. *(Photo contributed)*

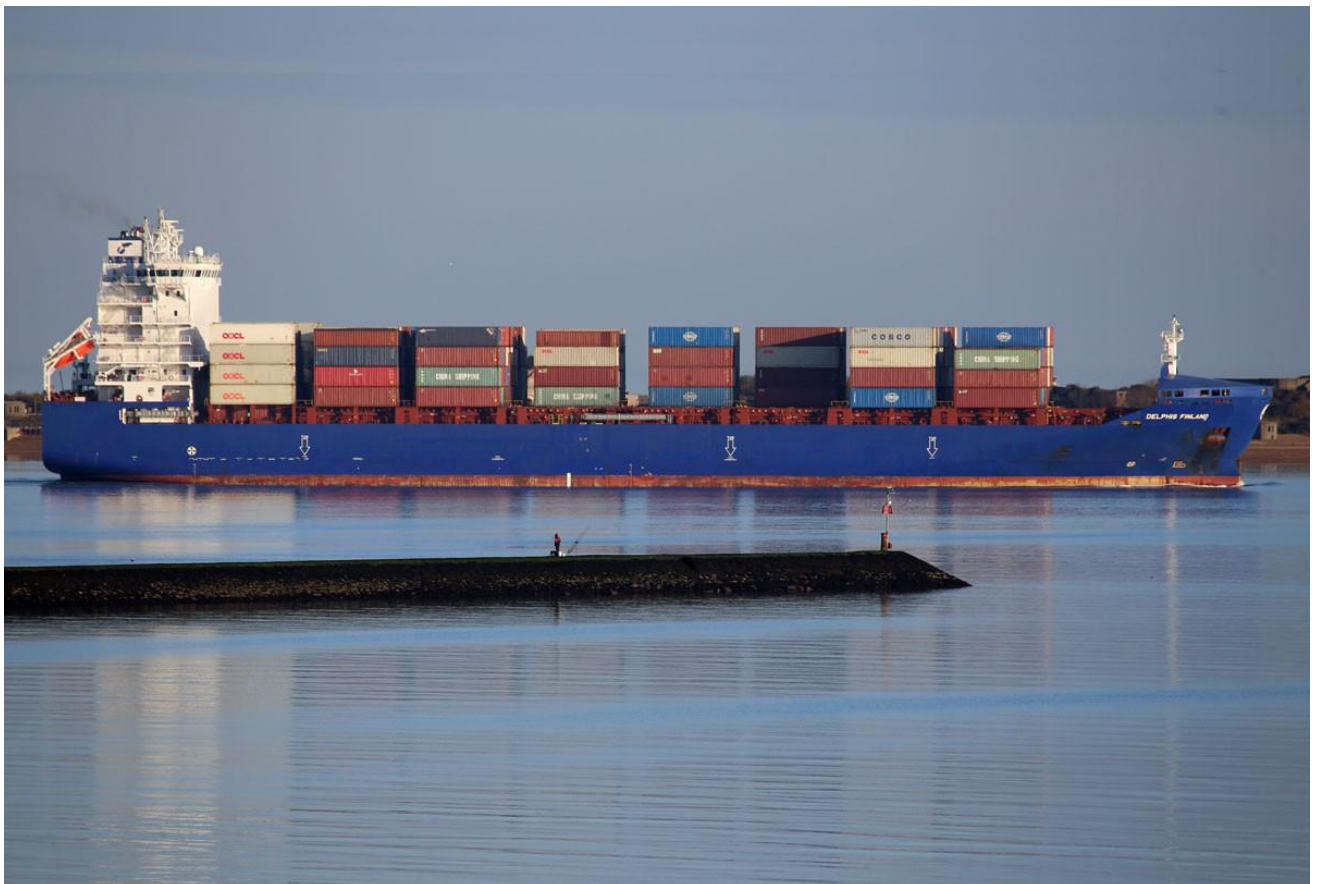


Arriving Felixstowe on 14th December on a COSCO charter is **“Delphis Finland”** her owners Delphis N.V. are part of the C.M.B. (Bocimar) group. She was built in South Korea at Busan, y Hanjin Heavy Industries in 2016. *(Photo contributed)*



Here she is making her way towards her berth on Trinity Terminal, with “*Gray Test*” in attendance.
(*Photo contributed*)

She departed in brighter weather on 16th December for Antwerp as seen below.....



(*Photo by Derek Sands*)



Maersk vessels of this class are familiar in Felixstowe loading for the Baltic routes. “**Venta Maersk**” is one of seven sisters constructed by the COSCO, Zhoushan yard in China. In her case she was fourth of five to be launched in 2018. Two more of the class followed in 2019. Named after a river which has its source in Lithuania and flows into the Baltic via Latvia. *(Photo contributed)*



Having made several recent visits to Felixstowe as “**MP The Brady**” this is “**MSC Tuxpan**” making her first visit under her new name. Built by Hanjin Heavy Industries in Busan as “**Agnes Rickmers**” in 2005 she was renamed shortly after for a charter as “**Maersk Daesan**”. At end of the charter in 2012 she took up her original name until 2016 when renamed “**ANL Woomera**” being chartered to Australian National Line which became part of the CMA CGM empire, when sold to them by the Australian Government in 1998. MPF Investco became her owners in around 2017 when she was renamed after a popular American football player. Her owners now show in Equasis as Brady Oceanway Ltd, and managed by MSC. *(Photo contributed)*



Also seen on 14th December at Felixstowe's Trinity Terminal number 7 berth is “**MSC Mirja**”. With a capacity rated at 19,224 TEU she was built in 2016 by Daewoo, Okpo and is 398 metres in length. Being worked by four cranes she had arrived on 11th from Antwerp and would not depart until 18th December, direct to Singapore.
(Photos contributed)



Having evaded the photographer's camera on previous occasions **"Wind Server"** is captured on 15th December as she passes Felixstowe viewing area. She is heading for Parkeston Quay probably for stores and possibly crew change. Her journey from Esbjerg had taken her three days as her best speed is approx 9 knots in favourable conditions. Classed as an offshore support vessel, owners Ziton A/S are based in Horsens, Denmark. She was completed by Nordic Yards, Wismar in December 2014. After a two and a half day stay at Parkeston she departed for the Gunfleet windfarm, situated off Clacton. *(Photo contributed)*



"Truffaldino" seen here at Cliff Quay, Ipswich on 15th December after arriving from Antwerp. She would depart next day for Rotterdam. Now under Lithuanian owners she started life when launched at Decin, Czech Republic by the CSPL yard. Completed by Peters, Kampen in September 1999 as **"Hansa Bremen"** she was **"Aquila"** in 2004 and **"Marinda"** four years later, before receiving her current name in 2014. She has previously featured in the newsletter when calling at Brightlingsea. *(Photo contributed)* (11)



Two great shots of “**Wilson Leer**” as she sails from Ipswich on 15th December for Brunsbittel. She had arrived on the 11th from Klaipeda. Launched as “**Northern Launes**” in September 1996, she was completed as “**Northern Langenes**” by Slovenske Lodenice, Komarno. It’s believed Russian interests were behind her owners Fedora Shipping of Valetta. Acquired by Wilson and renamed in 2002. *(Both photos contributed)*

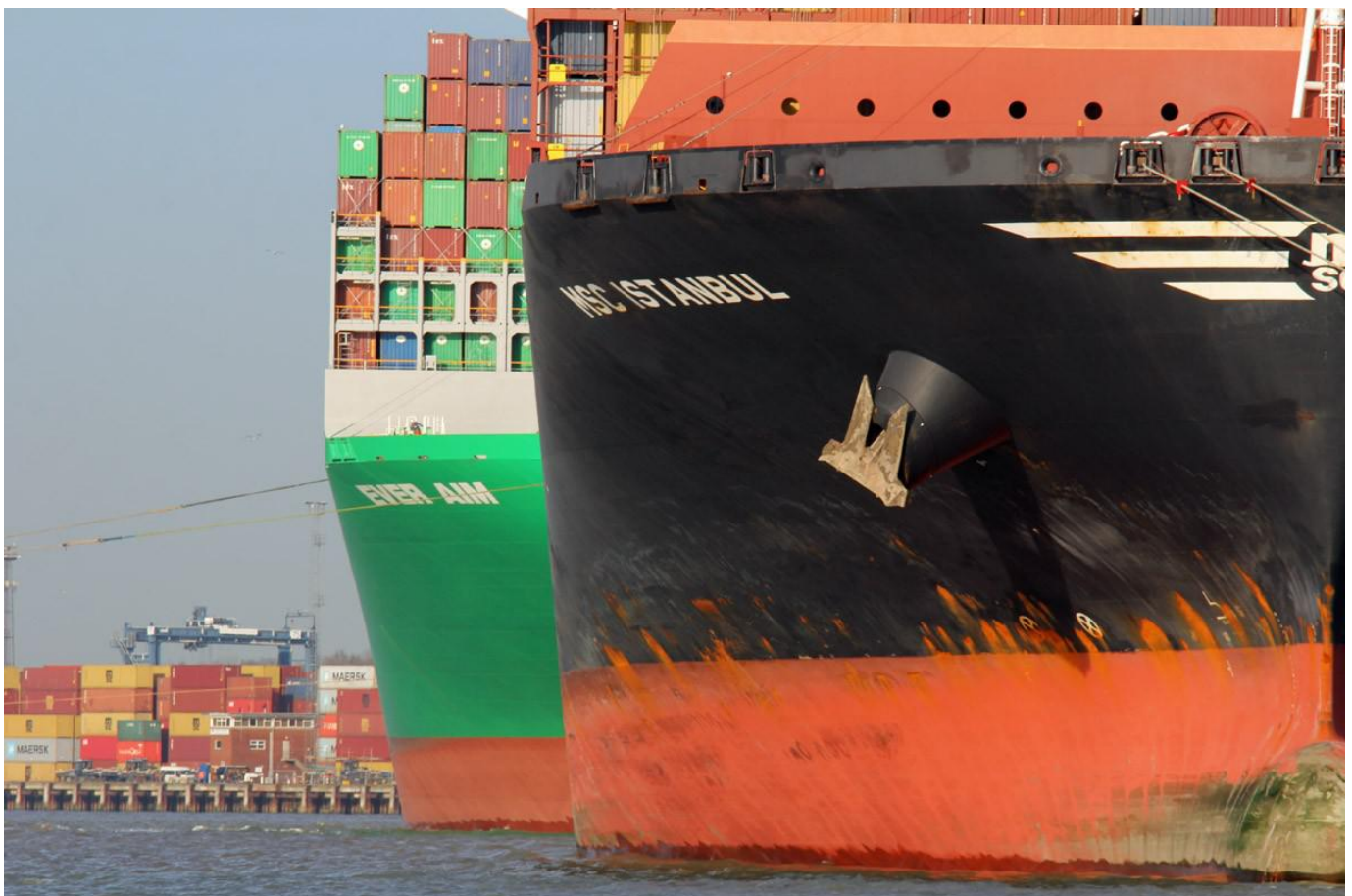




Rounding the Beach End in very still conditions on 16th December is “**Zim Haifa**”, heading for Trinity Terminal, Felixstowe. She had come from Valencia and her next port would be Hamburg. After calls at Rotterdam and Antwerp where she berthed on Christmas Day she is now heading for Ashdod with an ETA of 3rd January. A product of the Samsung Yard at Kojé, South Korea in 2001 where she was built as “**APL England**”, in 2020 she was renamed “**Torrance**”, calling at least twice in Felixstowe under that name. In 2021 she became “**Zim Haifa**” with her registered owners as Greece based Klaipeda Maritime.
(Photos by Derek Sands)



Those that came to watch the arrival of the third ship in the new series from Evergreen were sorely disappointed. Her arrival was blighted by fog and rain on 18th December. **“Ever Aim”** is just about visible as she is guided towards the berth. With the stated maximum of 23,992 TEU these ships are currently have the largest capacity in the world. **“Ever Aim”** was completed by Samsung, Kojima in October 2021.
(Photo contributed)



Her impressive bulk is carefully being managed by three tugs as she sails on 22nd December.
(Photo contributed)



Off the berth and the bow tug has already let go, the stern tug remaining attached until she has rounded the sharp bend in the channel at the Beach End. No doubt the assembled photographers were much happier with the weather! *(Photo contributed)*



The stern tug begins its run across the stern for some indirect towing to ensure she negotiates the bend. *(Photo by Derek Sands)*



Ready to discharge her cargo at Cliff Quay, Ipswich on 20th December “**Feed Helgeland**” had arrived from Rostock the previous day. This is probably a wheat import to supplement the poor UK harvest in 2021, she left in ballast for Ghent on the 21st. This was her first visit under her present name, but she has been to Ipswich under previous names. Launched by Pattje, Waterhuizen in April 1999 she was completed as “**Mrs Sonja**” for Suna Shipping by Bodewes Volharding, Foxhol two months later. In 2005 she was acquired by Arklow Shipping as “**Arklow Viking**” and sold to BBS Bulk A/S in 2008 and presumably chartered back until 2015 when she changed her name to “**SP Viking**”. Acquired by Halten A/S of Trondheim, Norway in 2019 she received her current name. (Photo contributed)



Passing Harwich on her first sailing on the Parkeston Quay-Europort route is “**Pol Maris**” on 21st December, deputising for “**Stena Forerunner**” which is relieving on the Europort-Killingholme route. (Photo by Derek Sands)



She is showing off her set to one side funnel in this stern view. Completed by Odense Staalskibs, Lindo, Denmark in February 2010 as “*Wessex*” for Prospect Number 57 Ltd under the UK flag and managed by Cobelfret, she passed to their ownership in 2012. Renamed “*Qesban*” in 2013 she was sold to Turkish company Alternative Transport in 2015. Owners became Polish Ocean Lines in 2020 when she gained her current name. But no new paint scheme as yet. *(Photo Derek Sands)*



Passing Felixstowe she reveals her port side is showing obvious signs of some brushes with various objects when berthing. *(Photo contributed)*

Two more views taken the following day as she left Parkeston Quay in better weather. *(Photos by Alex Dace)*





Becoming a regular feature both in Felixstowe and the newsletter, “**Gardiner**” sails completely empty bound for the Hamburg anchorage on 21st December. She had arrived loaded from Wilhelmshaven two days earlier. Sailing from the anchorage on Christmas Day she arrived in Gothenburg on Boxing Day. Her next destination appears to be Wilhelmshaven, maybe she will be here again soon? Her details are in a previous newsletter.
(Photo contributed)



Thought to be a first visit for “**Henneke Rambow**” as she passes Felixstowe viewing area on 21st December. Built in 2007 by Sietas at Neuenfelde, Hamburg for Wilfried Rambow. OPDR part of CMA CGM Group were listed as her agent for this call. *(Photo contributed)*



Seen together at Ipswich on December 22nd are two ships from a long series of near sisters built in the shipyard of Slovenske Lodenice at Komarano in Slovakia. In addition the *“Wilson Leer”* on page 12 is another one in the series.



“Wilson Lista” had arrived from Terneuzen earlier in the day and left for Stade, Germany the following day. She came from the Komarno yard in 1994 as *“Lys Trader”* in 1996 she was *“MSC Venture”* followed by *“Venture”* in 1999. Next was *“Sea Severn”* in 2000 before reverting to *“Venture”* and *“Wani Venture”* and finally *“Wilson Lista”* in 2004. (Photos contributed)



In contrast to her near sister “**Wilson Goole**” has only had one other name. Built as “**Northern Loftnes**” in 1995 for Russian interests, she was acquired by Wilson in 2002 and renamed as above. She left for Leith later on the 22nd. *(Photo contributed)*



“**Patriot**”, Dutch survey vessel which is also capable of crew tendering and other tasks, passes Felixstowe on 22nd December. She is engaged in surveying work in support of the current dredging program and was built in 2017 by associated company Javelin International, Urk, for Braveheart Marine BV, Urk, Netherlands. *(Photo contributed)*



Sailing for Rouen from Ipswich on 22nd December, “**GT Forseti**” had arrived from Poole on the 18th. Having called previously this is the first time she has visited since the “**GT**” prefix was added to her name. Completed by Ganz Danubius, Budapest in 1993 for H. Kiepe as “**Heljo**” she was renamed “**Hornsund**” in 1996 and then reverted to “**Heljo**” in 1997 still owned by Kiepe. In 2006 she was acquired by Meyering Shiping and renamed “**Nauta**” and then “**Forseti**” in 2008 by the same owner. In 2013 Aquarius Ship Management of Riga bought her but did not change her name to its current one until 2021. *(Photos contributed)*

Brightlingsea Shipping



Seen here on her visit in October, **“Eems Sea”** arrived from Setubal with cement on 2nd December. A product of the Vietnamese 1-89 Enterprise Shipyard in Haiphong, she was built as **“Eems Space”** in 2010. The change of name came in 2016 still remaining in the same ownership. She sailed for Brunsbuttel the following day. *(Photo by Jim Griffiths)*



Seen departing after a previous visit, **“RMS Twisteden”** arrived on 3rd December after a voyage in ballast from Flixborough. She loaded scrap metal for Santander in Northern Spain and sailed on the 7th December. Launched into the Black Sea by Daewoo, Mangalia in April 2002, she was completed by Bodewes Volharding, Foxhol, in October the same year. *(Photo by Derek Sands)*



Arriving from Setubal with cement on 8th December is “**Fluvius Plym**”. After a quick turnaround she left the next day for Amsterdam. Built in 1998 by Barkmeijer, Stoobos for Arklow Shipping as “**Arklow Sand**”. She was sold to BBS Bulk A/S in 2006 but appeared to be chartered back as her name remained the same. In 2012 the charter ended and she was renamed “**BBS Sand**”, two years later becoming “**PS Sand**” for Pillar Shipping. This lasted only a few months as she was acquired later in 2014 by Exe Shipping and gained her current name. *(Photos by Martyn Hunt)*



Mistley Shipping



Arriving from Rotterdam with 1,000 tonnes of soya on 14th December, is **“Walker”**. She also had two trainee pilots on board. Recently renamed from the German flagged **“Paulin B”**, she was originally the Russian flagged **“Keret”** built in Germany by Arminius, Bodenwerder. She departed on 16th December in ballast for Teesport.
(Photo by Steve Cone)

“RMS Laar” arrives from Aalst with a cargo of bricks on 19th December. Sailing to Rotterdam on the 22nd. Germany’s Hugo Peters Shipyard at Wewelsfleth built her in 1985 as **“Georg Luhrs”** for Karl-Heinz Luhrs. RMS acquired her in 2003 and renamed her. Several of her near sisters built by Peters around the same time are in the fleet of Hav Shipping and are familiar sights in the Haven Ports. They all seem to be long lived and look in good condition.
(Photo by Steve Cone)



Dredging and associated works



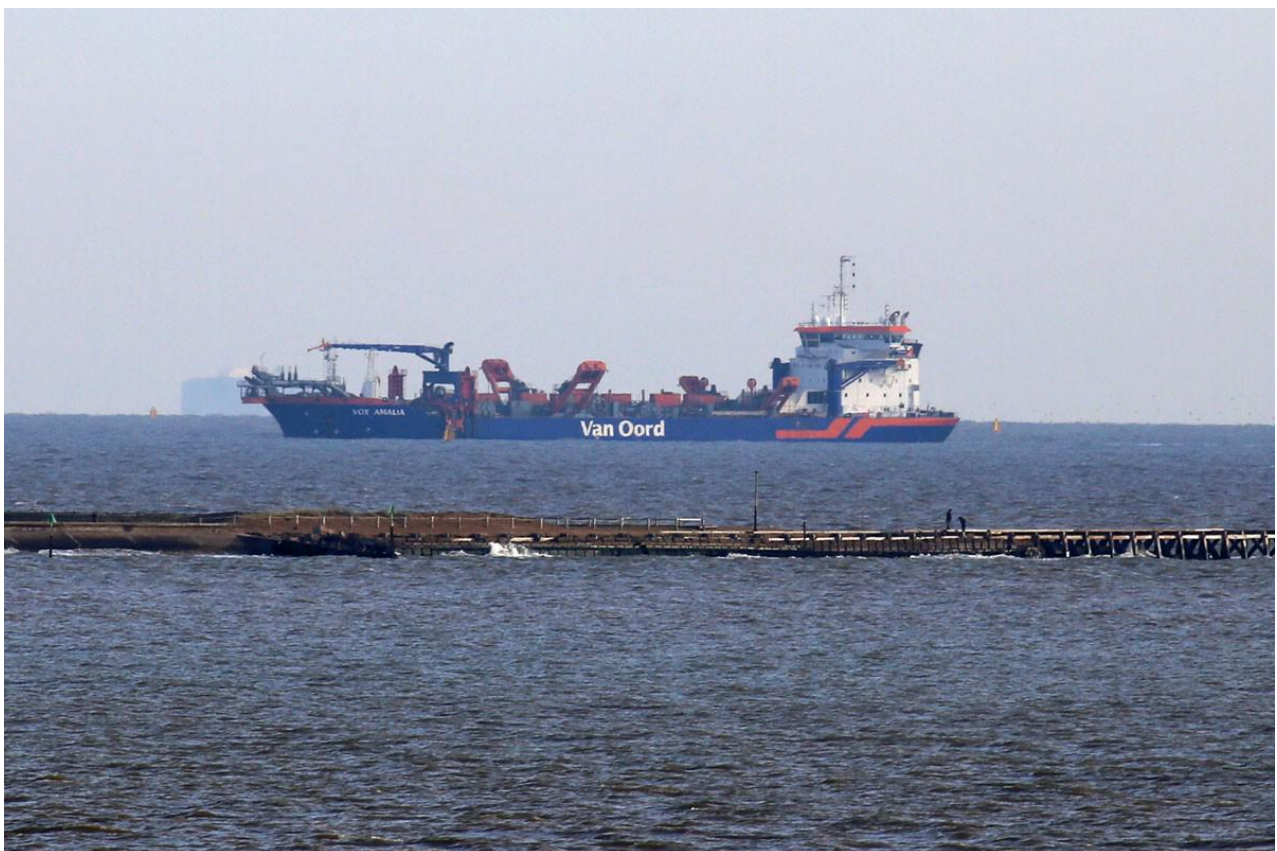
Joining the dredging team on 4th December is “**Scald**” seen here passing the already working “**Medway**” as she arrives heading for Harwich Navyard Wharf. (Photo Derek Sands)



Her somewhat interesting profile is amply displayed as she passes the viewing area at Felixstowe also on 4th December. She was completed as the general cargo ship “**RMS Kiel**” by Navitek, Wilhelmshaven in May 2007 being launched by Con-Mar Shipyard, Brake in October 2006. She already had her interesting bow profile and a hydraulic wheelhouse for working under low bridges on inland waterways. In 2008 she became “**Futura Carrier**” and in 2016-17 major conversion was carried out by Gebr. Kooiman at Zwijndrecht. Her length was reduced to 80 metres from the original 97.5 and converted to a trailing hopper suction dredger, renamed “**Scald**” by her new owners the Faase Group of Goes in the Netherlands. (Photo contributed) (26)



Recharging beaches and other sites with dredged spoil is being carried out at four sites around Mersea Island. Here “**Scald**” is seen attaching the pipeline assisted by “**MCS Anneke**” to recharge Cobmarsh Island in West Mersea harbour on 21st December. *(Photo by Ian Clarke)*



With both dredge pipes working, the 30,000 dwt “**Vox Amalia**” is busy in the harbour approach channel on 22nd December. The deepening of the channel and the berths at Felixstowe will allow large container ships to access with less restriction. Built in Spain in 2020 by Norte CN, Sestao for her owners Van Oord, she has already worked on a major reclamation and shore protection at Den Helder. *(Photo by Derek Sands)*

Blast from the Past



Bound for Felixstowe as she passes an outbound ferry on 02/06/68 is Atlantic Steam Navigation's "**Cerdic Ferry**", completed in May 1961 by Ailsa Shipbuilding at Troon in Scotland. After twenty years service she was sold to Greek owners, Ascot Maritime and renamed "**Atlas I**". Six years later she was purchased by C. Ventouris and Sons and renamed "**Sifnos**", remaining with Ventouris she was renamed "**Sifnos Express**" in 1990 and "**Igoumenitsa Express**" in 1994. Moving on to the Panamanian registry in 1996 without a change of name for Wavecrest Navigation, in 1998 she got her final name "**Orestes**" for Orestes Seatrade Corp. At the grand age of forty six years, a testament to her builders, she was broken up at Aliaga in Turkey in April 2007. (Photo by Malcolm Cornes)



Seen approaching Parkeston Quay in July 1992 is "**Columbus Caravelle**" a small cruise ship built 1990 by Finland's Rauma Yards as "**Delfin Caravelle**". Just a year later she was renamed "**Sally Caravelle**" and then soon after "**Columbus Caravelle**" in the same year. Sold and renamed "**Turama**" in 2004 she was converted to a private yacht in 2005. She is now registered as a houseboat owned by a Saudi Arabian Government Finance company and managed by a Greek company. (Photo by Malcolm Cornes)



Two photos of “**River Tamar**” fitting out at Cook’s Wivenhoe Shipyard on 13th June 1981 just eleven days after her launch.

Built 1981, by J. W. Cook & Co. (Wivenhoe) Ltd., Wivenhoe (Yard # 1465) as RIVER TAMAR

GRT : 498 / DWT : 824

Overall Length : 49.97 metres x Beam 9.28 metres.

Machinery : 1 Screw driven by a 4- stroke single acting 5-cylinder oil engine manufactured by Aabenraa Motorfabrik, H. Callesen A/S Speed : 10.0 knots

History (POR = Port of Registry)

1971: RIVER TAMAR : General Freight Co Ltd : POR London

1985: RIVER TAMAR : Custodian Leasing Ltd: POR London

1986: RIVER TAMAR : Clientcare Ltd : POR London

1990: BEN ELLAN : Ramsey SS Co Ltd :POR Ramsey

2010: BEN ELLAN : Movada Pacific Inc : POR Port Vila

2011: BEN ELLAN : A.Mohamed-Hydar : POR Port Vila

2012: BIG MIKE : A.Mohamed-Hydar : POR Georgetown

2012: Converted into chemical tanker: Revised tonnage 538 GT

2020: DEVI BHAGIRATI : A.Mohamed-Hydar POR ??

2021: Listed as still in service/commission: Equasis 11 May 2021

(Photos and information by Tim Webb)



Anchored off Parkeston Quay in the River Stour on 21st September 1980 is the venerable “**Lightvessel 95 (LV95)**”

Built in 1939 by Philip & Son, she was sold in 2004. In 2011 she was being used as a recording studio at Trinity Buoy Wharf in London. *(Photo and information by Tim Webb)*

A Google search conducted 24/12/2021 reveals she is still being used as a recording studio at Trinity Buoy Wharf.

Another unmanned surface vessel for Fugro



Seen here at Fox's Marina Ipswich being fitted out on 15th December is "**Fugro Pegasus**", believed to be part of a two vessel order from Seakit at Tollesbury. Designed for remote operation and capable of fully autonomous surveying etc. nothing much else is known about these vessels apart from they have been developed from a prototype first operated in the River Blackwater. *(Photo contributed)*

Newsletter compiled by Derek Sands and edited by Neil Davidson.

With grateful thanks to David Hazell for all his contributions.

Also thanks to the following: Malcolm Cornes, Tim Webb, Geoff Cone, Steve Cone, Alex Dace, Ian Clarke, and Jim Griffiths (Uniconnection Shipping) apologies if I have missed anyone.

Apologies to anyone who has submitted material which has not yet been published. It will be kept on file for later editions.

Any mistakes or inaccuracies are unintended.

Submissions of any material to Derek Sands by email please dereksands54@gmail.com