



“One Integrity” in the North Sea heading for Felixstowe.

*(Photo by Alex Dace)*

**The next meeting of the branch is to be in March 2026 at the Felixstowe Museum as we close down for the winter. Ad hoc Zoom meetings may also be an option depending on content availability.**

## Recent Callers



Turning to berth at Felixstowe on 26<sup>th</sup> October, “**MSC Fabienne**” has come direct from Asyaport, Turkey. Leaving for Antwerp next day she left the Belgian port for Gebze, Turkey. She is a fairly regular caller at Felixstowe on the NWC-Turkiye-Marmara service. Built for MSC by Hyundai Samho and completed in April 2004. (Photo by Alex Dace)



Loading Hapag-Lloyd reefer boxes at number one hatch is “**Cape Scott**” on 26<sup>th</sup> October. She left on the 27<sup>th</sup> for Hamburg after arriving here from Zeebrugge. She was completed by CSSC Huangpu Wenchong in July 2023 for Columbia Ship Management of Cyprus, part of the Schoeller Holdings Group. (Photo by Derek Sands) (2)





Here she is arriving earlier in the day apparently without any containers on board. (Photos by JC@SeaPixUK)







**“Aasvaer”** at Bretts terminal, West Bank, Ipswich on 26<sup>th</sup> October. She had only been completed the previous week, having been launched on June 27<sup>th</sup> by Royal Bodewes, Hoogezand for Aasen Shipping of Norway.  
(Photos by JC@SeaPixUK)







“**Svitzer Deben** and **Svitzer Kent**” ready to assist “**Xin Chong Qing**” as she arrives from Rotterdam on 26<sup>th</sup> October. She departed for Hamburg on the 30<sup>th</sup> and arrived at the German port’s Tollerort terminal on the 31<sup>st</sup>. Her builders were Hudong Zhonghua, Shanghai in 2003 and there are several sisters or very similar ships.  
(Photo by Alex Dace)



Arriving at Felixstowe on 28<sup>th</sup> October, “**MSC Dolette**” has come from Singapore via Colombo. She left for Antwerp, Gdansk and Klaipeda on the 30<sup>th</sup>. Like many similar vessels she came from CSSC (Tianjin) Shipbuilding although contracted to Dalian Shipbuilding. She was completed in April 2025.  
(Photo by Derek Sands)





Catching the last rays of the evening sun **“One Inspiration”** at number nine berth on 28<sup>th</sup> October. She left on the 29<sup>th</sup> and since then has been stooging around off Southwold as she cannot be accommodated at Rotterdam until November 24<sup>th</sup>! She was completed at Kure, Japan by Japan Marine in December 2020. (Photo by Derek Sands)



Outbound in the mouth of the River Orwell, **“Celtic Voyager”** is heading for Tilbury to load for Figueira da Foz, Portugal. She had arrived at Ipswich from Bilbao on the 28<sup>th</sup>. Built in Goa by the Chowgule Shipyard in 2009 as **“Rhodanus”** she was swiftly renamed **“Moseldijk”** in the same year. Charles Willie of Cardiff acquired her in November 2024 and gave her the current name. (Photo by Mick Warrick)





Judging by her draft as she leaves Felixstowe on 28<sup>th</sup> “**CSCL Jupiter**” is mainly loaded with empties. She had arrived from Hamburg on the 25<sup>th</sup> and was now heading direct to Tianjin/Xingang with an ETA of December 4<sup>th</sup>. Seen many times at Felixstowe previously the 366 metre ship was built in South Korea by Samsung, Koje in 2011. (Photos by JC@SeaPixUK)







One inspiration leaving the berth with aid from four tugs on 29<sup>th</sup> October. (Photo by JC@SeaPixUK)



Seen from the public viewing area she looks enormous. (Photo by David Hazell)





A final look at her from the air as she heads for the Beach End turn, outwards to her next destination.  
(Photo by JC@SeaPixUK)







The 29<sup>th</sup> October was a poor day for photos due to mizzling rain in the early morning. But here is multi-purpose general cargo **“Northern Rock”** arriving. Berthing at Trinity four, Felixstowe with an unknown cargo from Hull. She left for Vigo on the following day with another unknown cargo or in ballast. Built in Poland by the Partner Shipyard, Police in September 2015 for Hartman. *(Photo by Derek Sands)*

Below what appears to be wind turbine nacelles on the quay at Felixstowe, Trinity Four. Is this what **“Northern Rock”** brought? *(Photo by Alex Dace)*







Heading for Trinity Terminal on 30<sup>th</sup> October “**MSC Clorinda**” passes Felixstowe’s viewing area. She has come from Antwerp and would depart next day direct to Singapore. Daewoo Shipbuilding of Okpo completed her in January 2012. There had been one previous ship in the MSC fleet under this name. (Photo by Mick Warrick)



In the last few weeks ships using Trinity Seven have all berthed starboard side to, as demonstrated here by Hapag-Lloyd charter “**Santa Marta Express**” on 2<sup>nd</sup> November. The reason for this is not known as ships normally are turned around before berthing to be “head out” but it may be to do with the automated truck operations. Having previously featured in the newsletter, she was built as “**Maersk Neinburg**” in 2010 by Hyundai, Ulsan and got her current name in 2021 when she began a new charter to Hapag-Lloyd. (Photo by Alex Dace)





Alongside number nine berth on 1<sup>st</sup> November “**Zeus Lumos**” is on charter to ONE from Zodiac Maritime. She had arrived from Singapore in the early morning of the 1<sup>st</sup>, having skipped a call in Rotterdam due to ongoing problems there. She left for Antwerp on the 2<sup>nd</sup>. Her schedule will take her to Hamburg next, then Le Havre, Algeciras and Singapore. She was delivered to her owners in March 2021. *(Photo by JC@SeaPixUK)*







An early morning shot of first time caller **“MSC Linzie”** on 3<sup>rd</sup> November. She would sail for Antwerp, arriving there on 5<sup>th</sup> November. Like so many of MSC’s recently built ships, she is a product of China’s Jiangsu Yangzi Xinfu, Shipbuilding and was completed in September 2025. *(Photo by Derek Sands)*

The aerial view below taken on 3<sup>rd</sup> November clearly shows her wind deflector, MSC are also retro fitting these to some ships. *(Photo by JC@SeaPixUK)*







Spanish built by Murueta at Guernica in the Basque region of the country **“Arklow Forest”** was the last of a series of ten built by the yard, being completed in 2011. Some of this class have already been sold on as newer ships join the Arklow fleet. She has come from Belfast and would arrive in Ipswich on 3<sup>rd</sup> November with a stone cargo, she would sail for Glomfjord the next day. (Photo by Derek Sands)



Arriving with a mix of containers on 5<sup>th</sup> November, **“Endurance”** has since arrived at Felixstowe on the 14<sup>th</sup> and the 23<sup>rd</sup> November, shuttling boxes to and from the Maasvlakte in Rotterdam’s Europort. She is currently working for Unifeeder on charter from her Dutch owners, JR Ship Management of Harlingen. She has had several different names since her completion in 2005 by Volharding, Foxhol, her hull coming from Daewoo-Mangalia. But she always reverts to her launch name of **“Endurance”**. (Photo by Alex Dace)





**“Cosco France”** arrives on 3<sup>rd</sup> November from Hamburg after two days she left direct for Port Klang, Malaysia. Built by Nantong Cosco KHI in 2013 she is capable of 13,386 TEU and is 366 metres in length.  
(Photo by JC@SeaPixUK)







“**OOCL Germany**” being assisted to the berth at Felixstowe by three of the local tug fleet on 6<sup>th</sup> November. She is arriving direct from Singapore and would leave for Gdansk on the 10<sup>th</sup>. She was delivered to OOCL in August 2017 by Samsung Heavy Industries, Geoje. *(Photo by Mick Warrick)*



Trinity Six plays host to “**Cosco Shipping Lotus**” on 6<sup>th</sup> November. One of a series of eight vessels built by Shanghai Jiangnan Changxing SB all of 13,500 TEU. She was delivered in May 2019. Arriving from Zeebrugge on November 5<sup>th</sup> she left on the 7<sup>th</sup> for Hamburg and Port Klang. *(Photo by JC@SeaPixUK)*





Arriving with the light behind her is Hapag-Lloyd charter **“Scorpius”** on 7<sup>th</sup> November. Launched on 27<sup>th</sup> November 2006 she was completed as **“JPO Scorpius”** for German owner Oltmann Schiffahrts. Her renaming came in 2021 when she joined the fleet of Costamare of Greece. *(Photo by Derek Sands)*

Below she passes the viewing area at Felixstowe. *(Photo by Mick Warrick)*







With stern tug already attached and **“Svitzer Vidar”** about to take the bow rope, **“Scorpius”** approaching the berths at Trinity terminal. (Photo by [JC@SeaPixUK](#))

Below she is turned ready to go port side alongside the berth. She would sail for Hamburg, Antwerp and Saint John, Canada, later on the 7<sup>th</sup>. (Photo by Alex Dace)







Inbound for Ipswich on 7<sup>th</sup> November from Rostock, “**Annette Essberger**” making what is probably her first visit to the Suffolk port. She had previously visited Parkeston Tanker Jetty. Having discharged her cargo she departed for Rotterdam the following day. Acquired second hand in 2018 by Essberger she was formerly “**Crystal Diamond**” and was constructed in South Korea by INP Heavy Industries at Ulsan in 2006.

(Photo by Mick Warrick)



On charter to Unifeeder, the completely empty “**Elbspring**” waits to load at Trinity Terminal, Felixstowe on 9<sup>th</sup> November. Owned by USC Barnkrug of Drochtersen, she had until very recently been named “**OOCL Rauma**”. J.J. Sietas of Neunefelde completed her as “**Elysee**” in 2009 for Dutch owners. She became “**OOCL Rauma**” in 2012 and has just finished her charter and been renamed. (Photo by Alex Dace)





Inbound in the River Orwell from New Orleans with rice, Spliethoff's "**Marsgracht**" on 9<sup>th</sup> November. After a six day stay in Ipswich she left for Antwerp and Hamburg, leaving the German port on 20<sup>th</sup> November for Houston. (Photo by Mick Warrick)



Alongside Cliff Quay on the 11<sup>th</sup>, work seems have finished for the day? (Photo by [JC@SeaPixUK](#))





She is looking a bit care worn in this photo. She is now fourteen years old having come from the Chinese builder Zhejiang Ouhua SB Co., Zhoushan in November 2011. (Photo by [JC@SeaPixUK](#))

Below she was just a few months old when she called in Ipswich in May 2012 and looking in much better order. (Photo by Derek Sands)







Not much cargo has so far been discharged from “**Aluna**” on the 9<sup>th</sup> November. She had arrived from Dumyat, Egypt two days previously. Completed in 2011 by Zhenjiang Haifeng, Linhai for Chinese owners as “**Jin Cheng Zhou 133**”, she was soon sold to Premius Maritime of Valletta in the same year and renamed “**Evaluna**”. Turkish owners acquired her in 2022 and shortened her name. (Photo by Mick Warrick)

Below she is being worked on the 11<sup>th</sup> November and looks to be mostly empty of her fertiliser cargo. (Photo by JC@SeaPixUK)







“**Aluna**” would sail for St Petersburg on the 15<sup>th</sup>, no sign of where the cranes she previously had installed on her starboard side can be seen in this view. (Photo by JC@SeaPixUK)

Below she can be seen in the Bosphorus in 2017 as “**Evaluna**” with her deck cranes still in situ. They were removed sometime between November 2022 and when she was acquired by her Turkish owners in 2024. (Photo by Gerolf Drebes)







Seen here at number eight berth Felixstowe on 11<sup>th</sup> November, **“HMM Aquamarine”** had arrived on the 10<sup>th</sup> from Singapore. She had a short stay as she left for Le Havre later on the 11<sup>th</sup>. Launched on 12<sup>th</sup> February 2024 she was completed by Hyundai Heavy Industries, Ulsan on 15<sup>th</sup> April. She has a 13,792 TEU capacity.  
(Photo by JC@SeaPixUK)



A busy scene with the outbound **“Coe Gisela”** and inbound **“Wilson Saimaa”** in the background as **“MSC Suez”** enters the harbour. She is inbound from Bremerhaven and has been to Felixstowe on many occasions. Built by Howaldtswerke-DW at Kiel in 1993 as **“Hamburg Senator”** she was acquired by MSC in 2002 and renamed.  
(Photo by JC@SeaPixUK)





On her maiden voyage “**MSC Ieranto**” berthed at Trinity Seven, where berthing with starboard side to seems to be almost exclusively used now, possibly due to the automated truck operations but if anyone knows the reason for sure why this practice has recently been adopted, we would like to know. Setting off from Nansha and Yantian, China on September 27<sup>th</sup>, “**MSC Ieranto**” called at Singapore and Colombo before arriving at Felixstowe on 11<sup>th</sup> November as seen here. She sailed for Antwerp on the 12<sup>th</sup>. Her builders were Hanwha Ocean, formerly known as Daewoo SB and she was completed in September 2025. (Photos by JC@SeaPixUK)







With her new name and hull colours the former “**Suntis**” belies her forty years. Doing her builders, Hugo Peters of Wewelsfleth proud, she and many similar ships built around that year in the yard are still in service. Hav Bulk of Norway have at least seven ships of this type in their fleet all of a similar or older vintage. “**Coe Gisela**” is seen here outbound for her regular loading port of Karlshamn, Sweden on 11<sup>th</sup> November. She sailed from there on the 19<sup>th</sup> bound for Ipswich with more timber, with an ETA at Ipswich of 24<sup>th</sup> November.

(Photo by JC@SeaPixUK)



Making her first call at Felixstowe, “**MSC Orion**” arrives on 11<sup>th</sup> October, direct from Singapore. She sailed for Bremerhaven and Gdansk on the 14<sup>th</sup>. She was completed by Hyundai Heavy Industries at Ulsan in January 2020.

(Photo by JC@SeaPixUK)





An impressive close up of “**MSC Nerano**” turning to berth on 12<sup>th</sup> November after arriving from Rotterdam on her maiden voyage. Hanwha Ocean, Okpo completed her in August 2025. Below she can be seen alongside Trinity six on the following day, she left for Port Klang on the 14<sup>th</sup>. (Photo by JC@SeaPixUK)







Heading for Felixstowe on 12<sup>th</sup> November is the diminutive **“River Trader”**. She trades regularly to Great Oakley and has been seen in Mistley and Ipswich in the past, but this is believed to be her first visit to Felixstowe. She has recently swapped the flag of Liberia for that of Antigua and owners are now K&E Management based at Maidstone. Completed as **“Hoo Beech”** in 1989 by Yorkshire Dry Dock, Hull. Renamed **“Teal”** in 2006 she became **“River Trader”** in 2009 and has had several owners under this name.  
*(Photos by JC@SeaPixUK)*



Awaiting her cargo on 12<sup>th</sup> November, it's thought she may have taken the three pieces of project cargo landed at Felixstowe by **“Northern Rock”**, does anyone know? She headed for Thamesport later in the day.  
*(Photo by JC@SeaPixUK)*





The first of her type in the OOCL fleet to call at Felixstowe “**OOCL Malaysia**” at Trinity Seven on 13<sup>th</sup> November. She had arrived from Hamburg on the previous day and would head direct to Port Klang on the 15<sup>th</sup>. Completed as “**Nyk Hyperion**” in 2013 by Samsung, Kojima, she was renamed when she entered the OOCL fleet in 2016. (Photos by JC@SeaPixUK)



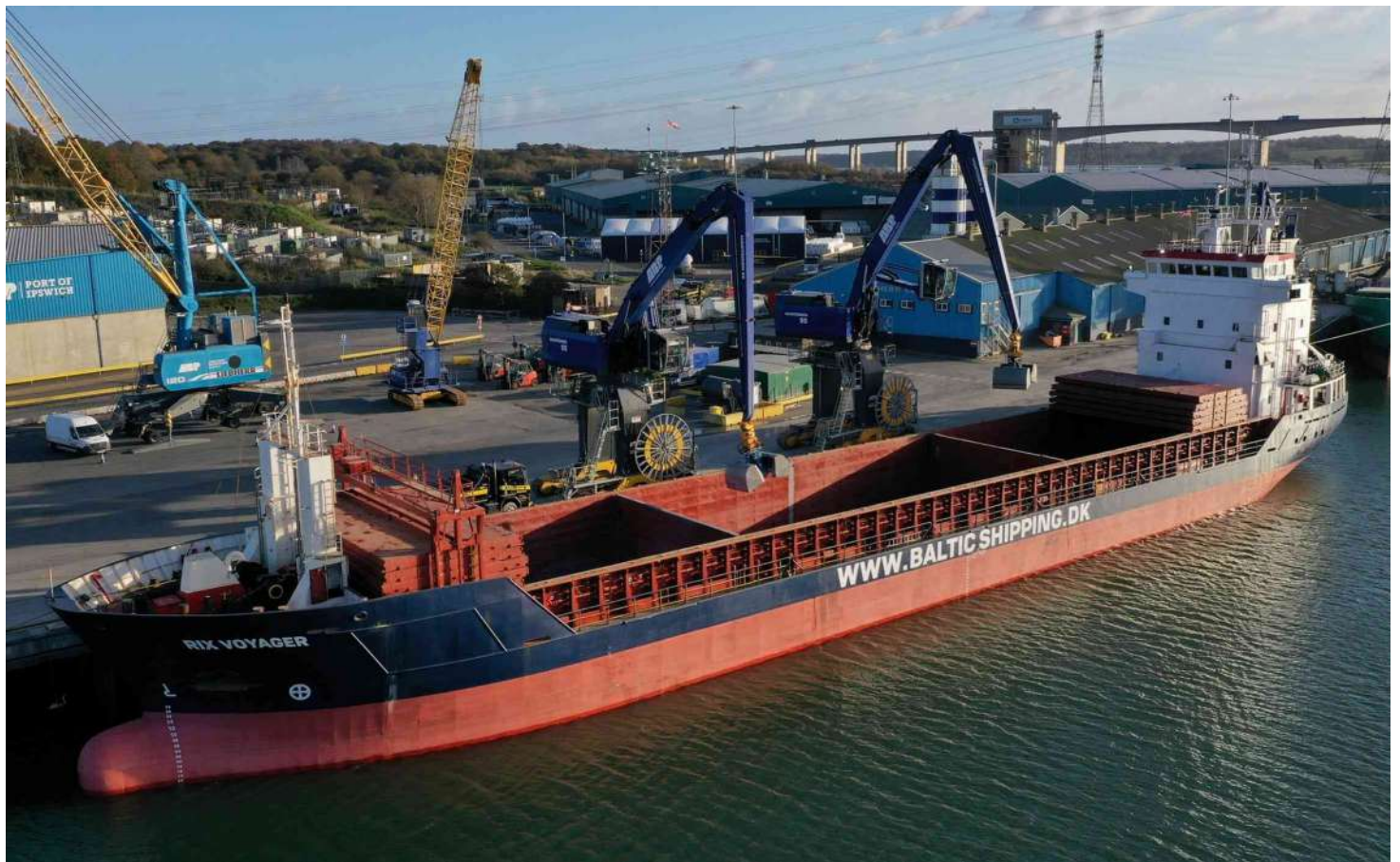




**“One Focus”** departs Felixstowe on 17<sup>th</sup> November for Antwerp, she had arrived at Felixstowe on the previous day from Singapore. She is owned by Seaspan of Canada and is long term chartered to ONE. Just a year old she was completed in China by Jiangsu New Yangzi Shipbuilding in January 2024. *(Photos by JC@SeaPixUK)*







A rapid discharge is in hand at Ipswich of **“Rix Voyager”** with both cargo handlers deployed on 17<sup>th</sup> November. Owned in Latvia she is chartered to Baltic Shipping of Denmark. Her hull came from Galati SN in Romania and she was completed in the Netherlands by Damen Hoogezand in June 1997 as **“Alegra”**. In 2007 she was acquired by Spanish owners who renamed her **“Cedeira”**. She entered Charles Willie of Cardiff’s fleet in 2018 as **“Celtic Voyager”** and she was sold to her Latvian owners in 2023 and renamed as above. (Photos by JC@SeaPixUK)







Built to a Dutch design “**Ems Mira**” started life in China when Damen Yichang laid her keel in December 2021. Launched as “**Jan-Laurenz**” for Elbe-Ems Coaster GMBH and completed by Damen, Gorinchem in January 2023. They changed her name to “**Ems Mira**” in April 2025. Seen here entering the harbour bound from Klaipeda to Ipswich on 21<sup>st</sup> November, she sailed for Rotterdam on the 25<sup>th</sup>. (Photo by JC@SeaPixUK)



“**MSC Emma**” at number nine berth on 21<sup>st</sup> November. A product of Hyundai Heavy Industries and delivered to her owners on 4<sup>th</sup> May 2023. She arrived direct from Singapore on the 20<sup>th</sup> and left for Bremerhaven on the 22<sup>nd</sup>. (Photo by JC@SeaPixUK)





Leaving Felixstowe for Hamburg on the 23<sup>rd</sup> November is “**MSC Fiammetta**”. She had arrived from Malaga and Le Havre on the 22<sup>nd</sup>. Built to the Samsung 5500 design by their yard at Kojie, completion was done in January 2008. (Photo by JC@SeaPixUK)



Having shifted to Trinity four at completion of her cargo handling on 23<sup>rd</sup> November “**MSC Lyon**” sailed the following day for Rotterdam. She had arrived from Antwerp on the 22<sup>nd</sup>. Hyundai Heavy Industries, Ulsan completed her in November 2024. (Photo by JC@SeaPixUK)





The very lightly loaded **“MSC Lyon”** passes Felixstowe viewpoint on 24<sup>th</sup> November. (Photo by David Hazell)



Passing Harwich inbound for Parkeston Quay on November 24<sup>th</sup> **“Silver Mary”** has come from three ports in Greenland and the Danish port of Aalborg. She will be loading for the Antarctic. There is some dispute as to her builders. Remontowa of Gdansk are listed as the main builder, but she was probably completed by Gdanska-Gdynia in 2005 as **“Mary Arctica”**. (Photo by Derek Sands)





Heading upriver towards Parkeston Quay. *(Photo by Derek Sands)*

Below she is loading at number one berth Parkeston for the Antarctic. She would depart for Cape Town just before midnight on the 24<sup>th</sup>. *(Photo by JC@SeaPixUK)*







Starboard side to at Trinity Seven is “**Cosco Shipping Himalayas**” on 24<sup>th</sup> November. She set off from Yantian, China on 10<sup>th</sup> October, called at Gemalink, Vietnam on the 12<sup>th</sup> and Singapore on the 17<sup>th</sup>. She offloaded a significant amount of cargo at Zeebrugge during a three day stay from the 19<sup>th</sup> November before sailing for Felixstowe. Leaving Felixstowe on the 24<sup>th</sup> she is now stooing around in the North Sea until December 2<sup>nd</sup> presumably awaiting a berth in Rotterdam, although her AIS says Felixstowe? Eventually she will be destined for Port Klang, Malaysia. (Photo by JC@SeaPixUK)

### Thames Tugs Bollard Testing At Felixstowe And Parkeston Quay

Following her fleet mate “**VB Panther**” which arrived from the Thames to bollard test at Parkeston Quay and Felixstowe, “**VB Cheetah**” arrived on the 26<sup>th</sup> to do the same tests. Below she is seen at Tilbury on 20<sup>th</sup> September.





## Cement Imports Continue At Harwich Navyard Wharf



Slovakian built **“Marcus”** makes another arrival in the harbour heading for Harwich with cement from Lisbon on 28<sup>th</sup> October. She left the Portuguese port on 17<sup>th</sup> October, but was forced to shelter to the east of Ilha de Ons near Marin from the 18<sup>th</sup> to the 24<sup>th</sup> due to strong winds. The Belgian flagged coaster has made two previous calls for her owner Boeckmans of Antwerp who have so far monopolised the trade. Below discharge is well in hand on the 30<sup>th</sup> and she left for Antwerp later the same day. She was part of the Strahlmann fleet when completed in 2003 by Slovenske Lodenice, Komarno. Being sold and renamed in 2021. *(Photos by Derek Sands)*







Only completed on 24<sup>th</sup> July this year by Jiangsu Dajin Heavy Industries, “**Breb Bothnia**” enters the harbour on 20<sup>th</sup> November. She has come from Aveiro in Portugal via Antwerp. (Photo by JC@SeaPixUK)



Seen alongside Harwich Navyard wharf the next day she is the largest vessel so far to discharge cement at the wharf. (Photo by JC@SeaPixUK)





The information that she was to berth on “Navyard Wharf” must have caused some confusion on board. Instead of the Red Duster or Union Jack, she is flying the White Ensign! She left for Kotka in Finland on 21<sup>st</sup> and arrived there on the 26<sup>th</sup>. (Photo by JC@SeaPixUK)



A repeat visit for “**Marant**” to Navyard with cement from Lisbon as she arrives on 27<sup>th</sup> November. She was built by prolific Slovakian yard, Slovenske Lodenice, Komarno in 2006 as “**Linnau**”. She became “**Marant**” in 2020 when the Strahlmann fleet was liquidated. (Photo by Derek Sands)



## Brightlingsea Shipping



**“Libero”** arrived at Olivers Wharf from Setubal with cement on November 22<sup>nd</sup>. The busy shipyard at Komarno, of Slovenske Lodenice built her in 2006 as **“Stapelmoor”** for Kapitan Siegfried Bojen Schiffahrtsbetrieb of Moomerland, Germany. Ownership passed to Vertom in 2015 without a change of name. Waterway Shipping (Baltnautic Shipmanagement) of Lithuania acquired her in 2020 and renamed her **“Libero”** under the Latvian flag. Seen here sailing for Dunkirk on 24<sup>th</sup> November. (Photos by Derek Sands)





## Mistley Shipping



Passing Harwich inbound for Mistley on 26<sup>th</sup> October, “**Troubadour**” has come from Kruibeke on the Schedt with expanded clay. Built for Breise Schiffahrts as “**Hanoi**” her hull came from Thanh Long, Haiphong with completion by Damen, Bergum in January 2011. Baltnautic Shipping of Lithuania acquired her in 2019 and placed her under the Latvian flag. (Photos by Derek Sands)







Now approaching the quay at Mistley, she would depart for Brake on the 28<sup>th</sup>. *(Photo by Alex Dace)*



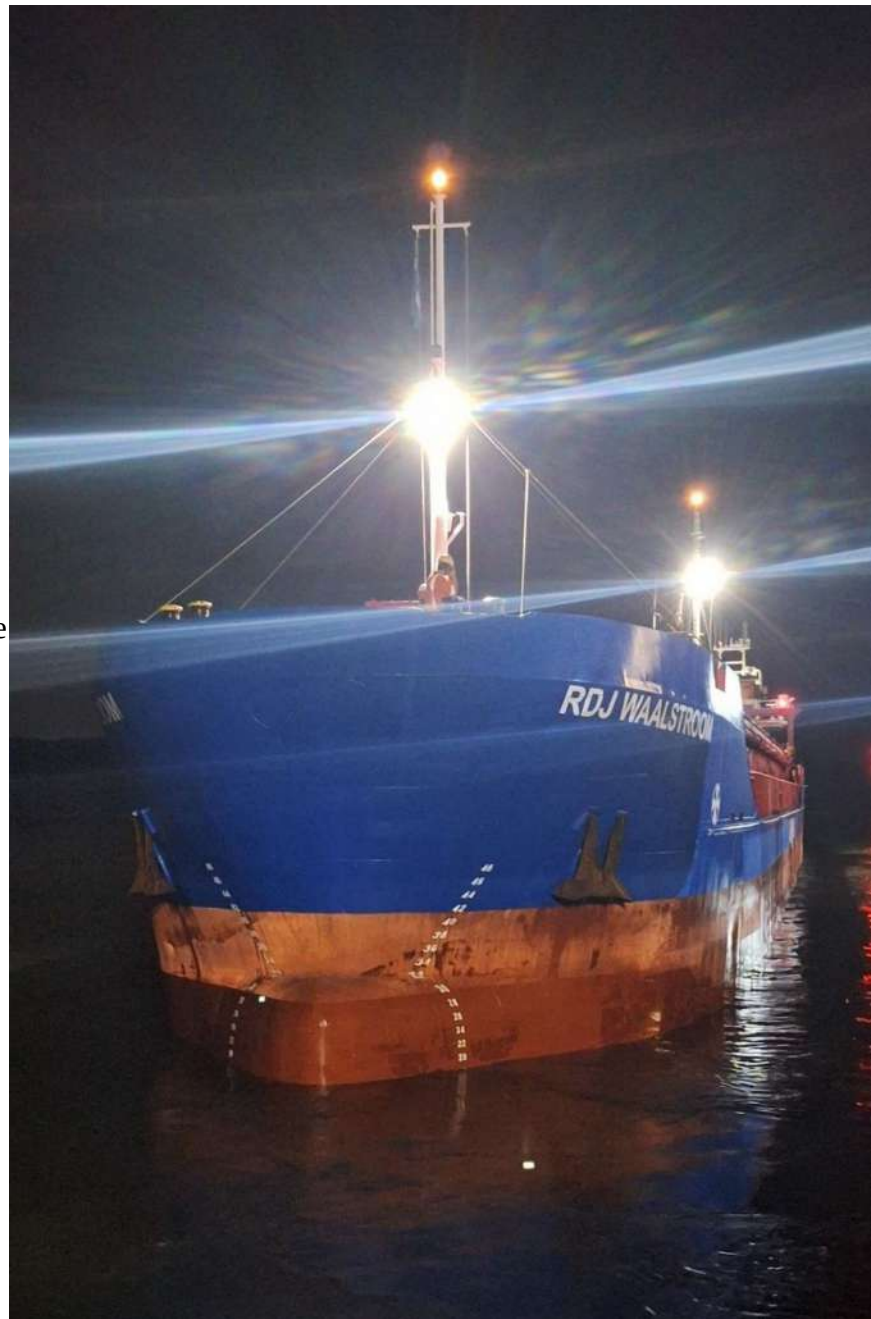
Leaving after their call on 28<sup>th</sup> October is barge and tug combo **“GPS Arcadia”** and **“GPS 1504”** They returned again on the 6<sup>th</sup> November also the 14<sup>th</sup>, 25<sup>th</sup> and 27<sup>th</sup>. *(Photo by Steve Cone)*





Alongside on 30<sup>th</sup> October is “**RDJ Waalstroom**” and she has brought bricks from Aalst. Built at Figuera da Foz in Portugal as “**Leiria**” by Mondego in 2003 for Portuguese owner Naveiro. Acquired by Caribbean Shipping in November 2012 with Baltnautic of Klaipeda as managers, she was not renamed. Rederei De Jong became owners in June 2023 and renamed her. *(Photo by Steve Cone)*

Backing away from the quay on 31<sup>st</sup> October and heading straight back to Aalst for more bricks. She loaded for Sutton Bridge, Lincolnshire and arrived there on the 5<sup>th</sup> November and departed for Aalst the next day. She loaded for Poole and arrived on 10<sup>th</sup> November at the Dorset port.  
*(Photo by Steve Cone)*







Next up for Mistle was “**CL Nogaró**” seen passing Harwich in increasing rain on 3<sup>rd</sup> November. This is her second visit to the port and she has come from Inverness with wood pellets, which means she is probably chartered by Scot Line. To the extreme bottom right your compiler can be seen “braving it” to get some photos! (Photo by Alex Dace)



The rain hardly noticeable in this photo as she heads upriver. (Photo by Derek Sands)





Launched on 1<sup>st</sup> February 2024 “**CL Nogaro**” was completed by the GS Yard, Waterhuisen in March 2025. If she looks familiar it’s because the yard build five very similar ships for Arklow Shipping. Owned by Conti-Lines NV of Belgium she is managed by De Boeck Maritiem. *(Photo by Derek Sands)*



Now approaching the quay, she would get a rapid discharge and leave for Ghent the following day. She loaded at the Belgian port for Sharpness on the River Severn and arrived there on November the 9<sup>th</sup>. *(Photo by Steve Cone)*





Seen heading upriver on a previous visit **“Wilson Saimaa”** arrived from Aviles again on 11<sup>th</sup> November. Her cargo was zinc ingots, a regular import to Mistley from the Spanish port. Two days later she sailed to Rotterdam to load for Tyssedal, Norway. Built as **“RMS Saimaa”** in 2005 by Slovenske Lodenice, Komarno, she was acquired by Wilson in 2022. (Photo by Derek Sands)



The next arrival at Mistley on 16<sup>th</sup> November was a repeat call from Aalst with bricks by **“RDJ Waalstroom”**. She left for Kings Lynn on the 18<sup>th</sup> to load for Rotterdam. (Photo by Steve Cone)





Following just a few minutes behind “**RDJ Waalstroom**” was the arrival of “**Amadeus Smaragd**” for it’s believed a first call under this name. She had come from Kruibeke on the Scheldt with expanded clay. She left for Hamburg on the 19<sup>th</sup>. Until 2023 she was “**Smaragd**”, having been built in 2003 by Barkmeijer, Stroobos.  
(Photo by Steve Cone)



Here she is the following day safely alongside and discharging her cargo. (Photo by Derek Sands)





“**RDJ Waalstroom**” discharging her bricks on the 17<sup>th</sup>. The regular ship bringing bricks from Aalst has been “**Allora**” but she has been trading from the Netherlands to Saint Sampson, Guernsey recently and is currently heading for Ronne, Denmark with a cargo from Dordrecht. (Photo by Derek Sands)



Completing the line up on the 17<sup>th</sup> “**GPS Arcadia**” and barge wait to depart for the Medway. (Photo by Derek Sands)



## Changing of the Guard



The venerable **“Patricia”** preparing to take the light vessel destined for the “Sandettie” station to her position off the Sandettie bank in the North Sea on 2<sup>nd</sup> November. The location is due north of Calais and due east of South Foreland. *(Photo by Alex Dace)*

Below **“Patricia”** sets off on the 7<sup>th</sup> with the Light Vessel No7 in tow for the Sandettie Station. All photos by [JC@SeaPixUK](mailto:JC@SeaPixUK)















Below is “Alert” bringing in Light Vessel No.10, previously on station at Sandtette for maintenance and dry dock on 9<sup>th</sup> November. *(Photos by Derek Sands)*







## Dredging Equipment Arrives For The Next Maintenance Campaign

“**Athos**” a regular survey vessel started work on 22<sup>nd</sup> October and a well known tug here for her previous appearances, “**MTS Valour**” began ploughing on 28<sup>th</sup> October. Regular trailing suction hopper dredgers “**Gateway**” and “**Sospan Dau**” were due to start operating on 1<sup>st</sup> and 3<sup>rd</sup> of November respectively. Below is Brightlingsea based water injection dredger “**Maverick**” arriving to start work off Harwich and further up the River Stour.







Boskalis' tug **"TERRAMARE 1"** passes Harwich outbound for Papendrecht on 8<sup>th</sup> November. She had arrived with two hopper barges from Rotterdam the previous day. She was built in the Netherlands by Damen, Hardinxveld in 2012. *(Photo by Alex Dace)*



**"Union Onyx"** propels split hopper barge **"TERRAFERRE 501"** past Harwich during multiple trips in and out of the harbour. The purpose of this is so the tug master can gain a pilotage exemption certificate for their forthcoming work. The tug was built in Spain by Armon in Navia in 2008. The barge was built in 1995 by Gunderson Marine, Portland, Oregon. *(Photos by Derek Sands)*





Below she is heading up the Stour towards Parkeston Quay where the other barge is berthed. *(Photos by Alex Dace)*







Arriving on the 7<sup>th</sup> November from the Poole base of her owners Jenkins Marine to assist in the dredging program **“Wind Lass”** was built as **“Whalsa Lass”** in 2011 by Damen, Hardixveld. In 2020 she changed name to **“Aqua Lass”** for Aquaship UK. In June 2023 Jenkins Marine acquired her and she was given the current name. (Photo by Derek Sands)

Below she is passing Harwich outbound the following day, she turned around outside the harbour and returned to berth at Harwich Navyard Wharf. (Photo by Alex Dace)







Boskalis' largest backhoe dredger **"Magnor"** arrives on 9<sup>th</sup> November from Rosyth under tow from **"Union Topaz"**. The dredger was built in the Netherlands by Ravenstein BV in 2016. *(Photo by Derek Sands)*



Having berthed **"Magnor"** at Navyard Wharf, Harwich **"Union Topaz"** waits for the pilot to begin her pilot exemption training. She too was built in Spain in 2008 by Armon like her sister. *(Photo by Derek Sands)* (57)





**“Terraferre 501” and tug “Union Onyx” alongside “Magnor”. (Photos by JC@SeaPixUK)**







“Union Topaz” and “Terraferre 502” (Photos by JC@SeaPixUK)







**“Terraferre 501”** propelled by **“Union Onyx”**



**“Magnor”** moving to a new location. *(Photos by JC@SeaPixUK)*





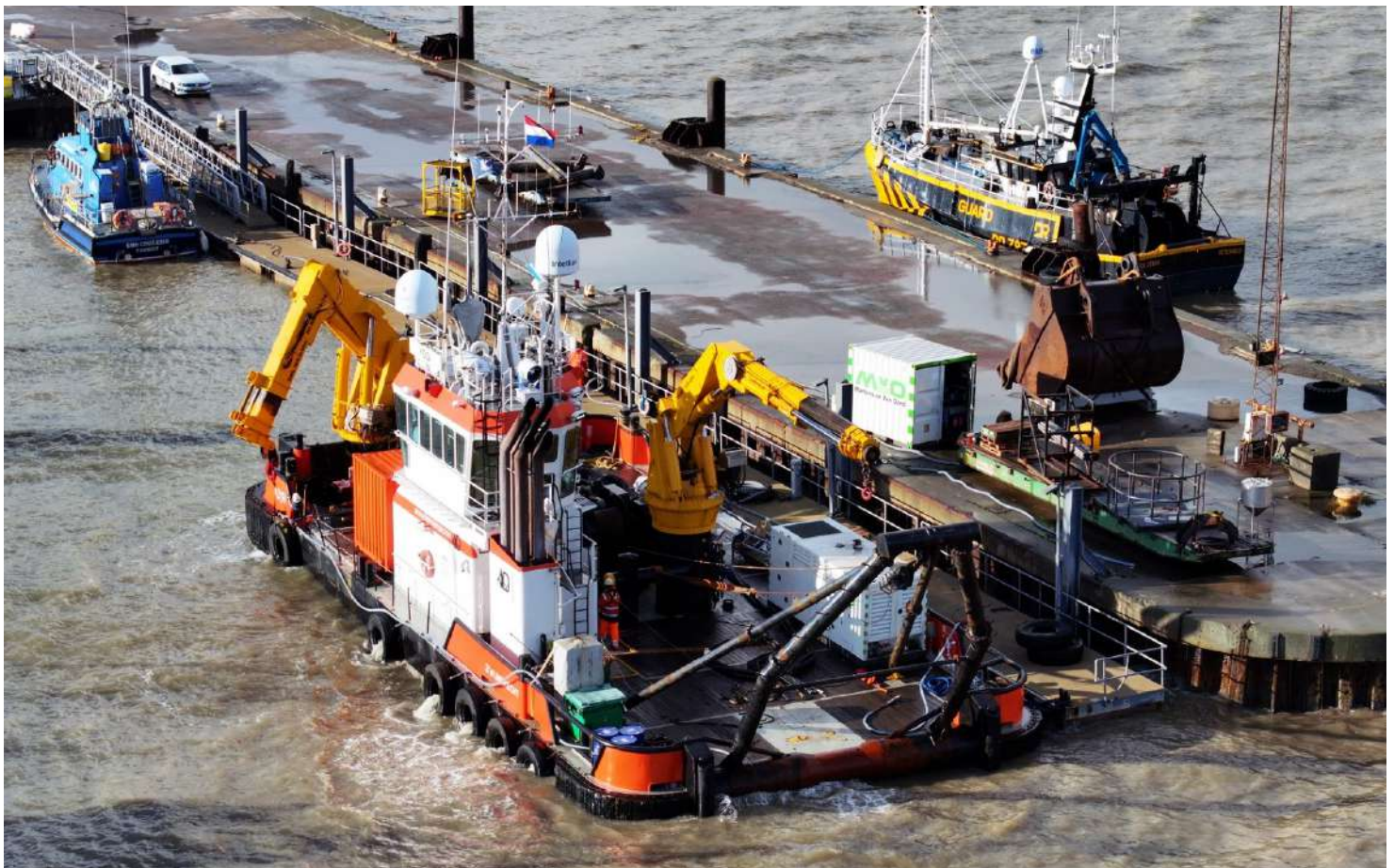
Dredging operations. (Photos by JC@SeaPixUK)





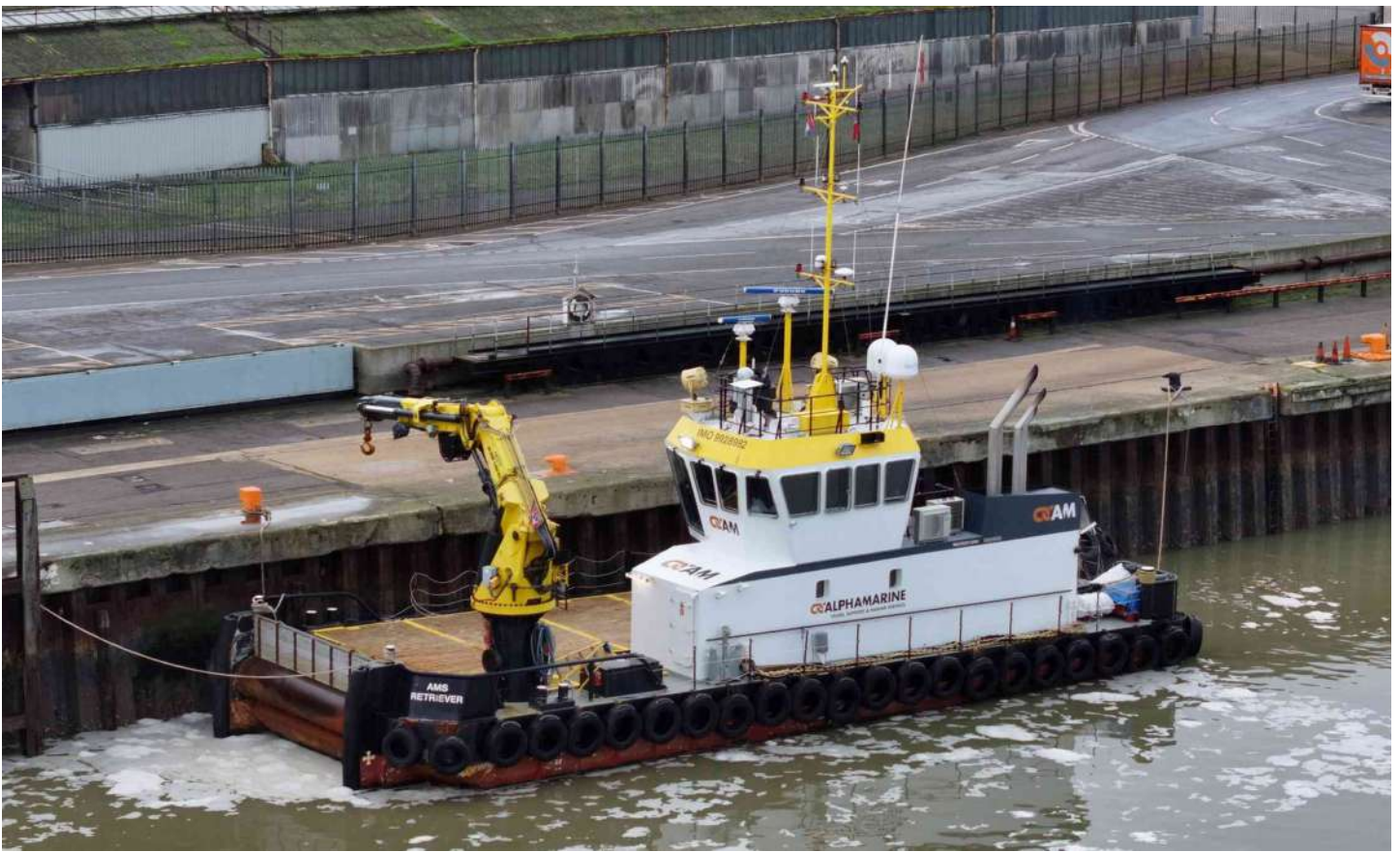


Survey craft “**Athos I**”. It is not known when the name was suffixed by a “I” but it is very recent.  
(Photo by JC@SeaPixUK)



Zwijndrecht registered “**Yogi**” seen here at Navyard Wharf on 23<sup>rd</sup> November. She has taken over ploughing duties for the harbour. Built in the Netherlands at Hardinxveld by Damen in 2008. If you wondering if there is a fleet mate called “**Boo Boo**”, there isn’t I checked! (Photo by JC@SeaPixUK)





Laying by at Parkeston Quay on the 24<sup>th</sup> November, “**AMS Retriever**” has also been assisting with the dredging operation. Owned in Swansea by Alpha Ship (Purus Wind Fleet as managers). Built at Hardinxveld by Damen in 2021 as “**HST Hazel**” she changed name in 2023. She has a Volvo Penta engine built in Gothenburg and is capable of 9 knots. (Photo by JC@SeaPixUK)

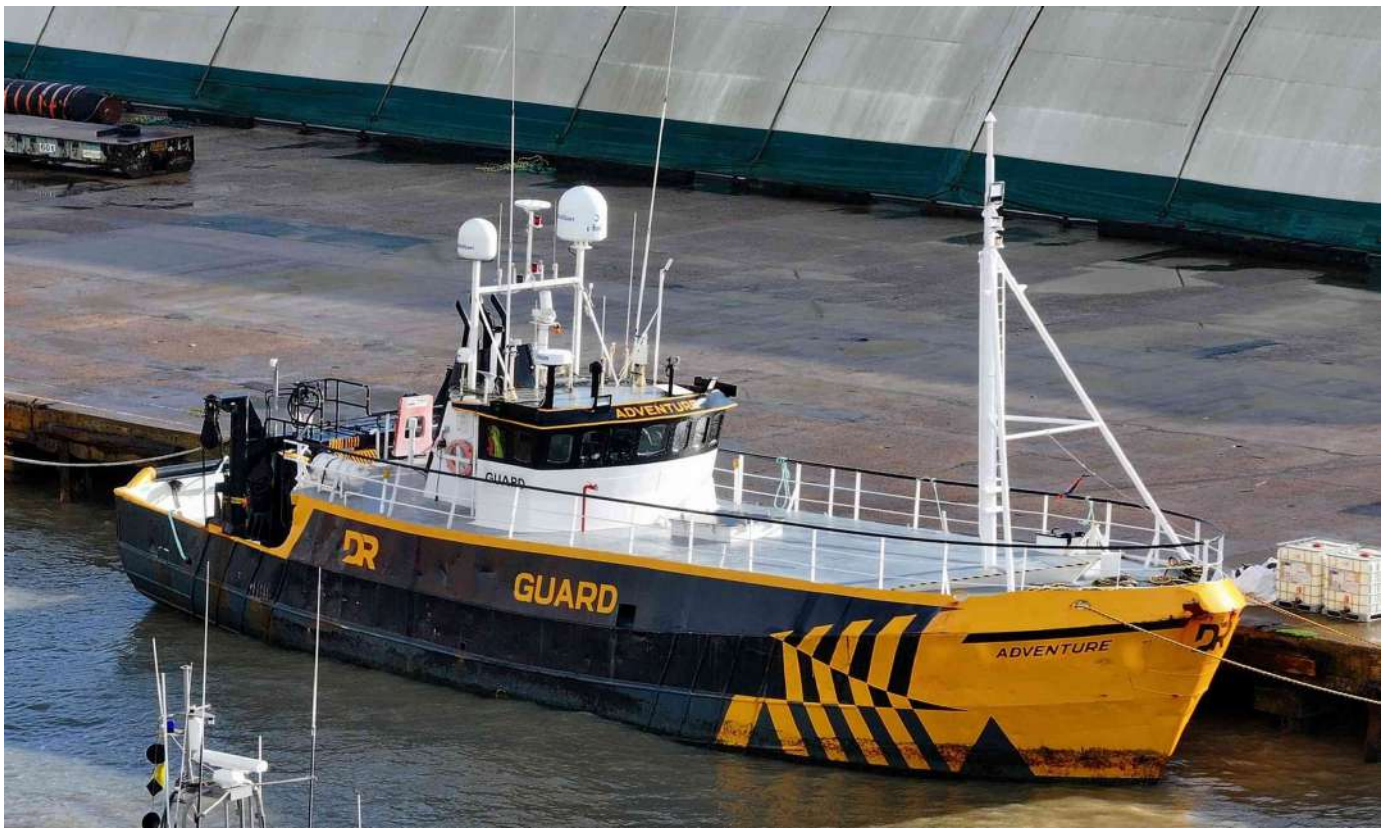
### Cable Guard Ships Lay Over At Navyard

On 22<sup>nd</sup> of November all three guardships working off the Suffolk coast arrived to lay over. One went back to work off Suffolk whilst one headed for Lowestoft on the 24<sup>th</sup>.



“**Resolution**” owned at Kilkeel in Northern Ireland by DR Maritime. Built in 1982 at Campbeltown as the fishing vessel “**Pleiades**”, later based at Lerwick as “**Copius**” She was still fishing out of Whitby in 2016 as “**Resolution**” before conversion in around 2017. She is currently off the coast at Orford on her guard duties. (Photo by JC@SeaPixUK)



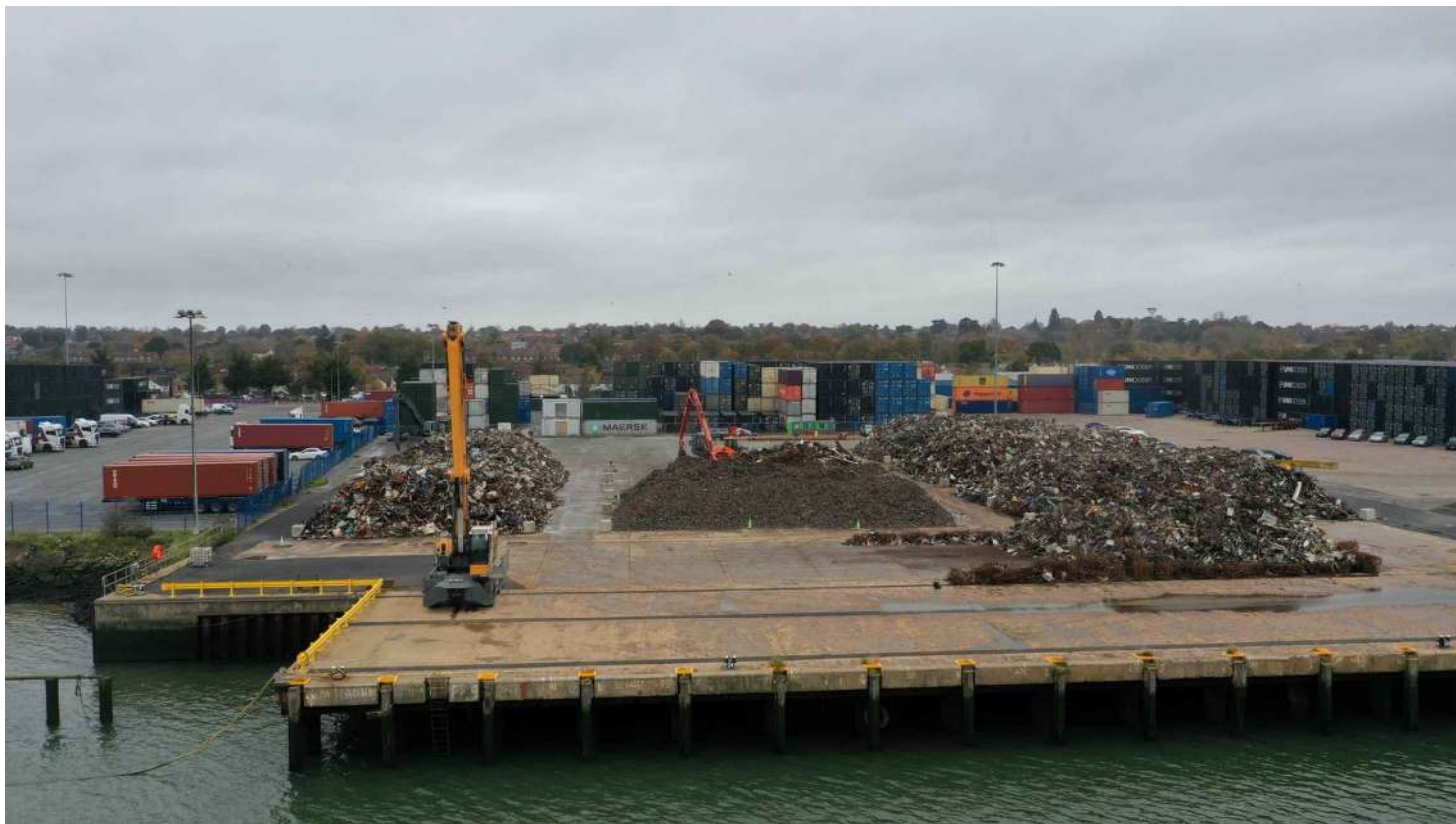


“**Adventure**” left Harwich and after a short time at guard duties arrived at Lowestoft on the 25<sup>th</sup> November. Built 1973 by Simke, Flekkefjord, Norway, she fished out of Peterhead as “**Summer Dawn**” and “**Ocean Harvest**”. By 2019 she was fishing out of Fraserburgh as “**Adventure**” having been refurbished in 2015. Acquired by DR Maritime she was converted recently. (Photos by JC@SeaPixUK)



The trio is completed by “**Diligent**” which left Harwich for Lowestoft arriving there on the 26<sup>th</sup> and departing on the 28<sup>th</sup> for Kilkeel with an ETA of December 2<sup>nd</sup>. Built by Diedrich Schiffswerft, Moomerland, Germany in 1972 as “**Angelika**”. She was owned in the Netherlands as “**De Vrouw Marie**” until 1991. DR Maritime were her registered owners by 1996 as “**Diligent**”.





Having been cleared and repaved the former CAST berth at Ipswich West Bank, has now been receiving various grades of scrap metal for export. Two cargo handlers are in evidence awaiting the first ship on 11<sup>th</sup> November.  
(Photo by JC@SeaPixUK)

The first ship duly arrived on 27<sup>th</sup> November. **“Jasmine”** made the short voyage from Ridham Dock on the Swale to load for Jorf Lasfar, Morocco and she sailed on the 28<sup>th</sup>.



Here is **“Jasmine”** inbound in the River Orwell during an earlier visit in March this year. Built in Rousse, Bulgaria in 2007 as **“Paganini”** for Wessels Reederei, she was renamed **“Wes Finja”** in 2014. 2018 saw her sold to Blue Six Navigation as **“Blue Six”**. Her current owners Minnesota Shipping acquired her in 2023, she is managed from London by Educy Maitime, and flies the Antigua and Barbuda flag. (Photo by Martin Klingsick)



## Blast From The Past



Shipping Corporation of India's British built "**Vishva Pankaj**", at Felixstowe in June 1989. Her and two sisters were built at Sunderland Shipbuilders Deptford yard although all were contracted by Doxford. Three more were built at the Pallion yard. "**Vishva Pankaj**" was launched on 21<sup>st</sup> of September and completed on 11<sup>th</sup> April 1980. She had a Hawthorn Leslie-Sulzer two stroke engine giving her a speed of 15.75 knots. In 2002 she went to Ashapura Shipping, Kingstown, St Vincent as "**Asha Ashik**" until she was broken up at Alang on 13th February 2009. She along with sister "**Vishva Prafulla**" broken up on the same day at Chittagong were the last two of the six in service, the rest having been broken up in 2000 and 2001. *(Photo by the late Malcolm Cornes)*



Still looking in good condition when captured at Singapore on March 10<sup>th</sup> 2005 as "**Asha Ashik**"  
*(Photo by Martin Klingsick)*

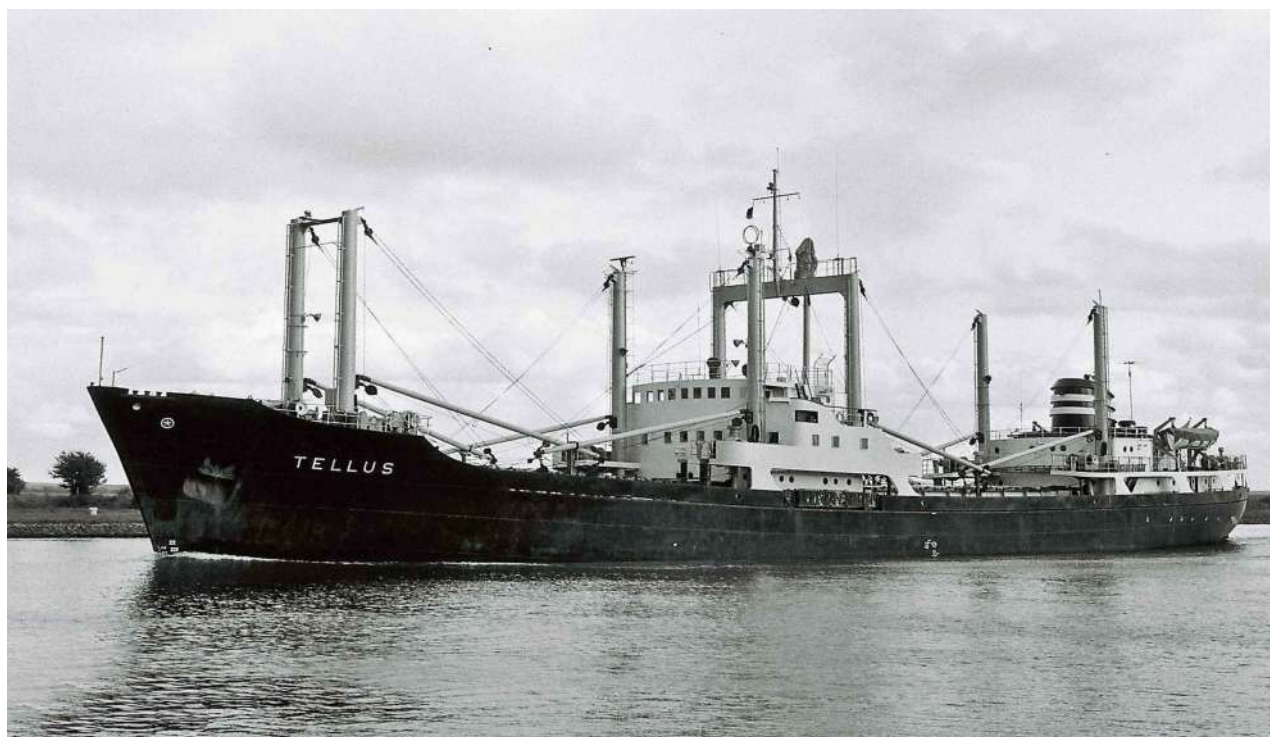


## Blast From The Past Follow Up

Last month we detailed the post seen below and now have some photos of the Chinese ship.



Alongside number eight berth, Parkeston Quay in August 1979 is reefer **“Antarctic”**. Built in 1970 by Drammen Slip and Verksted, Drammen for Intermare KG, Hamburg as **“Antarcticore”**. She is wearing the funnel colours of her charterer, Sven Salen of Sweden. Intermare flagged her out to Panama in 1979 and in 1986 sold her to Reefskyth Shipping of Piraeus who renamed her **“Nissos Skiathos”**. Two years later she was **“Skiathos Reefer”** for Magna Cia Naviera of Piraeus. She collided with **“Tai Wu Shan”** in the Nantong River, Shanghai on 7<sup>th</sup> July 1993 and sank. See below. *(Photo from the late Malcolm Cornes Collection and probably taken by the late John Hall).*



**“Tellus”** on the Kiel Canal in 1968. Built for Finska Angfartygs Ab, Helsinki in 1960 by Rauma-Repola, Rauma. She was lengthened in 1970 and sold in 1977 to Yick Fung Shipping, Panama (a Chinese front company) and renamed **“Chengpa Shan”**. Transferred to China Ocean Shipping in 1980 and renamed **“Tai Wu Shan”**. There is no record on Miramar of her collision with **“Skiathos Reefer”**. She was deleted in June 2012 as existence in doubt. *(Photo by Hans-Willem Delfs, Shipspotting.com)*



Here are some photos of “**Tai Wu Shan**” taken in Hong Kong on 1<sup>st</sup> September 2019 seven years after Lloyds deleted her. Markus Berger a former seafarer from Switzerland and a reader of this newsletter, kindly sent them to be included in the newsletter. *(Photos by Markus Berger)*





Newsletter compiled by Derek Sands and proofed by Neil Davidson.

Many thanks to the following: Alex Dace, Steve Cone, Martin Klingsick, [JC@SeaPixUK](mailto:JC@SeaPixUK), Markus Berger, David Hazell, Mick Warrick, Gerolf Drebes, the late Malcolm Cornes, 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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