

# World Ship Society Haven Ports Branch Newsletter

February 2026



(Photo by Alex Dace)

**Anyone receiving this Newsletter who is not a member of the WSS can come along to the local branch meetings without obligation. Meetings are held in the Felixstowe Museum on second Thursday of the month start time 5pm.**

**The program kicks off in March with a show from Derek Sands of his Xmas cruise on “Ambition”**

## Recent Callers



Rounding the Beach End on her way to Ipswich is "**Afalina**", inbound from Helsingborg on 26<sup>th</sup> December 2025. She has come to load scrap metal at the West Bank berth. Now Lithuanian owned she was built for Finnish owners in 1989 by J.J.. Sietas, Neuenfelde as "**Aila**". She changed name and owners in 2005. She sailed for Jorf Lasfar, Morocco on 28<sup>th</sup> December arriving on January 9th 2026. (Photos by Alex Dace)





Here she is at the berth the following day with loading well in progress. On the quay you can see the various grades of scrap metal. (Photo by SeaPix (UK)



(Photo by Andy Warrick) (3)



Although she was built in 2023 by Hyundai, Ulsan, this is the first visit of “**MSC Taylor**” to Felixstowe. Seen here on 27<sup>th</sup> December 2025 after arriving from Colombo, Sri Lanka. She left for Antwerp on the 28<sup>th</sup> before heading into the Baltic, for Klaipeda and Gdansk. (Photos by SeaPix (UK))





Unloading what looks like wheat at Ipswich on 27<sup>th</sup> December 2025. **“Plataanborg”** had arrived from Hamburg the previous day, and she left on the 30<sup>th</sup> for Ijmuiden. Built to the SSCC Maxima design, her hull came from Croatian yard, Leda at Korcula. Completion was done in the Netherlands by Peters, Kampen in April 2009 as **“Panta Rhei”** for But Scheepvaart. Wagenborg were her managers from her launch and they acquired her in 2022. (Photos by SeaPix (UK))





**“Britannia Beaver”**, normally to be found at West Bank discharging sea dredged aggregate. She is laying by at Cliff Quay on 27<sup>th</sup> December having arrived from Portsmouth on the 23<sup>rd</sup>. Spending the Christmas period at Ipswich she left for Dredging Area 460 on the 28<sup>th</sup>. Launched by Appledore SB on 2<sup>nd</sup> November 1990 she was completed on 25<sup>th</sup> January 1991 for Portigon Ltd. (Britannia Aggregates). Robert Brett and Sons Ltd, became owners in 2019. (Photos by SeaPix (UK)





Occupying number nine berth on 29<sup>th</sup> December “**MSC Olivia**”, this is believed to be her first call. She had arrived earlier on the 29<sup>th</sup> direct from Singapore and would leave on the last day of the year for Gdansk, Bremerhaven and Antwerp. She left the Belgian port on 15<sup>th</sup> January for Charleston, USA. (Photo by SeaPix (UK))



Leaving Felixstowe for Rotterdam on 29<sup>th</sup> December, after her latest call is “**CMA CGM Tiga**”. After her call in Rotterdam’s Maasvlakte she called at Antwerp and Le Havre before heading for Valletta. She was completed by CSSC Qingdao Beihai Shipbuilding on 3<sup>rd</sup> April 2025. (Photo by Derek Sands) (7)



Not exactly at the end of the rainbow. “**Svitzer Vidar**” waits patiently for the incoming “**MSC Romane**” on 30<sup>th</sup> December. (Photos by Derek Sands)



With her retrofitted exhaust scrubber much in evidence “**MSC Romane**” arrives from Mundra, India, Coega, South Africa and Bilbao on 30<sup>th</sup> December. Jinhai Heavy Industries of Daishan County, China built her in 2017. (Photo by Derek Sands)



Rough Towers Fort watches on as “**Ever Glory**” rounds the Beach End, heading for 8/9 berth Felixstowe on 31<sup>st</sup> December. She left Taipei, Taiwan on November 14<sup>th</sup> and called at Yantian, China, Singapore and Rotterdam on her way to Felixstowe. After a stay of three and a half days she left for Rotterdam, Hamburg and Colombo. Imabari Zosen, Saijo, Japan were her builders, completing her in May 2019. (Photos by Alex Dace)





Passing Landguard Fort outbound from Ipswich, “**Fjord**” is heading for Rotterdam to load for Newport. She had arrived at Ipswich on the 26th with Soya, loaded at Rotterdam’s, Europort. She was built in the Netherlands by Bodewes, Hoogezand, as “**Paramar**” for Harren and Partners in February 1999. In 2024 she was acquired by Estonian owners and renamed as above. (Photo by Derek Sands)



In the sunshine at Trinity Six is first time caller “**Ever Muse**” on 31<sup>st</sup> December. She had arrived earlier in the day from Singapore and Colombo. (Photo by Steve Thomas)



Seen in close up the following day she would sail on the 2<sup>nd</sup> January for Singapore. The 15,372TEU vessel was built in South Korea by Samsung HI, Geoje and entered service in January 2025. (Photos by SeaPix (UK)





Passing Felixstowe and bound for Ipswich from Antwerp on 1<sup>st</sup> January 2026 is “**Ems Lion**”. Owned in Germany by EMS Ship management of Leer she was built in Indonesia by KTU Shipyard, Batam and entered service in January 2024. (Photos by SeaPix (UK)





Here she is on her final approach to Ipswich and about to pass under the Orwell bridge and below she heads for the berth. She would leave for Hull the following day to load for Vlissingen. (Photos by Steve Thomas)





Arriving at Ipswich on 1<sup>st</sup> January in ballast from Brake on the River Weser “**Kerda**” will spend five days in port eventually loading for Ringaskiddy, and would leave for the Irish port on the 6<sup>th</sup>. She arrived on the 12<sup>th</sup> and after discharge sailed for Waterford the same day to load for Inkoo, Finland. She is in the Fleet of Hansa Ship Management of Tallinn, Estonia. Built in 2004 for German owners as “**Nordersand**” by Rousse Shipyard, Bulgaria, acquired by Hansa and renamed in 2024. (Photos by Steve Thomas)





Joining the myriad of survey vessels in the harbour on 1<sup>st</sup> January is “**Northern Gale**” of Nord Survey, Gothenburg. She was built in Vietnam by Strategic Marine of Vung Tau in 2017 for Carlin Boat Charters of Portland, Dorset as “**Channel Chieftain IX**”. Constructed of Aluminium she is capable of 30 knots with a French designed main engine built under licence. She was acquired by her present owner in 2024 and has retained her British registration. After her first call here she left for Blyth on 16<sup>th</sup> January and spent only 17 hours there before departing for Gosport. (Photos by SeaPix (UK)





Head in on Trinity Seven, Felixstowe on 3<sup>rd</sup> January, “**Cosco Shipping Rose**” making another call at the port. She is not seen here very often since her completion in 2018 by Shanghai Jiangnan Changxing Shipbuilding. She arrived from Hamburg on the 2<sup>nd</sup> and left for Port Klang, Malaysia on the 4<sup>th</sup>, with an ETA of January 31<sup>st</sup>.  
(Photo by David Hazell)



A more frequent caller is Hapag’s “**Sofia Express**” on their Turkey/Greece service. She is seen here arriving on the 4<sup>th</sup> and would depart for Bremerhaven on the 6<sup>th</sup>. Built to the Colombo Express design by Hyundai, Ulsan in 2010. (Photo by Derek Sands)



Formerly **“Hanjin Europe”** although launched as **“Rio Lara”** and completed by Hyundai, Ulsan in 2012. **“MSC Topaz”** was acquired in 2017 by MSC when Hanjin collapsed into bankruptcy. She has recently been retrofitted with a wind deflector some time after 2023. Seen here on 5<sup>th</sup> January departing Felixstowe for Gdansk, she had arrived on the 3<sup>rd</sup> from Singapore. (Photos by Derek Sands)





**“MSC Cotonou”** arrives from India and Pakistan on 6<sup>th</sup> January. Strange to see an MSC with a red hull colour. She is heading for Trinity Seven berth. (*Photos by Derek Sands*)





Now safely alongside Trinity Seven “head in” as most ships seem to berth here now. It is a request from the port, but the local pilots are not that happy with it. One of four of this class so far, she was the first one launched on 30<sup>th</sup> March 2024 and completed by Hyundai Samho on 17<sup>th</sup> June. With registered Gross Tonnage of 75,448 she is capable of 7,900 TEU. (Photos by Seapix(UK)





Leaving Felixstowe on 8<sup>th</sup> January to “do the rounds” of European ports including Bremerhaven, Hamburg, Antwerp, London Gateway and Le Havre. She left Le Havre on 23<sup>rd</sup> January for Port de Pointe de Galets on the island of Reunion, in the Indian Ocean. (*Photo by Mick Warrick*).



Making her first call for a while is “**MSC Florentina**” at Trinity Six on 6<sup>th</sup> January. She has come from Le Havre and would depart for Bremerhaven, Rotterdam, Antwerp and Le Havre again before heading across the Atlantic for Boston. She was built in 2003 to Daewoo’s 6500 design at their Okpo yard. (*Photo by SeaPix (UK)* (20)



Currently providing a freight only service on the 09.00 departure for the Hook of Holland service. “**Fonia Sea**” is deputising for the “**Stena Britannica**” which is undergoing routine dry docking at EDR Shipyard, Antwerp. Seen here on 7<sup>th</sup> January outbound from Harwich. Built in China by Jinling Shipyard, Nanjing as “**Tor Fonia**” in 2009. She was renamed “**Fonia Seaways**” in 2011 and this was shortened to her current name in 2020.

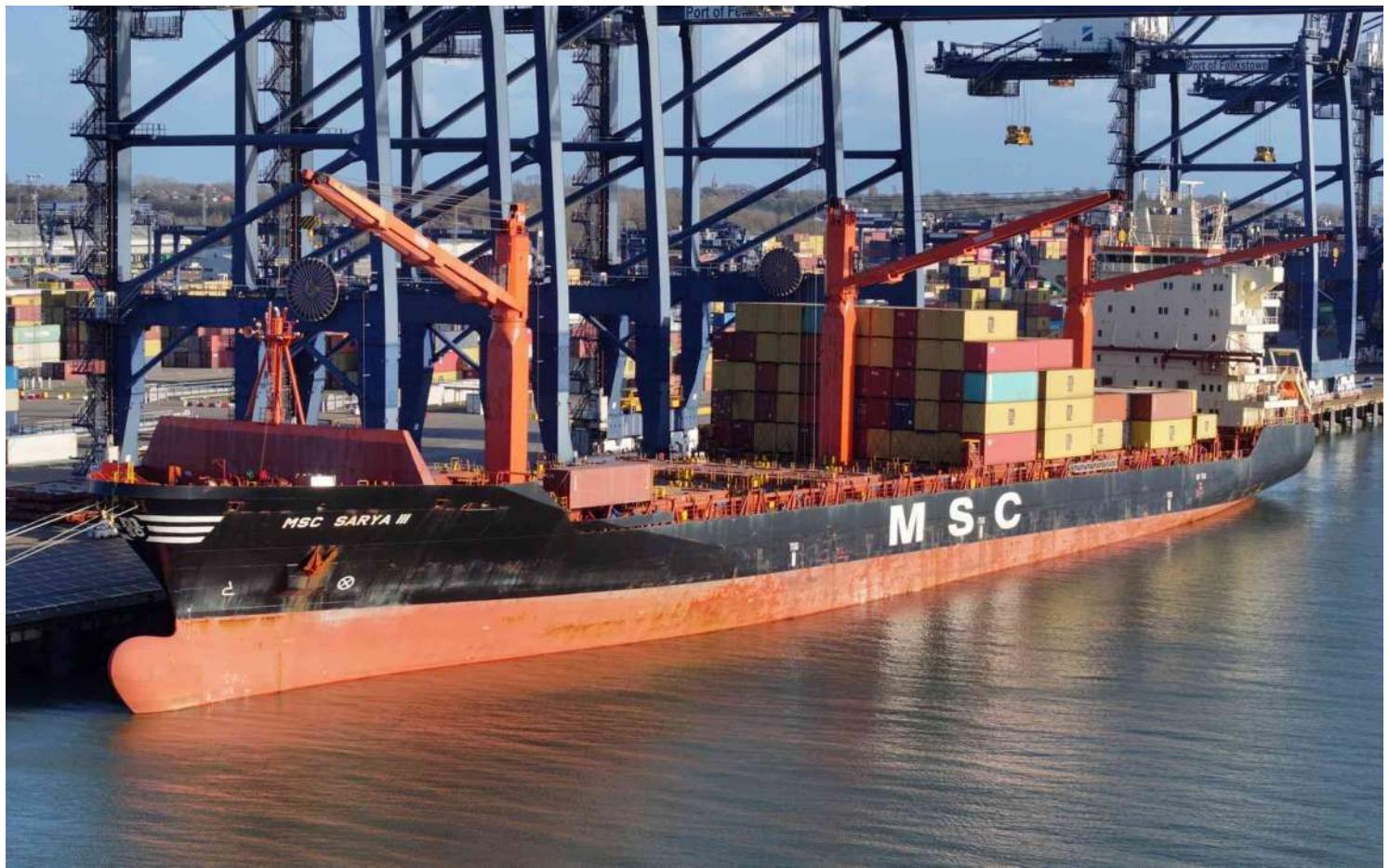
(Photos by Alex Dace)





Judging by her draft the day service is not well patronised by freight. She only has a passenger capacity for twelve Lorry Drivers, so most traffic will be unaccompanied trailers. She is seen here on the 14<sup>th</sup> January outbound.  
(Photos Derek Sands)





First time caller “**MSC Sarya III**” at Trinity Terminal on 10<sup>th</sup> January. Built for Reederei Nord (Klaus E. Oldendorff) by Aker MTW, Wismar in 2003 as “*Nordatlantic*” for the charter market. She was soon renamed “*Calapos*” in 2003 but reverted back to her original name the next year. Chartered out in 2005 as “*Libra Niteroi*” until 2010 when she was renamed “*Nordatlantic*” again. This was shortened to just “*Atlantic*” in 2011. She took up a four year charter in 2012 as “*Niledutch Impala*” and once again became “*Nordatlantic*” in 2016. MSC acquired her under her current name in 2022. (Photos by SeaPix (UK)).





Turning off the berth with the aid of two tugs, "MSC Sarya III" departs for Le Havre, Liverpool and Greenock on 12<sup>th</sup> January. (Photos by Martin Klingsick)





HMM formerly Hyundai Merchant Marine part of the Alliance with ONE and Yang Ming. Their **“HMM Stockholm”** is seen here at Felixstowe on 12<sup>th</sup> January. She was completed in August 2020 by Samsung, Koeje and is 399.9 metres in length. She had arrived earlier in the day from Yantain, China, Gemalink, Vietnam and Singapore. She sailed for Rotterdam’s Maasvlakte on the 19<sup>th</sup>. This is believed to be her first call.  
(Photos by SeaPix (UK))





Passing Harwich outbound from Parkeston tanker jetty on 12<sup>th</sup> January after making her latest call. **“Stolt Sandpiper”** is heading for Rotterdam to load for Immingham. Built in China by Chuandong Shipyard, Chongqing in 2011. (Photos by Derek Sands)





Another survey craft from the Njord Survey AB, of Gothenburg's fleet, is seen here at Harwich on 12<sup>th</sup> January making her first call. She was built in 1998 by Umoe Mandal, Mandal, Norway. "**Northern Storm**" is currently operating in Rostock and flies the UK flag. (Photo by SeaPix (UK))



A very familiar face in the Haven Ports is Boskalis's survey craft "**Porthos**", seen here surveying just off Harwich quay on 14<sup>th</sup> January. (Photo by Derek Sands)



Looking rather run down is “**Thuleland**” about to pass Harwich outbound for Rotterdam’s Europort on 14<sup>th</sup> January. She is very lightly loaded and it seems traffic has been affected badly by Harwich International Port’s decision to stop accompanied freight parking on the port. Surely Stena must make representations to the port or the service could be lost. “**Thuleland**” has appeared in the newsletter previously so her details are not repeated. (Photos by Alex Dace)





Berthed on 15<sup>th</sup> January at Trinity Six during her first call “**Ever Mega**”, she set off from Yantian, China on December 10<sup>th</sup> calling as Singapore and Colombo on her way here. After just twenty one and a half hours she departed for Antwerp. Her keel was laid on 18<sup>th</sup> March 2024 and she was launched on 17<sup>th</sup> May, with completion done on 25<sup>th</sup> July by Samsung HI, Koje. She has nineteen sisters with two built in 2023 and the rest in 2024 or 2025. (Photos by Martin Klingsick)





Arriving in Ipswich on 15<sup>th</sup> January in ballast from Rouen, “**Lenneborg**” is loading scrap at West Bank on 17<sup>th</sup> January. She would depart for Jorf Lasfar, Morocco on the 18<sup>th</sup> with an ETA of 26<sup>th</sup> January. Built by Nanjing Huatai, Nanjing in 2008 for Dutch owners Feederlines BV as “**Lingediep**”. She was acquired by Wagenborg in 2017 and renamed “**Lenneborg**”. In 2018 she was chartered by Italian operator, Manisa Bulk of Naples as “**Manisa Bella**”, but reverted to “**Lenneborg**” the following year. (Photos by SeaPix (UK))





Inbound for Ipswich in the River Orwell is bulk Carrier "**Supra**" on 17<sup>th</sup> January. She has come from Arzew in Algeria, and took bunkers at Gibraltar en-route. The 151 metre ship was built in China by Zhejiang Jiaoshan, Wenling in 2006 as "**Esen EM**" for Turkish owners, trading under the flag of Tuvalu. In 2008 she was renamed "**Roubini K**" and hoisted the flag of Malta. Her name was changed again in 2015 when she became "**Ormi**" under the Panama flag with Titan SA as registered owners. 2020 saw her acquired by Intresco of Ukraine as "**Supra**" under the Liberian flag. This is her first call. (Photos by SeaPix (UK)





By 23<sup>rd</sup> January she was almost fully discharged and would sail the following day for Rotterdam.  
(Photo by Mick Warrick)



Also heading up the Orwell on the 17<sup>th</sup> was “**Aasvaer**” with a cargo of stone from Djupvik, Norway. One of a series being built by Royal Bodewes, Hoogezand for Aasen Shipping of Norway. She was completed in October 2025. She sailed for Dunkirk the next day to load for Purfleet. (Photo by Martin Klingsick) (32)



Arriving from the Sunk Deep Water anchorage on 17<sup>th</sup> January “**MSC Sindy**” making her most recent call to Felixstowe. She would spend nearly two days in port before sailing for Bremerhaven, Rotterdam and Antwerp. Built to the Samsung 9000 design the 336 metre vessel was completed by Samsung at Koje in May 2007.  
(Photos by SeaPix(UK))





The odd looking veteran tug "**Percuil**" at Ipswich on 21<sup>st</sup> January, she had arrived from Chatham earlier in the day. She has recently been based at King George V dock on the Thames but found no work. Built for German owners as "**Cyclop**" in 1968 by Schichau, Bremerhaven. Her name changed to "**Kiplop**" in 1993. Falmouth Docks and Engineering became owners in 2001 and she got her current name, she was sold in 2024 to Tempest Towage of London. Her sister "**Ankorva**" built in 1967 was recently recycled on the Thames. (Photos by SeaPix (UK)





Sporting a retrofitted wind deflector, “**CMA CGM Kerguelen**” is making her first call at Felixstowe on 22<sup>nd</sup> January. She was constructed in South Korea by Samsung, Koje being completed in March 2015. She had arrived from Le Havre and sailed for Egypt on the 23<sup>rd</sup>. (Photo by SeaPix (UK))





Arriving on a very grey and murky 25<sup>th</sup> January with Molasses from Amsterdam for Felixstowe. Typical of a Turkish built small tanker she came from the Dearsan Gemi yard at Tuzla in 2009. “**Cansu Y**” has never held another name and has also always been owned in Turkey. She flies the flag of Barbados and is currently trading in Northern Europe. (*Photo by David Hazell*)

## New General Cargo Service starts from Parkesston Quay

Moving up from their former UK port of Dover Soreidom and Caribbean Line serves over twenty two ports in The Southern USA, Caribbean and South America. The company has offices in Paris and London and agents at La Pallice, Antwerp, Setubal, Bilbao, Hamburg and Rotterdam. Established around thirty years ago they employ chartered vessels that have their own cargo handling gear of at least two times 60 ton cranes. Bulk such as Grain and Soy Beans, Break Bulk and Project cargo are all handled. Lets hope this service has a successful relationship with the port. The first ship of which there are photos below has already called, loaded and sailed with the second due in mid to late February. Thanks to Alex Dace for information for this article.



Arriving in ballast from Antwerp, “**Nord Lion**” passes Harwich inbound for number three berth Parkeston Quay on 2<sup>nd</sup> January. Two tugs struggled to keep her in the channel as she sailed up the Stour in strong winds. Built by Honda at Saiki in 2014 as “**Thorco Legacy**” for Thorco Shipping A/S of Denmark. She was acquired in 2025 by Chinese Owner Hosei Global Crown. (Photos by Derek Sands)





Outbound for Georgetown, Guyana on 12<sup>th</sup> January with a full deck cargo of used vehicles, loaded using ships gear. (Photos by Martin Klingsick)



## What is the future for this well worn Light Vessel

Apparently surplus to requirements "**Light Vessel No.2**". She was on station from 2006 at FOXTROT 3 the South Goodwin Station. Finding information about her is difficult. Does anyone know any more?  
(Photos by SeaPix (UK))



## Brightlingsea shipping

After the January newsletter was issued we received a couple of photos from Andy Warrick. Firstly of a battened down and ready to go **“RDJ Waalstroom”** on 26<sup>th</sup> December. She left for Lisbon on the 27<sup>th</sup>.



*(Photos by Andy Warrick)*

Below another shot of the rebuilt tug **“Plausible”** which does not appear to have found any work as yet. If anyone knows if she has done any work since she arrived at Brightlingsea please let me know.



*(40)*



Despite “**RDJ Waalstroom**” taking a significant amount of scrap to Lisbon, the pile soon built up again. Seen here on 4<sup>th</sup> January 2026 waiting for her fleet mate “**RDJ Johanna**” arriving from La Rochelle to load. Below she is seen turning into Brightlingsea Creek. (Photos by Derek Sands)





Squeezing through the narrow entrance, with two Harwich based pilots advising the master. **“RDJ Johanna”** was built by Daewoo-Mangalia, Romania and launched in February 2001 as **“Athos”**. Completion was done in the Netherlands by Pattje, Waterhuizen in September. She became **“Korsar”** in 2005 and **“Nordic Bianca”** later the same year. 2007 saw her named **“Thea Marieke”**. Rederij De Jong acquired her in 2021 and she gained her present name. She left for Bilbao on the 6<sup>th</sup>. (Photos by Derek Sands)





Seen here on a previous visit to Brightlingsea in 2021. “**Maestro**” arrived at Olivers Wharf on 23<sup>rd</sup> January during the hours of darkness. She loaded scrap metal for Ferrol, Spain and left the following day just before 3am. The CSPL yard at Decin, Czech Republic launched her on 24<sup>th</sup> August 2003 and she was completed as “**Mare**” for Dutch owners by Peters, Kampen. In 2018 she joined Balnautic Shipmanagement of Klaipeda and was renamed as above. (Photos by Derek Sands)





The next tide on the 24<sup>th</sup> brought “Eems Sun” to the port. She had left Djen Djen in Algeria for Gabes, Tunisia on 2<sup>nd</sup> January, to load cement for Brightlingsea. Leaving Gabes on January 9<sup>th</sup> she made no bunker stops during the long voyage. After the usual swift discharge at Olivers Wharf, she departed on the 25<sup>th</sup> for Kings Lynn. Built to the Dutch design Tille Trader 3300 by Hong Ha at Haphong, Vietnam and completed in February 2009.

(Photos by Derek Sands)



## Mistley Shipping



Ready to leave, “**Baltic Jongleur**” departed on 28<sup>th</sup> for Rotterdam. Her details are in last months newsletter.  
(Photo by Andy Warrick)

Below she is seen departing in the early hours. (Photo by Steve Cone)





Leaving for the Medway on 7<sup>th</sup> January, “GPS Arcadia” and barge, after delivering stone from Isle of Grain. This has become a regular feature of trade at Mistley. The combination arrived again on 20<sup>th</sup> January  
(Photo by Steve Cone)

Regular “Brick ship” “Allora” has resumed her calls at Mistley, arriving on 12<sup>th</sup> January from Aalst. She left on the 14<sup>th</sup> for Southampton, where she loaded wheat for Kirkcaldy, she anchored in the Forth off the Scottish port on the 19<sup>th</sup> January.

The port has recently acquired a second Fuchs cargo handler, making it more efficient in unloading ships.



(Photo by Steve Cone)  
(46)



An evening departure for “Sea Charente” as she leaves for Vlissingen on 27<sup>th</sup> January. Photo by Steve Cone  
(47)



Seen here outbound from Mistley in August 2022, “**Sea Charente**” arrived from Aalst on 14<sup>th</sup> January with bricks. Launched in November 1995 by Rechytksiy SZ, Belorus, she was completed in the Netherlands by Damen, Bergum as “**Fisker**” in September 1996. Renaming to her current one was in 1997 by Charente Shipping with management by Amasus of Delfzijl. (Photos by Derek Sands)



## Blast from the Past



**“Ahmed Issa”** Anchored in the River Stour just off Harwich. She was towed in after her main engine failed and arrived on 22<sup>nd</sup> October 1990. Seen here a few months later looking rather care worn.  
(Photo by the late Malcolm Cornes)

She started life in 1961 when completed by Jadewerft, Wilhelmshaven as **“Christine”** for Kapt. Borries of Brake. Seen here inbound on the River Colne.



(Photo by Dave Ingham (Ted Ingham collection) (49)



In 1990 Guernsey Coasters (Miller Marine) acquired her and renamed her **“Bandick”**. She is seen here on the Thames. (Photo by Mick Warrick)

In 1992 Ahmed Issa Marit Agency became owners and registered her in San Lorenzo, Honduras as **“Ahmed Issa”**. Her final commercial owner U. Eigner of Rochester named her **“Johno”** in 1991. She was deleted in 1998 as she had been converted to a houseboat.



Seen above loading grain at Ipswich on 3<sup>rd</sup> April 1991, Portuguese owned “**Fernao Gomes**”, this was her only visit to the Suffolk port. She was built for Common Brothers of Newcastle in 1973 as “**Ria Jean McMurtry**” by Robb Caledon SB, Dundee. She was originally equipped with two sets of twin cranes. Chartered out to Ellerman as “**City of Pretoria**” in 1976 she was renamed “**Simonburn**” the following year and transferred to the Hindustan SS Co (Common Brothers) as seen below at Tilbury on 15<sup>th</sup> April 1978.



(Photo by Bob Scott)

Renamed “**Gomba Challenge**” in 1979 by Vast Shipping, Newcastle the following year she hoisted the Greek flag as “**Ocean Challenge**”. She retained this name when L. P. Delpit of Panama were owners in 1983. She came back under the British flag in 1984 for Harrisons Horncastle Services Ltd. Without a change of name she went to Ocean Challenge Ltd of Hamilton, Bermuda in the early part of 1985. Later in the year she was acquired by Portline as “**Fernao Gomes**” around this time her cranes were removed. Portline kept her for nine years before she went to Italian flag owner Alba SAS di M. Mazzella as “**Fusaro**”. Her travels continued in 1995 when she was “**Gido**” for Panama flag Fairburn Shipping. Her next owners were Kianda Ltd of Valletta in 1996 who named her “**Kianda**”. It is believed she was converted to a cement carrier in 1997 under the same owners as “**Cem Pumper**”. She was renamed “**Sofia G**” in 1999 and she was “**Cem Adriatic**” in 2002 for Kianda Sg A/S of Nassau. The following year Kianda renamed her “**Cem Rol**” and registered her in Kingstown, St. Vincent. She acquired her final name of “**Adriatic Arrow**” for Roumier Co of Panama in 2004. She was wrecked on 28<sup>th</sup> May 2010 after leaving Khor Al Zubair and was broken up at Gadani Beach 15<sup>th</sup> March 2011. Below she is seen in Istanbul in March 2006 as “**Adriatic Arrow**”.



*(Photo by Ilhan Kerman)*

Newsletter compiled by Derek Sands and proofed by Geraldine Sands.

Many thanks to the following: SeaPix (UK), The late Malcolm Cornes, Steve Thomas, Steve Cone, Alex Dace, Dave and Ted Ingham, David Hazell, Mick Warrick, Andy Warrick, Martin Klingsick, Bob Scott, Ilhan Kerman, 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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