



Having loaded at Antwerp, London Gateway and Felixstowe, “**MSC Vidisha R**” leaves the Suffolk port for Le Havre and Boston, USA on 15th June. Launched as “**Santa Roberta**” for Claus-Peter Offen, by Samsung, Koje in 2002, she went on charter as “**P&O Nedlloyd Pegasus**” and in the following year as “**Sydney Express**” for Hapag-Lloyd. Maersk took her on in 2006 as “**Maersk Dominica**”. 2010 saw her as “**Cap Roberta**” for Hamburg Sud, and she reverted to her Offen name of “**Santa Roberta**” in 2013. She entered the MSC fleet in 2016 under her current name. *(Photos contributed)*





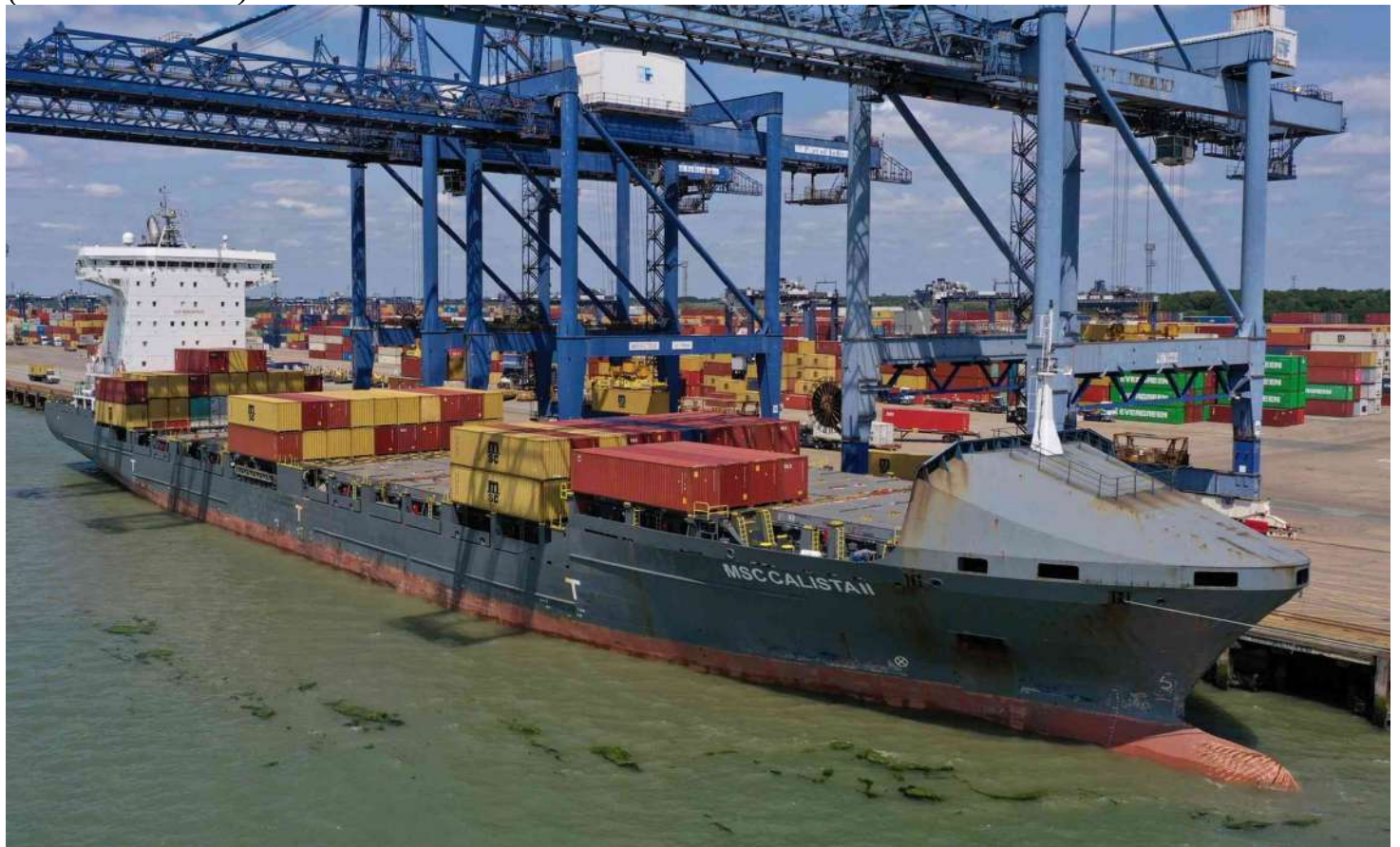
Bremerhaven was the previous port of “**MSC Calypso**” as she arrives at Felixstowe on 15th June. After nearly two and a half days in port she departed direct to Singapore with an ETA of July 13th. She entered service on 5th June 2023 after her completion by Hyundai Heavy Industries, Ulsan. *(Photos contributed)*





Arriving completely empty in fading light on 15th June is **“MSC Calista II”**. Launched by Jiangsu Yangzijiang, Jiangyin as **“Heide E”** for Peter Doehle Schiffahrts, she was completed as **“Independent Pursuit”** for a long term charter. In 2010 at the end of the charter she got a more traditional Doehle name **“Calisto”**. She entered the MSC fleet in June 2025 under her current name. *(Photo by Alex Dace)*

Below she can be seen loading at Trinity terminal, Felixstowe on 16th June. Her next port would be Liverpool and she departed late on the 16th arriving on the 19th. She departed Liverpool on the 21st for Riga, Latvia. *(Photo contributed)*





Heading for Navyard Wharf, Harwich with a cargo of bagged cement on 16th June, “**Marcus**” loaded her cargo in Lisbon and set off from there on 11th June. After discharge she left for Ghent on the 18th, to load for Pasajes, Spain. A product of Slovakia’s Slovenske Lodenice, Komarno she was completed in June 2004 as “**Rodau**” for Erwin Strahlmann. In 2021 when the Strahlmann fleet was liquidated she got her current name under the Belgian flag. Now owned by Boeckmans Shipping NV of Antwerp, who seem to have the cement contract for shipments into Harwich. *(Photos contributed)*





Unloading her cargo at Ipswich, Cliff Quay on 17th June, “**RDJ Rijnstroom**” arrived from St Nazaire on the 15th. She would sail for Teesport on the 18th. Launched in Romania by Daewoo-Mangalia in September 1999, she was completed as “**Flinthorn**” in February 2000 by Pattje, Waterhuizen. In 2005 she became “**Barbarossa**” and Rederij De Jong acquired her in 2022 and she got her present name. *(Photo contributed)*



(Photo by David Hazell)
(67)



Chinese built “**Wilson Flushing**” waiting to load at the Old Power Station berth, Ipswich on 17th June. She had arrived from Botlek, Rotterdam in ballast earlier in the day. Departing with a full cargo for Lisbon on the 19th. Launched on 29/08/2011 she took a year to complete by Shandong Baibuting, Rongcheng. *(Photos contributed)*





A lightly loaded “**MSC Ilenia**” enters the harbour on 18th June her last port being Hamburg. After a two day stay she left direct to Singapore on the 20th. Yet another product of Jiangsu Yangzi Xinfu Shipbuilding, Jingjiang, situated on the north bank of the Yangtze River. Her keel was laid in February 2023, launched in August and she was completed in December. *Photo contributed*)





Passing the viewing area and being made ready to swing for the berth. (Photos by David Hazell)





On charter to CMA CGM is Global Ship Lease's **"GSL Chateau D'iF"** seen here arriving on the 18th June. She had come from Tanger Med via Ferrol and would depart for Hamburg on the 19th. Launched as **"Cosco Norfolk"** she entered service as **"CMA CGM Chateau D'iF"** in December 2007. Built by the now defunct Hanjin Heavy Industries, Busan. She has held her present name since October 2020. *(Photos contributed)*





Rounding the Beach End in the harbour approach channel in difficult lighting, **“MSC Leandra V”** has been to Felixstowe under previous names, but this is believed to be her first call with her present one. She has come from ports in the USA arriving here on the 19th. She would leave for Antwerp on the 20th. One of a series of 29 knot ships built for Maersk by Volkswerft, Stralsund, she was completed in June 2007 as **“Maersk Buffalo”**. Subsequent names under Maersk were **“Buffalo”**, **“Maersk Buffalo”** and **“Seago Istanbul”**. She entered the MSC fleet as **“MSC Leandra”** in 2022 with the suffix **“V”** being added in May 2023. (Photo by Derek Sands)

Below she can be seen at Trinity Terminal waiting to work cargo on the 19th. (Photo contributed)





Loading at Trinity Terminal for Hapag-Lloyd is Greek owned “**Acheloos**” on 19th June. She was diverted from London Gateway which could not handle her arrival from Antwerp in a timely fashion. She departed for Hamburg, Rotterdam and Antwerp later on the 19th. Built by Hyundai Mipo, Ulsan in May 2024 she has three sisters. She is capable of 2,862 TEU, 604 of which can be refrigerated. *(Photos contributed)*





She makes a bright and colourful sight as she leaves the port. *(Photos contributed)*





Regularly seen in the Haven ports, Faversham Ships' **"Conformity"** outbound from Ipswich on 19th June. She had discharged a cargo from Rouen and was now heading for Amsterdam to load for Ayr. Her hull came from Ukraine's Leninska Kuznya, Kyiv in August 2006, and she was completed in the Netherlands by Damen, Bergum as **"Blue Dragon"** for Otto A. Muller. Hermann Lohmann Schiffahrts acquired her in 2016 as **"Nataly"**. In 2021 she moved to Faversham Ships, East Cowes and hoisted the Isle of Man flag as **"Conformity"**. She is registered at Peel on the west coast of the Isle of Man. *(Photos contributed)*





A large ship for her time at 107,849 GT, “**MSC Asya**” is dwarfed by some of today’s ships such as the Evergreen in the background. She was built in 2008 by Samsung, Koje and designed to carry 9,000 TEU. She set off from Fremantle, Australia on May 1st, calling at Ennore, India and Colombo, Sri Lanka before arriving at Felixstowe on the 18th June. In the photos she is leaving the port on the 19th for Hamburg. In the stern shot her retrofitted exhaust scrubber is plain to see. *(Photos contributed)*





Another regular caller at Felixstowe **“CMA CGM Chiwan”** arrives on 19th June from Algeciras. Leaving for Antwerp on the 20th she had to anchor for a day awaiting a berth. Launched for Seaspan Corp by Samsung, Koje in July 2001 she was completed for charter to China Shipping as **“CSCL Chiwan”** in September. At the end of the charter she was renamed **“Seaspan Chiwan”** in 2013. Acquired by CMA CGM in 2022 she gained her current name. *(Photos contributed)*





Arriving to take up some plough dredging on 19th June “**MTS Valour**” has undertaken this duty in the harbour previously. She is planned to be carrying out ploughing in the River Stour and at the Felixstowe berths for approx three weeks. Launched by Kozle Serwis, Kedzierzyn-Kozle, Poland in June 2006 she was completed in the Netherlands at Hardinxveld by Damen on 2nd November 2006. *(Photos contributed)*





Arriving in fading light Cosco's **"Xin Chong Qing"** enters the harbour on 19th June from Rotterdam. After a stay of just thirteen hours she left next morning for Hamburg. Hudong, Shanghai completed her in 2003, she has never had another name and had not been here before. (Photos contributed)





A first visit to Felixstowe for “**CMA CGM Musset**” as she arrives from Tanger Med on 20th June. She sailed for Hamburg the following day but was still anchored off the mouth of the Elbe on the 25th awaiting a berth. Built by Sundong Shipyard, Tongyeong, South Korea in 2010, she has never had another name. She is on long term charter from Danaos of Greece. *(Photos contributed)*





Only completed by CSSC (Tianjin) Shipbuilding, China on 23rd April, “**MSC Dolette**” arrives at Felixstowe on 20th June. She left Singapore on her maiden voyage to Felixstowe on 21st May, having loaded in China. Spending just one day and eight hours in Felixstowe, she left for Bremerhaven on 22nd June. She is on MSC’s Albatros Service and her next call would be Gdansk. *(Photos contributed)*





One of five 25 knot vessels built for Norasia Schifffahrts by Howaldtswerck-DW, Kiel, “**MSC Mia Summer II**” was completed as “**Norasia Scarlet**” in 1999. In 2000 she was renamed “**ADCL Scarlet**” and the following year as “**Buckinghamshire**”. She entered the MSC fleet in 2005 as “**MSC Mia Summer**” with the suffix “**II**” added in 2024. All her sisters have also been acquired by MSC in 2004/5. Seen here arriving at Felixstowe on 21st June from Sines, Agadir and Antwerp, she sailed for Liverpool on the 22nd.
 (Photos contributed)





She heads into the harbour with stern tug attached, her profile is unmistakable. *(Photo by Derek Sands)*



“**Svitzer Shotley**” and “**Svitzer Sky**” each with a line aboard “**Ever Alp**” ready to assist her safe passage around the sharp turn in the harbour approach channel and berthing. “**Ever Alp**” had come from Rotterdam and was alongside number nine at Felixstowe just after midday on 22nd June. She was built as one of a series from Chinese and South Korean yards and came from Samsung Heavy Industries, Koje in December 2021.

Lifeboats Under Maintenance



Cromer's Tamar class Lifeboat "**Lester**" at Fox's Marina, Ipswich on 17th June. She cost £2.5 million in 2008 when built by Green Marine, Plymouth. (Photo David Hazell)



Harwich based lifeboat "**Albert Brown**" looking like she is about to re-enter the River Orwell from Fox's Marina on 17th June. A Severn class lifeboat she entered service in 1996 and was built by Berthon Boat Co. and Green Marine at a cost of £2 million. (Photo David Hazell)

More RTGs From Gdansk For Berths 8/9



Felixstowe port's latest batch of Kone remote controlled rubber tyred gantries arrived on 5th June. They had come from Gdansk aboard Spliethoff's "**Plantijngracht**". Built for German heavy lift company Beluga she was launched as "**Beluga Preparation**" and completed as "**Beluga Shanghai**" by Hudong Zhonghua in September 2010. After Beluga's liquidation, she went to Hansa Heavy Lift as "**HHL Hong Kong**" in 2011. Subsequent names were "**Hong**" in 2014, "**Industrial Guide**" in 2015, "**St Pauli**" in 2020, before Spliethoff took her on later in 2020 under her current name. (Photo by Derek Sands)



Turning off the berth with the aid of a tug. (Photo by Alex Dace)



Seen from the Felixstowe side as she passes the viewing area. *(Photos by David Hazell)*





A good view of her cargo is seen here on 6th June as preparations are made to discharge the RTGs. Viewed from Shotley. (Photos by Derek Sands)



The RTGs now fully discharged on 8th June and she left later for Gibraltar.



Now seen from the air! *(Photos contributed)*



Maiden Voyage Of MSC Germany



Arriving from Le Havre on her maiden voyage on 7th June, “**MSC Germany**” had been launched on 27th December 2024 and delivered on 7th April 2025 by Jiangsu Yangzi Xinfu Shipbuilding. She has an eight cylinder two stroke engine by Everllence (formerly MAN Energy Solutions) built under licence in China. She left Yangshan deep water port, China on 18th April, calling at Yantian, Singapore, Sines and Le Havre.
(Photo by Derek Sands)



(Photo contributed)
(89)



Certainly presenting an interesting profile with her wind deflector which will also afford some protection for her crew when berthing. Below as she turns to berth at Trinity terminal one or two odd containers spoil the predominantly MSC boxes on board. She will load only MSC boxes in Felixstowe. *(Photos by Derek Sands)*



(Photo contributed)
(90)



Passing the viewing area at Felixstowe with bow tug about to attach. Below she proceeds towards the turning circle before berthing. (Photos by David Hazell)





With already mostly MSC boxes on board she is turned around for berth seven at Trinity. *(Photo by Derek Sands)*



Dwarfing her surroundings as she appears from Trinity Terminal bound for Hamburg on 9th June.
(Photo by Derek Sands)



So off she goes with a full complement of MSC boxes to create a great impression at the naming ceremony In Hamburg. *(Photo by Derek Sands)*



Two shots of her now passing the Felixstowe viewing area. *(Photos by Alex Dace)* (93)



Now outside the harbour and approaching the Beach End turn with tug assistance. Goodbye and good luck!
(Photo by Derek Sands)

40 Year Old Veteran Changes Name For The First Time



Somewhat of a surprise to find out that the “Coe Gisela” appearing on the list for Ipswich is none other than regular caller “*Suntis*” recently renamed. Seen here on 14th June alongside Cliff Quay, Ipswich, she had arrived from her usual loading port of Karlshamn on the 13th. Normally to be found at Eagle Quay in the wet dock, it seems changes may be afoot in the discharge quay too. Built at Wewelsfleth by Hugo Peters in 1985 her name change is noted in Equasis as 1st June 2025. She left for Karlshamn on the 17th. (Photos contributed)





Fully discharged now, she leaves the port for Karlshamn, Sweden. *(Photos by David Hazell)*





She makes a fine sight in the River Orwell outbound looking in pristine condition for her forty years.
(Photos contributed)



Bunkering The “MSC Olbia”

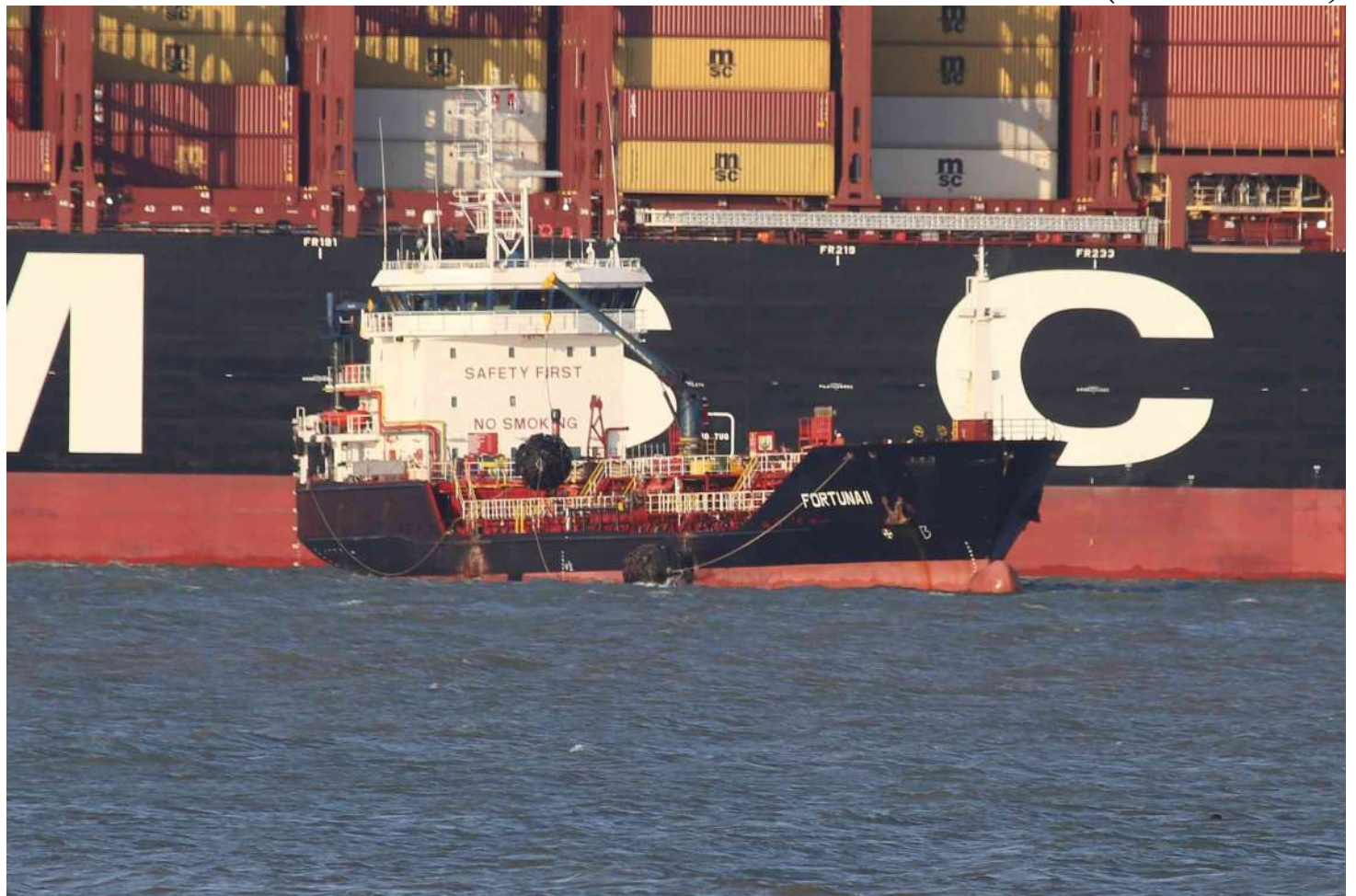


“**Fortuna II**” which appears to be Zeebrugge based, arrived from the Belgian port on 14th June, to bunker “**MSC Olbia**”. This took several hours and she left for Zeebrugge at 18.36 hrs the same day. “**Fortuna II**” was built as “**Toli**” by Desan Deniz Insaat San S.A., Istanbul. In 2018 she changed name to “**Selin S**” still owned and flagged in Turkey. She was acquired by Prax Shipping of Belgium in 2024, her name changed to the current one and she hoisted the Marshall Islands flag. *(Photos contributed)*



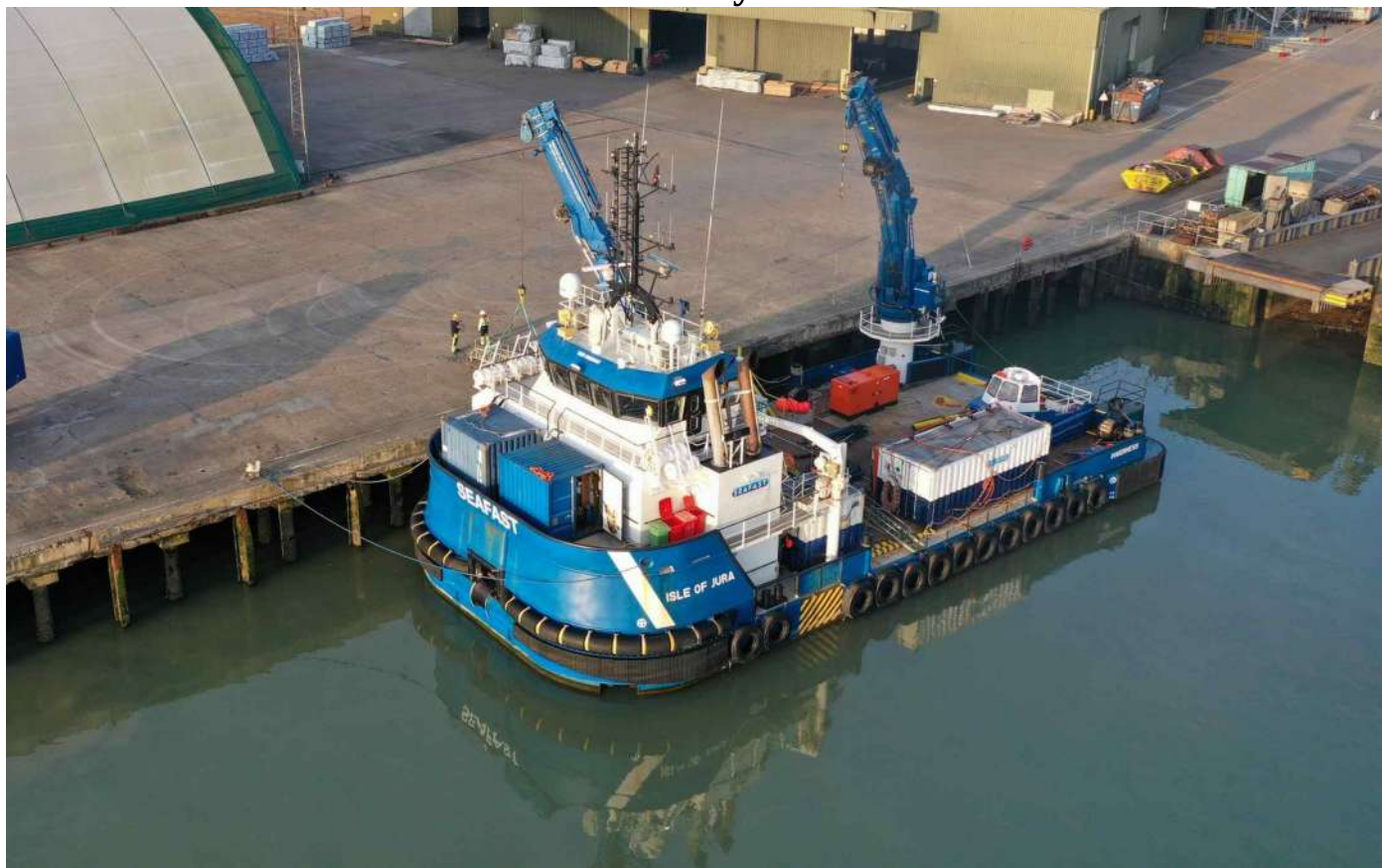


(Photo contributed)



Bunkering finished she turns away to head for Zeebrugge, whilst still in the process of recovering the Yokohama fenders. (Photo by Derek Sands)

Seafast's Multi Role Utility Vessel "Isle of Jura"



Alongside at her local base of Navyard Wharf on 13th June, **"Isle of Jura"** is owned in Scotland by Seafast Maritime of Invergordon. Built by the Safe Shipyard, Gdynia in 2019 her design is a Damen RSV 3315 Offshore service vessel. She can act as diving support, ROV support, servicing renewables and many other functions for this very handy little vessel. Presently she is working offshore near Bawdsey, presumably with cabling work from the wind farms. *(Photos contributed)*





Brightlingsea Shipping



Another shot left over from last month's edition is of the tug "**Freight Mover**". She appears to be a completely rebuilt tug that was formerly a pusher tug built as "**Plausible**" for the Port of London Authority by James Cook, Wivenhoe in 1968. (Photo by Derek Sands)



“H&S Honesty” is the latest ship to arrive at Olivers Wharf with cement from Setubal. Setting off from the Portuguese port on the 23rd May she arrived on the 29th. After the usual swift discharge she left in ballast for Rotterdam on the next tide. Launched in November 2006, she was completed by Hong Ha, Haiphong, Vietnam as **“Chritiaan”** in the following June. She was soon renamed **“Eems Sprinter”** in the same year. In 2022 A J Rozema became owners and she was renamed **“H&S Honesty”**. (Photo by Derek Sands)



A wave from the crewman on the bow as they approach the berth. Below she is getting a nudge from the pilot launch to assist berthing. (Photos by Derek Sands)



Seen here entering Harwich Harbour bound for Ipswich on 8th June, “**Niklas**” would discharge at Ipswich and sail the short voyage to Brightlingsea. Arriving in ballast on the 10th to load scrap metal for Pasajes, she left for the Spanish port on the 12th. Prolific Slovakian builder Slovenske Lodenice, Komarno built her in 2010. She had a year on charter as **Wilson Larvik** in 2013 but reverted to “**Niklas**” in 2014. (Photo Derek Sands)



Heading into some “dirty” weather on the New Waterway on 15th May 2023 in an archive picture, “**Lyrika**” arrived at Olivers Wharf from Setubal with cement on 12th June. She left on the next tide for Rouen arriving on the 15th. Built as “**Harns**” by Hugo Peters at Kampen in 1994 for S. J. Switnyk. In 2004 she became “**Mithril**” for Waldship and in 2006 hoisted the Lithuanian flag as “**Lyrika**” for Baltnautic Shipping. In 2024 her flag was changed to Latvia. (Photo by Anton de Kreiger)



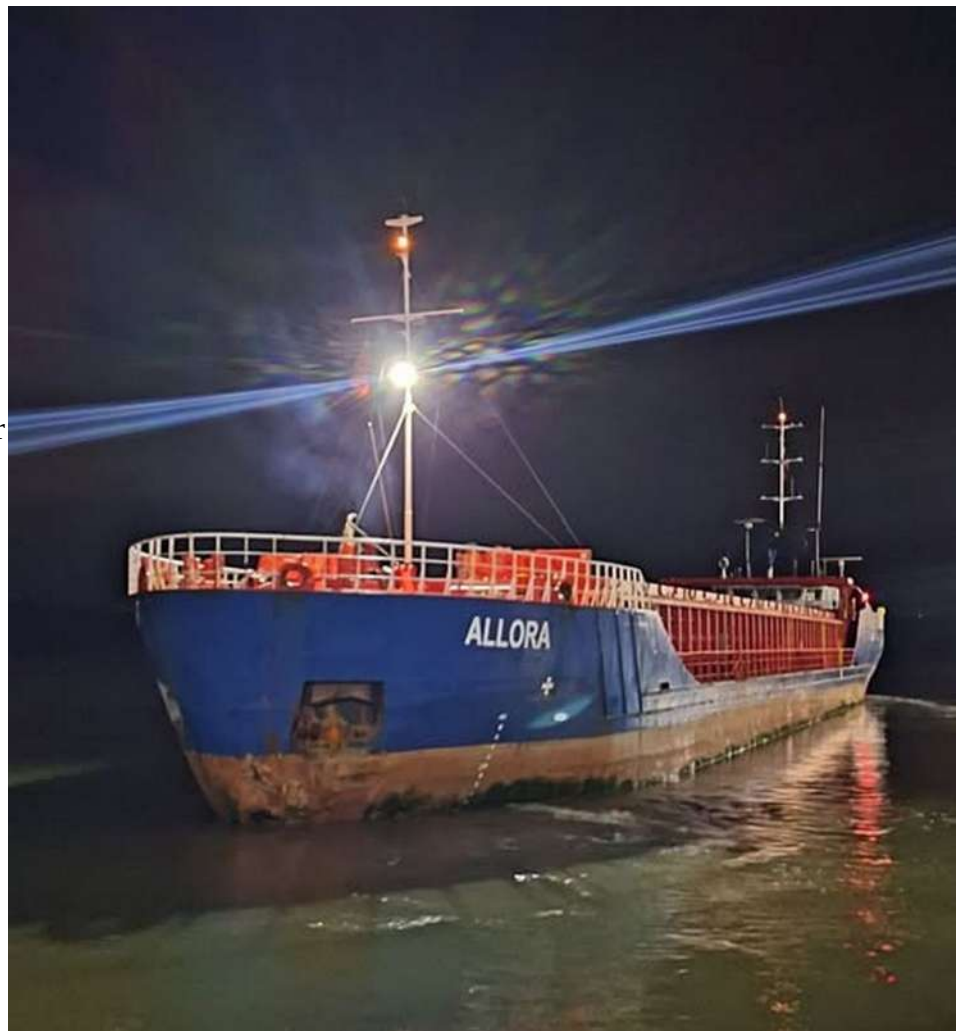
The latest ship to arrive at Brightlingsea from Setubal with cement was “**Amadeus Silver**”. Seen here on a previous visit in July 2024, this time she arrived on June 23rd and departed on the 24th for Bremen. Both arrival and sailing were undertaken during darkness. Launched by CSPL Yard, Decin, Czech Republic she was completed in January 2011 by Damen, Bergum as “**Union Silver**”. In 2013 this was shortened to “**Silver**” and she swiftly became “**Amadeus Silver**” in the same year. (Photo by Derek Sands)

Mistley Shipping



Arriving on May 26th with her latest cargo of bricks from Aalst, **“Allora”** must be the most regular coaster to have berthed at the port. Below she is leaving on the 28th for Aalst to load more bricks for Poole.

(Photos by Steve Cone)





Arriving from Kruibeke on the Scheldt with clay is **“Conformity”** on 28th May. Her hull came from the Ukranian yard of Leninska Kuznya, Kyyiv and she was completed in the Netherlands by Damen, Bergum as **“Blue Dragon”**. In 2016 she went to Hermann Lohmann as **“Nataly”**, and five years later Faversham Ships acquired her as **“Conformity”**. (Photo by Steve Cone)



Discharge of her cargo is well underway on the 29th and she would sail for Tilbury on the 30th via Margate Roads.
(Photo by Derek Sands)



Here she is backing away from the quay at 00.45 on the 30th. (Photo by Steve Cone)

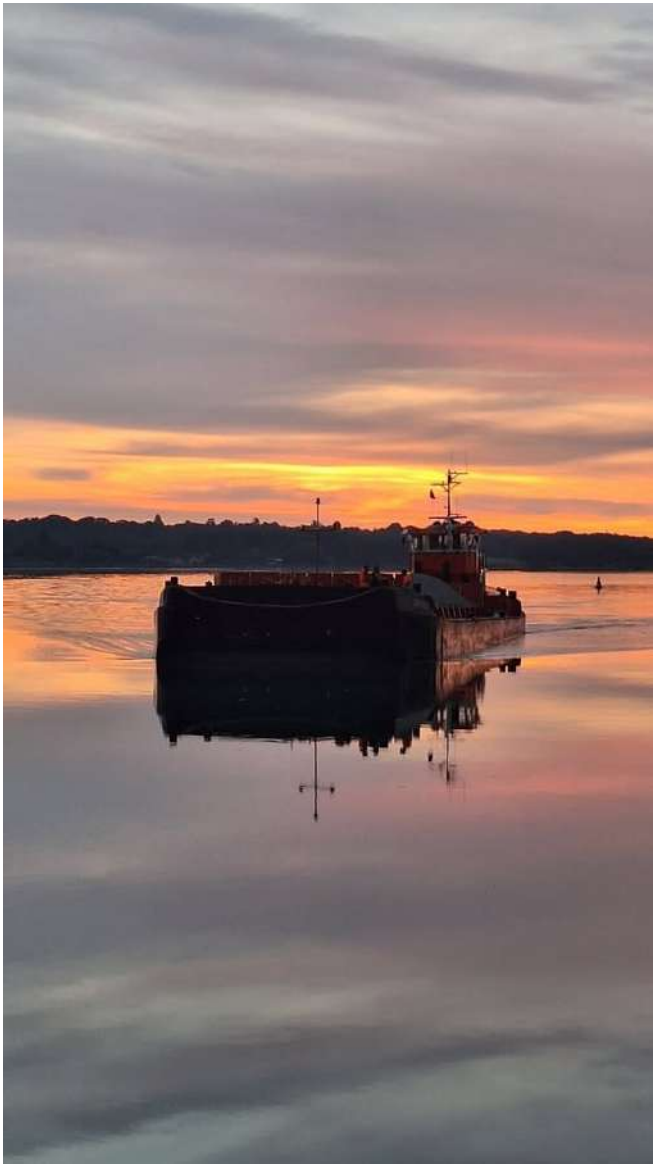


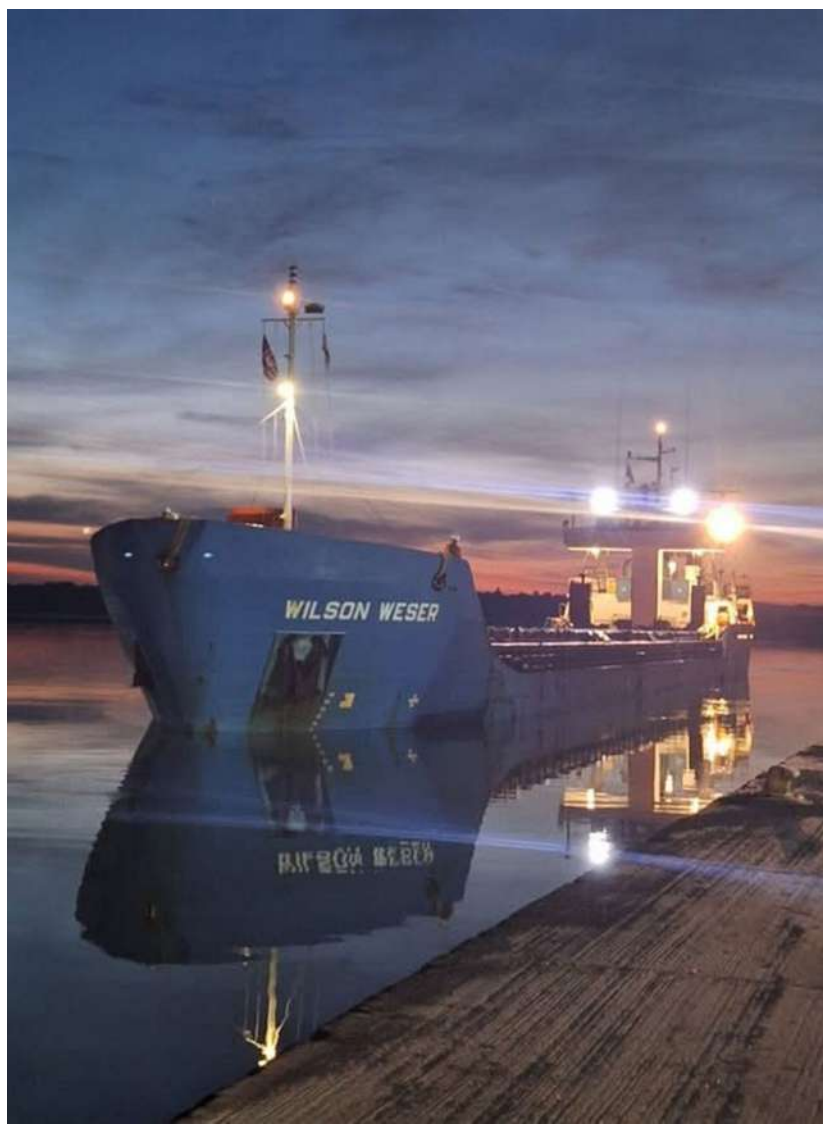
Delivery of stone cargoes has continued to arrive with the tug and barge combination from Isle of Grain. Here on 29th May tug “**GPS Arcadia**” pushes her barge “**GPS 1505**” alongside. In the morning the barge was unloaded by Mistley’s cargo handler seen below. *(Photos by Steve Cone)*





Here they go! Off to the Medway for another load on the next tide. Below they can be seen arriving again on the 31st May. *(Photos by Steve Cone)*





Mistley's busy period continued with the arrival of **"Wilson Weser"** on the 31st from Drammen with a stone cargo. One of several similar ships of various tonnages built by the CSPL yard, Chvaletica, Czech Republic. Launched as **"Grace"** she was completed as **"Bohemia"** but soon renamed **"Grace"**. In 2008 she became **"CFL Racer"** before being renamed **"Maxime"** in 2010. Wilson acquired her in 2015 as **"Wilson Weser"**. Below discharge of the stone is well underway
(Photos by Steve Cone)





“GPS Arcadia” pushes barge “GPS 1505” away from the quay after discharge on 2nd June. The combo returned again on the 17th and left after discharge on the next tide. (Photo by Steve Cone)



Passing Harwich outbound for Antwerp on 3rd June, “Wilson Weser” makes a fine sight. She will load at the Belgian port for Aberdeen. (Photo by Derek Sands)



Nearing the quay and heading for her berth at Baltic Wharf is the diminutive **“CM Coast”** on 14th June. She has come from far inland on the Amsterdam-Rijn Canal having loaded at Wijk Bij Duurstede south of Utrecht. She has a specialised cargo of equestrian sand. She came from the Westerbroek yard of Ferus Smit in 1985 as **“Galaxa”** for van Lent-Gorissen. In 1992 her name became **“Galatea”** and in 2008 **“Eems Coast”** all under the Dutch flag. In 2022 she hoisted the Liberian flag as **“CM Coast”** for Original Corp, whose managers are K&E Shipping of Maidstone. *(Photos by Derek Sands)*





Crew getting ready with bow rope as she nears the quay. *(Photo by Steve Cone)*



Steve Cone and his assistant get ready to secure her to the wharf. *(Photo by Derek Sands)*



An early morning departure for “**CM Coast**” bound for Terneuzen on 17th June. *(Photo by Steve Cone)*

Blast From The Past



A rather battered looking **“Jubilee”** at Mistley on 14th August 1986. Built on the River Colne at Wivenhoe by James Cook in 1975 for London and Rochester Trading Co. (Photo by Derek Sands). Renamed **“Dolly”** when sold in 1994. In 1996 she became **“Only One D”** under the Honduras flag and was photographed under this name at Lunenburg, Nova Scotia on 12th August 2001 as seen below.



(Image web sourced)

She was to be renamed **“Miss Lyly I”**, but it is unknown if this happened. Miramar notes she was renamed **“Jubilee”** in 2005 and she was deleted in August 2013 as no longer meeting list criteria.



Anchored in the River Stour off Parkeston Quay on 2nd March 1986. **“Stridence”** is awaiting a berth at Mistley. Completed in May 1983 by Cochrane Shipbuilders, Selby for London and Rochester Trading Co. Owners were restyled as Crescent Shipping in 1987 and she hoisted the Bahamas flag in 1992. In 2000 her owners were shown as Clipper Wonsild Tankers, still under the Bahamas flag. Two years later she was **“Muriel”** for a company of the same name. Nassau based Tramontane Shipping, renamed her **“Tramontane”** in 2008. She gravitated to the Sierra Leone flag in 2010 as **“Tamara C”** and to Panama flag owners in the following year as **“Defne K.”**. Her end came in December 2013 at Aliaga breakers. *(Photo by Derek Sands)*



Completing a trio of London and Rochester Trading ships from the past is “**Jubilation**”. Seen here outbound in the River Stour from Mistley on 22nd March 1983. Built on the Humber by Hepworth at Paull in 1967 and just 199 GT. She was sold to become “**Laxey River**” in 1984 for Mezeron Ltd, serving the Isle of Man from Bangor in North Wales. Around September 1986 she was sold to a Miami based company Doric Marine for service in the Caribbean and was handed over in Lancaster. Loaded with bagged cement for ballast she made the Atlantic passage to Belize in about 56 days! No further trace of what became of her is known, any information would be welcome. *(Photo by Derek Sands)*

Newsletter compiled by Derek Sands and proofed by Neil Davidson.
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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.

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