

# WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER

MARCH 2026



*(Photo by Andy Warrick)*

**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 the 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”.**

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## Recent Callers



Passing Harwich inbound for Parkeston Tanker Jetty on 26<sup>th</sup> January is **“Johann Essberger”**. She has come from Gothenburg to load for Ghent and would sail for the Belgian port later on the same day. Built in Turkey by Eregli Gemi, KD-Eregli for John T Essberger of Hamburg in 2011. (Photo by Alex Dace)



Filling up with grain for Foynes at Ipswich Grain Terminal on 26<sup>th</sup> January is Hansa Shipping’s **“Kairit”**. She departed later in the day for the Irish port. Her hull was launched in February 2000 by Damen, Galati and she was completed by Damen Hoogezand, Foxhol in November as **“Diana”** for Intersee Schiffahrts. In 2012 Tallinn based Hansa Shipping acquired her and renamed her **“Kairit”**. (Photo by SeaPix (UK)) (2)



Inbound for Felixstowe Trinity Terminal on a particularly calm day on 28<sup>th</sup> January, **“Heenvliet”** has come from Dintelmond in the Netherlands with steel piles for Sizewell. She was unloaded by a crane specially brought in for the purpose of unloading the piles onto lorries. Her hull entered the River Sava, a tributary of the Danube, on 23<sup>rd</sup> April 2010 from the Serbian yard of Sava, Macvanska Mitrovica. Completion was done in the Netherlands by Damen, Bergum on 7<sup>th</sup> October 2011. She is in the fleet of Hartel of Rhoon, Netherlands.

*(Photo by Derek Sands)*



About to go alongside Trinity two berth, after a swift discharge she left for Lowestoft the next day.

*(Photo by SeaPix (UK))*



**“Cansu Y”** has just left Trinity four after discharge of her molasses cargo on 28<sup>th</sup> January. Having arrived from Amsterdam she is now heading for Hamburg to load for Turkey. Her details are in last month’s Newsletter. (Photo by Derek Sands)



Having called many times at Felixstowe in the past, this we believe is **“MSC Nederland III”**, making her first visit since the suffix was added to her name. Built in 1992 for Senator Line as **“Vladivostok Senator”** by Bremer Vulkan, Vegesack. Renamed **“Vladivostok Mariner”** in 2002 she came into the MSC fleet the following year and was renamed. Seen here arriving on 29<sup>th</sup> January she was soon on her way to Morocco via ports in Spain and Portugal. (Photo by SeaPix (UK))



At number nine berth on 30<sup>th</sup> January, “**MSC Perle**” had arrived from the Far East. She would sail for Bremerhaven on the 31<sup>st</sup> and after calling at Gdansk and Bremerhaven again, she arrived back at Felixstowe on February 14<sup>th</sup>, leaving the following day for Antwerp, Boston and New York. Launched as “**Rio Theresa**” she was completed as “**Hanjin Green Earth**” in April 2013 by Hyundai, Ulsan. She is powered by a Wartsila diesel, built under licence in South Korea. Entering the MSC fleet in 2017 she was given her current name. Her wind deflector was fitted sometime after August 2023. (Photo by SeaPix (UK))



It's all systems go as “**Hav Amber**” receives grain from four mobile elevators simultaneously. She is berthed at Ipswich's Old Power Station berth on 2<sup>nd</sup> February. Built in China in 2025 by Jiangsu Dajin Heavy Industry Co. for Delft Schifffahrt of Emden. She had arrived in ballast from Newport earlier in the day and sailed for Antwerp on the 4<sup>th</sup>. (Photo by SeaPix (UK))



Unloading bulk cement from Bilbao at Cliff Quay, Ipswich on 2<sup>nd</sup> February is “**Arklow Grace**”. Arklow vessels are regulars in this trade. She had arrived on the 27<sup>th</sup> January and would leave for Tilbury on the 4<sup>th</sup> February to load for Ringaskiddy, Ireland. Fourth in a series of five ships built in the Netherlands by Ferus Smit, Westerbroek, she was completed in 2024. *(Photo by SeaPix (UK))*



At Fox’s Marina Ipswich for service and maintenance on 2<sup>nd</sup> February is “**RNLB Frank and Anne Wilkinson**”. She is part of the relief fleet and can be seen at various stations around the UK. A Tamar class lifeboat she was built at Lymington by Green Marine with outfitting done by DML Devonport. The class was built between 2006 and 2013. She has a crew of seven and is capable of 25 knots with her two Caterpillar diesels. *(Photo by SeaPix (UK))*



A first call for “**MSC Nahara**” as she occupies berth four at Trinity Terminal on 4<sup>th</sup> February. She had arrived from Antwerp on the 3<sup>rd</sup> and would leave for Le Havre, Quebec and Montreal on the 5<sup>th</sup>. A very up to date ship she was completed in China by Fujian Maewei Shipbuilding on 18<sup>th</sup> January 2024, with a methanol prepared Dalian marine diesel. Fitted with a EGCS exhaust scrubber she is also mainly open hatch. *(Photo by SeaPix (UK))*





Appearing out of the gloom of the 6<sup>th</sup> January, **“Heike Lehmann”** passing Felixstowe, outbound from Ipswich. She had arrived at Ipswich from Viewrow, Germany with a wheat cargo and was now sailing in ballast to load in Shoreham for Stockholm. She was built for Lehmann by Royal Bodewes, Hoogezand in 2020. (Photo by Mick Warrick)



Passing Felixstowe on her way to Ipswich on a still murky 6<sup>th</sup> February, **“Rix Explorer”** has come from Portland, Dorset. She will load for Drogheda and sail for the Irish port on the 10<sup>th</sup>. Launched in September 2009 by Galati SN, Romania, she was completed in the Netherlands by Damen Hoogezand, Foxhol in March 1998, as **“Kopenhagen”** for Siefried Bojen, of Neermoor, Germany. In 2001 her name was shortened to **“Hagen”** for Danhill Shipping of Gibraltar (Bojen). In 2015 she became **“Rover”** for BV Rover a company controlled by Vertom. Rix Shipmanagement of Riga, Latvia acquired her in 2020 and renamed her as above. She flies the Cypriot flag. (Photo by Mick Warrick)



Costamare of Greece own **“Triton”** seen here arriving at Felixstowe on 6<sup>th</sup> February under charter to Evergreen. Built in South Korea by Samsung, Koje she was completed in May 2016, the first of five sisters all on charter to Evergreen. She left for Antwerp and Rotterdam on the 8<sup>th</sup> February and sailed from Rotterdam’s Maasvlakte on the 20<sup>th</sup> for Singapore with an ETA of March 19<sup>th</sup>. (Photos by SeaPix (UK))





Captured in the last of the day's light, "**Heirich Essberger**" passing Harwich outbound on 6<sup>th</sup> February. She had arrived from Antwerp on the 4<sup>th</sup> and is now heading for Braakman Harbour on the Scheldt. She is the fourth tanker in the Essberger fleet to have carried the name, the preceding three all having been built in Germany. She however was built in China by China Merchants Jinling Shipyard and completed in March 2024. (Photo by Alex Dace)



On MSC's NWC to/from UK West Coast to Spain/ Portugal, schedule "**MSC Pilar VI**" is seen at Felixstowe on 8<sup>th</sup> February. She left on the 9<sup>th</sup> for Liverpool, Greenock and Le Havre and is currently in Liverpool again as this is written. Her next port is Greenock followed by Bremerhaven. Built as "**Hanjin Lisbon**" for German owners in 2003 by Hanjin Heavy Industries, Busan. In 2014 her name was shortened to "**Lisbon**" with Hanjin's bankruptcy. Chartered to Australian National Line (CMA CGM) in 2016 as "**ANL Wandin**", but she soon reverted to "**Lisbon**". She joined the MSC fleet in 2023 under her current name. (Photo by SeaPix (UK)) (10)



Waiting to unload her cargo from Jorf Lasfar, Morocco at Ipswich Cliff Quay on 8<sup>th</sup> February, “**Celtic Mariner**” had arrived on the 7<sup>th</sup> and a weather interrupted discharge meant she did not leave for Ghent until the 13<sup>th</sup>. There she loaded for Tanger Med, Morocco. Built in 2010 as “**Amisia**” for German owners by Chowgule Shipyard, Goa, she was renamed “**Meerdijk**” for Dutch owners in the same year. Acquired by Charles Willie of Cardiff in 2025 and renamed as above she flies the Portuguese (Madeira) flag. (Photo by SeaPix (UK))



Navigare Shipping of Soldafjord, Faroe Islands are the owners of “**Hav Sand**” seen here at Ipswich Cliff Quay on 10<sup>th</sup> February. She has come from Rotterdam and would depart for the same port on the 12<sup>th</sup> to load for Norway. In 2011 she was completed in Vietnam by Lisemco of Haiphong for German owners Briese as “**Rochefort**”, having been launched as “**Oldersum**”. In 2012 she was acquired by Finnish company VG Shipping as “**Helena VG**”. Owners became Meriaura OY the following year. She moved to Navigare in 2025 and was renamed “**Hav Sand**”. (Photo by David Hazell)

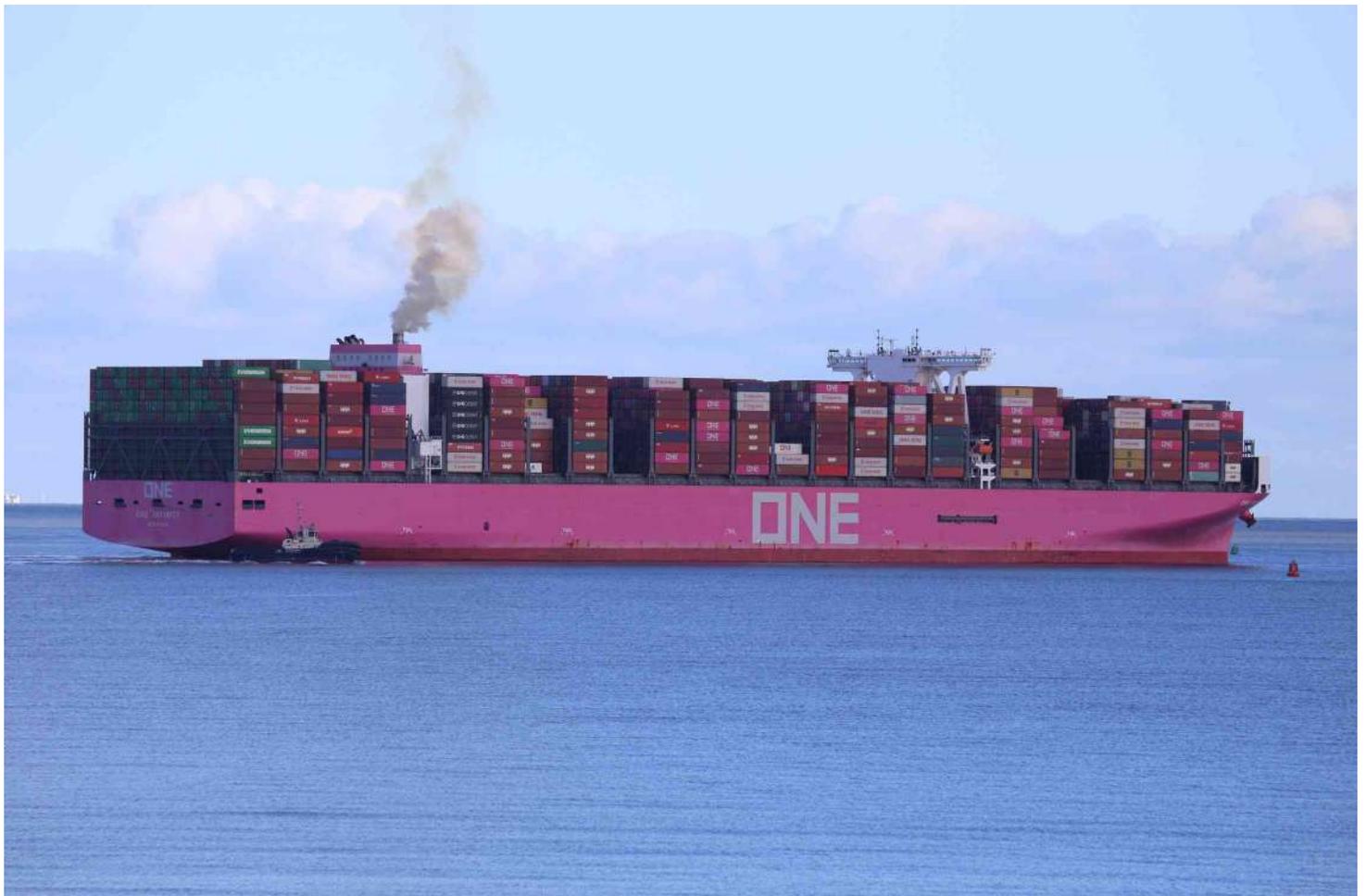


Arriving at Ipswich in atrocious weather on 10<sup>th</sup> February is “**Arklow Forest**” a ship that has berthed many times at the Suffolk port. She has bulk cement on board loaded at Bilbao. This would be discharged by the 13<sup>th</sup> when she left for Odda, Norway. The last in a series of ten built at Guernica by Murureta she was completed in October 2011. Six of the series have been sold as newer units have entered the Arklow fleet. Below she is almost safely alongside number one shed as the rain returns. “**Celtic Mariner**” occupies number two berth.  
(Photos by Alex Dace)





Felixstowe's number nine berth is occupied by **"One Infinity"** on 13<sup>th</sup> February. She had arrived the previous day from Singapore via Rotterdam. Built in Japan by Imabari Shipbuilding, Marugame she was completed on 12<sup>th</sup> July 2023 for Shoen Kisen Kaisha. (Photo by SeaPix (UK))



Leaving on the 14<sup>th</sup> of February for Hamburg, Le Havre, Algeciras and Singapore **"One Infinity"** get assistance round the Beach End turn. (Photo by Derek Sands)



Bradwell based “**Jean T**” ploughing just off Harwich on 13<sup>th</sup> February. Owned by Portflair Ltd she was built by Damen, Gorinchem in 1995. She was formerly based in Portsmouth as “**Guy James**”. (Photo by Derek Sands)



A second visit to Felixstowe for “**Ever Meed**” seen here at Trinity seven on 13<sup>th</sup> February. She had arrived the previous day after one and a half days at the Sunk Deep Water Anchorage. She departed for the Sunk DWA again on the 14<sup>th</sup> to await a berth at Antwerp, where she arrived on the 18<sup>th</sup>. Built by Samsung Heavy Industries, Geoje and completed on 8<sup>th</sup> July 2024 she is one of a series of twenty ships. (Photo by Derek Sands)



General cargo ship **“Beautrident”** alongside Cliff Quay on 14<sup>th</sup> February. She had arrived on the 12<sup>th</sup> from Radicatel on the River Seine. Built as **“Beautrophy”** for Dutch owners in 2008, she was launched by Zaliv, Kerch, Ukraine in February and was completed in the Netherlands by Damen, Bergum in November. Vertom became managers in 2010 and acquired her in 2013. She was sold and renamed **“Beautrident”** in 2021 to Shinyo Kisen Sun Birth, Seoul, South Korea, management was retained by Vertom. After an eight day stay she departed for Antwerp on the 20<sup>th</sup>. (Photo by David Hazell)



Open hatch **“Heinrich Ehler”** at Trinity Terminal on 17<sup>th</sup> February, she would leave later in the day for Rotterdam. Built by the well known J.J. Sietas, Neuenfelde in 2008. She is operating for Unifeeder. (Photo by SeaPix (UK))



Making her first call at Felixstowe on 20<sup>th</sup> February, “**MSC Carmela**” inbound to number nine berth from Singapore. (Photo by Derek Sands)



Now having been safely turned around by the local tugs, she is alongside number nine berth on the 21<sup>st</sup>. She is a product of China’s Dalian Shipbuilding Industry and was handed over to MSC on 8<sup>th</sup> January 2025. She departed on the 22<sup>nd</sup> for Bremerhaven and Gdansk. (Photo by SeaPix (UK))



“Head in” at Trinity seven on 21<sup>st</sup> February, “**Ever Top**” is making her first visit to Felixstowe. Previously on charter to Evergreen as “*Thalassa Pistis*” from Greek owners, Evergreen acquired her in May 2022 and renamed her. The 14,100 TEU ship was built in South Korea by Hyundai Heavy Industries, Ulsan and completed in January 2014. She has nine sisters all of which ended their charter to Evergreen and began one for Hapag-Lloyd, all have been renamed to fit Hapag-Lloyd nomenclature. “**Ever Top**” left for Antwerp on the 22<sup>nd</sup> February.





Bound for Ipswich to load at the Grain Terminal on 21<sup>st</sup> February, “**Kerli**” has come from Leith in ballast. Taking three days to load she left for Waterford on the 24<sup>th</sup>. Built for German owners as “**Saar Valencia**” her hull came from Romanian yard, Galati SN in July 1996. Completion in January 1997 was done in the Netherlands by Damen Hoogezand, Foxhol. Immediately renamed “**A.B. Valencia**” she was sold in 2014 to Hansa Shipping of Tallinn, Estonia and renamed “**Kerli**”. (Photos by SeaPix (UK))



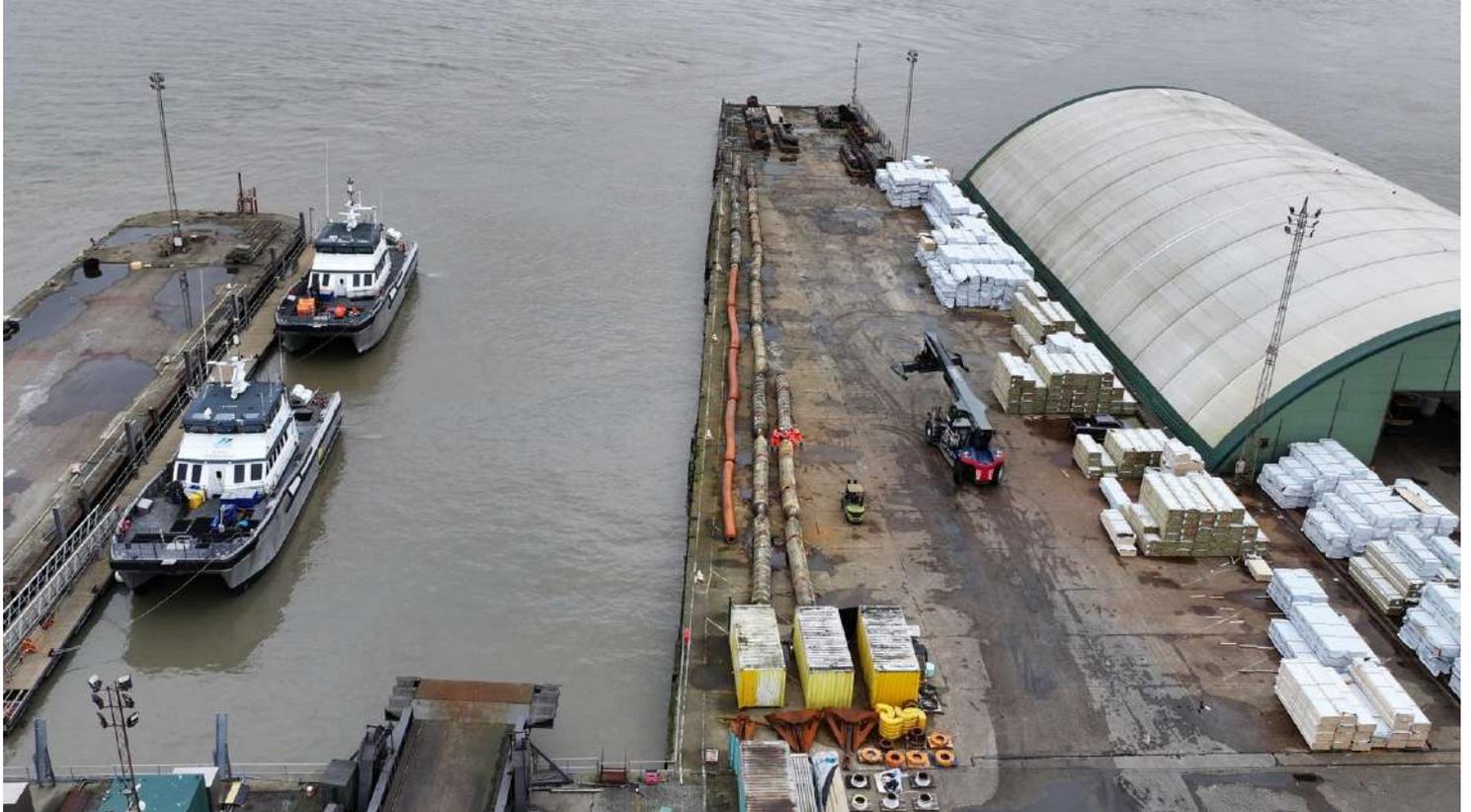


A large part of Navyard Wharf's business since the departure of Mann Lines is the berthing of offshore and survey vessels. Seen here is wind cat "**Seacat Intrepid**" she is currently servicing the Gunfleet Sands wind farm. Below is fleet mate "**Seacat Courageous**" she is also working in the Gunfleet array. Both were built by South Boats, Isle of Wight. (Photos by SeaPix (UK))





Here we can see both the Seacats laying by and laid out on the quay is what appears to be the floating pipeline mentioned in the latest notice to Mariners from HHA. This is soon to be deployed in the River Stour and the notice is self explanatory and produced below. Also in evidence on the quay is timber brought from Norway recently and details of the trial shipment are given later in the newsletter. **“Fugro Galaxy”** is also seen in the top photo. (Photos by SeaPix (UK))



24 February 2026

Mariners are advised that marine operations involving the assembly and temporary deployment of a dredge

material deposit pipe will be taking place in the River Stour, at Erwarton Anchorage and Copperas Bay as follows:

**26 February 2026:** deployment of temporary anchors in **Erwarton Anchorage** by multi-cat tug **Willdiscover** (IMO:

1112525) in the following locations:

**Description Latitude Longitude Marking**

East Anchor, 5 tons 51° 57.060' N 001° 13.164' E Buoy with white LED Light &

West Anchor, 5 tons 51° 57.060' N 001° 13.050' E retroreflective tape

**28 February 2026:** towage of 4 x 90m length floating pipes (in parallel) to Erwarton anchorage moorings and assembly into single 360m pipe, by **Willdiscover** and **MTS Valour** (IMO: 9407299).

**02 March 2026:** Tow 360m floating pipe to Copperas Bay and connect to shoreline.

**Pipe & Mooring Locations in Copperas Bay (when deployed):**

**Location**

#

**Description Latitude Longitude**

**Pipe**

**Length**

1

**Dredger Connection**

**point at Low Water**

51° 56.886' N 001° 14.118' E 80m

2

**Dredger Connection**

**point at High Water**

51° 56.862' N 001° 14.094' E 80m

3

**Anchor Wire**

**Connection A**

51° 56.856' N 001° 14.148' E

290

4 **Anchor A1** 51° 56.862' N 001° 14.172' E

5 **Anchor A2** 51° 56.844' N 001° 14.124' E

6

**Anchor Wire**

**Connection B**

51° 56.760' N 001° 14.256' E

7 **Anchor B1** 51° 56.754' N 001° 14.286' E

8 **Anchor B2** 51° 56.742' N 001° 14.250' E

**Willdiscover** will be acting as Guard vessel for the pipe during assembly and post-deployment in Copperas Bay.

The dredger Sospan Dau (**IMO 7711062**) will be undertaking deposit of dredge material at the Copperas Bay

floating pipe and to the beneficial sites in the River Stour and Orwell.



Unloading cable for the offshore wind farms at Felixstowe's Trinity two berth, "**BBC Elisabeth**" arrived earlier on the 23<sup>rd</sup> February from Rotterdam's Waalhaven. Using her own gear to discharge she left for Bremen in the evening of the 23<sup>rd</sup>. Built in 2013 by Dalian Shipbuilding for Pacific International Lines as "**Hua An Cheng**", who renamed her "**Kota Bagus**" in 2018. In 2021 she was acquired by her present owner Briese Schifffahrts and was renamed as above. (Photos by SeaPix (UK))





*(Photo by SeaPix (UK))*



Discharge of what looks to be bagged fertiliser is well in hand at Cliff Quay, Ipswich on 23<sup>rd</sup> February. “**Wilson Dieppe**” had arrived from Klaipeda the previous day. Despite the Wilson logo on the hull she is wearing the funnel colours of Wessels Reederij of Haren/Ems. Wessels entered a partnership with Wilson in 2022. Built in Slovakia by Slovenske Lodnice, Komarno as “**Melas**” in 2010, she changed name to her present one in 2020.  
*(Photo by SeaPix (UK))*



Unloading what looks to be soya is “**Neuland**” at Ipswich on 23<sup>rd</sup> February. She had arrived from Rotterdam on the previous day and would depart for Hamburg on the 24<sup>th</sup>. According to Miramar she was built at Stroobos by Barkmiejer in 1995 as “**Arklow Spirit**”, but DNV have her builders as Ferus Smit! She went to Norwegian BBS Bulk in 2006 but was not renamed “**BBS Spirit**” until 2012, so some sort of charter back is presumed. Karl Meyer of Wischhafen acquired her later in 2012 and renamed her “**Neuland**”. (Photos by SeaPix (UK))





Being turned prior to departure on 23<sup>rd</sup> February is “**MSC America**”, she had been “head in” on Trinity six. She had arrived from Bremerhaven on the 19<sup>th</sup> and was now leaving with a destination of Gibraltar, where she will no doubt bunker. She was built in South Korea by Hanwha Ocean (formerly) Daewoo Shipbuilding, Okpo. She entered service on 3<sup>rd</sup> July 2025. Her draft would suggest she is mainly loaded with empty containers.  
*(Photos by Derek Sands)*





Outbound from Felixstowe's Trinity seven berth, "CEG Galaxy" is more used to trading in Scotland and the north of England. Seen here on 24<sup>th</sup> February on her way to Paljassaare, Estonia after discharge, she had loaded two large crates weighing 50 tonnes and 6 tonnes at Shieldhall Riverside Quay, Glasgow on 18th/19<sup>th</sup> February and left the Clyde later on the 19<sup>th</sup>. The crates are destined for the Far East and will be loaded onto "MSC Linzie" when she arrives at Felixstowe. When she left Glasgow "CEG Galaxy" went northabout through the Pentland Firth at the top of Scotland. Built in 1986 by Krogerwerft, Schacht-Audorf on the Kiel Canal as "Eros" for Christoph Jakobs, Hamburg. In 1997 she hoisted the Bahamas flag as "Frifjord" for Norwegian owners. Her registered owner became Ems Shipmanagement of Leer in 2019 and she gained her present name. She flies the Latvian flag. (Photos by SeaPix (UK))





An early morning shot of “**Zwerver V**” at Harwich, Navyard Wharf on 25<sup>th</sup> February. She had arrived the previous evening from the Gunfleet Sands wind farm and would depart to carry out further work there late on the 25<sup>th</sup>. Owned by Van Stee Offshore of Harlingen, Netherlands she was launched by Damen Shipyards, Sharjah and completed by Damen, Gorinchem on 30<sup>th</sup> August 2023. Described as an offshore support she is multifunctional including firefighting. (Photo by SeaPix (UK))



Another vessel to arrive for Navyard on the 25<sup>th</sup> is “**Willdiscover**” which has come from Southampton where she is owned by Williams Shipping Marine. Described as a multitask utility vessel by her builders Neptune Shipyard, Hardinxveld when completed in August 2025. As mentioned earlier in the newsletter she will be guard ship for the Stour pipeline. (Photo by SeaPix (UK))



One of a class of five ships being built by Samsung Heavy Industries for Evergreen, “Ever Eon” is making her first call at Felixstowe, she entered service on 30<sup>th</sup> December 2025. She arrived from Colombo and is seen here on the 25<sup>th</sup> February and her next port is Antwerp. (Photos by SeaPix (UK))





Another arrival on 25<sup>th</sup> February, “**Annette**” from the northern port of Blyth with more reels of cable. She berthed on Trinity two and used her own gear to discharge. She has two cranes capable of lifting 350 tonnes and one of 250 tonnes. She is owned by SAL Heavy Lift of Hamburg a member of the Harren Group. Well known builder J.J. Sietas completed her in December 2003. In 2024 SAL Heavy Lift, Jumbo Shipping of the Netherlands and US owned Intermarine set up the JSI Alliance to better handle project cargoes and heavy lifts with a fleet of fifty vessels. *(Photos by SeaPix (UK))*





Ready to start discharge at Trinity Two. (Photo by SeaPix (UK))



Survey vessel “**Sentry III**” about to enter the harbour. Owned by the Environment Agency, Bristol she was built by Cheetah Marine, Ventnor, IOW in 2005. (Photo by SeaPix (UK))



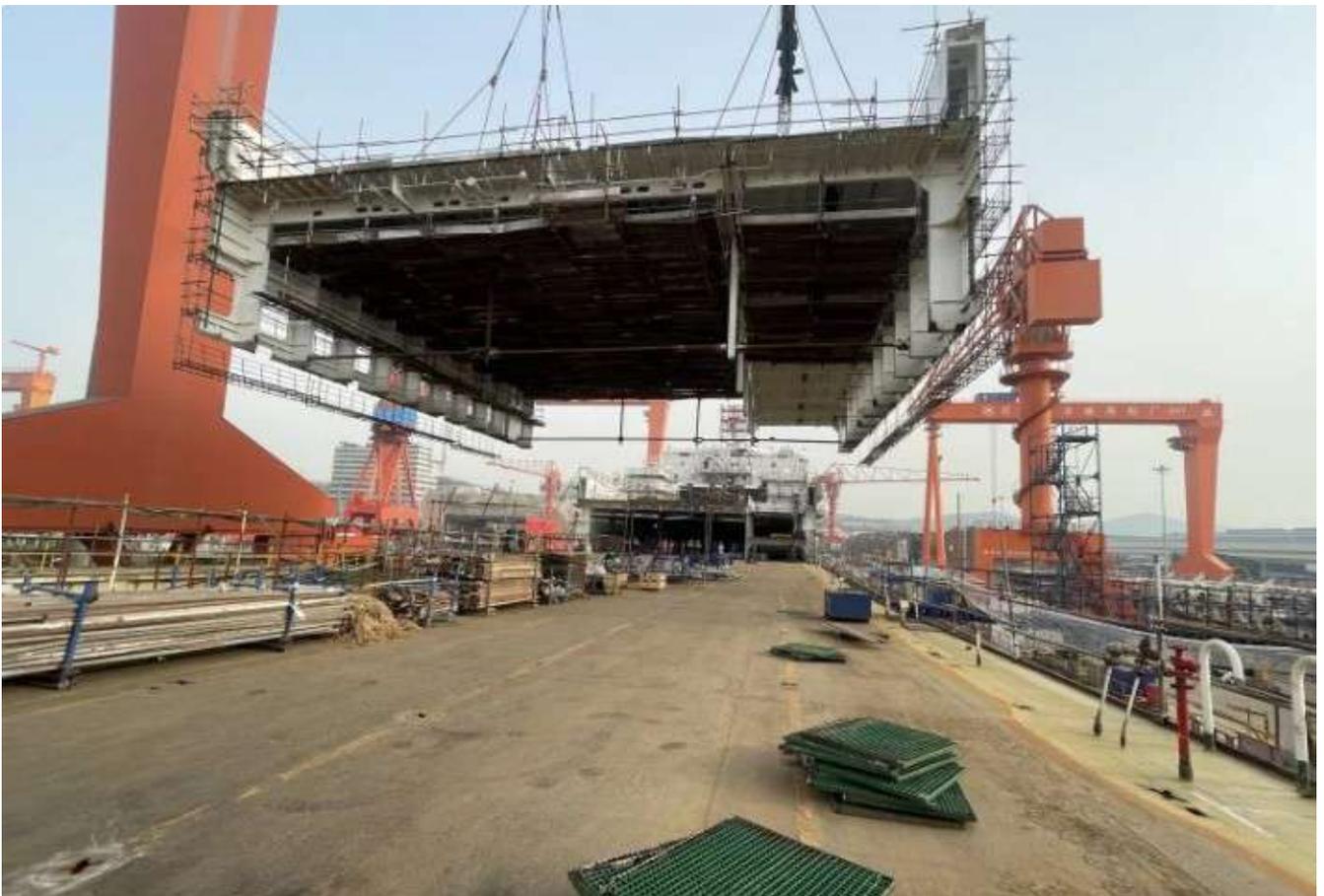
Yet another arrival on a busy 25<sup>th</sup> February, **“Amiko”** is heading for Ipswich from Antwerp. She was built to the Paranga design of Portuguese shipyard Viana do Castelo in 1996 as **“Hieke”** for German owners. Remaining under the German flag she became **“Blexen”** also in 1996 and again changed name in the same year to **“CMBT Caravel”** for a charter carrying containers. Two years later she was again under charter for container feeding as **“Portlink Caravel”**. Reverting to **“Blexen”** in 2006 she was sold in 2012 to operate under the flag of Malta as **“Amiko”**. She spent some time on a shuttle service for containers between Le Havre and Rouen. Her current owner is Amiko Maritime with management by Afalita Shipping of Klaipeda. She flies the Lithuanian flag.



## Former Harwich-Europort RoRo's Upgrade



China Merchants Jinling added a fourth cargo deck to “**Stena Forerunner**” seen here in a web sourced photo and her sister “**Stena Foreteller**”. Both jobs were completed in 2025 increasing their lane metre capacity from 3,000 to 4,000. To compensate for the extra tonnage their bow thrusters were upgraded along with increased mooring winch capacity. Shore power connections were also added. The opportunity was taken to completely repaint the vessels.



Part of the new deck being lowered into position. (Web sourced)

Both ships are now operating from Immingham to Europort, as traffic levels do not warrant them operating from Harwich.

## Ferries Go Off Charter To Lay Up In Rotterdam



Passing Harwich on the 7<sup>th</sup> February outbound for the Hook of Holland on the 9am sailing “**Fionia Sea**” has been deputising for the annual maintenance of the “**Stena Britannica** and **Stena Hollandica**”, providing a freight only service. She has had the Stena funnel colours removed and on the 15<sup>th</sup> made her final crossing to the Hook. She arrived at Rotterdam’s Waalhaven to lay up. Her sister “**Jutlandia Sea**” which had been operating on the Harwich-Europort freight route, arrived in the Waalhaven the previous day. Rumour has it both vessels will be sold and as this is written they are both still in Rotterdam. The Harwich Europort service has received the Finnish RoRo “**Mistral**” to partner “**Thuleland**”. No stranger to the route she was here in 2018 on the morning service to Europort

Here she is passing Harwich outbound on 13<sup>th</sup> July 2018.





At number four berth Parkeston Quay on 23<sup>rd</sup> February. The charter of “**Mistral**” maybe short lived as current traffic levels mean the Harwich to Europort service may just employ a single vessel. The port’s restrictive practices on overnight parking being somewhat to blame apparently. “**Mistral**” was built by J.J. Sietas in 1999 for Finnish owner Minicarriers, Brando. (Photos by SeaPix (UK))



## New Timber Imports Service At Navyard



Former clients of the Mann Lines RoRo service to Navyard have decided to trial direct timber imports to Navyard. The reasons for this are apparently dissatisfaction with the Tilbury service. Norwegian flagged **“Kryssholm”** arrived from Haugesund on 13<sup>th</sup> February. She is a self discharging vessel normally used in the bulk trades. Owned by Bio Feeder AS and managed from Torangsvaag by Lighthouse Ship Management. Built in Turkey by Kocatepe, Altinova in 2011 as **“Serra Atasoy”** for Turkish owners. She became **“Kryssholm”** in 2018 and was fitted with her Hitachi crane sometime around 12<sup>th</sup> September 2019. She left for Hamburg on the 15<sup>th</sup> to load for Bergen. She is also fitted with bulk unloader at the bow, a type usually associated with fish farm feed. She shared the berth with **“Fugro Galaxy”** and tug **“Barney”** was also present at Navyard laying by from her ploughing duties in the harbour. (Photos by SeaPix (UK))





(Photo by Alex Dace)

She was modified in 2021 to a hybrid powered ship as seen in the excerpts below from *Fishfarming expert* published in May 2021.

*Austevoll-based Bio Feeder AS commissioned the conversion of the Kryssholm, one of its fleet of five carriers, as part of a contract signed with BioMar last year.*

*The Kryssholm still relies on a diesel primary propulsion system but now also has a battery pack with its own propulsion line*

*The work, carried out at the PTS shipyard in Szczecin in Poland during the autumn of 2020 and the spring of 2021, has reduced the 10-year-old ship's cargo capacity by 400 m<sup>3</sup> to 5,000 m<sup>3</sup>, although it can still carry 3,750 tonnes of cargo.*

*A new engine room has been built at the front of the ship with a new main switchboard, three new Scania generators of 500 kW each and a battery pack of 500 kW. The batteries are charged from the generator shaft which connects the 2010 bhp eight-cylinder MaK main engine aft and the main switchboard.*

## Veteran Norwegian RoRo Calls To Load For Famagusta



Looking in excellent condition despite her thirty five years, **“Link Galaxy”** rounds the Beach End on 4<sup>th</sup> February bound for Parkeston Quay. She has come all the way from Husoy Karmoy in Norway in ballast.

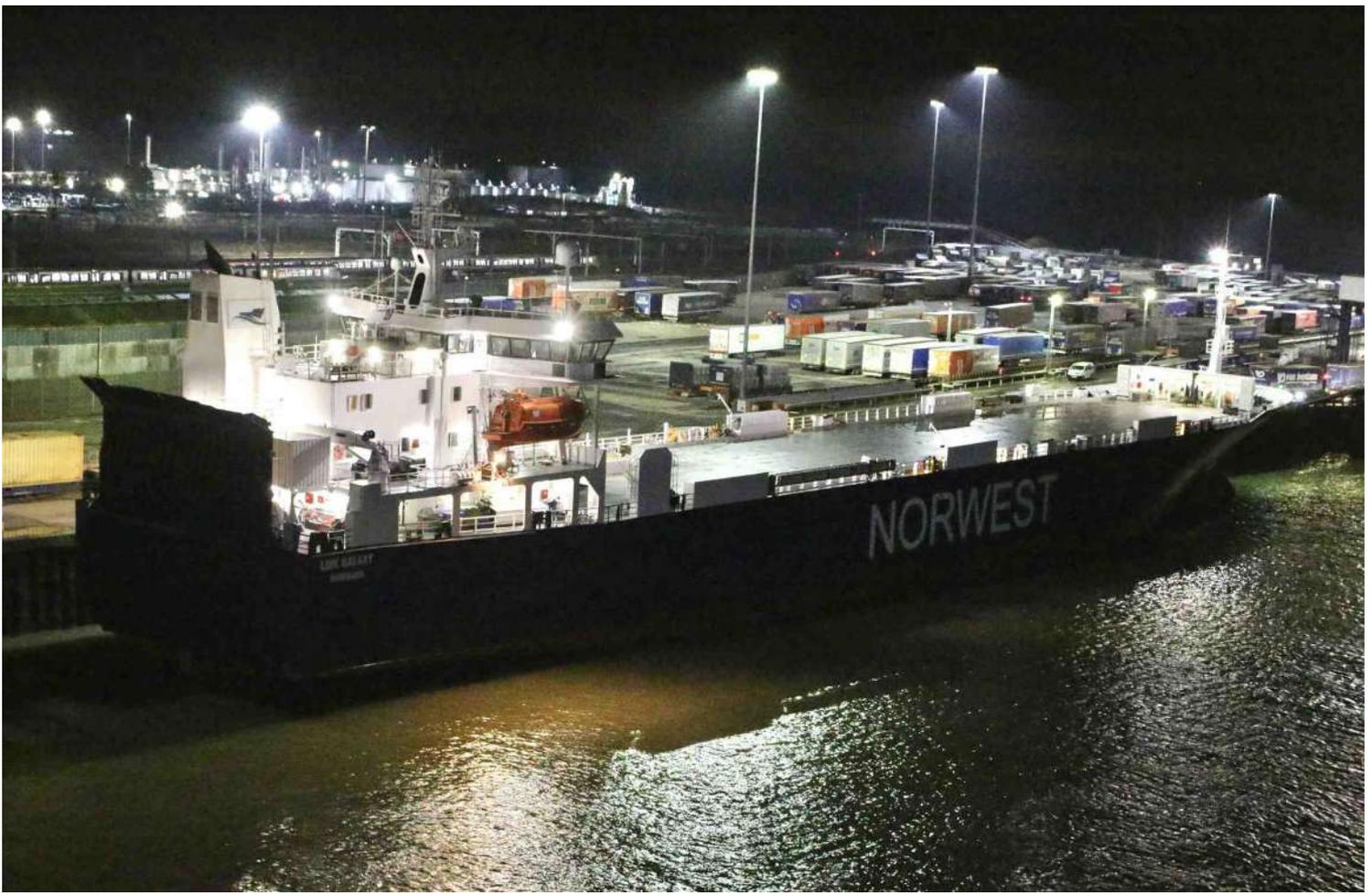
*(Photos by SeaPix (UK))*





Now passing Harwich's Ha'penny Pier en route for number three berth and later onto number four berth to load. Her hull was launched by DTSG Sava Shipyard at Macvanska Mitrovica, Serbia in October 1990. Completion was done in Norway by Fosen MV as the paper carrier "**Grano**" for Eckero, Mariehamn, Aland Islands, Finland. She was sold to Mariehamn based Birka Cargo in 2002 as "**Birka Exporter**" and they shortened her name to "**Exporter**" in 2013. Sold in 2023 to become "**Link Galaxy**" under the Norwegian flag for Norwest Ship management of Avaldsnes. (Photos by Derek Sands)





Here she is seen at number three berth Parkeston on the evening of the 4<sup>th</sup> February, waiting to move to number four to load after the departure of the Harwich-Europort vessel. Below she is seen on the evening of the 6<sup>th</sup> February outbound for Famagusta. *(Photos by Alex Dace)*



Having arrived at Famagusta on the 18<sup>th</sup> February she left on the following day for Golcuk, Turkey.

## The Fleet Is In



The scene that greets you as you drive to the end of West Street in Harwich on 3<sup>rd</sup> February. To see both the large Trinity House vessels in port is not a common sight. Annoyingly the third smaller vessel “Alert” had been present, but the day before. “Galatea” built 2007 by Remontowa, Gdansk and the venerable “Patricia” built 1982 by Henry Robb, Leith are both due for replacement soon. A tender notice of procurement valued at £193,347,644 was issued on the 14<sup>th</sup> July 2023 with estimated contract dates of 1<sup>st</sup> October 2026 to 30<sup>th</sup> September 2031. (Photos by Derek Sands)



## Trouble For “Armara Jules Verne”



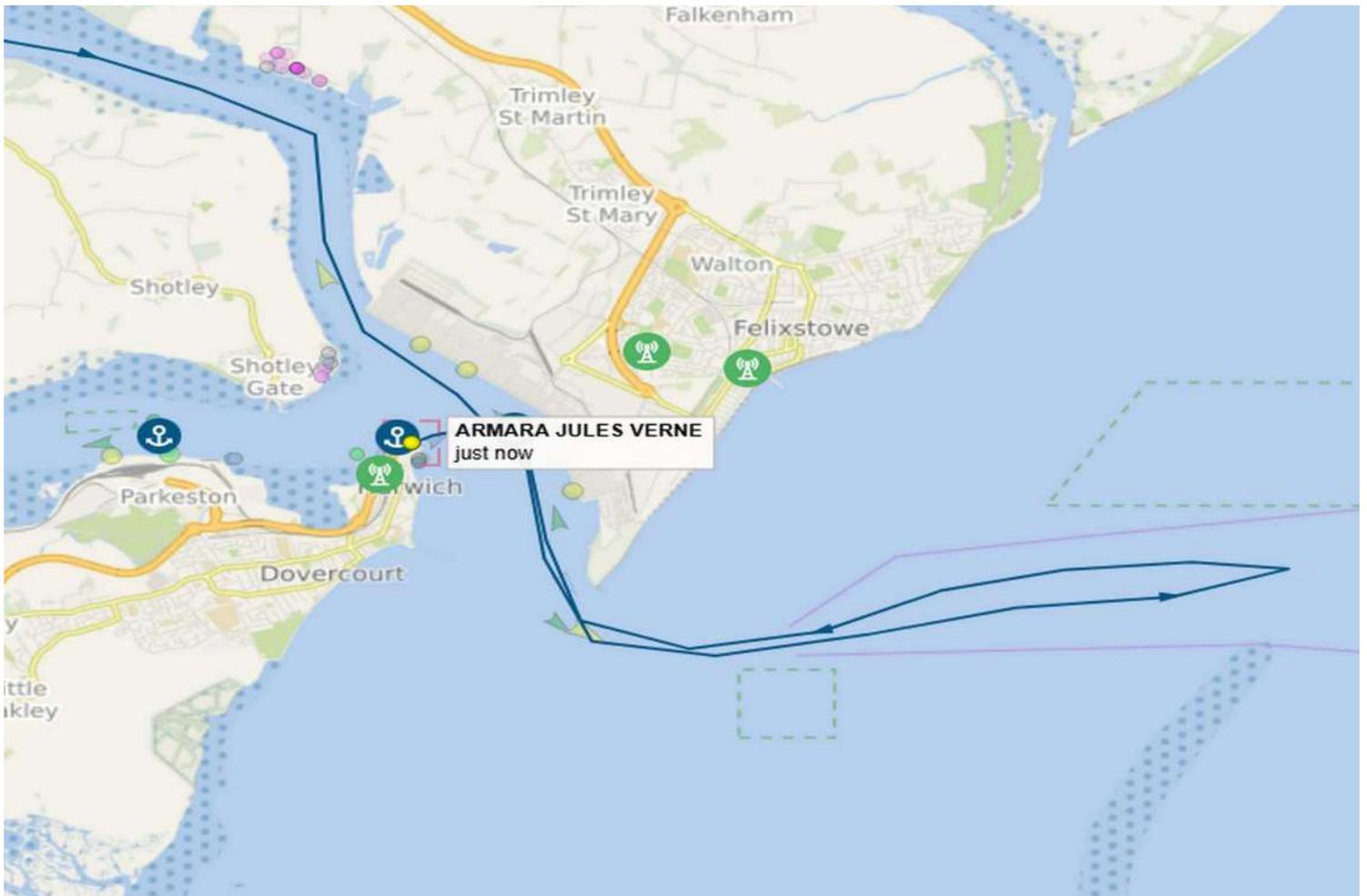
Escorted into the harbour for transit to Ipswich by “Svitzer Sky” and “Svitzer Shotley” on 26<sup>th</sup> January “Armara Jules Verne” had set off from Rotterdam on 19<sup>th</sup> January but had to anchor at the Bawdsey anchorage off Felixstowe for six days. She was experiencing restricted manoeuvrability and required a tug on the stern to get her up the Orwell to her berth. Below she is seen alongside Cliff Quay after discharge on the 14<sup>th</sup> February. (Photos SeaPix (UK))



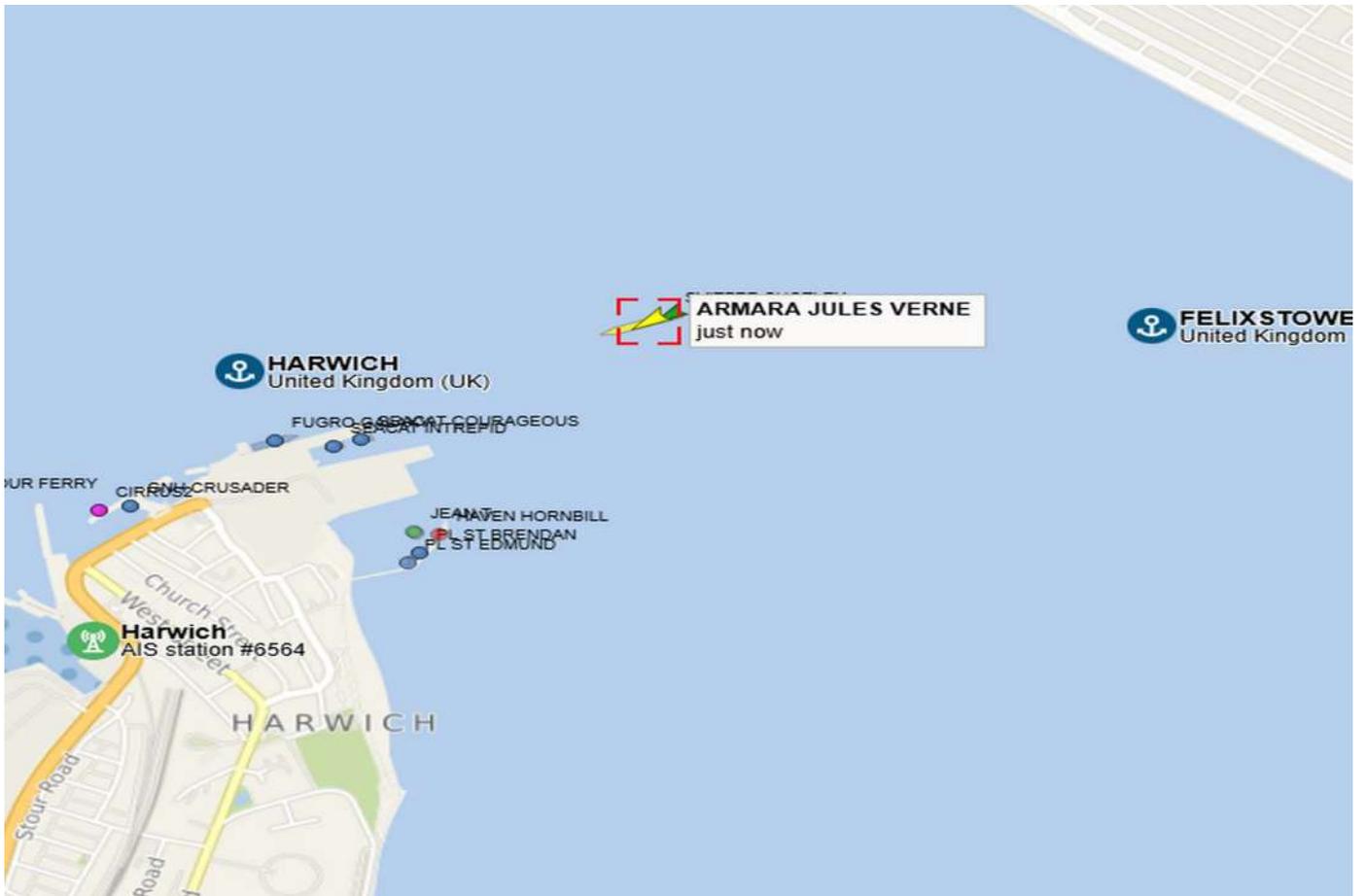


Once again escorted by “**Svitzer Sky** and **Svitzer Sky**”, “**Armara Jules Verne**” in the mouth of the River Orwell outbound on 17<sup>th</sup> February with no stated destination. She was launched in the Ukraine by Leninska Kuznya, Kiev in November 2000 and completed as “**Oosterpoort**” by Damen Bergum in November 2001 for Dutch owners. German owners acquired her in 2004 as “**HC Ida**” and she passed to K&T Holland in 2007 as “**Juergen K.**” Lithuanian company Irving Management were her next owner in 2020 as “**Astrid**”. Astrid Marine of the Marshall Islands added an “**S**” to her name in 2023. In 2024 she began to fly the Latvian flag although her owners are Chess Maritime of La Garde, France. In the photo below she heads out of the harbour to see if she can safely steer for her next port. “**Svitzer Shotley**” is still providing steerage attached to her stern. (Photos by Derek Sands)





Sadly she did not get far before it was obvious she was not fit to sail unescorted. She returned to the harbour and berthed at Harwich, Navyard Wharf.



After further attention she departed for the Tees on 19<sup>th</sup> February, arriving there on the 21<sup>st</sup>. The problems seem to be solved as she left Teesport on 22<sup>nd</sup> February for Bilbao. (43)

## Update On Lightvessel No.2

Phil Simons from South Coast Branch has kindly provided some information and a photo of the redundant lightship featured in last month's newsletter.



Seen in River Dart shortly after completion in 1946 by Philip & Son, Dartmouth as yard number 1134. She was 137 feet overall and 267 tons net. She still awaits her fate moored in the stream off Harwich.

## Mistley Shipping



“**Jekerborg**” arrives from Kruikebe on 10<sup>th</sup> with expanded clay. Built in 2000 as “**Hydra**” by CSPL Yard, Decin, Czech Republic with completion by Peters Kampen, Netherlands. In 2007 she became “**Ashley**” and got her current name in 2022.

*(Photos by Steve Cone)*

Leaving in the evening of 11<sup>th</sup> February for Rotterdam.





“**GPS Arcadia**” and her barge getting ready to depart on 18<sup>th</sup> February. The combination had visited the port with stone from the Isle of Grain on the 11<sup>th</sup>, 13<sup>th</sup> and 17<sup>th</sup> February. Also alongside is “**Wilson Loviisa**”. She had arrived from Aviles, Spain with aluminium ingots on the 16<sup>th</sup>. She would depart for Ghent on the 19<sup>th</sup>. This is at least her third voyage to Mistley from Aviles with an ingot cargo. Built at Komarno, Slovakia by Slovenske Lodenice in 2005 as “**RMS Goole**”, she entered the Wilson fleet in 2022. Below she is seen heading up the Stour on a previous visit in May 2025. (Photos by Derek Sands)





**“Waterway”** leaves Mistley for Margate Roads on 24<sup>th</sup> February. She had arrived from Inverness on the 22<sup>nd</sup> with wood pellets. Her hull came from Polish yard, Plocka at Plock on the River Vistula in May 1996. She was completed in October as **“Alissa”** by Schloemer, Oldersum on the River Ems, Germany. Scheepvaartbedrijf de Haan sold her in 2006 to Flintertrader BV without a change of name. Two years later she went to Waterway Shipping of Klaipeda and is managed from there by Baltnautic Ship Management. They changed her name to the present one. *(Photo by Steve Cone)*

Below she passes Harwich outbound in fading light. *(Photo by Derek Sands)*



## Blast From The Past



Occupying number five berth at Harwich Navyard Wharf on 26<sup>th</sup> April 1999 **"Oxana Trader"** is loading general cargo, containers and used vehicles for Famagusta. She is on a voyage charter for Hanseatic Shipping B.V. on their UK-Levant service. Launched in June 1985 by Thyssen Noursewerke, Emden and completed on 14<sup>th</sup> September 1985 by Martin Jansen, Leer as **"Herta-H"** for M. Hingst. In 1990 she was renamed **"Lys Cape"** probably for a charter as the following year she was renamed **"Stephanie"** still in German hands. She changed to the flag of Antigua and Barbuda when becoming **"Oxana Trader"** in 1997 for Arpa Shipping. **"Birol"** was her next name in 2004 but this was changed in the same year to **"Birol N"**. Registered in Bratislava, Slovakia this was later changed to Panama.

*(Photo scanned from a slide by the late Malcolm Cornes, voyage and cargo information by Russell Wilson).*

Below she is seen passing Maassluis on the New Waterway on 19<sup>th</sup> June 2007 as **"Birol N"**

*(Photo by Derek Sands)*



In 2015 she came under the control of GN Group, Istanbul. Here she is as **“Lady Ayfer”** which she was renamed, arriving in Split, Croatia on 10<sup>th</sup> May 2017. (Photo by Sinisa Aljinovic)



At the end of 2017 she was renamed **“Notre Dame”** and hoisted the flag of Vanuatu in 2020. She was renamed **“GNR”** also in 2020 and in 2024 her flag was changed to Cameroon. She is still controlled from Turkey by Saga Shipping of Istanbul.

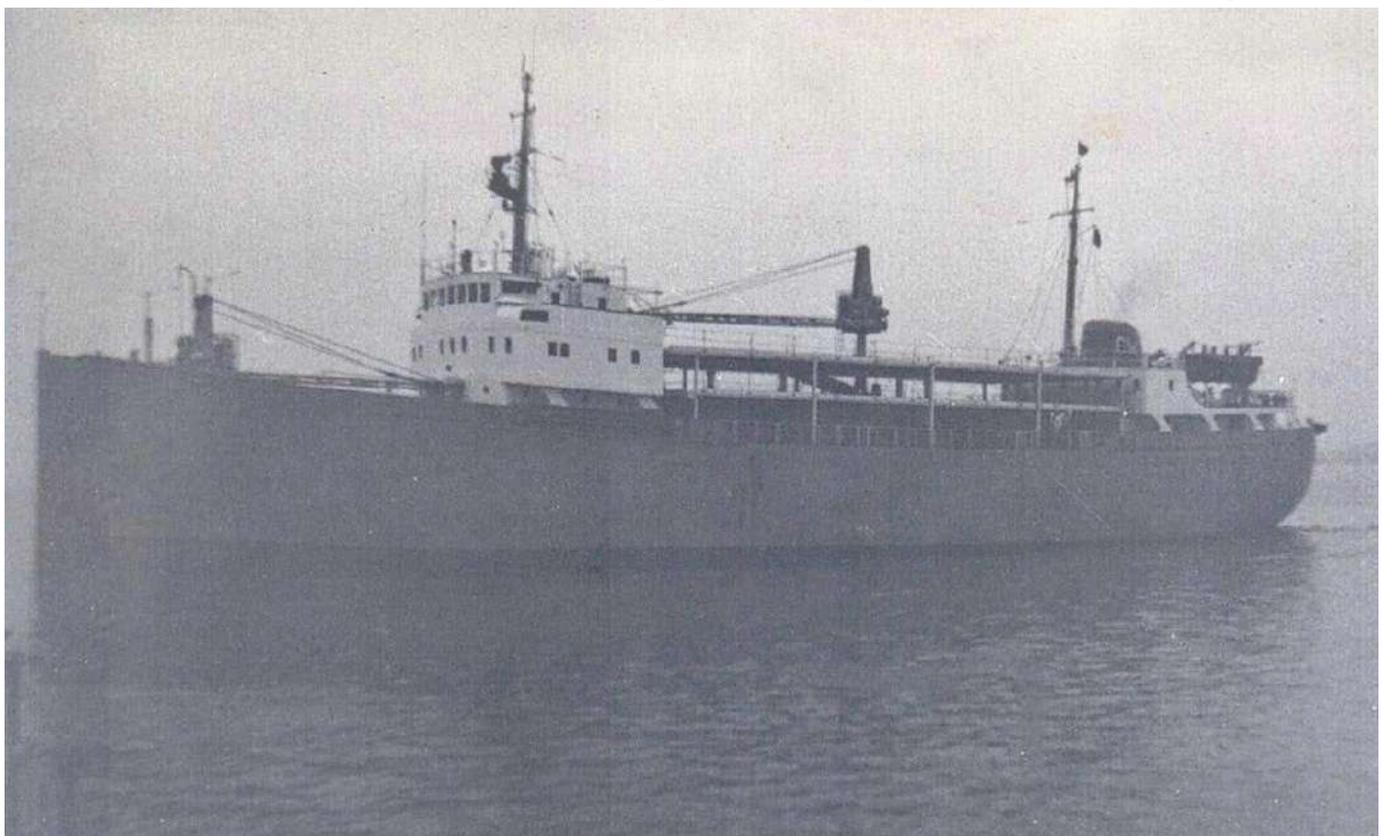


Here she is arriving at Bartın, Turkey on 18<sup>th</sup> June 2021, there have been no movement reports since 2022. She is still listed in Equasis as in commission under the Cameroon flag. (Photo by Babur Halulu, Port Security Officer). (49)



The converted Laker **"Rigoletto"** coming alongside Harwich Navyard wharf for her only visit in the early sixties. Built in Germany by Kieler Howaldtsweke in 1955 as a general cargo ship, she was converted later to carry cars. She had side doors for access. In 1968 she was sold to Salvatore Lorafo of Naples and renamed **Maddalena Lofaro**". She had a fire and sank in Messina roads on 4<sup>th</sup> July 1980 during a voyage from Antwerp to Beirut with used cars. *(Black and white photo by Peter Smith which has been converted to colour by use of AI)*

Below she is seen in another photo taken on same day and still in black and white. *(Photo by Peter Smith)* Her sister vessel **"Traviata"** was renamed **"Rigoletto"** in 1968 when sold to Grimaldi of Palermo. In 1976 she went to other Sicula Oceania of Palermo without being renamed. La Spezia breakers took her in April 1981.





Seen here in the Dover Strait “**Simonburn**” was a very early visitor to Harwich Navyard Wharf on 8<sup>th</sup> August 1966. She arrived from New York to load new cars for ports on the east coast of the USA and went via Bremerhaven where more cars were loaded. She was on a voyage charter to Oluf Wallenius, being owned in the UK by Burnside Shipping of Newcastle (Common Brothers, managers). She was built in 1965 by Furness Shipbuilding, Haverton Hill on the River Tees. She was said to be the largest ship ever to call at Navyard with a length of 630 feet and a gross tonnage of 21,379 tons. *(Photo kindly donated by Nige Scutt, Fotoflite)*

With Nige’s permission the above was colourised using AI to show her company colours.



Voyage and cargo information by *(Russell Wilson)*

Shortly after I had completed writing the above a couple of shots of her actually arriving at the wharf were kindly donated. Look at the crowds she attracted on the Ha'penny pier in the second photo! (Photos by Peter Smith)



Newsletter compiled by Derek Sands and proofed by Neil Davidson

Many thanks to the following: SeaPix (UK), Alex Dace, Andy Warrick, Mick Warrick, David Hazell, Phil Simons, The late Malcolm Cornes, Babur Halulu, Sinisa Aljinovic, Peter Smith, Russell Wilson, Nige Scutt (Fotoflite) 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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