



*(Photo contributed)*

## Recent Callers



Border Force patrol vessel **“Seeker”** laying by on Cliff Quay, Ipswich on 30<sup>th</sup> April. She has been to Ipswich on several occasions. Completed in July 2001 by Made Scheepswerf, Moerdijk, Netherlands.

*(Photo contributed)*





Making a quick return to Ipswich on 29<sup>th</sup> March and seen here the following day at Cliff Quay “**Eems Drait**” was in the last newsletter when she arrived and sailed without being spotted and made for Rotterdam. Sailing from there to Villagarcia, Spain and then the Portuguese port of Aveiro from whence she arrived at Ipswich again. Having discharged she sailed for Rouen to load for Floro, Norway. Her details are in last month’s newsletter. *(Photos contributed)*







Nice to see a tanker making its first call bringing in molasses for Felixstowe. **“Zeugman”** passes the viewing area inbound for Trinity number two berth on 1<sup>st</sup> April. Her registered owners Chelsea Shipping Ltd. have placed her in the management of Ares Ship Management of Istanbul and she flies the Maltese flag. Built in Turkey by Celiktekne, Tuzla in 2003 she has carried the same name since launch. *(Photo by David Hazell)*

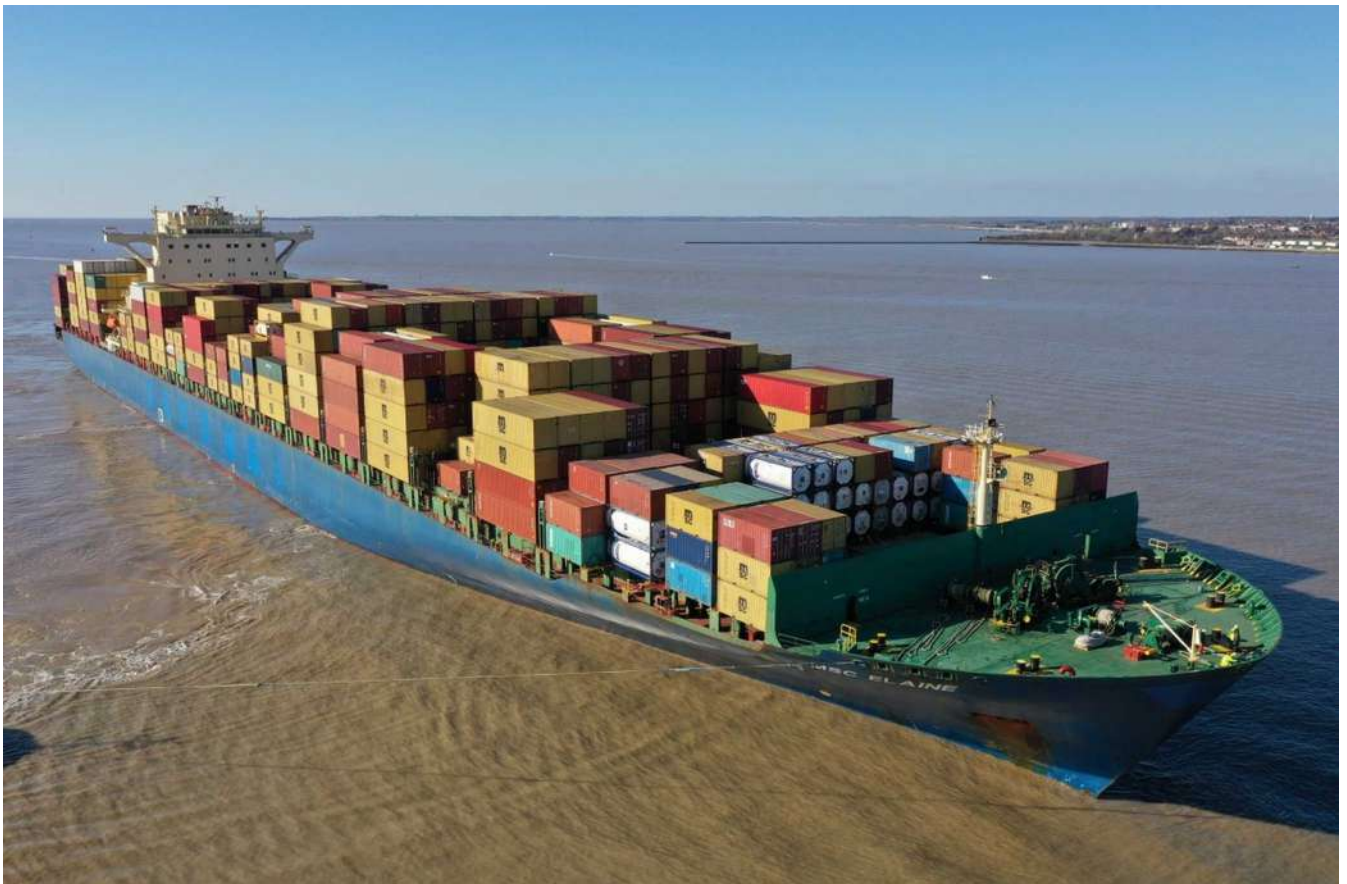


Seen loading for Belfast at Ipswich on 3<sup>rd</sup> April, **“Arklow Arrow”** had arrived from Rotterdam on 30<sup>th</sup> March. She would depart for Northern Ireland on the 4<sup>th</sup> and anchored off Belfast on the 7<sup>th</sup>. Built by Ferus Smit, Westerbroek in 2021 and number five in a series of six for Arklow. *(Photo by Mick Warrick)*





Sister ship to the one above is **“Arklow Archer”** also seen at Ipswich on 3<sup>rd</sup> April. It looks like she has completed loading at the Old Power Station berth and she would leave for Aviles, Spain later in the day. The third ship in the Ferus Smit built series she was completed in 2020. *(Photo by Mick Warrick)*



Making her first call at Felixstowe on 4<sup>th</sup> April **“MSC Elaine”** arriving from Southampton. She was only going to be in port for twelve hours before leaving for Rotterdam and Antwerp. Completed by Hyundai, Samho as **“Hyundai Splendor”** in March 2009 she is owned by Estil Shipping of London (Zodiac Shipping) and managed by MSC since August 2021 when she gained her present name. With a capacity of 8566 TEU she arrived with a 14.5 metre draft. *(Photo contributed)*





**“MSC Elaine”** about to be swung to starboard during berthing and below, alongside three cranes are already working the vessel. *(Photos contributed)*







Making her latest call at the port of Felixstowe “**MSC London**” exchanging boxes at Trinity Terminal on 4<sup>th</sup> April. She had arrived direct from Tanjung Pelepas, Malaysia the previous day. With lots of cargo destined for UK she spent nearly three and a half days at the berth, before leaving for Le Havre. A product of the STX Shipyard at Jinhae, South Korea with an overall length of 399 metres, she was completed in July 2014. *(Photo contributed)*



Another ship to make her first call at Felixstowe in April was “**Celsius London**” seen on the 4<sup>th</sup>. She loaded empty containers for Rotterdam and sailed for the Dutch port on the 5<sup>th</sup>. Originally built for Karl Schluter as “**William Shakespeare**” in 2007 by Hanjin HI, Busan she was chartered the same year as “**Emirates Kanako**” but reverted to her first name in 2012. Navios Shipmanagement had her in 2015 as “**Solstice N**” before she moved on in March 2021 to Conbulk of Greece as “**Celsius London**”. *(Photo contributed)* (6)





**“Celsius London”** sailing for Rotterdam on 5<sup>th</sup> April. *(Photos contributed)*





Passing Felixstowe as she heads for Ipswich on 5<sup>th</sup> April “**Arklow Raider**” inbound from New Holland on the Humber. One of only four units left in the fleet from an original series of twelve built in the Netherlands, three by Bijlsma, Lemmer and the other nine by Barkmeijer, Stroobos. She was the tenth to be completed in 2007. (Photo by Mick Warrick)



Leaving the harbour on 5<sup>th</sup> April for the Galloper Wind Farm is “**Seacat Enterprise**” of Seacat Services of Cowes. She was built in 2017 by South Boats, Gt. Yarmouth. She is a recent addition to vessels servicing the wind farms out of Harwich (Parkeston Quay). (Photo contributed)





**“OOCL Scandinavia”** and her sisters have become regular visitors to Felixstowe since their introduction into service. Capable of 21,413 TEU she was the largest by capacity when built in 2017 by Samsung, Koje but soon superseded. Seen here on 5<sup>th</sup> April arriving from Singapore, she sailed for Zeebrugge on the 7<sup>th</sup>.  
(Photos contributed)







After a very short visit to Parkeston Quay on 5<sup>th</sup> April Maldon based tug “**Agama**” hurries out of the harbour with barge “**Sparticus**”. It is not known what small job was performed during a fifty minute stop. The tug is owned by Nigel Cardy and is one of several craft in a varied fleet. “**Agama**” was built in 1969 by Richard Dunston, Thorne for the MOD (Port Auxiliary Service) as an improved “Girl class” tug and named “**Dorothy**” (A173). In 1991 purchased by Alan C. Bennett and sons Rochester and renamed “**Agama**” and acquired by NOD Tugs (Nigel Cardy) in 1993 and based at Maldon. *(Photos contributed)*







Having crossed the Atlantic in February after leaving Bermuda on the 17<sup>th</sup>, **Morgenster** had a near four day stopover in Horta, Azores. She eventually arrived in Den Helder, Netherlands on March 18<sup>th</sup> and was in port over fifteen days, leaving there on 2<sup>nd</sup> April for Ipswich where she arrived on the 4<sup>th</sup>. Seen here leaving the day after and bound again for Den Helder as she transits the harbour. Built by Boot, Alphen in 1919 as the Herring Lugger **"Vrouw Maria"** with Scheveningen registration SCH324 for the fishing company de Dulk. In 1927 a motor was added and she was lengthened by seven metres. At this time she was renamed **"Morgenster"**. Continuing fishing until 1970 when she was sold for sport fishing day trips to Jaq Vrolijk. By 1983 she was in serious disrepair when bought by Marian and Harry Muter. Restoration was undertaken at Spaarnedam and finally she was ready to sail again in 2008. Now home ported in Den Helder she undertakes sail training programmes. (Photos contributed)







Entering the harbour on 5<sup>th</sup> April, “**MSC Mirja**” is heading for berth nine at Felixstowe. She transited the Suez Canal 17<sup>th</sup>/18<sup>th</sup> March, calling at Sines, Antwerp and Le Havre on her way to Felixstowe. She left the Suffolk port on the 8<sup>th</sup> heading for Tanger Med, Morocco. At just under 399 metres and 19,224 TEU she was completed in South Korea in September 2016 by Daewoo, Okpo. *(Photos contributed)*







A somewhat regular caller since she gained her present name **“Rig”** is seen here on 9<sup>th</sup> April heading for Ipswich from Gdynia, Poland. Currently owned in Latvia by GT Rig Shipping she was acquired in 2005. Built in Portugal by Viana do Castelo in 1989 for Portuguese owners as **“Port Sado”**. Sold in 1993 she became **“Amrum”** and two years later **“Lady Anna”**, in 2000 she was **“Borneiro”** under Latvian ownership before being renamed again as above. (Photo contributed)



**“Somerset”** arrived at Harwich, Navyard Wharf on 7<sup>th</sup> April and is seen here on the 9<sup>th</sup> undergoing engine and other maintenance over Easter. She was away from her usual Harwich, Parkeston Quay to Europort route for several days resuming on 11<sup>th</sup> April. Built as **“Spaarneborg”** by Flender Werft, Lubeck in 1999 and managed by Wagenborg who had her on charter from her owners Shiplux XII SA of Antwerp (Cobelfret). Her name changed to **“Somerset”** in 2015 and in 2018 she was long-term chartered by Stena. (Photo contributed) (13)





Making what is probably her first visit since her exhaust scrubber was fitted is “**MSC Eva**” at Felixstowe’s Trinity six berth on the 9<sup>th</sup> April. Samsung, Kojima were her builders in 2010 and she is 366 metres long. She left Valencia, Spain on 2<sup>nd</sup> April, calling at Portugal’s, Sines and Rotterdam before arriving at Felixstowe very early on the 9<sup>th</sup>. She departed for Hamburg on the 10<sup>th</sup>. *(Photo contributed)*



Dwarfed by the bulk of “**MSC Deila**” in the background, German flagged “**Sarah-B**” passes Felixstowe, outbound from Ipswich on 12<sup>th</sup> April. Her destination is Bremen where she would load for Blyth. Built in 1995 by Arminius, Bodenwerder for White Sea-Onega Shipping Russia as “**Kovera**” one of several sister ships. She was acquired in 2016 by JEB Bereederungs of Elsfleth in 2016. *(Photo by Derek Sands)*





Making her first call at Felixstowe, “**CMA CGM Lapis**” arrives on 13<sup>th</sup> April from Tanger Med. She would leave on the following day for Hamburg, Rotterdam, Antwerp, Malta and Piraeus. Built at Subic in the Philippines by Hanjin Heavy Industries and completed in June 2009. *(Photos by David Hazell)*







Alongside Cliff Quay, Ipswich on 13<sup>th</sup> April with her cargo looking to be completely discharged “**Peak Bilbao**” had arrived the previous day from Rotterdam. She would return to the Netherlands the next day sailing for Vlissingen to load a cargo for Avonmouth. Chinese shipbuilder Hangzhou Dongfeng completed her in January 2011 as “**Abis Bilbao**” for Dutch owners who went into liquidation in 2017. She was acquired by Peak Group of Bergen, Norway and renamed as above but retained her Dutch flag. (Photo by David Hazell)



Seen in the River Orwell on 14<sup>th</sup> April heading to Ipswich from Bremen to load for Pasajes, Spain is “**Manisa Belen**”. Built as “**Marneborg**” by Bijlsma, Lemmer in 1998, she became “**Normed Istanbul**” in 2004 but reverted to her first name two years later. This was shortened to “**Arne**” in 2012. Manisa Bulk of Naples chartered her from her Latvia based owner in 2021, when she was renamed. (Photo contributed)





On the following day “**Manisa Belen**” now almost fully laden alongside Ipswich’s grain terminal. She would sail the following day for Spain. *(Photo contributed)*



“**Stolt Jaeger**” at Van Ommeren one berth, Ipswich on 15<sup>th</sup> April, making her first call at the port. She had arrived from Rotterdam earlier in the day to load for Kalundborg, sailing for the Danish port on the 16<sup>th</sup>. Built in 1997 in Portugal by Viana do Castelo for Tankreederei Ahrenkiel as “**Multitank Bracaria**”. She moved to Odfjell of Bergen in 2005 as “**Bow Bracaria**” and was acquired by Stolt in 2015 and renamed. *(Photo contributed)*





A regular caller at Felixstowe with molasses, a by product of sugar refining, is Bulgarian built **“Zapadnyy”**. Built by the Rousse Shipyard in 1988 and one of several very similar ships. She is currently owned by Wectra Marine of Chornomorsk, Ukraine and flies the Belize Flag. She is seen here on 16<sup>th</sup> April. *(Photo contributed)*



Entering the harbour heading for Ipswich with a cargo of stone from Belfast is first time caller **“Eikborg”** on April 16<sup>th</sup>. A day later after a quick discharge she departed for Harlingen, Netherlands to load a cargo for Pasajes. She is owned by Wagenborg Shipowners 2 BV of Delfzijl who acquired her from Triton Scheepvaart in 2022. She was already managed by Wagenborg having been built as **“Helenic”**. She was launched into the Elbe at Melnik, Czech Republic by Lodenice Nova in April 2007. Completion was done in the Netherlands by Bijlsma, Lemmer in March 2008. *(Photo contributed)*





Nearing Ipswich for the first time as she sails up the River Orwell on 17<sup>th</sup> April is **“Adasun”**. She has come from Zaandam to load for Damietta in Egypt and would leave on April 21<sup>st</sup>. She bunkered in Ceuta on 2<sup>th</sup> April and has an ETA in Damietta on 6<sup>th</sup> May. *(Photo by David Hazell)*

Below loading is well in progress at the Old Power Station berth on the 18<sup>th</sup>. Built in China by Jiangsu Yangzijiang in 2007 for Germany’s Peter Doehle as **“Catalina”** she had **“D”** added at the end of her name in 2012. In 2015 her current Turkish owners acquired her and renamed her. *(Photo by Derek Sands)*







Also loading grain in Ipswich on April 18<sup>th</sup> was “**Arklow Castle**” having arrived in ballast from Northfleet near Gravesend the previous day. She would sail for Brugge on the 19<sup>th</sup> with a full load. The second ship in a series of ten by Ferus Smit, Westerbroek being completed in February 2017. (Photo by Derek Sands)



Another vessel from the Arklow fleet, discharging in Ipswich on the 18th was “**Arklow Valour**”. She had arrived with a cement cargo from Bilbao the previous day. On the 19<sup>th</sup> she headed out for Ghent, Belgium where she loaded for Waterford, Ireland. The fifth ship completed in a series of ten by Royal Bodewes, Hoogezand she was delivered in January 2017. (Photo by Derek Sands)





At the next berth from the Arklow vessel was “**Esprit**” being discharged by one of the recently acquired modern Finnish built Mantsinen 95ER material handlers. Arriving from Belfast on the 15<sup>th</sup> she would sail for Immingham later on the 18<sup>th</sup>. The Chowgule Shipyard, Goa launched her in January 2010 but she was not completed until June 2011 for Dutch owner Albis. Shortly after that company’s demise she passed to Esprit Shipping with management by JR Ship management, then onto management by Vertom in 2022.  
(Photo by Derek Sands)



Sailing from Felixstowe after her second visit “**Maersk Cambridge**” is about to cast off from the bow tug on 18<sup>th</sup> April. She is owned by Zodiac Shipping (Ofer) and chartered long term to Maersk for what is believed to be ten years. She is fitted from launch with an exhaust scrubber and was completed by Daewoo, Okpo in 2022.  
(Photo by Derek Sands)





With the sharp turn at the Beach End being safely negotiated, stern tug **“Svitzer Kent”** prepares to let go. **“Maersk Cambridge”** makes for her next port, Hamburg followed by Antwerp, London Gateway and Le Havre. (Photo by Derek Sands)



This being possibly her first visit under her current name **“Frakt Vik”** has just arrived at Ipswich Grain Terminal on 21<sup>st</sup> April. She had come from Kings Lynn and would load and leave for Gijon, Spain on the 24<sup>th</sup>. Completed by Veka, Lemmer, Netherlands in May 2010 as **“Jetstream”**, she had been launched as long ago as December 2007 in China by Hangzhou Dongfeng Shipbuilding. Her Dutch owners sold her to Austrheim Frakt (Saetre & Sonner Managers) of Austrheim in 2016 and she was renamed. (Photo contributed) (22)





Being turned around by “**Svitzer Kent** and “**Svitzer Deben** (out of shot) “**MSC Lily**” will soon be heading out for Antwerp on 23<sup>rd</sup> April, her scrubber installation working hard to negate harmful elements in her exhaust. “**MSC Lily**” had arrived from Rotterdam on 22<sup>nd</sup> April making what’s believed to her first call. She was built in China by New Times Shipbuilding, Jingjiang and completed in April 2015.

(Photo by Derek Sands)

Seen below having completed her port swing and proceeding past the Felixstowe viewing area to sea.

(Photo by David Hazell)







First time caller **“Moraime”** in the harbour heading for Ipswich on 24<sup>th</sup> April. She has come all the way from Waterford in Ireland in ballast, to load for Algeciras. She would leave for the Spanish port on the 27<sup>th</sup> with an ETA there of May 3<sup>rd</sup>. Her current owners have had her since 2016 and renamed her as above upon acquisition. She started life at the Turkish shipyard of Kocatepe, Tuzla and was completed in 2008 as **“Salih Cihan”** for Turkish owners. This quickly changed to Spanish owners Noroeste although she was still managed from Turkey. In 2011 she was managed by Sicar Naviera of Spain and her name changed to **“Cape Cee”**. She then was sold to Atlantico Shipping in 2016 and managed by Naviera Murueta, both Spanish companies and her name changed. She flies the Portuguese (Madeira) flag. *(Photos contributed)*







A change of hull colours for “**Skalar**” since her previous visit, she has forsaken blue for a smart grey. She is sailing in Unifeeder’s chartered fleet currently, her owner being Rambow Reederei, of Drochtersen, Germany. Built for German owners Conmar as “**Conmar Bay**” in 2012 by Jiangdong, Wuhu, China. Chartered by Samskip a Dutch company originally founded in 1990 in Iceland as “**Samskip Estrela**” in 2019. She reverted to her first name the following year, before sale to Rambow and renaming in 2021. (Photo contributed)



On 25<sup>th</sup> April, preceding the much anticipated arrival of “**MSC Tessa**” later in the day, “**Ever Apex**” approaches the harbour for a repeat visit requiring all four tugs. (Photo by Derek Sands)





Whilst still waiting for the MSC behemoth to appear **“Fast Sim”** was photographed heading through the harbour bound for Ipswich. She had come from Northern Ireland having left Belfast on 22<sup>nd</sup> April. She probably has a stone cargo which she discharged and left for Antwerp on the 27<sup>th</sup>. The third vessel to carry the name she was originally **“Cito”** whose hull was built in Czech Republic by Lodenice Nova, Melnik and she was completed by Dutch shipyard Bijlsma, Lemmer in October 2008. Fast lines of Antwerp acquired her in 2022, but she has not yet received their red hull colours. (Photo by Derek Sands)



Sailing outbound through the harbour for Immingham is **“Aragonith”** on 25<sup>th</sup> April. She had arrived at Ipswich from the Humberside port on the previous day. Completed in Denmark for Italian owners Marnavi, Naples as **“Ievoli Sky”** by Aarhus Fyldeodok in 1999. In 2014 she changed name to **“Medkem Four”** with owners now Mediterranean Chemical Tankers K/S. In 2015 Lake View Shipping were registered as her owners and she is managed by Unibaltic, Cyprus and renamed as above. (Photo contributed)





Arriving at Felixstowe on her maiden voyage 25<sup>th</sup> April, “**MSC Tessa**” with all four available tugs in attendance. Below she can be seen negotiating the Beach End turn in the approach channel with “**Svitzer Kent**” working hard on the stern line. (Photos by Derek Sands)





Now on to some spectacular aerial views of her entering the harbour below on 25<sup>th</sup> April.



“**MSC Tessa**” entered service in March 2023 and when constructed by Hudong-Zhonghua was the largest container ship by volume. Capable of 24,116 TEU she was superseded in size by two later built very similar vessels. She is arriving from China via Singapore, Suez, Sines (Portugal), Rotterdam and Antwerp. Sailing on the 28<sup>th</sup> for Tanger Med. *(Photos contributed)*







About to pass Felixstowe when outbound from Ipswich on 26<sup>th</sup> April, “**Arklow Crest**” is heading for Tilbury grain terminal to load for Ghent. She had arrived at Ipswich from Bilbao with cement on the 23<sup>rd</sup>. The last ship in a series of ten by Dutch shipyard Ferus Smit, Westerbroek for Arklow, she was completed in May 2022.  
(Photo by Mick Warrick)



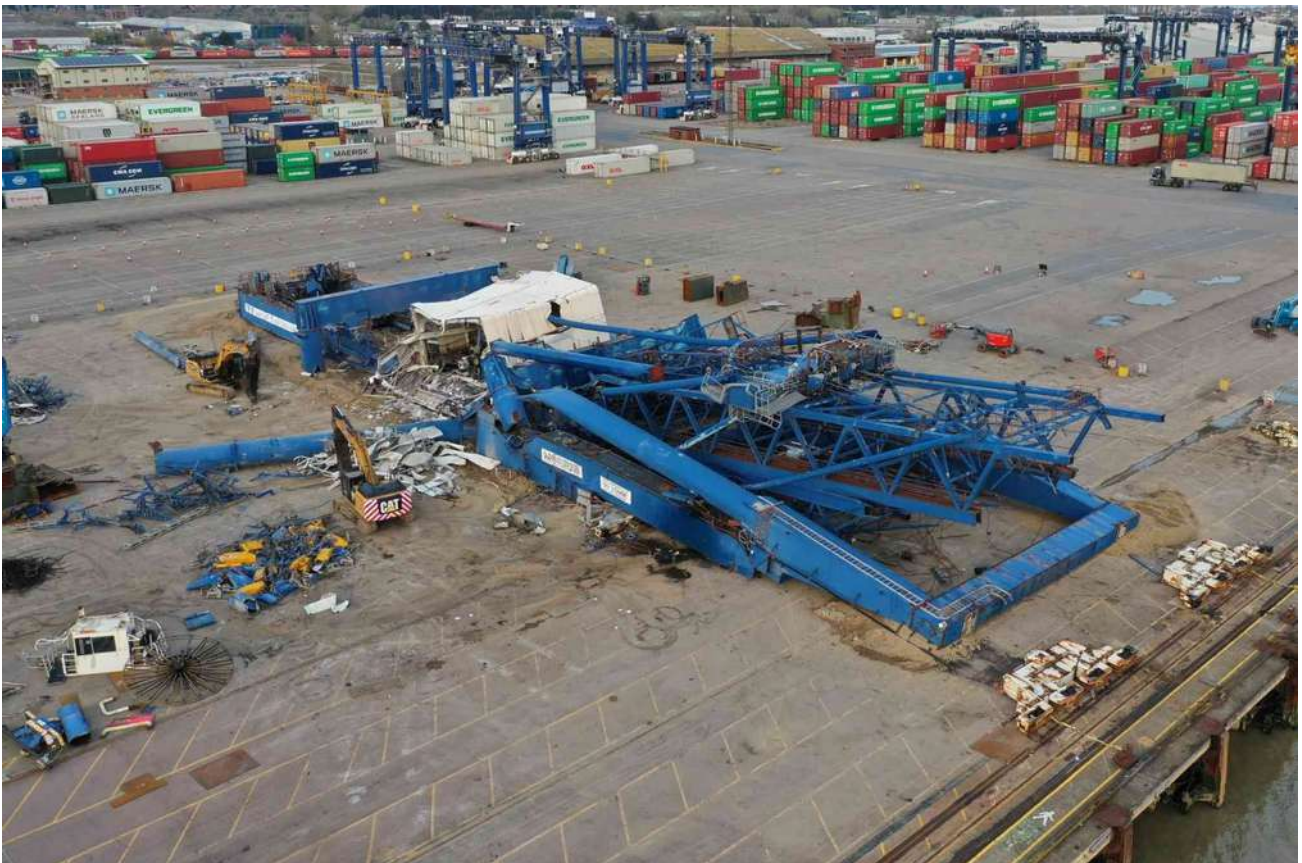
Outbound in the River Orwell, “**Arklow Bank**” had left Ipswich for Santander, Northern Spain earlier on 26<sup>th</sup> April. Also a product of Ferus Smit, Westerbroek, she was launched 15<sup>th</sup> November 2013 and completed the following January. She has five sisters all part of the same series with the last completed in 2015.  
(Photo by Martin Klingsick)





Seen here on a previous visit when discharged, **“Delta-D”** the former **“Arklow Axe”** arrived at Ipswich on 28<sup>th</sup> April from Vlissingen. She left later in the day for the Dutch port again via the dredging grounds. Built by Appledore Shipbuilding at the mouth of the River Torridge, Devon in 1989 she was acquired by her present Dutch owners based in Sas van Gent, in 2019. *(Photo contributed)*

### The remains of Crane 14 at Felixstowe



Seen on the 16<sup>th</sup> April and below further progress on the 24<sup>th</sup>. *(Photo contributed)*





What is left to still be cut up on the 24<sup>th</sup> April of Crane 14. There is now a large pile of scrap at the port so maybe a coaster will call for it in time? *(Photo contributed)*

## Bunkering at Harwich



Having arrived at Harwich Navyard wharf from Middlesbrough to bunker **“Assister”** on 28<sup>th</sup> April **“Rix Merlin”** departs on the same day for Immingham. Built in 2005 for J.R. Rix and Son by Hepworth, Paull, she has made several calls to vessels in the harbour. *(Photo by Dean Cable)*



## Cargo Under Sail



Seen anchored off Harwich on 5<sup>th</sup> April **“Blue Mermaid”** is a faithful replica of a barge with the same name, that was built in 1930 but lost during WW2. Launched in 2016 at Polruan, Cornwall by Toms Shipyard. After being towed to Maldon, she was completed in 2019 by Downs Road Boatyard. She has a steel hull and deck and no engine. Designed to carry cargo of up to 140 tons, and in 2023 gained permission to do so from the Maritime and Coastguard Agency, but of only 110 tonnes. She is owned by the Sea Change Sailing Trust and based at Heybridge. Recent cargo runs for a Maldon brewery have been to Mersea, Tollesbury, Harwich and Burnham on Crouch. She will return to sail charter work for the forthcoming season. The original “Blue Mermaid” was one of seven sisters built of steel by Mistletoe Shipyard for F. W Horlock four of which are still active. Further information is available on line. [www.seachangesailingtrust.org.uk](http://www.seachangesailingtrust.org.uk) (Photo by Derek Sands)



One of the original Blue Mermaid's sisters the 1929 built **“Reminder”**. Seen here off Harwich in May 2009. (Photo by Derek Sands)





The original **“Blue Mermaid”** seen at Mistley in the 1930’s. (Photo contributed by Richard Titchener, the current skipper of **“Blue Mermaid”**).

Here is some information put together for a cargo broker set out below.

SB Blue Mermaid is a welded replica of the original rivetted SB Blue Mermaid built in 1930, the last built for trade, and lost to a mine 9.7.41, commemorated on the MN memorial Tower Hill.

Built for the Sea-Change Sailing Trust to GL rules (now DNV) and taken to load line with the MCA Colchester Office, Blue Mermaid was launched in May 2016 by C Tom and Sons Ltd Polruan, Cornwall. Fitted out by T S Rigging of Maldon, Essex and commissioned in 2019 for a total of £750k. There were many funders but notable from a maritime point of view were Trinity House, the PLA, TK Foundation and Chris Livett. The appeal was chaired by Rear Admiral David Snelson, an Elder Brethren of Trinity House, and supporters included Tony Winter, once MD of Crescent Shipping, and Michael Everard. She is a successful sail training vessel, taking 198 people on 22 residential voyages in 2022. Sea-Change is the first Gold Operator in the Thames Green Scheme.

Permanent accommodation for three crew and up to six trainees fore and aft with separate water systems and solar panels. A further six demountable berths in the hold when empty.

SB Blue Mermaid

Call Sign : MEYD9

Type : Steel Hull / Single deck Hold

Built : 2016 Commissioned for trading 2019 MCA Load line Exemption granted 2022 IMO-Nbr: N/A

Official number: 924176

Flag : British Port of Registry : Harwich Classification Society at build: GL-DNV

Length OA : 27.97 m Beam : 5.849 m Draft : 0.827 m GT : 83 ts NT : 54 ts

DWCC . Summer Marks about 110 mts

Trading period: Summer March - November / Winter period No trade December - February

Trading area : Lowestoft / Sandwich range inclusive Essex/Kent/Suffolk coastal regions.



Bale Capacity : About 5650 cbft (about 160 CBM) Number of ho/ha : 1/1

Hold dimension : 51 Feet x 18 feet ( about 15.54 m x 5.40 m)

Hatch dimensions: Small fore hatch 3.44 x 2.78 m / main hatch 9.48 m x 3.44 m

Hatches wooden, manually fitted above king beams and central tie beam, secured with cloths, steel battens and wedges. Bulkheads : None

Air draft : 92 feet (28.042 m) approx condition of tide.

Bagged or palletised preferred. Future grain certificate envisaged.



At Mistley 2019 and below in the hold. (Photos contributed by Richard Titchener)





CARGO PLAN T.S.B BLUE MERMAID					
Voyage		Loading Port		Discharging port	
Date		Cargo	1t Loaded Pallets	Quantity	81t

Hold : L = 15.64m / B = 5.83m / H = 2.1m.      LBP = 26.27m

Loaded Pallets; 81t; Total 81 Pallets.  
Lower level - 54 Pallets  
Upper level - 27 Pallets

Side View  
  
Plan View

Draft Aft	
SW	1.54m
FW	1.57m
PORT	

Draft Midships	
SW	1.43m
FW	1.46m
PORT	

Draft Fwd	
SW	1.31m
FW	1.35m
PORT	

FO	0.03t
FW	2.139t
BAL	N/A

Chief Officer

CARGO PLAN T.S.B BLUE MERMAID					
Voyage		Loading Port		Discharging port	
Date		Cargo	Cement in Bags	Quantity	109.5t

Hold : L = 15.64m / B = 5.83m / H = 2.1m.      LBP = 26.27m

Cement in Bags, 109.5t; Total 73 Bags.  
Lower level - 45 Bags  
Upper level, fwd hatch - 27 Bags

Side View  
  
Plan View

Draft Aft	
SW	1.69m
FW	1.72m
PORT	

Draft Midships	
SW	1.63m
FW	1.67m
PORT	

Draft Fwd	
SW	1.57m
FW	1.61m
PORT	

FO	0.03t
FW	2.139t
BAL	N/A

Chief Officer

(Contributed by Richard Titchener)



## Brightlingsea Shipping



Once again your compiler has failed to get to Brightlingsea for arrivals due to ongoing other commitments.

**“Wilson Alster”** arrived from Setubal on 11<sup>th</sup> April with bagged cement, and sailed for Rotterdam on the 13<sup>th</sup>. In the photo she is seen arriving at Mistley in 2021.

The ship was launched into the Elbe at Chvaletica, in the Pardubice district of the Czech Republic by CSPL Yard in March 2002 as **“Adriana”** and completed by them in May as **“Pasadena”** for eventual sale to Dutch owners. By September 2005 she was renamed **“Adriana”**. In 2008 came sale to Vertom associated companies first as **“CFL Ruler”** and in 2009 as **“Celine”**. Wilson acquired her in 2015.  
(Photo by Steve Cone)

The other ship bring cement to Olivers Wharf, Brightlingsea in April was regular caller **“Pregol Hav”**. She arrived from Figueira da Foz on the 18<sup>th</sup> and departed on the next tide to Ghent. Her details can be found in earlier newsletters. In the photo she is seen passing Harwich inbound in June 2016.  
(Photo by Derek Sands)





## Mistley Shipping



**“Baltica Hav”** arriving from Rotterdam on 3<sup>rd</sup> of April. A regular visitor to the Haven ports and Brightlingsea. Built in 1984 by Hugo Peters, Wewelsfleth. Further details can be found in previous newsletters or on line.

*(Photo by Steve Cone)*

Alongside the quay on 3<sup>rd</sup> April, loading malt for Buckie, Scotland.  
*(Photo by Mick Warrick)*



Departing in the late evening of the 4<sup>th</sup> April, for Buckie on the Moray Firth. She arrived there mid morning on the 7<sup>th</sup>.

*(Photo by Steve Cone)*





**“Amadeus”** heading up the River Stour on 11<sup>th</sup> April with bricks from Aalst, a regular cargo for Mistley. She sailed two days later once again to load bricks at Aalst. Launched in the Russian enclave of Kaliningrad Oblast by Yantar, Kaliningrad (Formerly Prussian Königsberg) she was completed by Peters, Kampen as **“Hansa Lyon”** for Dutch owners in March 2001. She was sold to Scheepvaart Zeeland of Goes, Netherlands in 2005 and renamed **“Zeeland”**. Eurica Shipping of Klaipeda became owners in 2009 and she is managed by Baltnautic, Klaipeda, Lithuania as **“Amadeus”** and flies the St Vincent and Grenadines flag. (Photo by Derek Sands)

Coming alongside at Mistley on 11<sup>th</sup> April.  
(Photo by Steve Cone)







Almost fully discharged of her brick cargo on 12<sup>th</sup> April. (Photo by Steve Cone)

Just berthing for her second visit with bricks on 26<sup>th</sup>. After her visit on 11<sup>th</sup> she left for Aalst loading bricks for Wisbech where she arrived on the 17<sup>th</sup>. Leaving the Cambridgeshire port she headed south to load grain at Tilbury for Kirkcaldy on the Forth. Arriving there on the 22<sup>nd</sup> she departed for Aalst next day to load the cargo of bricks she is delivering in the photo. (Photo by Steve Cone)







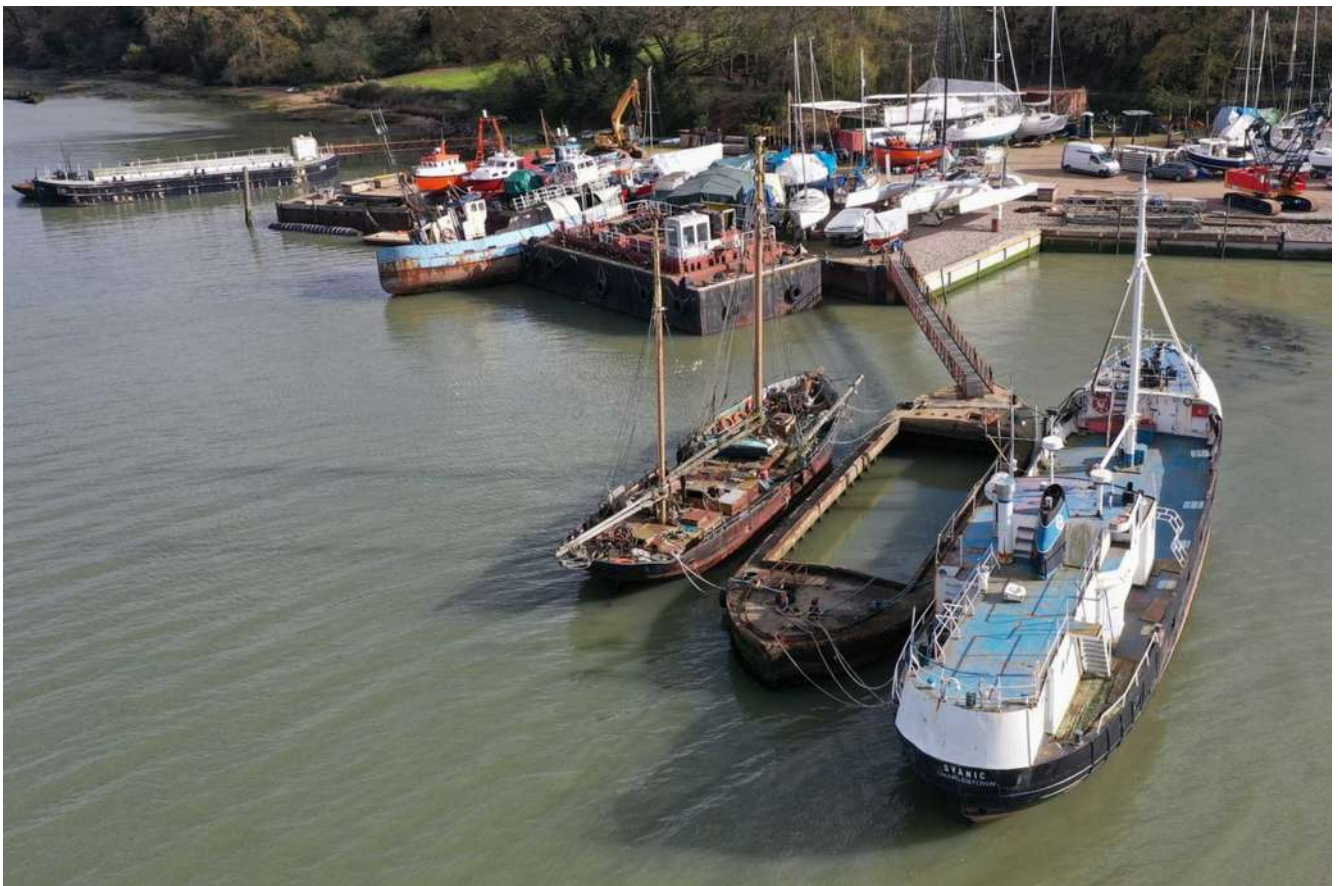
Diverted from Ipswich with a cargo of expanded clay, **“Jekerborg”** passes Harwich on 12<sup>th</sup> April, just after a very heavy rain shower. She is inbound from Kruibeke, situated on the Scheldt in Belgium, for Mistley. She will be more familiar to ship observers in the Haven Ports as **“Ashley”** a name she held from 2007 to 2022 for CVScheepvaartonderneming Kirk of Enschede. She was launched as **“Hydra”** by Czech shipyard CSPL of Decin and completed by Scheepswerf Peters, Kampen in July 2000. She was acquired in 2022 by Wagenborg Shipowners 1 BV which provides a service for captain owners as banks are disinclined to offer mortgages on ships to them in these times. Although she has “Amadeus” on her bridge she wears the funnel colours of Wagenborg a somewhat confusing situation when establishing managers and ownership. She sailed for Amsterdam on the 14<sup>th</sup>. (Photos by Derek Sands)







An interesting array of craft at Mistley Marina. On the left former admiralty barge 1110 which arrived in tow some time ago and now looks like a live aboard. On the quayside fourth from the right a former pilot launch now named **“ZigZag”** any information would be appreciated. Below the ex fishing boat on the left of the former LASH barge is GY455 **“Edlei”** known as “Edlei Guard Vessel” in her later career. **“Iona”** converted LASH barge used as a fuel barge at Harwich for refuelling wind farm craft. On the extreme right the **“Svanic”** involved in the migrant smuggling that was brought into Harwich by the Border Force awaits her fate. *(Photos contributed)*





## Redundant Lightship Arrives



Arriving in tow of veteran tug **“Kingston”** on 6<sup>th</sup> April is **“LV24”** from a long lay up in Swansea. She was replaced by a Type 1 buoy in the summer of 2021 and has laid in Swansea since. However needed at Harwich now and with no Trinity House vessel available, **“Kingston”** was employed. **“LV24”** was built by Charles Hill, Bristol during 1963/4 as **“Comorant”** for the commissioners of Irish Lights. She was acquired by Trinity House in 1983. **“Kingston”** was built for work on the Thames by James Pollock and Sons, Faversham in 1962 as **“Sun XXIV”** for Sun Tugs (W.H.J Alexander). She was sold out of the fleet to Griffin towage in 1992 and renamed. In March 2022 she was acquired by newly formed company Aquatic Towage and Marine of Weymouth. She has been recently refurbished. *(Photos by Alex Dace)*







Resplendent in her new livery, she left after her tow was complete for Weymouth *(Photo by Alex Dace)*

Looking quite different on her last visit in March 2022. *(Photo by Derek Sands)*





## Another New Wind Farm Ship Makes First Call



Passing Felixstowe inbound on the 18<sup>th</sup> April **“Grampian Tyne”** heading for Parkeston Quay. Amongst other operations she would load her hybrid daughtercraft **“Grace Darling”** built by Alicats, Gt. Yarmouth, whilst alongside. The daughtercraft is named in honour of the daughter of the keeper of the Longstone Lighthouse. In 1838 she assisted her father in rescuing stranded survivors from the **“Forfarshire”** wrecked on the Farne Islands. **“Grampian Tyne”** was built by Vard Group A/S Norway at their Vard Vung Tau facility, Vietnam in 2023 entering service in March. Owned by North Star Shipping, Aberdeen. (Photo by David Hazell)



Passing Harwich for her stay of nearly one and a half days **“Grampian Tyne”** had come direct from Vietnam bunkering in Malta. She would depart for Tromsøfjord where her crane would be fitted. (Photo by Alex Dace)



## Changing Use Of Berths And Quaysides At Ipswich



With the gradual decline in the number of containers stored at West Bank during the Covid crisis, other uses for the space has been found. It seems storage of new cars is taking up the space now available.

Below can be seen the resurfaced quayside and site where the redundant number 2 shed was demolished on Cliff Quay. Future use is unknown at this time. *(Photos contributed)*





## Dredging



**“Assiter”** passing Felixstowe inbound for Harwich Navyard Wharf on 1<sup>st</sup> April to begin bed levelling/plough operations two days later. Built as a tug/supply in 2000 by Volkswerft, Stralsund, Germany as **“Maersk Assister”** for A.P. Moller. She was acquired by JD Crafts A/S, Holstebro, Denmark in 2018 and her name was shortened. She has kept the Danish flag throughout her career. She arrived from Thyboron, Denmark via Bremerhaven. *(Photo by David Hazell)*

Now approaching the berth at Harwich in the photo below. *(Photo by Derek Sands)*







Seen alongside Harwich's Navyard Wharf on 4<sup>th</sup> April is a geophysical survey vessel **"Friendship II"** of Braveheart Marine BV of Urk, Netherlands. A fleetmate of **"Patriot"** which has spent several weeks working in the harbour. Capable of 20 knots from her two Volvo Penta engines. Her builders are unknown. *(Photo contributed)*

**"Rotterdam"** is currently back on site on channel deepening. **"Sospan Dau"** also made a recent appearance on maintenance dredging.



Shallow draft Multicat **"Bella"** delivered in 2023 by Damen Hardinxveld to Herman Sr. She is ploughing in the harbour from 21<sup>st</sup> April as seen above for seven to ten days. *(Photo contributed)*





The large backhoe dredger **“Goliath”** arriving from Moerdijk being towed by Jersey based tug **“Duchess”** on 28<sup>th</sup> April. She will spend around three weeks here this time and will be assisted by two tugs and two hopper barges. There should be some opportunities to observe and photograph the operations as they take place.  
(Photo by David Hazell)



**“Friendship II”** will be offering survey support to the dredging craft working in the harbour.  
(Photo contributed)



## Blast From The Past



Berthed at Felixstowe on 25<sup>th</sup> October 1976 is **“Neuenburg”**. Completed by Neptun VEB, Rostock in May 1974 for Reederei Eugen Friedrich, Kiel. In 1980 she was sold and renamed **“Roland Oceanic”** and in 1982 sold again and renamed **“Deneb”** both times to other German owners. In 1989 she was **“Seas Belem”** and two years later **“Visund”**. Her final name of **“J. Faster”** was gained in 1992 and she was pictured at Shanghai in 1995. She met her end in Huangpu, China when she was broken up in December 1999.

*(Photo by the late Malcolm Cornes)*



Arriving at Ipswich to load grain on 3<sup>rd</sup> February 1992 is Lithuanian flagged **“Plunge”**. Built in Leningrad by Zhdanov as **“Krasnaya Gorka”** in 1968 for the USSR (Baltic Shipping). On the break up of the Soviet Union she passed to Lithuanian Shipping in 1992 and was renamed. Two years later she became **“Nador”** registered in San Lorenzo, Honduras. In 1996 she became **“Roula”** still under the Honduras flag. She met her end on the beaches of Alang in November 1996. *(Photo by Derek Sands)*





Making a lot of smoke for a motor ship **“Pustozersk”** approaching the grain terminal, Ipswich on 23<sup>rd</sup> April 1993. Built in 1969 by Vyborgskiy SZ, Vyborg. In 1996 she was sold to G. Alimar of Belize City and renamed **“Lady Ooti G.”**. Remaining with the Belize flag she changed name to **“Gordion”** in 2001. Mumbai breakers took her in June 2001. (Photo by Derek Sands)

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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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