

WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER

MAY 2025



(Photo by Alex Dace)

The next meeting of the branch will be on 8th May at the Felixstowe Museum at 7.30pm. Parking is available adjacent to the museum (inside the gates). Shipping from 2005 seen at Gt Yarmouth, Lowestoft, Kings Lynn, Tilbury and Rotterdam (local shipping will be included if time) Presented by Derek Sands

If you receive this newsletter and you are not a member of the World Ship Society you are welcome to come along to a branch meeting without obligation.

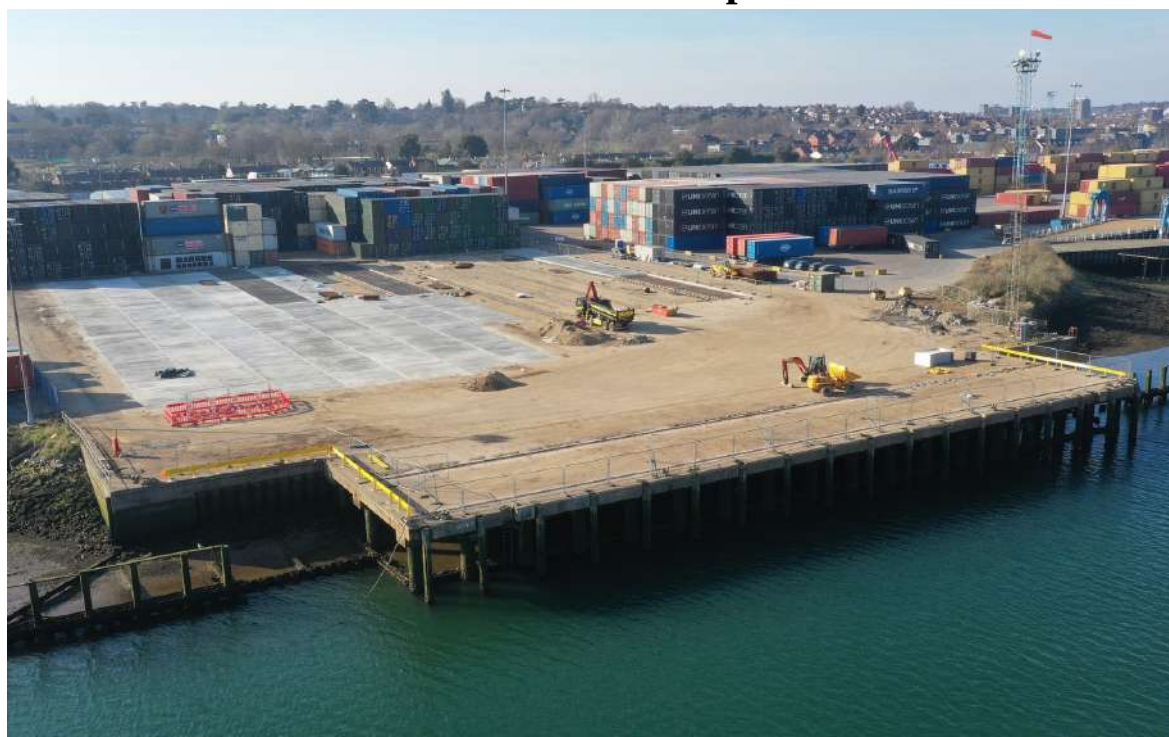
Mann Lines Decide To Move Service To Tilbury

The above came as a shock to many so soon after Wallenius had taken over Mann Lines. What this holds in the future for Mann owned, Harwich Dock Company is yet to be seen. Recent investment in a silo for cement imports from Lisbon gives some hope, but the wharf will surely not survive with one cement ship every few weeks? Mann's chartered vessel **"ML Freyja"** left Navyard for the last time on the 4th April for Cuxhaven and her next scheduled arrival back in the UK on the 14th was at Tilbury. Spiralling port dues were allegedly the reason for the movement of the service with HHA charges amongst the highest in the country, and PLA charges less than half HHA's in comparison it is said. With a new and larger vessel coming into service this year hopes were of an increased throughput for Harwich, but this is now dashed. We await developments!

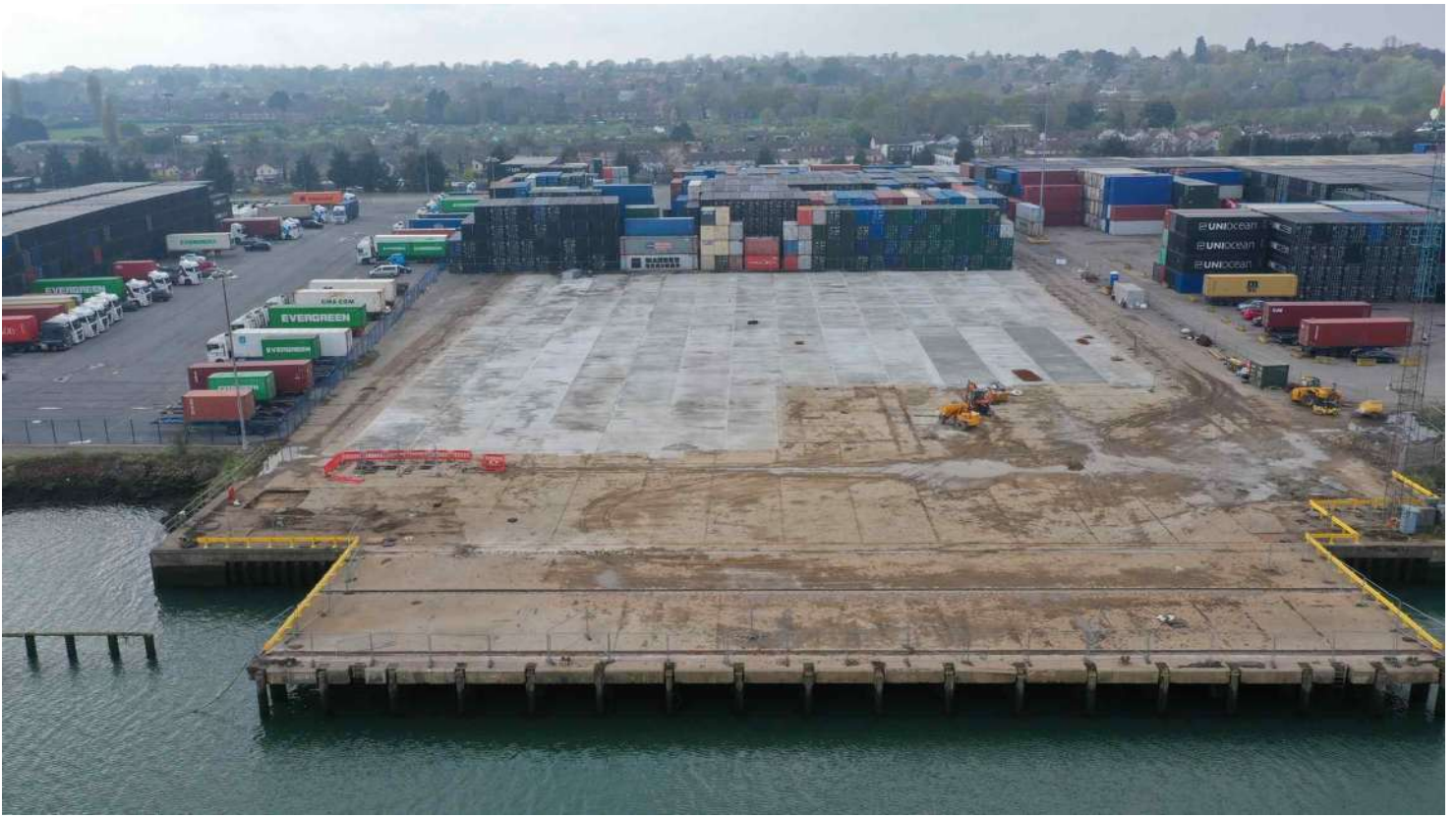


"ML Freyja" seen here at Cuxhaven, Germany on 14th May 2023. *(Photo by Derek Sands)*

Berth Refurbishment At Ipswich



Works are ongoing at Ipswich to improve the currently vacant berth at West Bank. Formerly used by the CAST and Bell container services and more recently for scrap metal exports. New concrete paving is being laid and former crane rails removed on the berth as seen on 27th March. *(Photos contributed)*



Progress made on 15th April, no doubt it will soon be in use.

MSC Isabella Retro Fitted With Wind Deflector

A number of MSC vessels are now appearing with wind deflectors and “**MSC Isabella**” is seen at Felixstowe on 10th April. This was fitted sometime after October 2024. She was built in 2019 by Daewoo, Okpo.
(Photo by Derek Sands)



Recent Callers



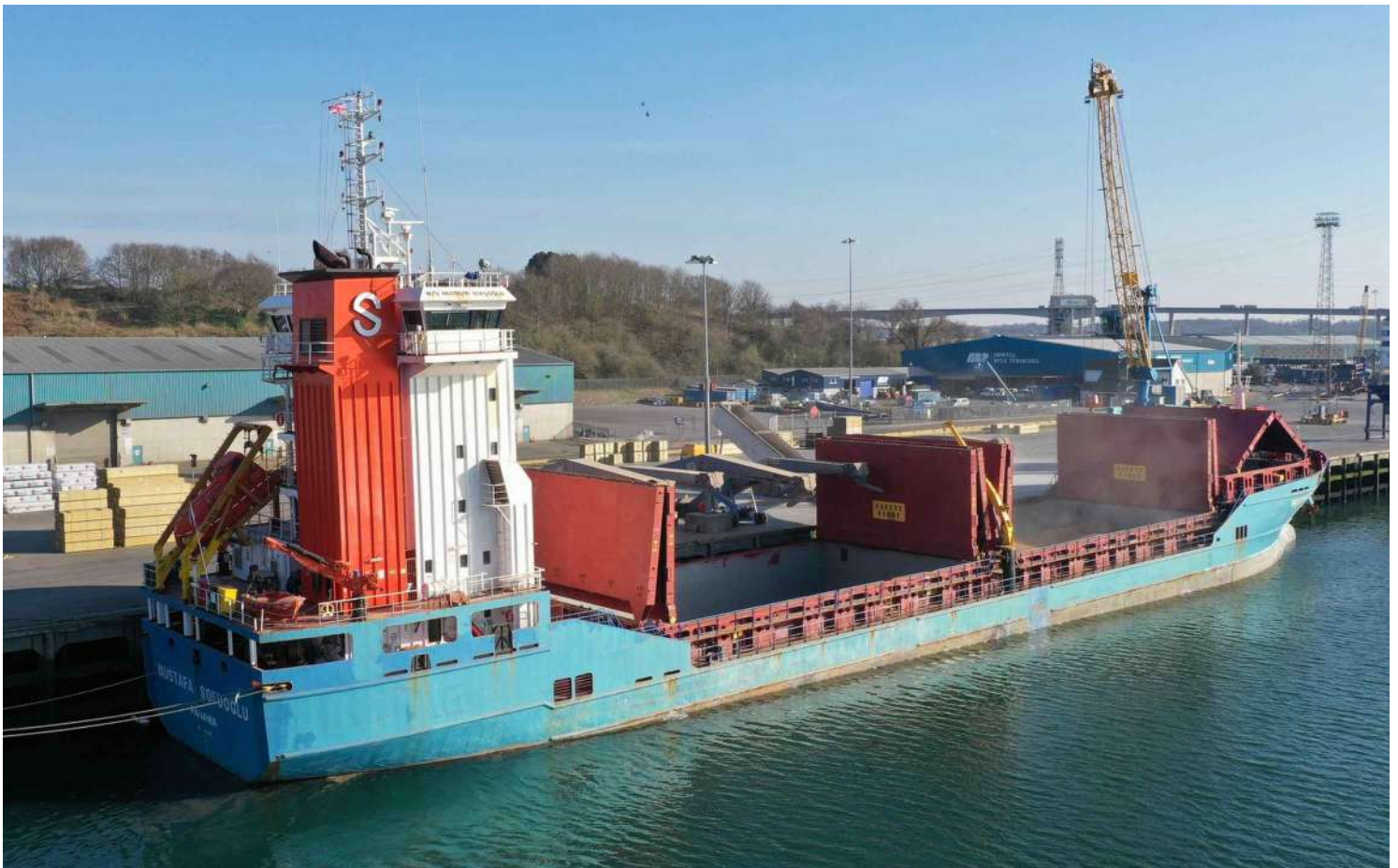
Making her first call at Felixstowe for some time, “**MSC Lisa**” alongside at Trinity Terminal, Felixstowe on 27th March. Built by the now defunct Hanjin Heavy Industries, Busan in 2004 the 5,059 TEU vessel has 454 reefer points and is capable of 24 knots. She left for Antwerp, Rotterdam, Bremerhaven and US east coast ports in the very early hours of the 28th March. *(Photo contributed)*



Keeping her fleet mate company astern of her at Trinity terminal is “**MSC Pamela**” on 27th March. She set off from Khalifa, UAE, on 10th February calling in at the Indian ports of Mumbai, Nhava Sheva, Hazira and Mundra. She would depart for Bremerhaven, Hamburg, Antwerp, Le Havre and London Gateway before setting off for Port Louis, Mauritius. She was built to the Samsung 9000 design at their yard in Kojima in 2005. *(Photo contributed)*



Arriving at Ipswich in ballast from Liverpool on the 26th March, “**Mustafa Sofuoglu**” is seen here loading grain the following day. She would not leave until 5th April, destined for the Egyptian port of Dumyat (Damietta). Built in Turkey by Gisan Gemi Insa San Ve Tic A.S., Istanbul, in 2006. Owned by Zuga Shipping of Istanbul she is operated under the Panamanian flag. *(Photos contributed)*





March's call of a molasses tanker at Felixstowe was made by **"Key Sund"** when she arrived from Gdynia on the 27th. Seen here the following day discharging into lorries, she left on the 29th for Esbjerg. She then went back to Gdynia to load for the Norwegian ports of Sandefjord, Stavanger and Avaldnes, before returning to Gdynia to load for Felixstowe. She was due here on 20th April. Built in 1993 as **"Maj-Britt Terkol"** by Aarhus Flydedok. In 1996 she joined Utkilens as **"Sundstraum"**. In 2019 she joined Key Tankers of Bergen and was given her current name. (Photo by Derek Sands)



Sailing on 28th March for Hamburg, Rotterdam and Colombo after her latest call at Felixstowe, **"Ever Act"** seems very lightly loaded. She was built by Samsung, Koe in 2021 one of a series of thirteen so far constructed in South Korea and China. (Photo by Derek Sands)



Passing Felixstowe on 29th March outbound from Harwich Navyard Wharf for Bilbao, “**Marie**” had delivered a cargo of bagged cement from Lisbon. Now owned by Boeckmans Shipping NV of Antwerp, the Belgian flagged coaster started life in 2002. Built by prolific Slovakian yard, Slovenske Lodenice, Komarno, she was launched as “**Pan**” but completed as “**Wani River**” for Briesse Schiffarhts of Germany. Passing through other German hands as “**Harleriff**” in 2005 and “**Fehn Mirage**” in 2006, Boeckmans acquired her in 2017 and renamed her “**Marie**”.
 (Photo by David Hazell)



Two aerial photos as “**Marie**” leaves the harbour. (Photos contributed)



After making her first call at Felixstowe “**MSC Rose**” has left the berth with tug assistance and is preparing to leave on 29th March. Built by Hyundai Samho she was launched on 26th September 2023 and completed in January 2024. Her registered owners are Murakami Shipping and Trading of Japan, and she is managed by MSC. (Photo by David Hazell)



Making a beautiful image as she sails out of the harbour, “**MSC Rose**” is heading for Antwerp, Gdansk and Klaipeda. She had arrived on the 27th from Ningbo and Yantian (China), Cai Mep (Vietnam), Singapore and Colombo. *(Photos contributed)*





“Baltic Wave” making her first visit to Ipswich, alongside Cliff Quay on the 31st March. She had arrived the previous day from Amsterdam. She was only completed in late January 2025 by the GS Yard at Waterhuizen. Owned and flagged in the Netherlands by Longship and managed by Baltic Shipping of Denmark. She left on the following day for Rotterdam to load for Newport, Wales. *(Photos contributed)*





Fully discharged of her stone cargo from Belfast on 31st March, with the crew closing the hatches, **“Fluvius Plym”** had arrived on the 29th and would sail late on the 31st for Rotterdam to load for Villagarcia, Spain. Built in the Netherlands by Barkmeijer, Stroobos in 1998 for Arklow Shipping as **“Arklow Sand”**. Subsequent names were **“BBS Sand”** in 2012, **“PS Sand”** in 2014, before getting her current name also in 2014. (Photo contributed)



Exiting the harbour bound for Moerdijk, Netherlands after her latest visit to Felixstowe, **“Panda 004”** German owned and on charter to Tailwind Shipping (Lidl) from ED JL, she was built in June 2024 by Penglai Zhongbai Jinglu, of China. She is currently sub-chartered to MSC. (Photo by Derek Sands)



One of six sister ships that have the largest container capacity in the world, 24,346TEU “**MSC Micol**” arriving at number eight berth Felixstowe on 2nd April. She was completed in China by Jiangsu Yangzi Xinfu in September 2023. She had come from Antwerp and would sail to Singapore via Zeebrugge on 7th April. *(Photos David Hazell)*





“**MSC Micol**” about to berth astern of her sister “**MSC Mariella**” which entered service in June 2023 from the same shipyard. Two ships with a combined capacity of nearly 49,000 TEU berthed at the same time!
(Photo by David Hazell)



A fairly regular visitor to Parkeston tanker jetty, “**Superiority**” passes Felixstowe inbound on 2nd April. The former Everard tanker was absorbed into the Fisher fleet some time ago, but has retained her name. She has come from Rotterdam and would depart for the Tees on the 4th. Qingshan, Wuhan, China completed her in February 2007 as “**Seniority**” but she was renamed “**Superiority**” soon afterwards. *(Photo by David Hazell)* (13)



Her timber cargo from Karlshamn, Sweden is nearly completed as “**Lady Ariette**” lies alongside Cliff Quay, Ipswich on 2nd April. She had arrived the previous day and would leave later on the 2nd for Rotterdam to load for Pasajes, Spain. She is the eleventh ship in a series of twelve of Sea River 3700 design built by the GS Yard, Waterhuizen for Wijnne Barends. The series started in 2012 and the last five ships were all completed in 2016. *(Photos contributed)*





The ship's wind deflector is prominent in this photo taken alongside Trinity Terminal, Felixstowe on 2nd April. **"MSC Nairobi X"** was launched on 11th April 2013 as **"Joseph Schulte"** and completed by Shanghai Jiangnan Changxing in the following November as **"MSC Algeciras"**. In 2020 she was renamed **"Joseph Schulte"** and re-entered the MSC fleet in 2024 under her current name. This appears to be when she was fitted with the wind deflector. (Photos contributor)



She had arrived from Karachi and Port Qasim, Pakistan and Nhava Sheva, Hazira and Mundra, India on the 1st April and left on the 3rd for Hamburg.



“**MSC Takoradi VIII**” alongside Trinity Terminal, Felixstowe on 2nd April is a product of South Korea’s, Hyundai Samho, being completed in September 2024. She had arrived from Hamburg in the early hours of the 2nd and would depart in the early evening for Le Havre, France and east coast ports in the USA. *(Photo contributed)*



Trinity Terminal number seven berth is occupied by “**MSC Cagliari IV**” on 3rd April. She had arrived the previous day from three ports in Turkey and Portugal’s Sines. Departing on the 4th for Antwerp, Le Havre, Halifax and Montreal. Completed for Zim Israel as “**Zim Genova**” by Dalian Shipbuilding, China in 2007. Her name was shortened to “**Genova**” in 2018 by Fortune Steamship and in 2022 MSC gained control of her and she got her current name. *(Photo contributed)*



Being assisted to her berth by four tugs “**MSC Daria**” arrives at Felixstowe for the first time on 3rd April. Owned by Sea 237 Leasing she was completed by Hyundai, Ulsan in March 2023. Coming from the Far East her last port before Felixstowe was Colombo, Sri Lanka where she arrived on the 8th March and sailed the following day. Leaving Felixstowe on the 5th for Klaipeda and Gdansk. *(Photos contributed)*





In the late afternoon of 3rd April “**RDJ Johanna**” looks fully discharged, having only arrived from Antwerp earlier in the day. She would sail for Rouen on the 5th to load for Plymouth. Built for Briese Schifffahrts her hull came from Daewoo-Mangalia, Romania and she was completed in the Netherlands by Pattje, Waterhuizen as “**Athos**” in September 2001. Subsequent names are “**Korsar, Nordic Bianca, Thea Marieke**” and in 2021 she acquired her current name. (Photo by David Hazell)



Nearing her destination of Ipswich “**Rix Gulf**” inbound on the River Orwell on 4th April. She has come from Brugge, Belgium to load for Amsterdam. (Photo contributed)



In a short while she will pass under the Orwell Bridge seen in the distance. Registered in Cyprus, she is managed from Latvia by Rix Ship Management. Built in Turkey by Iskenderun Liman in 2008 as **“Mehmet Ali Koyunlar”** she remained in Turkish hands as **“Baran Dundar, Mantilla and Kerim”** until acquired by Rix in 2019. *(Photo contributed)*



Having to wait her turn to load she did not leave until the evening of the 10th April. *(Photo by Derek Sands)* (19)



Believed to be operating for Unifeeder **“Bernhard Schepers”** turns off her berth at Felixstowe on 5th April. She was built by Sainty Jiangdu, China in 2011 for Bernhard Schepers Schiffarhts. (Photo by Alex Dace)



Arriving empty from her last port of Le Havre is MSC chartered **“Contship Fun”** with her stern tug about to attach on 5th April. She will load at Felixstowe for Bremerhaven, Hamburg, Algeciras and Algiers. Owned in Greece by Contship since 2016 she was built in 2006 in China by Yangfan Group, Zhoushan as **“Collen”** for Interscan of Germany. She went on charter to Dole in 2006 as **“Dole Guatamala”** and then in 2009 as **“Melfi Cristobal”**. She reverted to her first name in 2011 and was sold to Friedrich Dauber as **“Vega Beta”** in 2012. (Photo by Alex Dace)



Now two superb aerial views as she enters the harbour with her tug attached. She looks a little uncared for but was only surveyed in September 2024. *(Photos contributed)*





Looking quite different since her last visit to Felixstowe, **“MSC Santhya”** has acquired an exhaust scrubber and MSC’s new paint scheme. Seen here on 6th April she arrived from Montreal and would sail for Rotterdam on the 7th. Built for charter to Senator Line by Bremer Vulkan, Vegesack in 1991 as **“Vladivostok”** she became **“DSR Senator”** in 1991 and **“Baykal Senator”** in 2000. Senator Line was taken over by Hanjin before they themselves became insolvent. She entered the MSC fleet in 2004 under her current name. *(Photo by Derek Sands)*



CMA CGM charter **“Mathilde Schulte”** leaves Felixstowe for Dunkirk on 6th April. She had arrived from Rotterdam the previous day. After Dunkirk she called at Radicatel on the Seine before crossing the Atlantic for the east coast ports of the USA. She was built in China by Zhoushan Shipyard in 2015 for Bedok Park of Singapore and managed by Bernhard Schulte. *(Photo by Derek Sands)* (22)



Rounding the Beach End in the harbour approach channel on 6th April, “**CMA CGM Tokyo**” heading for Trinity Terminal, Felixstowe. This is a repeat visit to the port on CMA CGM’s Levant service, her last port being Tanger Med. She was built in the Philippines by HHIC-Phil, Subic in 2013 for Eastern Pacific Shipping. They had a long term charter for her from Hamburg Sud so she was named “**Cap Arnauti**” and given Hamburg Sud’s red hull and red and white funnel. The charter ended in 2020 and she was repainted with a black hull and Eastern Pacific’s blue and yellow funnel colours. Renamed “**Tokyo Bay**” she seemed to work on voyage charter for Hapag-Lloyd mainly, until she was acquired by CMA CGM in 2024 and renamed as above. Below she is being turned to berth “head out” and she would depart for Hamburg on the 7th. (Photos by Alex Dace)





“Violetta” arriving from Antwerp on 7th April on an MSC charter, she would leave the following day for Fredericia, Denmark. She was launched as **“Violetta”** in Romania by Daewoo-Mangalia in September 2006 and completed by J.J. Sietas, Hamburg in February 2007 as **“MOL Drakensberg”** for charter to Mitsui OSK Lines of Japan. The same year she was chartered to CMA CGM as **“CMA CGM Providencia”**. She reverted to her launch name in 2008 but went on charter as **“DAL Madagascar”** in 2009 for Deutsche Afrika Line (Essberger). In 2010 she was renamed once again as **“Violetta”** and has held the name ever since. *(Photo by Derek Sands)*



Unmistakeably built by J.J. Sietas, Neuenfelde is **“NCL Averoy”** at Felixstowe on 8th of April. She had arrived from Rotterdam and would leave the following day for Hamburg. Launched as **“Analena”** she was completed in March 2006 as **“MSC Portugal”**, but reverted to **“Analena”** in 2008. In 2020 she became **“NCL Averoy”** for North Sea Container Line charter and is currently in Rotterdam changing her name to **“Elbia”**.

(Photo by Derek Sands)



On charter to Hapag-Lloyd until March 2030 for their Greece/Turkey service from Felixstowe, **“Valence”** owned in Greece by Costamare arrives on 10th April from Nemrut, Turkey, she would leave for Hamburg on the following day. Built to the Sungdong 8800 design 2013 by Sundong Shipbuilding, Tongyeong, South Korea.
(Photos by Derek Sands)





Finnish cargo ship **"Tali"** in the mouth of the River Orwell outbound from Ipswich on 10th April. She had delivered a cargo of stone from Djupevik, Norway on the 9th. The ESL Shipping Ltd owned vessel was built in 1998 by Aker Finnyards, Rauma. She is heading for Slovag to load more stone. *(Photos by Derek Sands)*



Rounding the Beach End as she exits the harbour in bright sunshine.



“**Tali**” returns! Seen here at Ipswich, West Bank on 16th with more stone from Norway. Discharge is taking place using the ship’s own equipment. She had arrived from Slovag earlier in the day and would sail for further orders on the 17th. She was still laying at anchor at the Cork on the 22nd. *(Photos contributed)*





Owned in Japan by Kowas Kaiun and managed by Songa Shipmanagement, (Blystad group), **“Puerto Limon Express”** is on charter to Hapag-Lloyd. Diverted from the congested London Gateway Port, she is making her first call at Felixstowe on 10th April. Arriving from Moin, Costa Rica, Caucedo, Dominican Republic and Antwerp. Built in South Korea in 2009 by Hyundai, Ulsan as **“Maersk Niteroi”** for long term charter to Maersk. In 2021 Hapag-Lloyd became her charterers and renamed her as above. She left for Hamburg, Rotterdam, Antwerp and Saint John, Canada on the 11th. (Photos by Derek Sands)





Passing Felixstowe's container berths outbound from Harwich Navyard Wharf on 10th April, "**Anmare**" had delivered a cargo of bagged cement from Lisbon when she arrived on the 9th. She has a fairly long trip ahead of her as she is heading to Casablanca with an ETA of 23rd April. Launched as "**Kukelborg**" in July 2009 she was completed by Slovenske Lodenice, Komarno for Briese Schifffahrts as "**Anmare**" in November.

(Photo by Derek Sands)



An early morning shot of "**Xin Wei Hai**" at Felixstowe on 11th April. One of several of this type built in China she came from Dalian Shipyard in 2006. On leaving Felixstowe she headed for Lisbon, and Algeciras before crossing the Atlantic for Santos, Brazil. (Photo by Derek Sands)



Sporting a nice dent in her bow is **“CMA CGM Alcazar”** arriving at Felixstowe on 12th April. This seems to have been gained in an allision with MV **“Burgundy”** in Malta on 26th April 2024. She is on CMA CGM’s Levant Express service and was launched as **“Cosco Charleston”** but completed under her current name in 2007 by Hanjin Heavy Industries, Busan. (Photo by Alex Dace)



With painting of the new MSC livery still ongoing aboard, **“MSC Abigail F”** arrives at Felixstowe from Antwerp on 13th April. She would sail for Oslo very late on the 13th. Built for Dutch owners in 2006 by Qingshan, Wuhan as **“Surinam River”**, she became **“Eagle 2”** later the same year. In 2008 she was renamed **“Vento Di Maestrale”** reverting to **“Surinam River”** in 2012. Friedrich Dauber acquired her in 2014 as **“Vega Omega”** and she came under the control of Ilios Shipping of Greece in 2019 as **“Ilios”**. In 2021 she was chartered by MSC as **“MSC Abigail F”**. (Photo by Martin Klingsick)

Below is a stern shot of her by (Alex Dace)



Berthed at Trinity Seven, on her first call to Felixstowe on 14th April, “**Cosco Shipping Seine**” has come from Colon, Panama and Cartagena, Colombia via Zeebrugge and Hamburg the previous day. She left for Antwerp and Cartagena on the 15th. The 300 metre vessel was built in China by Shanghai Jiangnan Changxi Heavy Industries in 2017. (Photo contributed)



Forging through the mist in the harbour on 15th April, “**Apatyth**” is bound from Gdynia to Ipswich. Her cargo is likely to be liquid urea for use in fertiliser. Built in Turkey by Ceksan Gemi in February 2024, she is powered by a Wartsila diesel from Finland. She sailed for Rotterdam’s Botlek complex on the 16th to load for Klaipeda.
(Photos contributed)





Later on the 15th she is captured at the berth with unloading hoses being handled by her own crane.
(Photos contributed)





Now seen from the vantage point of the new port viewing area at West Bank. *(Photo by Alex Dace)*



Now fully discharged she is outbound in the mouth of the River Orwell bound for Rotterdam on 16th April. *(Photo by Derek Sands)*



Both Matsinen cargo handlers working hard to discharge “**Rix Mistral**” on 14th April. She arrived from Belfast with a stone cargo on the 13th and would leave later on the 14th for Immingham. Like many other ships that have featured in the newsletter, she was built in Slovakia by Slovenske Lodenice, Komarno. Launched in September 1997 she was completed as “**Pur Navolock**” for Russian owners in December. She was acquired by Rix Shipping, Latvia in 2017 and renamed, she has always flown the Cypriot flag. *(Photo contributed)*



Once a unit of the Arklow Shipping fleet, “**Rix Venture**” was built as one of a series of twelve ships by Barkmeijer, Stroobos. She was built in 2002 and named “**Arklow Rose**”, after giving good service to Arklow she was acquired by Cardiff based Charle Willie and renamed “**Celtic Venture**” in 2016. Rix purchased her in 2025 and amended her name to suit their naming scheme. She is on charter to Baltic Shipping of Denmark. Her cargo from Viewrow, Germany is almost fully discharged in this photo taken on 15th April. She had arrived on the 13th and would depart on the 16th for Amsterdam to load for Newport, Wales. *(Photo contributed)*



A first visit to Felixstowe for “**MSC Kayla**” seen here at Trinity Terminal on 15th April, she had arrived from Aarhus earlier in the day. She left for Antwerp on the 16th. Built by J.J. Sietas, Neuenfelde in 2002 and launched as “**Amadeus I**”, she was chartered to Maersk as “**Maersk Valletta**” upon completion. She became “**Bomar Valour**” in 2014 and entered the MSC fleet as “**MSC Kayla**” in 2021. (Photos contributed)





What is believed to be her second visit to Felixstowe is made by “**OOCL Abu Dhabi**” on 15th April. Despite the misty conditions she is basking in some good photographic light. One of several sisters built in China by Nantong Cosco KHI, she was delivered on 18th April 2024. Designed to carry 24,188 TEU over her 399.9 metre length with a top speed of 22.7 knots, and should operate with a crew of 36. Starting off from Meishan, Xiamen and Yantian, China she called at Singapore before heading direct to Felixstowe. Leaving on the 18th for Gdansk, Poland.
(Photos contributed)





On what was a busy day for Felixstowe, “**CMA CGM Aliaga**” is alongside on 15th April. She had arrived from Tanger Med earlier on the 15th. Built in 2008 by STX Shipbuilding, Jimhae, South Korea for Klaus Oldendorff as “**Nordautumn**”. In 2011 she was renamed “**Autumn E**” and then reverted to “**Nordautumn**” in 2018. In 2021 she was acquired by CMA CGM and renamed. She left for Hamburg on the 16th.
(Photos contributed)





A familiar sight in Felixstowe with many visits under her current name and her previous one, **“W. Kampala”** seen on 15th April and she would leave later in the day for Hamburg. She was built by Hyundai Heavy Industries, Ulsan and delivered to P&O Nedlloyd as **“P&O Nedlloyd Houtman”** in May 2001. She became **“Maersk Kampala”** in 2006 when Maersk acquired P&O Nedlloyd. Sold in 2021 to Marshall Islands Flag owners she continues to work for Maersk on charter. *(Photos contributed)*





The eco friendly 88 metre cargo ship **“Baltic Sea”** delivered in December 2024 for her Dutch owners by the GS Yard, Waterhuizen. She arrived in Ipswich from Szczecin on 14th April and is seen here the next day. She left on the 16th for Rotterdam, to load for Lindoe, Denmark.





Charles Willie's "**Celtic Challenger**" alongside Cliff Quay, Ipswich on the 15th April. She had arrived from Mukran, Germany earlier in the day. Launched in January 2009 as "**JRS Aquarius**" according to some sources. She was completed as "**Ijsseldijk**" by Chowgule Shipyard, Goa in December. Willie acquired her in late 2022 and gave her the current name. (Photos contributed)





Outbound from Ipswich on 17th April, “**Celtic Challenger**” is only going to the Cork anchorage to lay over for the Easter period. On 21st April she arrived at Parkeston Quay to load grain for Drogheda sailing on the 26th April.
(Photos contributed)





Ninth in a series of ten built for Arklow by Royal Bodewes, Hoogezand, “**Arklow Viking**” was completed in April 2018. Seen here on 15th April she had arrived the previous day from Rotterdam. Leaving for Hull on the 16th where she loaded for Bilbao. *(Photos contributed)*





Advantage of the new viewing area of the port is taken in this photo. **“Heerengracht”** had arrived at Ipswich on the high tide berthing just after midnight on 15th April. *(Photo by Alex Dace)*



Preparing to discharge her cargo of what is presumed to be rice as its a major export of New Orleans from where she arrived. *(Photo contributed)*



Stern view on 15th April showing her Amsterdam port of registry. She was built in China by Jiangzhou Union, Ruichang as **“Beluga Fidelity”** in January 2009. After overstretching themselves financially German owners Beluga were liquidated and she went to Hansa Heavy Lift as **“HHL Amur”** in 2011. Sliethoff acquired her in 2019 and renamed her. *(Photo contributed)*



Outbound in the lower Orwell accompanied by one of her two assisting tugs that had helped turn her in Ipswich. *(Photo by Derek Sands)*



Passing through the harbour outbound for Antwerp on 24th April. (Photos contributed)





All hatches closed for the day on 15th April aboard “**Rix Venture**”. *(Photo contributed)*

The following day she is seen below with hatches open again completing discharge. Her details are on an earlier page in the newsletter. *(Photo by David Hazell)*





Nearly at voyage's end as **"Eems Solar"** approaches the port of Ipswich on 16th April. She has come from the French port of Nantes which counts sand amongst its exports. Built in Vietnam at Haiphong by 1-89 Enterprise shipyard in 2010, she was one of six ships of this class later lengthened in the Ukraine. She sailed for the Cork anchorage on the 17th and laid there until the 22nd when she set off for the Waalhaven, Rotterdam.
(Photo by David Hazell)



A regular visitor to Ipswich under her previous name of **"Drait"** she has also called at least twice under her new name of **"Eems Drait"**. On this occasion she had arrived from Belfast on the 16th April and departed for IJmuiden to load for Pasajes on the 17th. Her hull was built in Romania by Daewoo-Mangalia and she was completed in the Netherlands by Damen, Bergum in July 2000 as **"Lydia"** for Intersee Schifffahrts. In 2008 she was renamed by Aciric CV as **"Drait"** and in 2022 she came under the Amasus banner as **"Eems Drait"**. (Photo by Mick Warrick)
(48)



Another Hapag-Lloyd chartered vessel diverted from London Gateway port on 16th April is “**Santa Marta Express**”. Built to Hyundai 2500 design at their Ulsan shipyard in 2010 for immediate charter to Maersk, as “**Maersk Niteroi**”. Her charter to Maersk ended in 2021 and she was chartered to Hapag-Lloyd, from her Japanese owners. *(Photo contributed)*



Here she is sailing in the early morning of the 17th for Hamburg, Rotterdam, Antwerp and St John, Canada. *(Photo by Derek Sands)*



A very lightly loaded “**Thuleland**” enters the harbour for Parkeston Quay on her daily scheduled arrival from Europort on 17th April. Now in the ownership of Wallenius Marine AB, she started life as “**Transpulp**” when built as a paper carrier by Aker Yards, Rauma in 2006. Her name changed to “**Thuleland**” in 2016 by Classic Shipping Ltd. and has not been changed since Wallenius took her on in 2023. *(Photos contributed)*





Seemingly devoid of any containers, BG Freight's feeder "**BG Red**" arrives from Rotterdam's Maasvlakte on 17th April. Leaving for Vlissingen, London Gateway Port and Liverpool on 19th April. The 170 metre long vessel is one of four built in China by Penglai Zhongbai Jinglu Ship Industry. Capable of 1,380 TEU the ship's exhaust scrubber catches CO₂ and sulphur particles and it can operate on biomethanol when it becomes widely available. *(Photos contributed)*





Looking to have been recently dry docked “**MSC Banu III**” arriving empty from Le Havre on 17th April. She had been fully loaded when arriving in Amsterdam on the 13th April, but little on board when she sailed from there to Le Havre two days later. After loading at Felixstowe and Antwerp she set off for Gebze, Turkey. Launched as “**Northern Devotion**” by Shanghai Shipyard in October 2003, she was completed as “**MSC Queensland**” in June 2004. She became “**MSC Banu**” in 2007 and the “**III**” suffix was added in 2022. *(Photos contributed)*





After a first call at Felixstowe **“MSC Vera F”** leaves for Skagen, Denmark on 20th April, she had arrived from Antwerp the previous day. She was launched as **“Alassa”** by Damen Okean, Mykolayiv in June 2003 and completed by Mutzfeldwerft, Cuxhaven as **“Melfi Havana”** in October. Subsequent names were **“EWL Canada, Stadt Flensburg and Contship Gem”**. She entered the MSC fleet in 2021. (Photo by David Hazell)



One of ten sisters ordered from Fujian Mawei Shipyard of SDARI 1800 open top design, **“MSC Kyungmin”**, sails from Felixstowe on 20th April. She is heading for the Swedish ports of Gothenburg and Helsingborg. She entered service in September 2024. (Photo by David Hazell)



A ship not often photographed, “**MSC Auriga**” arriving at Felixstowe from Rotterdam on 21st April. She was also here in December 2023, but this appears to be only her second call at the port. She was completed by Hyundai Heavy Industries in July 2020. On the following day she left sailing direct to Port Klang, Malaysia.
(Photos contributed)





Yet another first call by an MSC ship, this time its **“MSC Martina Maria”** on 23rd April. She set off from Ningbo, China on March 7th calling at the further Chinese ports of Yangshan, Xiamen and Yantian. On March 20th she reached Singapore and left again on the 23rd sailing direct to Felixstowe via Sines, Portugal. This 366 metre vessel was completed in South Korea by Hyundai Heavy Industries in September 2023. *(Photos contributed)*





Resplendent in Evergreen's latest livery is a regular visitor to Felixstowe, **"Ever Gifted"**. Seen here on 24th April at number nine berth. She had arrived on the 22nd from Taipei, Yantian, Singapore and Rotterdam and would sail for Hamburg later on the 24th. Built in Japan by Imabari Zosen, Saijo in 2018 she is 400 metres long and 58.8 metres wide and is capable of 20,000 TEU. *(Photo contributed)*



Another Felixstowe regular seen here on the 24th of April, **"MSC Tracy V"** had finished cargo operations. She had arrived from Gemlik, Turkey on the 19th April. It appears she was detained due to some deficiencies and did not sail for Antwerp until the evening of the 25th. Her last detention was in March last year at Bremerhaven when 29 deficiencies meant she was detained for eight days. Maybe feeling her age now as she was built in 2005 by Hanjin Heavy Industries, Busan as **"Maersk Davenport"** in 2013 she was renamed **"Ernest Hemingway"** at the end of the Maersk charter. She was owned in China by 2017 as **"Xin Feng Shang Hai"**. She entered the MSC fleet in 2022 as **"MSC Tracy V"**. *(Photo contributed)*

Brightlingsea Shipping



Seen in the River Colne, having recently embarked the pilot for Brightlingsea, “**Rix Spring**” making her first visit to Olivers Wharf on 28th March. She sailed from Setubal with her cargo of cement on March 22nd after a twelve day stay in the Portuguese port. Below she can be seen turning into Brightlingsea Creek. (Photos by Ian Clarke)





Approaching the berth and mainly looking well cared for “**Rix Spring**” was built in 1995 by Slovakia’s Slovenske Lodenice, Komarno as “**Algol**” for Elbe Trans Schiffahrts. Chartered immediately as “**RMS Algol**”, she reverted to “**Algol**” in 1998. Sold to Salim Shipping, Cyprus in 2006 as “**Coimbra**” until 2015 when Charles Willie acquired her as “**Celtic Vigour**”. Rix Shipmanagement, Latvia acquired her in 2018 and gave her the present name. (Photos by Derek Sands)





With the pilot just having boarded in the River Colne, **“Isartal”** is inbound for Olivers Wharf in ballast from the French port of Bayonne. She will load scrap metal for Aviles, Spain and departed on 15th April. Now owned by HS Bereederungs of Haren/Ems, Germany, she was once part of the fleet of Erwin Strahlmann. Built as **“Norderau”** by Slovenske Lodenice, Komarno in 2005. Financial woes for Strahlmann meant she was sold to her current owners in 2020 and renamed. *(Photos by Ian Clarke)*





After taking pilot in the River Colne, “**Eems Sky**” is heading for Brightlingsea Creek and Olivers Wharf on 15th April. This is her third visit to the wharf and she has a cargo of cement from Setubal. In September 2023 she delivered cement also from Setubal but in June 2024 she had loaded the same commodity in Figueira da Foz for Brightlingsea. Built by Hong Ha Shipyard, Haiphong, Vietnam to the Tille Trader 3300 design in 2008. She was launched as “**Laurina**” in November 2007 and completed as “**Eems Sky**” in July 2008. (Photos by Ian Clark)



Mistley Shipping



Seen here alongside and departing Mistley on 1st April, “**Luna-B**” had brought over 2,000 tonnes of ash from Hamburg arriving on the 31st March. This was a second recent visit for this German coaster. Built in Germany by Arminius, Bodenweder, for Russian owners as “**Seg**” in 1993. Acquired by JEB Bereederungs in 2023 she got her current name. After leaving Mistley she headed back to Hamburg again to load for Immingham. *(Photos by Steve Cone)*





“Luna-B” passing Harwich outbound on 1st April. *(Photos by Derek Sands)*





The latest shipment of stone arrives from the Isle of Grain on 8th April. The usual tug and barge combination of “GPS Arcadia” and barge “GPS 1505” delivered it! They returned again on the 11th with another load.
(Photos by Steve Cone)





Passing Harwich on 13th April, inbound from Drammen, Norway with stone for Mistley is “**Selene Prahm**”. Built in 1994 for Hammann and Prahm, by Koetter -Werft, Haren/Ems. Her owners were amended to Karl Meyer and Prahm Reederei in 2024. *(Photos by Alex Dace)*





“Selene Prahm” departs Mistley on 15th April. She would only sail as far as the Cork anchorage to await orders. She would eventually sail for Brunsbittel on the 17th. (Photo by Steve Cone)



Mistley favourite **“Allora”** makes yet another arrival from Aalst with bricks on 20th April. She departed on the 23rd, back to Aalst, arriving at the inland port on the 25th. (Photo by Steve Cone)

Dredging And Surveying



“Shoalway” began the latest round of dredging on around the 1st April. She is seen here returning from the spoil dumping grounds on 6th April. She has been here in the harbour on several previous occasions.

(Photo by Derek Sands)



“MTS Valour” plough dredging just off Harwich on 4th April, she will be here until around the 23rd. Owned by Thamescraft of Bay Wharf, London. She was originally built in 2006 by Kozle Serwis, Poland and completed by Damen Hardixveld as **“DMS Heron”** but acquired and renamed in same year by MTS group, Falmouth.

(Photo by Derek Sands)

Blast From The Past



Loading export BMC cars for the east coast ports of USA on 26th October 1967, on a voyage charter for O. Wallenius, “**Frubel Prinses Paola**” of Belgian Fruit Lines at Harwich’s Navyard Wharf. (Photo by Peter Smith)
(Additional voyage information by Russell Wilson)



Completed in April 1967 by Boelwerf, Tamise, Belgium, fully refrigerated and capable of 21 knots.
(Photo by Derek Sands)



Seen here in dry dock in the older part of Antwerp docks. (Image web sourced)

In 1977 she was sold to Intercontinental Transportation Services of Monrovia and renamed **“Santa Marta”**. An online search has failed to find a photo of her under this name. In 1982 she was registered as owned by Jupiter Novas Ltd of Monrovia, managed by Everett Orient Line and renamed **“Coentroeverett”**. Originally Everett Steamship Corp., formed in Shanghai in 1917 by Leonard Everett who was born in California, but brought up in China. In 1981 the company was taken over by the Kiehin Co. Ltd of Japan.



“Coentroeverett” in Kobe, Japan on 18th December 1989. (Photo by Roger Hurcombe)



Here she is again in Kobe on 7th January 1990. Below she is seen on her final voyage on 29th June 1992, with the Everett hull logo and funnel “E” blanked out. She was scrapped at Shanghai in July 1992.
(Photos by Roger Hurcombe)





“Nadir I” passing Harwich in 1989, bound for Mistley. Launched in September 1966, she was completed as **“Christa Thielmann”** for Herbert Thielmann by Pattje, Waterhuizen in November. In 1973 she was lengthened by just over 12 metres and her gross tonnage rose from 299 to 381. In 1979 she was sold to Klaus Mink KG of Brake and renamed **“Nadir I”**. Mink renamed her **“Nixe”** in 1989 and changed her flag to Antigua. Two years later she was sold to Nordsjobulk of Molde, Norway and renamed **“Liv-Kristin”**. In 1992 her name was changed to **“Katinka”** and later the same year she hoisted the flag of Honduras, being registered at San Lorenzo as **“Grief”** by Naviera Soberana (Friis & Fredriksen). They changed her name to **“New Wave”** in 1996 and her tonnage was reassessed as 829 GT. In 2000 her owners were Nav. Soberana (C.J. Helt & Co.) and they shortened her name to **“Wave”** in 2004. She was transferred in 2006 to Coasters Maritime of San Lorenzo (C.J. Helt & Co.) without being renamed. She foundered on 24th February 2006. *(Photo by the late Malcolm Cornes)*

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Any mistakes or inaccuracies are unintended.

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