

WORLD SHIP SOCIETY HAVEN PORTS NEWSLETTER

DECEMBER 2022



(Photo by Derek Sands)

The program for meetings in 2023 will be issued as soon as possible. Volunteers for providing content always welcome. Contact Derek Sands via the email address on the last page of this newsletter.

Recent Callers



Discharging her cargo from Rotterdam on 2nd November **“Seeland”** had arrived at the Old Power Station berth Ipswich on 31st October. On the day after this photo was taken she left for Hull. Completed in March 2001 by Barkmeijer, Stroobos as **“Sagitta”** for D. van Eerden, Netherlands. She moved to Norwegian owners in 2005 as **“Nordfjord”**, then returned to the Dutch flag in 2009 as **“Maimiti”**. German owner Karl Meyer acquired her in 2015 and gave her the present name. *(Photo by David Hazell)*



Passing Harwich inbound for Parkeston Tanker Jetty in drizzling rain on 3rd November **“Oriental Tulip”** is making her first call at the port. She had come from Rotterdam and would depart for Kalundborg in Denmark the next day. Built in Japan by Fukuoka Zosen in 2020, her registered owner is in Coral Springs, USA and she is managed from the Netherlands. *(Photo by Derek Sands)*



Making her first call under her present name, **“MSC Polaris”** is seen at Felixstowe on 4th November. She had arrived from Bremerhaven the previous day. Built in Japan for Japanese owner NYK by Mitsubishi, Nagasaki as **“NYK Vega”** and completed in February 1995. In 2001 she was sold to Vectis Navigation, Panama as **“Sandra Blanca”** with management by Zodiac Shipping. Another change came in 2007 when renamed **“MSC Messina”** for Messina Marine and management by MSC. On 25th June 2021 she had an engine room fire off Sri Lanka when en route to Singapore. At the time having discharged 2,000 containers at Colombo she had very few left on board. One crew member died in the fire which was put out by the crew. Being disabled she was later taken in tow by the tug **“Vigour”**. She was fitted with her exhaust scrubber some time in 2022 and her name was changed again in 2022 to the current one. *(Photo by Derek Sands)*



(Aerial photos contributed)





Very recently renamed from “**LS Jamie**” a somewhat regular caller, “**Castorwater**” passes Felixstowe inbound and below passing Harwich and arriving from Salt End on 5th November. This is obviously her first call under her new name, and she was to be inspected on her arrival by a surveyor who had arrived that day from the Netherlands. She was completed in March 2009 by Turkish shipyard, Soli, Izmit. Initially owned by Lauranne BV, she has now passed to another Dutch company Clearwater, but remains under the Gibraltar flag.
(Photo above by David Hazell and below by Derek Sands)





Making what is probably her third call under her present name **“Evita”** seen alongside the grain terminal, Ipswich on 4th November, having arrived in ballast from Ghent two days earlier. She is loading for the Spanish port of Seville and would sail for there on 5th November. Launched as **“Merwedelta”** in 2009 by Tianjin Xinhe. She never traded under that name and was quickly renamed **“SCL Nicole”**. In 2016 she moved to Tallinn based Evita Shipping and flies the Maltese flag as **“Evita”**. *(Photo contributed)*



Making her last call at Ipswich under this name, **“Damsterdijk”** had arrived from Belfast on 2nd November and is seen here loading at Cliff Quay, Ipswich for Ghent two days later. She would depart on 5th November. She was built in Goa by the Chowgule Shipyard in 2007. A few days after this photo was taken she was sold to AAT Shipinvest AS of Flekkefjord, Norway and renamed **“Brufjell”**, replacing an earlier ship of the same name. *(Photo contributed)*



Having arrived for her maiden call the previous day from Rotterdam “**Ever Aria**” is seen here on 5th November alongside number nine berth, Felixstowe. She seemed to be almost empty when she arrived and would load for Hamburg, Rotterdam and Colombo before departing. (Photo by Derek Sands)



David Hazell braved the horrible weather the following day to capture her departure. She was completed in September this year by Hudong-Zhonghua. (Photo by David Hazell)



Alongside Ipswich's grain terminal on 9th November is **"Spanaco Progress"**, she had arrived from Rotterdam in ballast the previous day. Sailing with a full load later on the 9th for Aveiro, Portugal where she arrived on the 14th. Completed in January 2007 for Peter Doehle, Germany as **"Chyra"** by Jiangsu Yangzijiang, Jiangyin. In 2015 she was acquired by Panama flag owners as **"Sirios Bulker I"** and three years later she became **"Sider Sirios"** briefly. Later the same year she hoisted the Portuguese (Madeira) flag under her current name. She is owned by Spanaco Five and managed from Germany by Hermann Lohmann. *(Photo contributed)*



Having arrived from the cereal exporting French port of La Rochelle on 7th November **"Lady Dawn"** is close to completing discharge at Cliff Quay, Ipswich on 9th November. *(Photo contributed)*



With **“Lev Twister”** working in the background **“Lady Dawn”** passes Landguard Point outbound from Ipswich for Rotterdam on 10th November. Her retrofitted exhaust scrubber rather spoils her looks unfortunately. Completed as **“Banier”** in July 2009 by Chinese yard, Zhejiang Hexing, Wenling. She changed name to **“Lady Dawn”** in 2019 when acquired by Wijnne Barends, now part of the Spliethoff Group. (Photo by Derek Sands)



Having arrived from Bremerhaven the previous day, **“MSC England”** is seen here at Felixstowe on 11th November. She would depart next day for Le Havre and then cross the Atlantic to Philadelphia and New York. She had not been to Felixstowe for quite sometime and has gained her exhaust scrubber since her last visit. Completed in December 2001 for German owner D. Oltmann, and chartered immediately as **“CMA CGM Vega”**. She was acquired by MSC in 2007 and renamed as above. (Photo by Derek Sands)



Sailing on 11th November after her latest visit to Felixstowe in Hapag's "**Jazan**". Her details are in previous newsletters. *(Photo by Derek Sands)*



Arriving from Delfzijl with a part cargo of molasses is the 37,000 dwt "**Baltic Wave**" making her first visit to Felixstowe on 11th November. After spending three days discharging into lorries, she left for Rotterdam. Completed as "**Prostar**" for Greek owners in May 2003 by Hyundai Mipo, Ulsan. She entered the Norient Product Pool in 2005 as "**Baltic Wave**" and is currently wearing the colours of NSB Niederelbe Schifffahrts who is her ISM Manager. *(Photo by Derek Sands)*



“Baltic Wave” now heading for the berth with tugs alongside, and below having been turned around to berth head out. *(Photos sourced)*





A superb aerial view of her at the berth on 12th November (*Photo contributed*)



A somewhat regular caller at Ipswich Misje Bulk's "**Anmi**" discharging what looks to be soya which she loaded in Rotterdam. Seen alongside Cliff Quay on 11th November she had arrived the previous day. Leaving the next day for Amsterdam, the 1992 built ship was originally named "**MB Clyde**" when completed by Ferus Smit, Foxhol. Arklow Shipping acquired her in 1997 as "**Arklow Freedom**" and sold her to Misje in 2005. (*Photo contributed*)



Having arrived at Ipswich exactly seven days from her reported name change from **“Princess Sophia”**, Turkish owned **“Sopterix”** is alongside the grain terminal on 11th November. She had arrived from Newport, Wales the previous day to make her first call. *(Photo contributed)*



With darkness descending **“Sopterix”** enters the harbour from the River Orwell, outbound on 12th November. Heading for Seville and arriving there on 20th November and leaving five days later for Tenes, Algeria. Built in China by Wusung, Shanghai and completed in June 2012 as **“NL Success”** for Chinese owners. Staying in China when renamed **“Xin Sheng He”** in 2019. Real Pacific Logistic were her owners in 2021 renaming her **“Princess Sophia”** under the Panama flag. She passed to Nicola Shipping of Istanbul in 2022 who renamed her **“Sopterix”** and registered her in Barbados. *(Photo by Derek Sands)*



Seen berthed at Orwell Quay in Ipswich Wet Dock on 12th November is Belgian Navy patrol boat **“Castor”**. She had arrived for a courtesy visit on the 10th. One of two vessels constructed in France at Boulogne by SOCARENAM. She was delivered in July 2014, with her sister **“Pollux”** following in April 2015. (Photo by David Hazell)



Taken on a good day for photography on 12th November **“Marchen Maersk”** at Felixstowe number nine berth. She would depart for Hamburg the following day thereafter calling at Antwerp, London Gateway and Le Havre. She was completed by Daewoo Shipbuilding, Okpo in May 2015. (Photo contributed)



Another aerial view on 12th November this time of “**MSC Deila**” at number eight berth. She had arrived from the Malaysian port of Tanjung Pelepas on the 10th. Her next port would be Rotterdam when she sailed on the 15th, followed by Antwerp, Le Havre and Algeciras before heading for Suez. Another product of South Korea’s Daewoo Shipbuilding, Okpo and completed in April 2012. *(Photo contributed)*



Making her way out of the harbour after leaving Ipswich on 13th November, “**Aasfoss**” had brought stone from Slovag in Norway. She is heading for Rotterdam to load for the short voyage to Ostend. Launched on 4th February this year by Royal Bodewes, Hoogezand she has hybrid propulsion. *(Photo contributed)*



“Sand Fulmar” discharging her load of sea dredged aggregate on 13th November, at the Old Power Station berth, Ipswich. She has become a fairly regular caller recently and has also been seen at Radicatel on the Seine and Ostend at the end of November. Completed for East Coast Aggregates in September 1998 by Dutch shipyard De Merwede, Hardinxveld. Ownership passed to British Dredging Co, Cardiff in 2002 and Cemex UK Marine in 2021, all without a change of name. *(Photo contributed)*



Making a fine sight as she approaches the port of Ipswich on 13th November is **“Manisa Star”** for what is at least her second fairly recent visit, arriving from the Swedish port of Falkenberg to load for Northern Spanish port, Santander. Manisa Bulk of Naples chartered her in 2019 adding her to a large fleet but do not appear to own any ships. She was Built in 2000 by Gdanska-Gydnia, Gdansk as **“Nordkap”** becoming in succession **“Flinternoord, Normed Hamburg, Nordkap, BBC Nordkap, and Nordkap”** before taking up her charter with Manisa. *(Photo by David Hazel)*

Following “Manisa Star” From The Air



Rounding the Beach End





Approaching the Port of Ipswich *(All photos contributed)*





Unloading what appears to be coal or coke at Cliff Quay, Ipswich on 14th November, “**Naos**” has made a few recent visits to the port. She had arrived from Kruibeke on the River Scheldt the previous day and would depart for Leixoes on the 17th. Built for Dutch owners as “**Sweder**” by compatriot shipyard, Bodewes, Hoogezand in 1996. German owners acquired her in 2003 as “**Osterland**” and she returned to Dutch owners in 2006 as “**Atlantic Sun**”. In 2016 she went to Estonian owners but flies the flag of Antigua and Barbuda as “**Naos**”.
(Photos contributed)





Arriving from Damietta (Dumyat), Egypt in the early hours of 14th November, “**Atayal Brave**” disappointed earth bound photographers when she also departed during the hours of darkness. Leaving for Immingham on 17th November, she moved across the Humber to King George Dock Hull on 29th November. At 16,500dwt she is a large ship for Ipswich and was completed for Wisdom Line in June 2012 by Japanese shipyard, Murakami Hide, Hakata. It was a first call for her in Ipswich. *(Photos contributed)*





Discharge is still ongoing on 16th November when photographed from ground level. *(Photo by David Hazell)*

Below another aerial view. *(Photo contributed)*





Wagenborg's "**Edenborg**" at Cliff Quay, Ipswich on 16th November, she had arrived from Montreal for her first visit the previous day. The cargo is possibly woodpulp, a common export from Montreal. This 137.8 metre long ship was built in the Netherlands by Niestern Sander at Delzijl, being completed in June 2010. She left for Husavik on the north coast of Iceland on 20th November. Going southabout from Ipswich passing through the English Channel and the Irish Sea, she is due in Husavik on December 5th. *(Photo by David Hazell)*

Below she is replacing her hatch covers on 19th November prior to sailing on the 20th. *(Photo contributed)*





Sailing from Felixstowe on 16th November is MSC chartered **“Henrika Schulte”**, she had arrived from Le Havre on the 14th. After calls at Bremerhaven, Hamburg, Antwerp and Sines in Portugal she set off for Piraeus and Istanbul where she should arrive on December 3rd. She was completed as **“MOL Glide”** in 2011 by Hyundai, Samho, for Helicon Shipping Hong Kong and managed by Hanseatic Unity with ISM management by Bernhard Schulte, whose colours she wears now. Originally chartered to Mitsui OSK her charter appeared to end in 2021 when she was renamed as above. This was her first visit to Felixstowe under either name.
(Photo by David Hazell)

Photographed below with the advantage of the sun over the shoulder from the Harwich side of the harbour.



(Photo by Derek Sands)



With the crew using her gantry to replace her pontoon hatch covers, discharge is obviously completed on **“Fri Skein”** on 16th November. She would shortly leave Ipswich for Tilbury, having arrived on the 16th from Gydnia. Peters Scheepswerf of Kampen were her builders and she was completed in January 2000 as **“Polar Sun”** for Dutch owners. In 2004 she came under the control of Briese Schifffahrts of Germany as **“Frisian Sun”**. In 2010 she moved to Kopervik of Norway but flies the Cypriot flag. *(Photo contributed)*



Making her maiden call to Felixstowe, newly completed **“Maersk Camden”** of Zodiac Shipping is chartered to Maersk. Her builders are Daewoo, Okpo, South Korea who completed her in June 2022. *(Photo contributed)*



Two ships from the British flagged company Charles M. Willie of Cardiff were in Ipswich on the 18th November. It's rare to see the British flag in Ipswich let alone two on the same day and ships from the same company! Above is **"Celtic Fortune"** loading for Seville at the Old Power Station berth on 18th November. She had arrived in ballast from Erith on the 16th. Built in 2006 by Barkmeijer, Stroobos as **"Orcana"**, Willie acquired her in 2020. Below is **"Celtic Commander"** also built in 2006 her hull by Maritim SY, Gdansk she was completed by Niestren Sander, Delfzijl in December 2006. Launched as **"Emma"** she was completed as **"Julia"** for Intersee Schifffahrts. In 2013 Erwin Strahlmann acquired her as **"Ventura"**, but in 2020 Strahlmann had to sell his fleet due to financial problems and Willie took her in 2021 as **"Celtic Commander"**. She arrived from Belfast on the 18th and left to load in Fowey on the 21st. (Both photos contributed)





Making her first call to Felixstowe is “**MSC Brittany**” seen here being served by six cranes at Trinity Seven, Felixstowe on 18th November. Launched as “**Anaxagoras**” for Greek owners, she was immediately chartered by CMA CGM as “**CMA CGM Magdalena**” Completed by Daewoo, Mangalia in February 2016 she more recently was acquired by MSC Cyprus and renamed as above. *(Photo contributed)*.

Below she is leaving on the 19th for Hamburg, Antwerp, Rotterdam and Gioia Tauro, Italy and should be back in Felixstowe in two months. *(Photo by David Hazell)*



Below two aerial views of “**MSC Brittany**” as she departs on 19th November. (*Photos contributed*)





Also leaving Felixstowe on the 19th was “**Maersk Camden**” in some pretty awful weather for photography.
(Photo by David Hazell)



(Photo contributed)



Three views of **Maersk Camden** departing photos courtesy of Jeff Welch Photography





Believed to be her first visit to Ipswich “**Arklow Clipper**” unloading cement from Bilbao at Cliff Quay on 19th November. One of a series built by Ferus Smit, Westerbroek she was completed in October 2021. Having arrived on the 18th, she would depart for Sluiskil on the Ghent Canal on 21st November. *(Photos contributed)*





“Karsoy” at the Old Power Station berth, Ipswich on 19th November. Her cargo of phosphate was loaded in Derince, Turkey and she left there on 29th October for Hull, arriving there on November 13th to discharge part of her cargo. She departed Hull on 16th November arriving at Ipswich two days later. Having found no return cargo she left for orders on 22nd November and anchored outside the harbour at the Cork. As this is written on 2nd December she is still waiting there for her next job. Turkish owned and built she came from the Ustaoglu Yat SY, KD-Eregli in 2009. This was her second visit to Ipswich. *(Photos contributed)*





With feet firmly planted on the ground as she sailed on 22nd November she was captured by *(David Hazell)*

Two aerial views as she made her way down the Orwell. *(Photos contributed)*





With “**Stena Forerunner**” outbound for Europort in the background “**Arklow Raven**” entering the harbour on 22nd November inbound for Ipswich from Bilbao with cement. One of a series of twelve built in the Netherlands, she came from the yard of Barkmeijer, Stroobos in 2007. Now there are just four left of the series in Arklow’s fleet as they sell off older ships as new builds replace them. She would head for Spain again on 25th November when leaving for Villagarcia. *(Photo by Derek Sands)*



Entering the harbour for the first time on 22nd November “**Portsmouth**” currently on charter to Maersk. *(Photo by Derek Sands)*



Now she is passing Felixstowe's viewing area heading for her berth at Trinity terminal. Her forepart was built by Aker, Warnemunde and she was completed in August 2004 by Aker, Wismar both in the former East Germany. Originally named "**Frisia Kiel**" by German owner Hartmann, she was chartered to Hamburg Sud in 2004 as "**Cap Doukato**" being painted in their red colour scheme. In 2009 retaining the red hull she was renamed "**Frisia Kiel**" by her owners. In 2016 she regained her blue hull and was renamed "**HSL Portsmouth**" in 2017. In 2022 GG Holdings III LLC of Greece acquired the vessel and renamed her by just deleting the prefix. She left for the Finnish port of Kotka on 23rd November. (Photos by David Hazell)





Chinese built “**Celine**” loading grain for Oristano, Italy at Cliff Quay, Ipswich on 22nd November. She had arrived in ballast from Antwerp on the 21st, where she had discharged a cargo from Turkey. Completed for German owners as “**Rene A.**” in February 2011 by Weihai Donghai. Three years later she was acquired by her present Turkish owners and renamed as above, she flies the Liberian flag. Leaving Ipswich for Italy on 23rd November she is due in Oristano on 5th December. *(Photo contributed)*



With a couple of the River Orwell’s navigation buoys on deck “**UKD Seahorse**” approaches Ipswich on 22nd November. This multi purpose utility vessel was built in 2000 by Damen Gorinchem with bed levelling, dredging support and buoy handling her principle duties. *(Photo by David Hazell)*



Making her first call at Felixstowe for some time is “**MSC Tamara**” seen alongside on 25th November. She left Montreal on 7th of November and called at Bremerhaven and Antwerp before arriving at Felixstowe on the 24th. Leaving for Le Havre on 25th November, she is currently en route to Boston, USA. She was completed at Ningbo in China by Zhejiang Shipbuilding in January 2008. *(Photo by Derek Sands)*



A fairly regular caller to the tanker jetty at Parkeston Quay, “**Atlantic Wind**” passes Harwich inbound on 25th November. Arriving from Plymouth in ballast she would load for Rotterdam and depart on 26th November. Launched by Aker, Braila, Romania in July 2006, she was completed as “**Marida Boreas**” by Aker, Brevik in May 2007. In 2010 she was renamed “**Ternen**” by Scandinor, Brevik and three years later acquired by Carl F. Peters of Hamburg and renamed as above. She flies the flag of Gibraltar. *(Photo by Derek Sands)* (35)



Kopervik Shipping's "**Fri Karmsund**" passing Felixstowe inbound for Ipswich from Schiedam on 26th November. Launched as "**Thor**" she was completed in 1999 as "**River Tyne**" by Pattje, Waterhuizen. Condra Schiffahrts her German owners chartered her immediately to Stephenson Clarke, UK. This lasted until 2011 when she was renamed "**Blue River**", Kopervik acquired her in 2014. On 30th November she left Ipswich bound for Londonderry, Northern Ireland. (Photo by David Hazell)



"**BBC Xingang**" departs Felixstowe after a very brief call on 26th November. Having originally left Chalmette, Louisiana on 7th of November she made a brief call at Moerdijk, Netherlands previous to her coming to Felixstowe. Reported only to be laying by at Felixstowe her visit is somewhat clouded in mystery. However she had left Moerdijk with a small deck cargo of containers and these are absent in this view as she departs for Aberdeen. Her details are on the next page. (Photo by David Hazell)



Some superb aerial views as she leaves the harbour.

Built in China by Tainjin Xingang and completed in May 2013 and owned by Briese Schiffahrts of Leer.

(Photos contributed)





Making her first call since the suffix V was added to her name and looking in superb condition “**MSC Sariska V**” at Trinity terminal, Felixstowe on 28th November. Her name change happened very recently and online sources have not caught up as yet. Built in 1990 as “*Majestic Maersk*” by Odense Staalskibs, Lindo, she moved on to Sariska Naveira SA of Switzerland (MSC Managers) as “*Majestic*” after twenty years service. In 2011 her name was changed to “**MSC Sariska**”, the latest change with added suffix was certainly done after March this year. Below she can be seen leaving for Antwerp later on 28th November. (*Photos contributed*)





Carisbrooke's Chinese built "**Kristin C.**" entering the harbour on 28th November bound for Ipswich. She has come from Aalborg in Denmark to load for Ceuta, the Spanish enclave in Morocco. This may just be a bunkering stop so final destination could be elsewhere. Jiangsu Yangzijiang, Jiangyin completed her in 2010. *(Photo contributed)*



Like several recent tanker callers, "**Filyoz**" made her entrance and exit during the hours of darkness necessitating this berth view on 30th November. As can be seen Parkeston Tanker Jetty is able to accommodate larger tankers than its predecessor as it projects into deeper water. "**Filyoz**" had come from Rotterdam on the 30th and would sail next day for Amsterdam. Built in Turkey for Turkish owners as "**Ayla**" by Dearsan Gemi, Tuzla in January 2010, she then had three changes of name in 2010! "**Filyoz**", "**Vital**" and "**Filoz**" again. *(Photo contributed)*

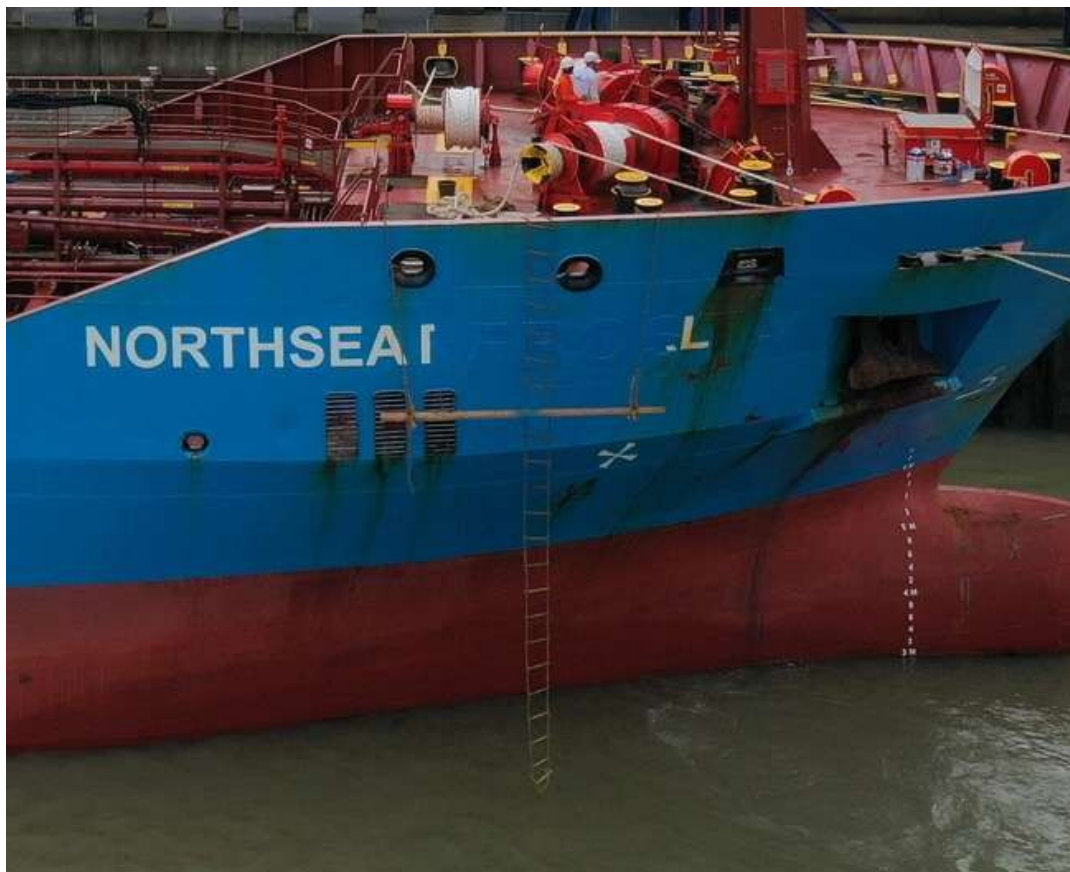


Probably making her first visit to Felixstowe and seen here on 30th November is “**Elbstar**” on a Unifeeder schedule. She had come from Zeebrugge and would sail for the same port later in the day. Completed in 2009 by China’s Fujian Mawei Shipbuilding, Fuzhou as “**JRS Pegasus**”, having been launched as “**Fiveldijk**”. She was chartered out as “**CCL Moji**” in 2009 but reverted to “**JRS Pegasus**” the following year. In 2013 the prefix was dropped and she became just “**Pegasus**” and the following year she was lengthened by by seventeen metres by Mawei. In 2021 she was acquired by German owners Elbdeich of Drochtersen and renamed “**Elbstar**”. (Photo contributed)

Tanker being sold?



Seen here laying by at number one berth Parkeston Quay is regular caller **“Northsea Rational”**, normally to be seen at the tanker jetty at the other end of the quay. She arrived at number one from Rotterdam on 29th November and is seen here the following day. The crew seem to have been busy painting out the name as can be seen above and in the close up below. Built in Turkey by Celiktekne, Tuzla in 2006 for Norwegian Company Mowinckels as **“Commagenian”**. She got a more traditional Mowinckels name in late 2006 as **“Frosta”**. Northsea Chemicals of Oslo acquired her in 2014 and renamed her **“Northsea Rational”**. (Photos contributed)



Work on Harwich WRC (Water Recycling Centre) Outfall

Excerpt from a Notice to Mariners published by Harwich Haven Authority.

Harwich Outfall Buoy repair work – Further works. Mariners are advised that from Tuesday 29th November until Wednesday 30th November 2022, works are scheduled to take place in the River Stour on Harwich & Dovercourt WRC Outfall. This will involve maintenance work on the buoy in position 51°56.883'N, 001°14.183'E (illustrated below), marking the termination point of the outfall and the removal of rebar cross bars which protrude from the outfall encasing.

Seen below is the workboat “**Jumbo**” of Predator Charters, Southend which carried out the necessary work.





Below she can be seen making her way to Shotley Marina having finished the works.



(All photos contributed)

Put Away For The Winter



Offshore Turbine Services vessels out of the water at Fox's Marina, Ipswich on 14th November. Now seemingly laid up on dry land for the winter period. Above is **"Captain P."** and below is **"Cardinal P."** Both were built at Colchester by Ctruk in 2012. *(Photos contributed)*



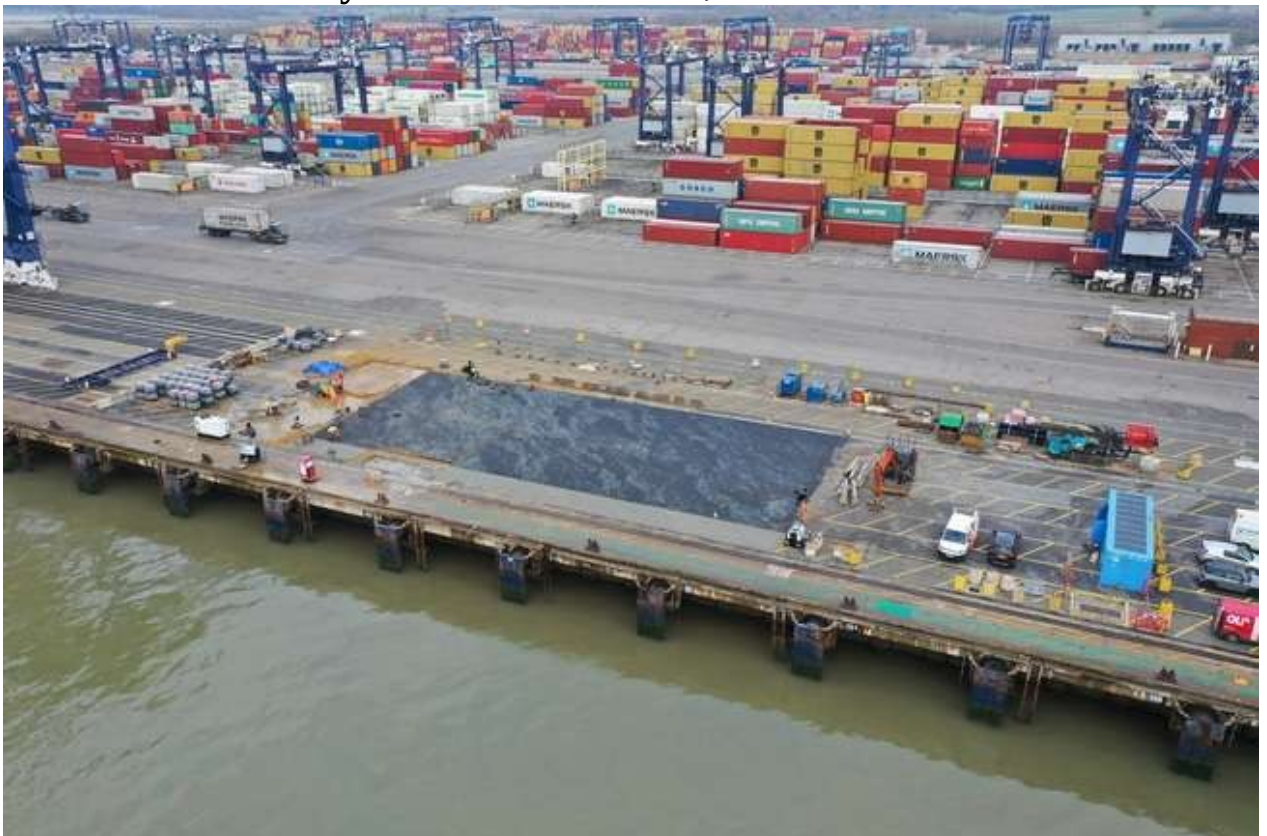
Berth Problems



Number 4 RoRo berth was out of action for most of November due to problems with the fenders. Some appear to be missing in the photo taken 12th November and were lying on the quayside. So number 3 RoRo was used for the daily Vlaardingen services of DFDS. *(Photo contributed).*

Trinity Number Six Berth, Felixstowe

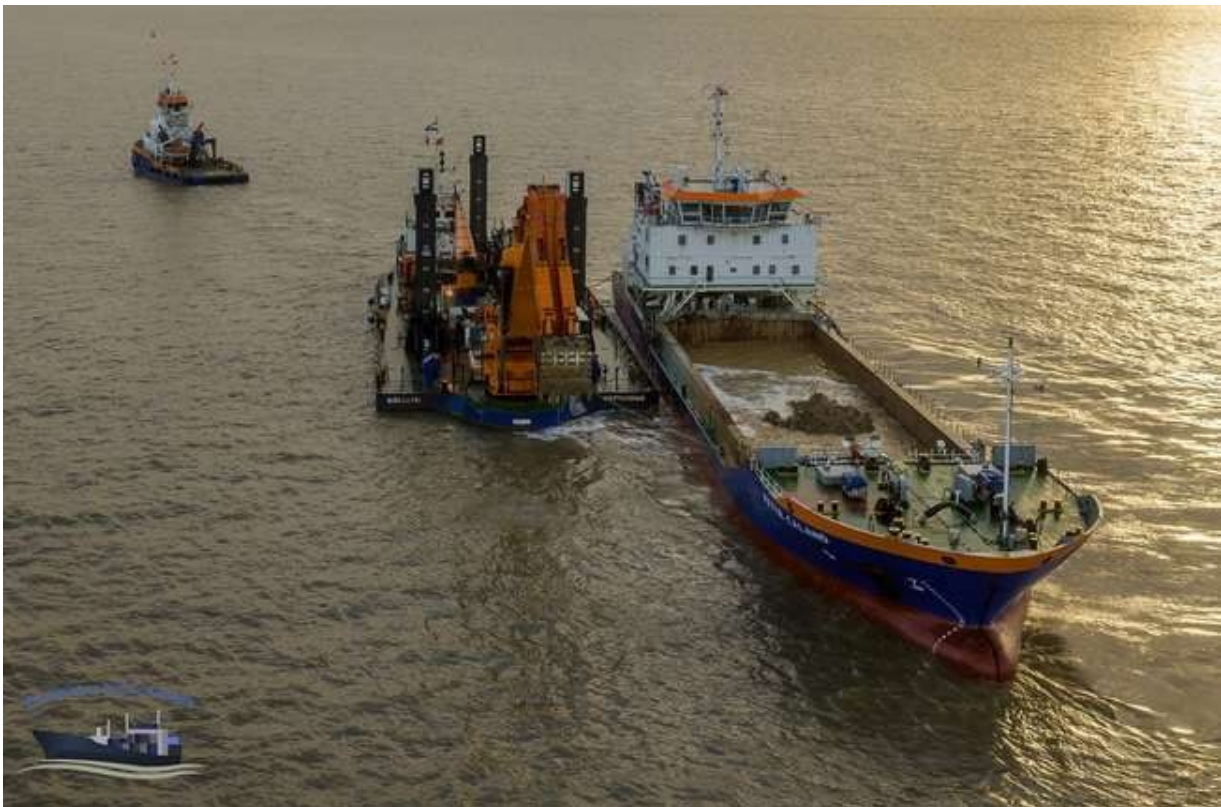
Repair work at Trinity Six seems to be coming to an end with piling completed, and block paving of the area progressing



Dredging



“Barney” returned to the harbour on the 9th November, to begin agitation dredging for approximately two weeks. After completion of her duties she left for Zwijndrecht on 25th November, arriving in the Dutch port the following day. *(Photo contributed)*



Boskalis/Van Oord’s Backhoe dredger **“Goliath”** arrived back at the harbour on 3rd November to begin operations for around five weeks. Recently found rock obstructions will be removed from the channel inside the harbour, as well as other deepening work. She is supported by split hopper **“Pieter Caland”** and tug **“Buzzard”** as seen in this photo taken on 26th November. *(Photo by Jeff Welch)*



A regular sight in the Haven Ports “**Sospan Dau**” arrived back on 20th November to begin four days of maintenance dredging. She left in the late afternoon of the 24th bound for her next job in Newhaven.
(Photo by Jeff Welch)

Below she is seen working hard in the “Landguard Box” in the harbour. (Photo by David Hazell)





With Harwich's Stone Pier in the foreground **"Lev Twister"** is busy bed levelling on 11th October.
(Photo by Derek Sands)

Below in this aerial view on 13th November, the equipment in use can be clearly seen as its hoisted above the water. (Photo contributed)



Brightlingsea Shipping



Seen here leaving Brightlingsea on a previous occasion **“RMS Wanheim”** made another call of 31st October. She arrived in ballast from Ghent in Belgium to load scrap, and departed for Klaipeda on 3rd November. Launched by Damen, Bergum she was completed in December 1990 by Damen, Gorinchem as **“Cosmea”**. She took her current name in 2007. (Photo by Derek Sands)



Having set off from Velsen, near IJmuiden on the North Sea Canal for Immingham on 22nd of October **“Eems Spirit”** then voyaged south to Rotterdam, Villagarcia, Spain and arrived at Setubal to load cement for Brightlingsea on 4th November. Setting off on 7th November she took almost exactly five days to reach Brightlingsea on the 12th. Arriving on a very dull day with rain in the air, she left in ballast for Amsterdam the following day. Completed by the Hong Ha Shipyard, Haiphong in July 2010, she was lengthened by 12 metres by the Okean Shipyard, Kherson in May 2021. (Photo by Derek Sands)

Mistley Shipping



Making a return visit to Mistley on 12th November is “**Liva Greta**” arriving from Whistable to load malt for Buckie.

Here she is setting off for the Scottish port on 14th November, and she was due in Buckie on November 17th. This was delayed by bad weather and she sheltered in the Firth of Forth before continuing north.
(Photos by Steve Cone)

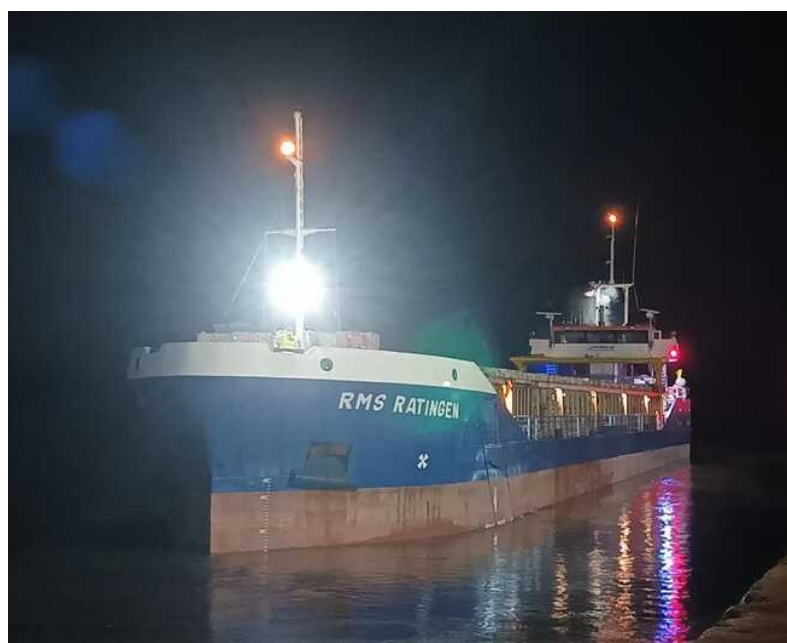


Regular caller **“RMS Ratingen”** makes her latest call at Mistley on 13th November with more bricks from Aalst, passing **“Liva Greta”** on her way to the berth. She would leave on 16th November for Amsterdam and is presently en route to Goole.

(All photos by Steve Cone)



Backing away from the quay as she leaves on 16th November.





"Scot Navigator" arriving from Inverness at 01.20hrs 27th November. She was completed in the Netherlands by the GS Yard, Waterhuizen in June 2017. *(Photo by Steve Cone)*



Alongside on 28th November with discharge about to commence for the day. *(Photo contributed)*

“Liva Greta” returned again to Mistley on 30th November to load malt for Buckie.

Below she can be seen anchored off Parkeston Quay waiting for the tide to rise for her upriver passage to Mistley. *(Both photos contributed)*



Three photos of her arriving at Mistley, berthed and in the process of loading on the 2nd December and departure also on the second. With prevailing winds not in her favour she sheltered overnight at Parkeston anchorage and set off for Buckie the following morning. *(All Photos by Steve Cone)*



Mistley Shipyard



Former trawler “**Svanic**” which has been at Mistley since November 2020 (see Haven Ports Newsletter December 2020). She was stopped by Border Force patrol and three crew arrested and 69 Albanian refugees/migrants detained. She has been at Mistley ever since. On her port side is a very interesting vessel about which nothing is known. A better view of her is seen below. Any information on this vessel will be gratefully received. *(Both photos contributed)*



Blast From The Past



Seen at South West Quay in Ipswich Wet Dock on 12th September 1979 in the colours of Dammers and Van der Heide of Willemstad, Netherlands Antilles is **“Josephine”**. Built at Bolnes in the Netherlands in 1965 by Boele’s, she went to Tongan flag owners in 1980 as **“Sami II”**, and was broken up at Kaohsiung in 1988. (Photo by Geoffrey Watson)



Waiting the tide at Maldon and probably destined for Heybridge Basin is **“Gorch Fock”** seen here in the early 1970s. Built 1966 for Hinrich Brummer, Hamburg by Sietas, Neuenfelde. Ownership passed to Robert Brummer in 1984, who sold her to Heidrun Harder-Bergfleth of Husum who renamed her **“Esperanza B.”**. On 8th December 1990 she had a collision with **“Sormovskiy-3067”** on the Kiel Canal. In 1991 she was broken up in parts by H. Machulez, Cuxhaven. (Photo by Bob Smith)



Easily recognised as a product of the Sietas yard at Neuenfelde, **“Nincop”** is a type 33E completed in March 1968. She exchanged her German flag for that of Sweden in 1988 when renamed **“Windo”** by Torso Rederei A/B. Two years later Rederei Mjovik of Karlskrona acquired her as **“Mjovik”**, but she reverted to **“Torso”** again in 1991 then renamed **“Windo”** again. In 1998 she hoisted the flag of Antigua as **“Hannes D”** for Dirks Shipping and in 2002 she went to Drabert Schiffahrts, under the same name and retaining the Antiguan flag. She hoisted the Panamanian flag for Sandhurst International when they became owners in 2004 and renamed her **“Alva”**. The company appears to be based in Falkenberg, Sweden. Her flag was amended to St Vincent and Grenadines in 2010. She is still in existence and seemed to be laid up in Falkenberg but at the time of writing she is transiting the English Channel bound for Dakar, Senegal. (Photo by Mick Warrick)



Turning to berth at number eight berth Parkeston Quay at 6am on 12th September 1983 is **“Ragni Berg”** built by Drammen Slip, Norway in 1978 for Norwegian owners and one of a large class of reefers built by the yard. In 1985 she went to the flag of Bahamas and changed name under this flag to **“Bahamian Reefer”** in 1988. Later in the same year Mediteranska Plovidba of Yugoslavia acquired her as **“Otrant Frigo”**. (57)

Her owners became Dulcina Shipping in 1989 firstly under the Yugoslav flag and then two years later under that of St Vincent. Her name changed again in 1993 to **“Adriatic Trader”** for Valeria Maritime of Nassau, Bahamas but just a year later she moved to UB Shipping of Norway as **“UB Polaris”**. She retained that name when in 1996 Uglan Reefers registered her at George Town, Cayman Islands for six years. In 2002 her final owners were Saudi Coldstorage and she hoisted the flag of Panama as **“Tbreed III”**. She met her end at the beaches of Alang in September 2003.

(Photo by Derek Sands)

*Latest update **“Northsea Rational”** seen earlier in the newsletter was displaying her new name **“Northsea I”** as seen on 5th December below in this long distance view from Harwich. *(Photo by Derek Sands)*



Newsletter compiled by Derek Sands and edited by Neil Davidson.

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Apologies to anyone who has submitted material which has not yet been published. It will be kept on file for later editions.

Any mistakes or inaccuracies are unintended.

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