



(Photo contributed)

Thames Ship Society trips

The TSS has invited WSS and others interested to take part in two of their trips advertised below:

WEDNESDAY AUGUST 23RD **HARWICH, FELIXSTOWE and IPSWICH**

A 5-hour cruise on the barge THISTLE from Harwich Town Quay departing at 1230 cruising round the port of Felixstowe to view shipping and then up the River Orwell to Ipswich before returning to Harwich around 1730. Time will be taken to cruise under sail on the River Orwell. Light refreshments and toilets available on board. Further details from Dave Smith on daviddonaldsmith@btinternet.com.

SATURDAY SEPTEMBER 2ND **SOUTHAMPTON AND THE ANCHORAGES**

A 6 hour cruise on a Cat vessel from Southampton Town Quay departing at 1200 covering the port of Southampton and cruising the Solent to Fawley then through Spithead to the St Helens Anchorage and Nab Anchorage viewing the Isle of Wight coast. The visit to the anchorages are subject to weather conditions and may be replaced by a cruise round Portsmouth Harbour. Comfy seating, open deck space, toilets and light refreshments available on board.

Further details from Dave Smith on daviddonaldsmith@btinternet.com

Recent Callers



Heading up the River Orwell on 30th May is the 14,000dwt Liberian bulk carrier **“Selecta”**. Managed from Malta by INTRESCO, which also has offices in Ukraine, she has a cargo of fertiliser from Damietta (Dumyat) in Egypt. Completed in February 2007 by Yueqing Jinchuan, China, as **“Bars”** for Belize flag owners and managed from Ukraine. In 2016 she was renamed **“Nereus”** and changed flag to Liberia the following year, when she was renamed **“Selecta”**. After seven days in port she left for the Polish port of Swinouscie.
(Photo by Derek Sands)



Alongside at Cliff Quay Ipswich on 3rd June.

(Photo by Martin Klingsick)
(2)

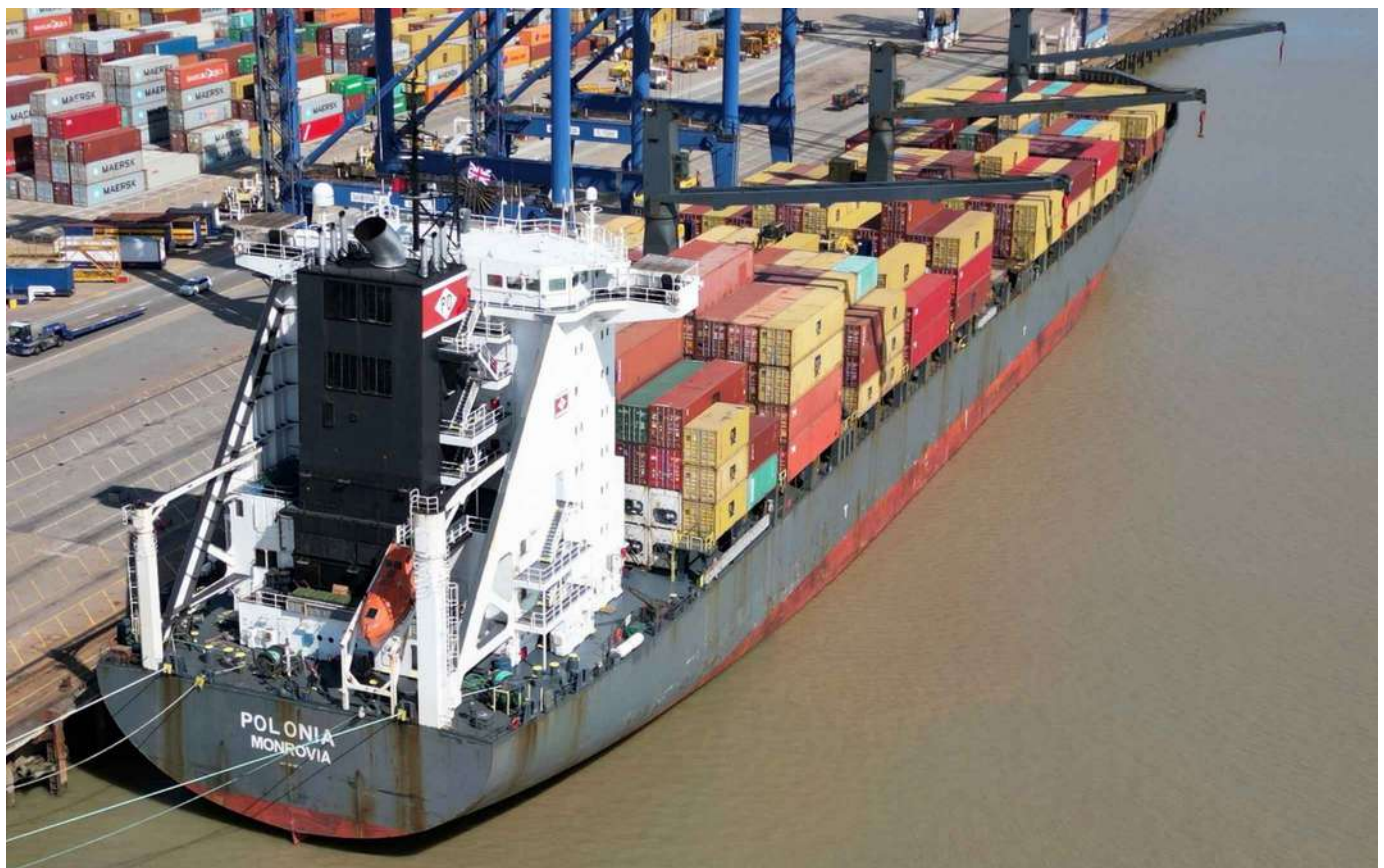


Another view on 3rd June.

(Photo by Martin Klingsick)



Chartered by MSC from her owner Peter Doehle and seen here on June 1st “**Polonia**” had arrived earlier in the day from Bremerhaven. After a short stay of just over sixteen hours she left for Antwerp. Launched by Szczecinska Nowa, Poland as “**Katharina**” in September 2002, she was completed as “**Libra Rio**” in the following February. Doehle renamed her in 2012. (Photo by Martin Klingsick)



With the colours of Peter Doehle now visible in this stern view on 1st June. (Photo by Martin Klingsick)



A frequent caller to the Haven Ports since her acquisition in 2007 by her current owners Misje Bulk of Bergen “**Sunmi**” outbound from Ipswich on 3rd June for Gt. Yarmouth, she had arrived from Bilbao on 31st May. Built in the Netherlands by Bodewes, Hoogezand in 1993 as “**Swift**” for Dutch owners. In 2000 she went to German owners Briese as “**Nesserland**”, who sold her to Bockstiegel three years later who renamed her “**Apollo Lake**”. Fehn Shipping of Leer then took her in 2006 as “**Fehn Sun**”, before she moved on only a year later to Misje. (Photo by Mick Warrick)



Stern view of “**Sunmi**” as she heads to load in Gt. Yarmouth for Ireland and the port of Foynes on the Shannon. (Photo by Mick Warrick)



Self discharging, hybrid powered aggregate carrier “**Aasfjell**” outbound from Ipswich on 3rd June. She had brought a stone cargo from Slovag, Norway arriving on the previous day. Now heading for Antwerp to load for Belfast arriving there on 9th June, she departed for Port Talbot on the 13th. Built by Dutch shipyard Royal Bodewes, Hoogezand and completed in December 2021. Her sister “**Aasfoss**” entered service the following year. (Photo by Mick Warrick)



Making her first visit to the harbour, Danish flagged tanker **“Kattegat”** passes Harwich inbound on 3rd June. After loading at Parkeston Tanker Jetty she left for Liverpool the next day. She discharged there and moved to Eastham on the Manchester Ship Canal to load for Antwerp. Built in Istanbul by Selah Makina in 2008 as **“Sapphire T.”** for Turkish owners. She was acquired by Alba Tankers of Norresundby, Denmark in 2019 who renamed her **“Kattegat”**. (Photos by Derek Sands)





A familiar shape if not name! Making her first call as **“MSC Alma VII”** at Felixstowe on 3rd June, she has been to the port many times as **“Sealand Washington”**. She was built for Greek owner Costamare by Hyundai, Ulsan in 2000 and chartered to Maersk. Now twenty three years old she has been chartered by MSC since January 2023. Her suffixed name indicates her capacity in ‘000 TEU, a recent quirk added by MSC. As can be seen in the stern view the funnel has yet to be painted in MSC colours. She is arriving here from Antwerp and would depart for Klaipeda and Gdansk later on 3rd June. (Photos by Mick Warrick)





“MSC Kayley” approaches the Beach End turn in Felixstowe’s approach channel on her maiden voyage on 5th June. Completed by Hyundai, Ulsan in April 2023 for 238 Leasing of Hong Kong and managed by Eastern Pacific Shipping, Singapore. She is one of eleven long term chartered to MSC and of 15,300 TEU, with LNG dual-fuelled engines. *(Photos by Derek Sands)*



With tug assistance on the stern as she negotiates the sharp bend in the channel. She had come from Moroccan hub port Tanger Med and would depart nearly four days later for Rotterdam.



“Svitzer Kent” with assistance from the out of shot **“Svitzer Shotley”** turns **“MSC Kayley”** to berth head out on Trinity Terminal. (Photo by Derek Sands)



Spotted with her Econowind Ventfoils installed mid 2022, **“Anna”** outbound from Ipswich for Schiedam on 6th June. Her owners Vertom have signed a contract for retrofitting several of their ships with Ventfoils. Built in 2008 by Barkmeijer, Stroobos as **“Blue Sea”** she became **“Beaumerit”** in 2011 and her current name in 2016. During all these changes she remained under the Dutch flag. (Photo by Mick Marshall)



Arriving from Gdansk on 6th June, **“Prinsengracht”** has six more semi-automated remote-controlled electric RTGs for Felixstowe. She would spend two and a half days unloading these at Trinity two berth, but they are bound for Berths 8/9 when commissioned. After discharge the ship would leave for Esbjerg to probably load wind farm equipment. (Photo by Derek Sands)



An elevated view as she rounds the bend in the approach channel. **“Prinsengracht”** was launched as **“Beluga Publication”** by Hudong-Zhonghua, Shanghai in June 2011. Completed as **“HHL New York”** in December after Beluga went into liquidation. Spliethoff acquired five vessels from the Hansa Heavy Lift fleet in 2019 when it ran into financial trouble, including the above. (Photo by Alex Dace)



Picking up the bow tug “**Svitzer Sky**” on entering the harbour. (Photo by Derek Sands)



“**Svitzer Sky**” and “**Svitzer Kent**” turn the “**Prinsengracht**” to berth port side to at Trinity two berth. (Photo by Alex Dace)



Relieving on the Harwich-Europort service is “**Stena Nordica**” and currently replacing “**Stena Forerunner**” which is in dry dock at Damen, Schiedam (the former Wilton-Fijenoord facility acquired 2003 by Damen Group). She is not scheduled to return until June 22nd, when it’s assumed “**Somerset**” will go to dock. So “**Stena Nordica**” should be around the harbour for some while. In this shot she has just rounded the Beach End as she arrives on 6th June. Built in Japan and completed in December 2000 by Mitsubishi, Shimonoseki for Lombard Facilities and chartered to P&O Ferries as “**European Ambassador**”, she was acquired by Stena in 2004 and renamed “**Stena Nordica**”. In 2015 she spent a year with DFDS as “**Malo Seaways**” before being reacquired by Stena and reverting to her current name. Her passenger capacity has recently been increased and upgraded, as she is set to replace 1981 built veteran “**Stena Europe**” on the Irish sea route from Fishguard to Rosslare. “**Stena Nordica**” is programmed to replace the older ship in July this year. The crew of the older vessel will be offered jobs on board the “**Stena Nordica**” or other vessels in the company. At present the “**Stena Nordica**” flies the Cyprus flag whilst “**Stena Europe**” is registered in the UK, it will be interesting to see if the incoming vessel is re-registered. *(Photo by Mick Marshall)*



“Stena Nordica” passes Harwich inbound on 14th June. (Photos by Derek Sands)





Getting ready to sail for Tanger Med from number nine berth on 10th June is **“MSC Diana”**. She had arrived at Felixstowe from Antwerp on 7th June. Built by South Korean yard, Samusng, Koje in 2016 she is 399.9 metres long and 58.8 beam. The 19,462 TEU vessel was recently fitted with an exhaust scrubber.
(Photo by Mick Warrick)

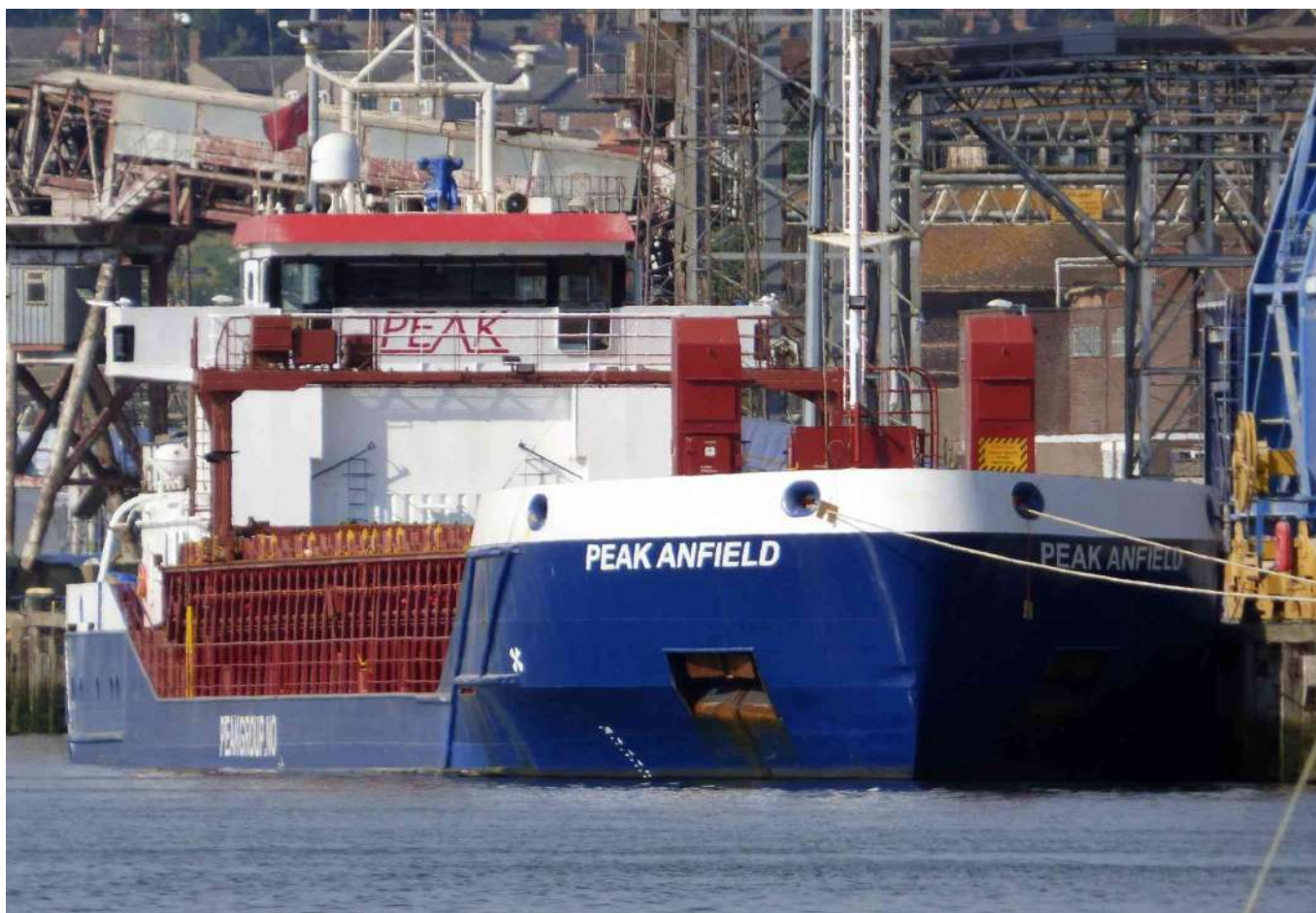


Alongside Cliff Quay, Ipswich on 11th June, **“Wilson Bremen”** had arrived earlier in the day from Belfast. She is likely to be loaded with stone, a major export from the Northern Irish port, and leaving the following day for Sluiskil on the Ghent Canal. A product of Slovenske Lodenice, Komarno in 1992 as **“Pandora”** she was **“Helen”** in 1999, Wilson acquired her in 2008. (Photo by Mick Warrick)



Spanish flag veteran cement carrier “**Encofrador**” departs Ipswich for Gijon on 11th June. This was at least her second visit to the port in recent times and she had arrived from Bilbao on June 10th. Built in Spain at Gijon by Maritima de Musel, she was completed in July 1982. (Photos by Mick Warrick)





Alongside Cliff Quay, Ipswich on 11th June **“Peak Anfield”** had arrived from Hamburg on 28th May. Why she was so long delayed unloading is unknown. She left on 13th June and spent a day at the Bawdsey anchorage before heading north to Esbjerg. She would load there for Aberdeen. Built for German owners she was launched by Daewoo-Mangalia in November 1999 and completed as **“Nikar G.”** by Pattje, Waterhuizen. She became **“Peak Anfield”** in 2021 and is managed from Delfzijl for Peak Anfield BV. (Photo by Mick Warrick)



“Victor” approaching Ipswich on 11th June (Photo by Mick Warrick)

Official No. 105762, 56 ton. Built of wood at Ipswich in 1895 by Shrubsall 82.2 x 20.3 x 6

Built by Horace Shrubsall at the Dock End Yard, Ipswich for Owen Parry. Until the Second World War she collected linseed from farms around the East Coast and took it to Owen Parry’s mill in Colchester, returning to London with the oil in barrels. It is thought that this cargo may have in large part contributed to her excellent condition.

She now regularly charts on the River Orwell throughout the year and more information can be found on her website – www.sbvictor.co.uk



Arriving at Felixstowe during her maiden voyage on 11th June is “**MSC Bianca Silvia**”. Completed in May 2023 by Daewoo Shipbuilding, Geoje, South Korea for Zodiac Maritime. Long term chartered to MSC for what’s believed to be ten years duration. She had come from Ningbo and Tanjung Pelepas via the Suez Canal and would depart for Rotterdam on the 15th. (Photos by Martin Klingsick)





GPS Marine's **"GPS Boxer"** passes Harwich for Parkeston Quay on 12th June with **"Sophia D"** providing the propulsion. Based on the Medway at Upnor, Kent, GPS have a wide selection of barges, pontoons and tugs for all sorts of contracts. **"GPS Boxer"** was built in 1972 and upgraded in 2008 and is classed by the MCA. She is equipped with a Sumitomo SC 1000DD crane with a maximum lift of 35 tons. **"Sophia D"** is a Delta type, multicat built in 1993 by Delta Shipyard, Sliedrecht as **"Dalby Venture"** and owned by Thamescraft, Greenwich. At the time of writing its unknown what job she will be completing at Parkeston Quay.
(Photos by Mick Marshall)





Arriving early morning from Den Helder **“Scotia”** making for Harwich, Navyard Wharf on 13th June. Just 22 hours later she would be away again destined for Den Helder and ultimately the Black Deep Channel. Launched in March 2001 by Romanian shipyard Aker, Tulcea, she was completed as **“Far Scotia”** by Brattvaag Skips for Farstad Shipping. In May 2021 her owners became Sea Shipping AS and her name was shortened. (Photo by Derek Sands)



Three shots now courtesy of Jeff Welch of **“MSC Ambra”** arriving on 13th June from the Far East, via Sines, Rotterdam and Antwerp. She would stay for nearly two days before departing for Moroccan hub port, Tanger Med. The 400 metre vessel was completed in South Korea by Samsung, Koje in January 2020. (Photo by Jeff Welch)



“MSC Ambra” is owned in Japan with a long term charter to MSC. Her capacity is 23,000 TEU.
(Photos by Jeff Welch)



“Ever Arm” departs Felixstowe after her latest call on 14th June, she had arrived on the 11th from Rotterdam. She is now heading for Hamburg and then Rotterdam again. One of an original order placed by Evergreen for thirteen ships with two Chinese and one South Korean yard. Another three to be built in China were added to the order in March 2022. **“Ever Arm”** is one of six of the class to be built in South Korea by Samsung, Koje, and was completed in March 2022. *(Photo by Mick Warrick)*



“Waaldijk” passing Felixstowe outbound from Ipswich on 14th June. She is bound for Amsterdam to load for Aveiro, Portugal. Built by Chowgule, Goa in 2010 for Shipping Company Groningen she is managed by Vertom. *(Photo by Mick Warrick)*



Chinese built and owned “**Cosco Shipping Pisces**” arrives at Felixstowe on 14th June direct from Singapore. Completed in January 2019 by Dalian COSCO KHI a joint investment between COSCO and Kawasaki Heavy Industries of Japan. She left for Zeebrugge on the 17th and her next port would be Gdansk, Poland.
(Photo by Mick Warrick)



Two feeder vessels at Trinity seven berth is not a common sight. Here we have “**Njord**” on the left and “**Skalar**” alongside on 14th June. Their details are in previous newsletters. (Photo by Derek Sands) (22)



Brointermed have been operating chartered vessels from Harwich Navyard Wharf for a number of years. Calls in Libya were common before the demise of the Gadafi regime was brought about. Nowadays Algerian ports are used due to the situation in Libya. Having called at Southampton, Cuxhaven, Bremen and Antwerp before her arrival here on June 15th “**Breb Star**” left Harwich the next day she headed direct for Skikda, Algeria with an ETA of 23rd June. Launched by Polocna, Gdansk she was completed by Remontowa, Gdansk in May 2010 as “**BBC Polonia**” for Briesse Schifffahrts. They are still her current owners although she has been chartered to Brointermed since 2020 under her current name. *(Photo by Mick Warrick)*

Previous charters for Brointermed have been covered by a variety of vessels in the past including two from Turkish company Bayraktar. Below is “**Sadan Bayraktar**” seen approaching the berth on 22nd February 2014. She was built in Turkey in 2001 by Torgem, Tuzla. Since 2018 she has been under the Liberian flag as “**Akhisar**”. *(Photo by Derek Sands)*





“**MSC Mirja**” approaches her berth on 19th June with tug “**Inchcolm**” on the stern. Arriving from Antwerp she would depart on 21st for Tanger Med. Built by Daewoo, Okpo in 2016 she is 398 metres in length.
(Photo by Derek Sands)



Forth Ports owned tug “**Inchcolm**” arrived at Felixstowe on 17th June, to relieve “**Svitzer Deben**” which has gone to dry dock in Hull. Built in Vietnam by Damen Song Cam, Haiphong and completed in October 2020 she was shipped to Europe on board heavy lift ship “**Frauke**” arriving in the Waalhaven, Rotterdam on November 24th 2020. (Photo by Derek Sands)



“Inchcolm” on board **“Frauke”** at Rotterdam 24th November 2020. *(Photo by R. van der Hoek)*



A great aerial view of **“Inchcolm”** on 17th June. *(Photo by Jeff Welch)*



Having just entered the harbour on 19th June, “**Manisa Sole**” is destined to load grain at Ipswich. Built by China’s Jinjiang Traffic Shipyard, Jingjian in 2005 as “**Carla**” for Peter Doehle Schiffahrts, Germany. In 2014 she went to Turkish owners as “**Vera Rose**”. Naples based Manisa charter a lot of ships, but this one was acquired in 2018 and renamed. She would sail for the northern Spanish port of A Coruña on 22nd June.
(Photo by Derek Sands)



Nearing the end of her voyage as she approaches the Orwell Bridge. *(Photo by Alex Dace)*



Now about to pass under the Orwell Bridge. (Photo by Alex Dace)



Passing Landguard Point outbound from Ipswich on 20th June is Charles Willie's "**Celtic Venture**". She had arrived at Ipswich from Belfast on the 17th with what was likely to have been a stone cargo. She is now heading for Antwerp to load for Cork. Previously the "**Arklow Rose**" she was acquired by Willie in 2016. One of a series built for Arklow by Barkmeijer, Stroobos she was completed in 2002.

(Photo by Mick Marshall)



Another first time caller is tanker **“Gunga”** arriving with a cargo of molasses for Felixstowe from Amsterdam. After discharge direct into road tankers she would leave for Hull on the 25th. Built in Turkey by Desan Tersanesi, Tuzla in 2009 as **“Nena K”** for Turkish owners. Acquired by Freyja AS of Norway in 2023 she had been previously renamed **“Gunga”** in 2013. *(Photo by Mick Marshall)*

Below she can be seen alongside Trinity four berth discharging. Trinity two is the normal discharge berth but this was occupied by the new RTGs that arrived on the 6th. *(Photo by Derek Sands)*





Looking smart after what would appear to have been a recent dry docking, regular caller to Parkeston Tanker Jetty **“Eviapetrol V”** passes Harwich outbound on 25th June. She is heading for Amsterdam having arrived from Ghent the previous day. Built in Turkey by Marmar, Yarimca in 2007 as **“Trefin Leader”**, she hoisted the Greek flag in 2014 under her present name. *(Photo by Derek Sands)*



Two hours after the **“Eviapetrol V”** had left, **“Chemical Frontier”** is seen passing Harwich inbound for Parkeston. She had come from Hemiksem on the Scheldt south of Antwerp to make her first call to the port. Completed in December 2022 by Kitanihon Shipbuilding, Hachinohe, Japan for Japanese owners, she is managed by Netherlands based Chemship. *(Photo by Derek Sands)*



Making her first visit for a while on 25th June **“MSC Oliver”** is assisted round the bend by **“Inchcolm”** on her starboard side and **“Svitzer Kent”** indirect towing from the stern. With capacity of 19,224 TEU she has 1,800 reefer points. Completed in March 2015 by Daewoo, Okpo. Having come direct from the Far East, she left for Rotterdam on the 29th. (Photo by Derek Sands)



Arriving from the Far East via, Sines, Rotterdam and Antwerp is **“MSC Reef”** on 27th June. She would leave with a large number of containers on board direct to Moroccan hub port Tanger Med on the 29th. Very similar to **“MSC Oliver”** and completed by Daewoo in July 2016, she is chartered from SFL Corporation until later this year. (Photo by Mick Warrick)



With Walton on the Naze in the background **“Sydborg”** is captured outbound from Ipswich when passing the inbound **“Stena Hollandica”** on 27th June. She had arrived at Ipswich from Belfast two days earlier and is now heading for Rotterdam. Built by Peters at Kampen in 2000 for Dutch owners as **“Polar Snow”**, she was renamed **“Griend”** in 2003 and passed to Bore Shipowners of Finland in 2006. Renamed **“Sydgard”** by Bore she and her sisters belonging to Bore Line, were sold on bloc to Wagenborg in 2015. (Photo by David Hazell)



Just a few minutes later **“Wilson Gijon”** also passed the inbound Stena, as she was outbound from Ipswich for Brugge. She had spent five days in Ipswich after arriving from Gunness on the River Trent. She was built by Slovenske Lodenice, Komarno in 1993. A multi-purpose vessel she has a high superstructure making her capable of 168 TEU when employed in the container trade. Completed as **“Hiddensee”** she had three further names before joining Wilson in 2005. (Photo by David Hazell)



Alongside 8/9 berth at Felixstowe **“CMA CGM Lome”** waits to depart on the 27th June. She arrived on the 25th from Tanger Med and was ready to depart later the same day. However she was detained until the 27th when 27 deficiencies were identified when inspected under the Paris Memorandum of Understanding on Port State Control. The deficiencies can be found listed on Equasis. She was acquired from German owners by CMA CGM in October 2022, having been completed as **“Hedda Schulte”** by Chinese shipyard, Rongcheng Shenfei in 2013, launched as **“Nordic Luneburg”**. She was chartered by Niledutch soon after completion as **“Niledutch Hippo”** but reverted to **“Hedda Schulte”** the following year. From 2016 she was renamed **“Alianca Ipanema”** for a charter to Alianca of Brazil, a company absorbed by firstly Hamburg Sud and in turn by Maersk. Once again she became **“Hedda Schulte”** in 2017 before coming under the management of a German company as **“Spirit of New Delhi”** in 2021. She has a capacity of 3,100 TEU and has three cranes of unknown Safe Working Load for use in ports without suitable equipment to handle containers. She left for Hamburg shortly after this was taken and as this is written she is in Amazonehaven, Maasvlakte, Rotterdam. (Photo by David Hazell)

More second hand vehicle exports from Parkeston Quay to Famagusta



First time caller **“Adriatic”** passes the late departing **“Somerset”** off Harwich on 20th June. Waiting for the berth to become clear **“Adriatic”** had entered the harbour at less than 4 knots. (Photo by Derek Sands)



Passing Harwich outbound for Famagusta on the 22nd with a very mixed cargo including skip lorries, cement mixers and tankers. **“Adriatic”**’s hull was constructed by Partner SY, Szczecin being launched on 14th May 2022 and towed by the tug Waterman to Urk in the Netherlands for completion by VCU TCD BV. She was in service in October 2022 for Global Seatrade BV. (Photo by Alex Dace)

Brightlingsea Shipping



Having left Figueira da Foz, Portugal on June 2nd, “**Eems Spring**” arrives on the 7th with 3,157 tonnes of cement in big bags. One of four ships originally built to the Tille Trader 3300 design in Vietnam, which were lengthened in the Ukraine from 87 metres to 99 metres. 1-89 Enterprise, Haiphong completed her in December 2009. She has kept the same name throughout her career so far. She sailed for Schiedam on 8th June.
(Photos by Derek Sands)





Wilson Shipowning's "**Pluto**" sailing from Brightlingsea for Rotterdam in the evening on 13th June. She had arrived with bagged cement from Setubal earlier in the day. One of several similar vessels built in the Netherlands for Paal Wilson, she was the only example built by E.J. Smit at Westerbroek and completed in 1986. Four others were completed by Bodewes, Hoogezand and two others by Pattje, Waterhuizen all had more traditional Wilson names like the above. *(Photos by Derek Sands)*





Dropping the pilot as she exits the River Colne, **“Wilson Bremen”** has just left Brightlingsea with scrap metal for Ferrol, Spain on 20th June. She had arrived in ballast from Immingham on the 17th. Her details can be found on page 14 of this newsletter. (Photo by Ian Clark)



Seen earlier in the newsletter as **“Sydborg”** here she is leaving Brightlingsea in July 2014 as **“Sydgard”** whilst owned by Bore Line. (Photo by Derek Sands)

Mistley Shipping



Passing Wrabness inbound on the River Stour on 4th June, “**Allora**” with a cargo of bricks from Aalst. Recently renamed from “**H&S Prudence**” she is now owned by Delphinus Chartering Ltd of St. Johns, Antigua and Barbuda. Launched by Rechytskiy SZ, Rechytsa, Belarus, she was completed in the Netherlands by Damen, Bergum as “**Prudence**”. She would become “**H&S Prudence**” in 2014. (Photos by Derek Sands)





Having turned in the river prior to berthing **“Allora”** is safely alongside.”**Scot Pioneer”** has also just arrived, and we will see more of her on the next page.

Below we can see **“Allora”** departing for Dunkirk on 7th June to load for Leer. She departed the German port for Aalst to load more bricks for Wisbech. (Photos by Steve Cone)





Following shortly after “**Allora**” on 4th June was “**Scot Pioneer**” inbound from Inverness with woodchips. Built as an Icerunner 3650 series vessel her hull was launched in Croatia by Leda, Korcula in July 2006. She was completed as “**Harns**” for Dutch owners by Peters Scheepswerf, Kampen in December 2006. Scot Line acquired her in 2008 and renamed as above. She departed on the afternoon tide on 7th June for the Swedish port of Iggesund, to load for Workington. *(Photos by Derek Sands)*





“Scot Pioneer” departs for Iggesund, going stern first from the quay to turn in the river.
(Photo by Steve Cone)



Making a return visit from Aalst with more bricks on 19th June **“Allora”** approaches the berth.
(Photo by Steve Cone)

Dredging

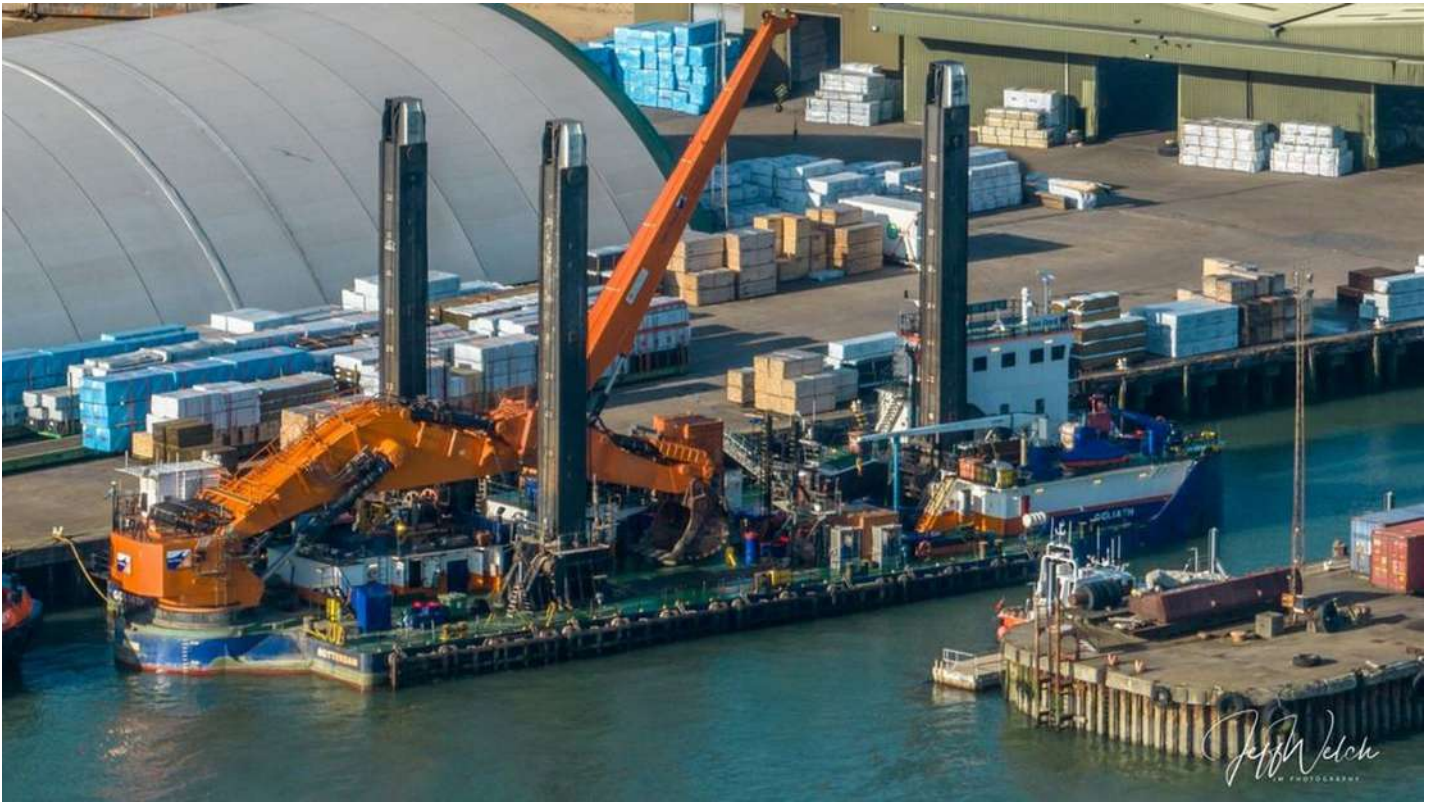


“Rotterdam” hard at work on 15th June, she has now done several spells of duty in the harbour and is familiar to newsletter readers. *(Photo by Alex Dace)*

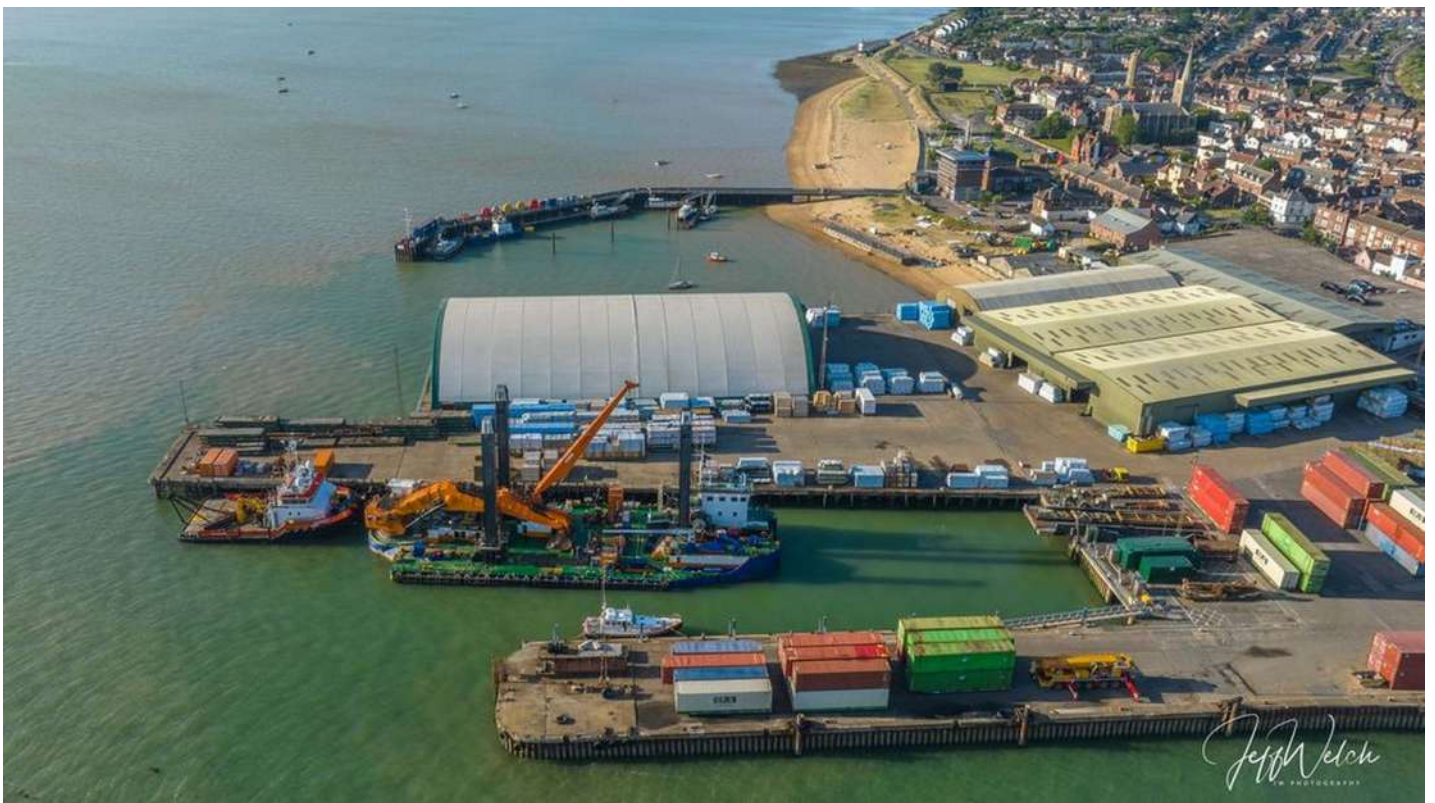


The latest vessel to begin plough dredging is **“Nero”** seen here on 27th June from the passing Stena vessel. Completed by Damen, Hardinxveld in March 2013 after her hull was constructed in Poland by the Safe SY, Gydnia. She is owned in the Netherlands by ST Marine Support of Harlingen. *(Photo by David Hazell)*

“Goliath” arrived back in the harbour on 30th June towed by the tug **“Till”**. She is currently preparing to begin deepening at 8/9 berths. The tug left bound for Harlingen the same day, assistance to the **“Goliath”** will be from the multicat **“Nero”** seen in the above photo. More photos from current dredging operations will appear next month.



“Goliath” getting ready for her job at 8/9 berths. (Photos by Jeff Welch)



Blast From The Past



With a full cargo of grain loaded at Parkeston Quay, **“Grumant”** passes Harwich outbound on 8th November 2006. Using the hull of the Warnemunde built bulk carrier **“Yemelyan Pugachev”** dating from 1980, Chinese shipyard Shanghai & Chengxi of Jianyin lengthened her, re engine and rebuilt bridge and accommodation. This was completed in August 2006 a few months before this photograph was taken. Named **“Cooperation”** when completed she was soon renamed **“Grumant”** by the Murmansk Shipping Company. More conversions were carried out on similar ships by the yard: **“Pomorye”** renamed **“Goodwill”** and **“Zapolyarye”** became **“Perseverance”** in 2008. In 2009 **“Severnaya Zemlya”** was converted as **“Victory”** and also **“Aleksandr Nevskiy”** became **“North Way”** before being renamed **“Novaya Zemlya”**. She is seen below in the Baltic on 22nd May this year. (Photos by Derek Sands)



Newsletter compiled by Derek Sands and edited by Neil Davidson.

With thanks to David Hazell for his many contributions.

Also thanks to the following: Steve Cone, Mick Warrick, Alex Dace, Ian Clark, Martin Klingsick, Mick Marshall, Jeff Welch, R. Van der Hoek and Jim Griffiths (Uniconnection Shipping) apologies if I have missed anyone.

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

Any mistakes or inaccuracies are unintended.

Submissions of any material to Derek Sands by email please
dereksands54@gmail.com