



WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER  
NOVEMBER 2022

*(Photo by Derek Sands)*

**Some material has been held over for the December edition as this newsletter would be overlong otherwise.**



## Recent Callers



Alongside the grain terminal at Ipswich, waiting to load on 1<sup>st</sup> October is regular visitor **"Shetland Trader"**. She had arrived on 29<sup>th</sup> September from Kirkcaldy and once loaded with grain for Carr's flour mill in the Scottish port, she would set off north again on 3<sup>rd</sup> October. Launched as **"Mars"** by Rosslauer Shipyard in December 1991 she was completed as **"Lass Mars"** in July 1992. East Cowes based Faversham Ships acquired her in 2007 and renamed her as above. *(Photo contributed)*



Also waiting to load on 1<sup>st</sup> October is **"Widor"** at the Old Power Station berth. She had arrived from Boston, Lincs. on 29<sup>th</sup> September and would depart for Lubeck on 3<sup>rd</sup> October. Launched by Marine Projects, Gdansk in February 2009 she would be completed by Royal Bodewes, Hoogezand in June. *(Photo contributed)* (2)





About to pass Harwich's Stone Pier inbound for Ipswich is **"Karen"** on the 2<sup>nd</sup> October. She has come from Dundee in ballast, to load for Aarhus, she would depart for the Danish port on the 5<sup>th</sup>. Built in Russia by the Onega Shipyard, Petrozavodk in 2008 as **"Emi Proud"** and registered in Malta. She changed name in 2013 and appears to have always been owned in Estonia. (Photo by Derek Sands)



Here she is on the following day loading grain at Cliff Quay from mobile elevators. (Photo contributed)



Having just passed under the Orwell Bridge, “**Arklow Brave**” approaches her berth at Ipswich on 3<sup>rd</sup> October. Her last port was Antwerp and after loading she would depart for Warrenpoint, Northern Ireland on the 5<sup>th</sup>. Number five in a series of six ships built by Ferus Smit, Westerbroek, she was completed in April 2015. *(Photo contributed)*



Seen alongside at Ipswich in last months newsletter, “**Day Blue**” heading out of the Orwell on the 4<sup>th</sup> October for Antwerp. *(Photo by Derek Sands)*





**“Stolt Fulmar”** heading into the wind as she turns out of the River Stour and passes Felixstowe outbound from Parkeston Tanker Jetty. Having arrived from Rotterdam the previous day, she is seen here on the 5<sup>th</sup> October sailing for Eastham. It’s thought this may be her first visit to the harbour. She was built in 2008 at La Spezia by I.N.M.A. (Photos by Mick Warrick)





Acquired by Fast Lines in April this year **“Fast Sim”** was making her second call at Ipswich under her new name. Seen here on 6<sup>th</sup> October discharging her cargo from Gdansk, she had arrived two days earlier. The following day she left for Ghent. Launched by Czech Shipyard, Lodenice Nova at Melnik in March 2006, she was completed by Bijlsma, Lemmer in the October as **“Cito”** see below. *(Photo contributed)*



Looking very much like she does at the moment before Fast Line apply their own colours, **“Cito”** heading downriver from Ipswich on 28<sup>th</sup> May, 2012. *(Photo by Derek Sands)*





**“Georgios Alexios”** alongside Cliff Quay, Ipswich on 6<sup>th</sup> October discharging fertilizer from Poti, in Georgia. She had arrived earlier in the day and would depart for Montrose five days later. Completed as **“Vossborg”** for Dutch owner, Wagenborg in December 2000 by Bodewes Volharding, Foxhol. From 2004 to 2007 her name was **“Morpeth”** but she reverted to **“Vossborg”** in 2007 and was sold to Greek owners in 2019 gaining her current name. *(Photo contributed)*



Discharge seems to be almost complete on 9<sup>th</sup> October. *(Photo by Derek Sands)*



Two views of iconic paddler “**Waverley**” as she departs the harbour with a good complement of passengers on 6<sup>th</sup> October. Bound for the Thames and a passage through Tower Bridge. Originally completed for the London and North Eastern Railway in 1947 by A. & J. Inglis, Glasgow. *(Photo by Mick Warrick)*





**“Rix Onyx”** entering the harbour on 6<sup>th</sup> October bound for Ipswich from Klaipeda. *(Photo Derek Sands)*

Below she is passing Felixstowe. *(Photo by Mick Warrick)*





Now entering the River Orwell and shelter from the breezy conditions. (Photo by Derek Sands)



Discharge looks to be complete at number one shed, Cliff Quay on 11<sup>th</sup> October and she would leave the following day for Amsterdam. Built in China by Weihai Donghai in 2010 she was launched as “**Marlene**” but completed as “**Hermann W.**” for German owners. She quickly was renamed “**Christoph M.**” also in 2010, before Turkish owners acquired her as “**Nehir**”. In 2021 Rix Shipping Management of Latvia renamed her “**Rix Onyx**” when she joined their rapidly expanding fleet. (Photo contributed)





Bunkering tanker “**Monjasa Promoter**” passes Felixstowe’s viewing area on 7<sup>th</sup> October inbound from Falmouth. This is at least her second visit, she has fuel for “**MSC Cornelia**” berthed at Trinity Terminal. (Photo by David Hazell)



Seen from the opposite side of the harbour the bunkering has already begun, and the tanker would leave for Portland later in the day. (Photo by Derek Sands)



**“MSC Nela”** heading for Trinity Seven berth on 7<sup>th</sup> October. After a stay of five days she would depart for Tanger Med and Singapore. The 400 metre vessel was completed in September 2019 by Daewoo, Okpo.  
(Photo by David Hazell)



Being turned around by three tugs before berthing head out at Trinity Seven. (Photo by Derek Sands)





Passing Felixstowe on 8<sup>th</sup> October inbound from Eemshaven is **“Meike-B”**, making her second recent visit. Heading for Ipswich the Chinese built ship would depart after discharge for Immingham on 11<sup>th</sup> October. Launched as **“Fehn Captain”** by Wuxue Kaiyanxing in May 2011, she would be completed as **“Rhine Express 2”** but not until March 2013. Her German owners sold her in 2014 to Fehn Ship management and she became **“Fehn Companion”**. In March 2022 she was acquired by JEB Bereederungs of Elsfleth and renamed as in the photo. (Photo by David Hazell)



A fine aerial view as she heads for the Orwell and her destination. (Photo contributed)



Sailing for Le Havre on 8<sup>th</sup> October “**MSC Cornelia**” had only been to Felixstowe it’s thought on one previous occasion. She had visited under a previous name “**RHL Fiducia**” in October 2013. Built in China by Shanghai Jiangnan Changxing in 2010 as “**RHL Fiducia**” she became “**Cornelia I**” in 2016 and took her present name for Cypriot owners in 2021. (Photo by Derek Sands)



Ignoring the warning blasts from the ship’s horn, a yacht sailed straight across the channel in front of the departing ship. As can be seen it was a very narrow squeak, and the yacht sailed on regardless of the anxiety it had caused on the bridge of the large ship. (Photo by Derek Sands)





Having arrived on 6<sup>th</sup> October with a part cargo from Derince via Hull, “**Adavega**” sails from Ipswich for Pasajes in Spain on the 8<sup>th</sup>. Built in Japan for Japanese owners in 2010 by Shin Kochi Jyuko as “**Siam Success**”, she was acquired by her current Turkish owner in 2020 and renamed as in the photos.  
(Both photos by Derek Sands)





Making her first visit to Ipswich is hybrid powered **“Aasfoss”** arriving on 9<sup>th</sup> October from Slovaag. Having discharged herself of her stone cargo at West Bank Terminal, she left the following day for Rekefjord. Launched in February 2022 by Royal Bodewes, Hoogezand and completed in September for Aasen of Norway. *(Both photos by Derek Sands)*







Departing Felixstowe on 9<sup>th</sup> October for Mundra, India via Le Havre, Mersin, Ashdod and Port Said, “**Zim Atlantic**” has over the years called at Felixstowe as “**Cap Harvey**” and also “**Heron Hunter**” under charter to Hamburg Sud and Maersk. Now under charter to Zim but managed from Germany by Hammonia Reederei. Originally built for Claus-Peter Offen and launched as “**CPO Richmond**” in 2009 by Hyundai, Ulsan. (Photo by David Hazell)



Seen from the air “**Tevfik Bey**” is loading grain at Ipswich’s Old Power Station berth on 11<sup>th</sup> October. She had set off from Dumyat (Damietta), Egypt on 14<sup>th</sup> September, calling at Ceuta for bunkers on the 23<sup>rd</sup>. She arrived at Nantes on October 1<sup>st</sup> and set off for Ipswich five days later arriving on the 8<sup>th</sup>. On October 12<sup>th</sup> she sailed for Dumyat. Built in 2007 by Linhai Hongsheng as “**Aylish**” for Turkish owners. The following year she was renamed as in the photo by Turkish owners who registered her in Valletta, Malta. (Photo contributed) (17)



With mast lowered probably for maintenance **“Xylonite”** was seen lying at Pin Mill on 10<sup>th</sup> October. She was built of steel by Horlock at Mistley in 1926 and launched with the name **“BX”** but this was soon changed as her skipper did not like the name. Later in her career she was owned by Greenhithe Lighterage. Acquired and rerigged by Tim Eliff as a charter barge, Cirdan Trust purchased her in 1985 for sail training from Maldon. More recently she was based in Limehouse Marina on the Thames being used as an office for a production company. Her presence in Pin Mill suggests a change of career again? *(Photo by Martyn Hunt)*



Making her first visit to Felixstowe under this name is **“Orca I”** see here alongside on 12<sup>th</sup> October. She was completed in November 2006 as **“CMA CGM Orca”** by Hyundai Samho, for Greek owners. Her charter to CMA CGM ended in 2014 when she became **“Orca I”** and is currently managed by Technomar of Greece for Global Ship Lease and she is chartered to Maersk. *(Photo by Derek Sands)*





Leaving Felixstowe for Zeebrugge after discharging her cargo of molasses on 13<sup>th</sup> October **“Oralynn”**, had arrived from Dunkirk two days previously. In 2008 she was completed in China as **“Borealis”** by Rongcheng Xixiakou for owners who registered her in Cyprus. Chartered out in the same year as **“Britta Theresa”**, she went to Simonsen on charter two years later as **“Orarikke”**. Simonsen acquired her and renamed her **“Oralynn”** in 2014. (Photo by David Hazell)



GEFO’s tanker **“Mozart”** passing Felixstowe inbound for Parkeston Tanker Jetty on 14<sup>th</sup> October. She had come from Antwerp and would leave for the same port the following day. Launched into the Elbe by Ceske Lodenice, Usti nad Labem, Czech Republic in September 1999 she was completed in April 2000 by Damen Hardixveld. (Photo by Mick Warrick)



Arriving at Felixstowe on 15<sup>th</sup> October **“AS Constantina”** is currently working for COSCO on their Mediterranean schedules. She had come from Mersin, Piraeus and Salerno before heading to Felixstowe. The following day she would depart for Rotterdam, Hamburg, Antwerp, Piraeus, Alexandria, Haifa, Mersin, Aliaga, Piraeus, Salerno and Felixstowe. She is due back at Felixstowe on 19<sup>th</sup> of November. Her forepart was built by Aker Warnemunde, Rostock with the afterpart constructed by Aker MTW, Wismar with completion in June 2005. Initially named **“Cape Melville”** she was chartered the same year as **“Cosco Melbourne”**. She reverted to **“Cape Melville”** in 2010 and was renamed **“AS Constantina”** in 2017. Ownership has always been in Germany. (Photo by David Hazell)



MSC Charter **“Paris II”** at Felixstowe 15<sup>th</sup> October having arrived earlier in the day from Sines, Portugal. She would leave the next day for Antwerp and ports in Turkey. Built in 2001 by Hanjin Heavy Industries, Busan as **“Conti Paris”** for German owners who chartered her to CMA CGM in the same year as **“CMA CGM Balzac”**. Becoming **“Conti Paris”** again at end of charter in 2015, this was changed to **“Paris II”** in 2021. (Photo contributed)





Entering the harbour in breezy conditions with waves sweeping over the “Stone Pier” at Harwich in the foreground **“Breb Trader”** is heading for Ipswich on 15<sup>th</sup> October, having come from Hull in ballast. She will load grain for Leith and leave for the Scottish port on the 18<sup>th</sup>. Launched in Tallinn by BLRT shipyard in September 2006, she was completed by Damen, Bergum in the following March as **“Richelieu”**. Owned by Brieze initially she was sold to Cuxhaven based BREB GMBH in 2022 and renamed **“Breb Trader”**. BREB arose from 1951 established Bremer Reederei Eilemann and Bischoff and has an expanding fleet of owned and chartered vessels. (Photos by Mick Marshall)





Now approaching the port of Ipswich grain terminal berth she looks in good condition for her fifteen years.  
(Photo by David Hazell)



Passing under the Orwell bridge as she heads fully loaded for Leith on 18<sup>th</sup> October, with her cargo probably destined for ADM Milling at the port. (Photo by Derek Sands)





This aerial view shows off the facilities, equipment and space required to unload and store aggregate at the Old Power Station berth Ipswich. **“Sand Falcon”** is alongside on 16<sup>th</sup> October discharging sea dredged aggregate. Built in the Netherlands in 1998 by De Merwede at Hardixveld, she was lengthened in 2003. CEMEX UK Marine are her owners. *(Photo contributed)*



Having arrived recently on 16<sup>th</sup> October at Cliff Quay, Ipswich, **“Wilson Dordrecht”** is waiting to unload her stone cargo from Belfast. Discharge was reasonably swift as she left the following day in ballast for Rouen. Built in 1996 by the prolific Slovakian yard of Slovenske Lodenice, Komarno as **“Svenja”** for Krey Schiffarhts, Leer. She was placed under the flag on Antigua by them in 1999 and sold to Grafen Julia KG in 2005 as **“Countess Julia”**. Two years later she moved to Vaagebulk K/S of Norway who registered her in Bahamas as **“Kine”**. Wilson Shipowning acquired her in 2019 and renamed her as above. *(Photo contributed)*





Having arrived at Ipswich from Teesport the previous day, **“Marian R”** waits to load at Cliff Quay on 16<sup>th</sup> October. She left for Terneuzen on the 19<sup>th</sup> October arriving at the Dutch port on the 21<sup>st</sup>. Leaving on the 24<sup>th</sup> for Rouen where she arrived on the 26<sup>th</sup>. Built by Israel Shipyard, Haifa she was launched as **“Theda”** but completed as **“Blue Carmel”** for Bernd Meyering in December 2009. In 2016 Lappan Shipping and Trading GMBH acquired her and renamed her **“Calobra”** and placed her under the management of Erwin Strahlmann. Vertom Marian R GMBH are her latest owners since June 2021 renaming her as above and registering her under the flag of Luxembourg. *(Photo contributed)*



Loading scrap metal at West Bank, Ipswich on 16<sup>th</sup> October **“Aasli”** is a frequent visitor to the port. Normally bringing in stone from Norway, this time she arrived earlier in the day in ballast from Velsen on the North Sea Canal, in the Netherlands. Avonmouth is the destination of her cargo and she left for the west country port on the 18<sup>th</sup>. Built for Beck’s of Groningen as **“Comtesse”** in 1994 by Bodewes, Hoogezand. Beck’s renamed her **“Globe”** and when the company was taken over by Carisbrooke in 2003 they sold her to Aasen shipping in 2004 when she acquired her current name. *(Photo contributed)*





**“Zim Tarragona”** at Felixstowe on 16<sup>th</sup> October making her first visit to the port. She had a rather protracted build in China by Jiangsu New Yangzijiang at Jinjiang. Her keel was laid in December 2008 and she was launched in May 2010 and completed three months later. She had arrived the previous day from Mersin, Turkey and would depart later on the 16<sup>th</sup> for Rotterdam. *(Photo contributed)*



Berthed at the tanker jetty Parkeston is regular caller **“Pavino”** on 16<sup>th</sup> October. Built in Turkey as Turkish owned **“Ozay-4”** in 2005 by Torlak, Tuzla. In 2012 she was renamed **“Pavino”** in 2014 and as the name was then written in Cyrillic it was obvious Russian principals were involved and she flew the Russian flag. The flag changed to Panama in 2020 and the name is now in English characters. The owning company Sea Trader Tankers is suspected to be a front company for Russian interests. She is trading in the European ports almost exclusively *(Photo contributed)*



Another view of **“Pavino”** at Parkeston Tanker Jetty on 16<sup>th</sup> October. She had arrived from Hemiksem on the 15<sup>th</sup> and would sail for Rotterdam later on the 16<sup>th</sup> *(Photo contributed)*



She was back again on the 20<sup>th</sup> seen here passing Felixstowe inbound for Parkeston from Rotterdam. The following day she was on her way again this time for Terneuzen. *(Photo by Mick Warrick)*





Making her first visit to Felixstowe on the 17<sup>th</sup> October “**MSC Madhu B**” is approaching the port in the dredged channel. *(Photo by Derek Sands)*



In this superb view it shows how she has been disfigured by the scrubber installation adjacent to the funnel. She is arriving from two ports in India and Kulayyah, Saudi Arabia and would sail for Rotterdam the next day. She was completed in the Philippines by HHIC-Phil, Subic in 2017 and is 330 metres long. *(Photo contributed)*



Discharging what appears to be bricks at Cliff Quay, Ipswich on 18<sup>th</sup> of October is “**Fri Brevik**”. She had arrived from Klaipeda the previous day. Completed in March 2001 by Peters, Kampen for Dutch owners and named “**Polar Sky**”. In 2004 Briesse Schiffahrts acquired her and named her “**Frisian Sky**”. Her current owners Kopervik Group of Norway purchased her in 2010 and renamed her “**Fri Brevik**”.  
(Photo contributed)

Below she is making her way out of the harbour on 20<sup>th</sup> October bound for Brugge. (Photo by Derek Sands)







A fairly regular visitor “**MSC Laurence**” basks in the sunshine at number eight berth, Felixstowe on 18<sup>th</sup> October. Having arrived earlier from Kulayyah and Le Havre, she would leave on the 22<sup>nd</sup> for Algeciras and Singapore with an eta of 18<sup>th</sup> November. She was built in 2011 by STX, Jinhae. *(Photo contributed)*



A former unit of the dissolved Strahlmann fleet and now owned by HS Schiffahrts, “**Maintal**” approaches the port of Ipswich on 22<sup>nd</sup> October. Arriving from Hamburg she would not leave until 31<sup>st</sup> October in ballast for Hamburg the reason for the long delay is unknown. A product of Slovenske Lodenice, Komarno in 2006 as “**Bramau**” for Strahlmann, she was sold to HS in 2020. *(Photo by David Hazell)*



Passing Felixstowe inbound for Ipswich in foul weather on 20<sup>th</sup> October is “**Scot Bremen**”. She has come from Ghent to load for Kalundborg and would depart for the Danish port two days later.  
(Photo by Mick Warrick)



Significantly brighter weather later on 20<sup>th</sup> October when she was photographed from the air, alongside at Ipswich. Launched by Damen, Galati in 2003, she was completed by Lindneau, Kiel as “**Wappen von Bremen**”. After her first company ran into financial difficulty she passed eventually to Scot Gemi based in Turkey and was renamed in 2015. (Photo contributed)





Berthed at Woolverstone Marina on 22<sup>nd</sup> October **“Kitty Petra”** a crew transit vessel owned by Tidal Transit Ltd. She was built in Cartagena by Mercurio Plastics Shipyard in 2014. *(Photo contributed)*



Discharging direct into lorries at West Bank, Ipswich on 24<sup>th</sup> October, **“Sophie”** is possibly making a first visit to the port. She had arrived from Belfast the previous day and would sail in ballast on the 25<sup>th</sup> for Ghent. Completed in China by Damen, Yichang in September 2021 for German owners who have registered her in Latvia. *(Photo contributed)*





Unloading molasses into road tankers at Felixstowe on 25<sup>th</sup> October after arriving from Delfzijl is **“Key Marmara”** (Photo contributed)



She left the following day for Esbjerg.

Built in Turkey by Sahin Celik, Tuzla in 2003 as **“Burce S.”** In 2005 she was sold to Seatrans Group, Norway and renamed **“Trans Marmara”**. Acquired in 2012 by Fjord Shipping of Måløy, Norway she joined their fleet as **“Key Marmara”**. (Photos by Derek Sands)







Also sailing on 26<sup>th</sup> October was “**America**” now bound for Skagen in Denmark, she had arrived the previous day from Antwerp. Built in 2004 by Samsung, Kojima for Seaspan, who chartered her out to China Shipping as “**CSCL America**”. In 2007 MSC took up the charter and renamed her “**MSC Baltic**”, but she reverted to “**CSCL America**” from 2009 until 2018. She had been sold during the charter to CSCL, to Danaos of Greece. She had her name shortened in 2018 and is currently on charter to MSC again. (Photos by Derek Sands)





**“GSL Kalliopi”** arriving for Felixstowe on 26<sup>th</sup> October on charter to Maersk. She would leave the following day for Hamburg, Bremerhaven and Antwerp, she will then head for Greek and Turkish ports and is due back in Felixstowe on 30<sup>th</sup> November. Owned by Global Ship Lease, she was completed in 2004 by Hyundai, Ulsan. Further details are in previous newsletters. *(Photo by Derek Sands)*



Having left Parkeston Tanker Jetty on 26<sup>th</sup> October, **“Superiority”** is outbound with Landguard Fort in the background. Built in China by Qingshan, Wuhan as **“Seniority”** in 2007, for F. T. Everard. Her name was changed to its current one also in 2007 and she was in the Everard fleet taken over by James Fisher in December 2006. *(Photo by Derek Sands)*





Now becoming a regular caller at Parkeston Quay to load shipments of second hand vehicles for Famagusta **“Celtic”** is seen outbound on 26<sup>th</sup> October. She is due to arrive at the Cypriot port on 7<sup>th</sup> November.  
(Photo by Derek Sands)



Passing Harwich inbound on 27<sup>th</sup> October survey vessel **“FPV Morven”** has been working in the area for some time. Owned by A2sea UK of Romsey and originally built as a fishery protection vessel for the Department of Agriculture & Fisheries for Scotland, now a commercial survey vessel. Built at Cheverton, Isle of Wight in 1983. (Photo by Derek Sands)



Having come from Skipavika in Norway the previous day, “**Stavfjord**” is fully discharged as she makes her way upstream from her berth at Ipswich to the turning circle on 27<sup>th</sup> October. Below having completed her turn she is approaching the Orwell Bridge outbound for Jelsa, Norway. Built for Wagenborg, Delfzijl as “**Hunzeborg**” by Niestern Sander and completed in December 2005. Although she changed name and ownership in 2013 she has retained the Dutch flag and registry despite being owned in Norway. She was fitted with a Hitachi excavator around the same time as her change of owners. *(Photos contributed)*







Outbound in the River Orwell on 28<sup>th</sup> October, this was probably a first call for **“Wilson Dundalk”**. She had arrived from Ghent on the 27<sup>th</sup> and was now bound for Kruibeke on the River Scheldt south of Antwerp. She was built for Wessels in 2010 as **“Echion”** by Slovenske Lodenice, Komarno. Her charter to Wilson began in 2020 when she was renamed. (Photo by David Hazell)



Approaching the Orwell Bridge inbound for Ipswich on 29<sup>th</sup> October is **“Kate C.”**. Built for Carisbrooke, Isle of Wight by Chinese shipyard, Jiangsu Yangzijiang, Jiangyin in 2010. She had come from Amsterdam and would depart for the same port on 2<sup>nd</sup> November. (Photo by Jeff Welch)



Passing Felixstowe inbound from Damietta for Ipswich on 30<sup>th</sup> October, “**Santana**” with a fertiliser cargo. She had been due to berth the previous day but aborted her approach due to lack of tug availability and returned to the Bawdsey anchorage. Completed as “**Owner**” for Boss Shipping BVI, Nakhodka, Russia, by Zhejiang Donghong, Xiangshan County, China. Despite her current Liberian registry Russian interests are still suspected to be owners through Intresco BVI (British Virgin Islands), she gained her current name in 2014. (Both photos by David Hazell)







Making a couple of calls lately **“Njord”** passes the viewing area Felixstowe inbound on 30<sup>th</sup> October on a Unifeeder schedule. These are probably her first ventures to Felixstowe. Launched as **“Astrorunner”** by Sainty Jiangdu in May 2006, she was completed in March 2007 by All Ships Outfitting at Krimpen as **“Transjorund”**. In 2013 she was renamed as **“Astrorunner”** and in 2021 **“Njord”** by her Dutch owners.  
(Photo by David Hazell)



A very recent name change making her first call to Ipswich as **“Alert”** seen here on 31<sup>st</sup> October. Launched by Daewoo-Mangalia in June 2000, she was completed by Pattje, Waterhuizen in November as **“Marlin”** for Frank Dahl. In 2015 she became **“Amy”** for other German owners and made many visits to the harbour under that name. Next she was **“Annika B”** under the Cypriot flag during 2021. Her latest change happened in or around July this year when ownership changed to BB Shipholding of Zwijndrecht and she was renamed as above. She arrived at Ipswich from Amsterdam on 30<sup>th</sup> October and departed for Antwerp on 2<sup>nd</sup> November.  
(Photo contributed)



First time caller **“MSC Aldebaran III”** at Trinity Terminal, Felixstowe on 31<sup>st</sup> October. She had arrived the previous day from Antwerp and would depart around 1.30am on the 2<sup>nd</sup> of November for Gebze, Turkey. Built by Polish shipyard Szczecinska Nowa in 2008 for Unicredit Leasing of Italy as **“Cala Pigafetta”**. The following years MSC had her on charter as **“MSC Andes”**. Next in 2020 she became **“Aldebaran”** with owners difficult to ascertain. In 2022 MSC have her back again as **“MSC Aldebaran III”** but they are not believed to be the owners of the ship. *(Photos contributed)*





## Brightlingsea Shipping

**“Swedica Hav”** made another visit to Olivers Wharf when she arrived from Figueira da Foz with cement on 3<sup>rd</sup> of October. Having the usual quick discharge she left for Dunkirk on the following tide on 4<sup>th</sup> October. This was at least her third visit to the wharf.

The next arrival on 9<sup>th</sup> of October was **“Marry-S”** seen below in the River Stour in 2018 as your compiler was unable to get to Brightlingsea for a photo of her there.



Arriving from Montrose to load scrap metal for Casablanca and she left for there on 11<sup>th</sup> October. She arrived at Casablanca on the 18<sup>th</sup> and left for Algeciras/Palmones two days later and at the time of writing was due at Rotterdam with ETA 30<sup>th</sup> October. She was completed by Peters Scheepswerf at Kampen in December 1997 for Elan Scheepvaart, Harlingen as **“Elan”**. In 2004 she was registered in Kampen by Anne-S Motorschip BV as **“Anne S”**. Still registered in Kampen she changed to Marry-S BV in 2011 as **“Marry-S”**.

*(Photo by Derek Sands)*



With Brightlingsea pilot boat ***“Dracula”*** leading the way, ***“Blue Six”*** is inward bound on the River Colne on 12<sup>th</sup> October. She has come from Figueira da Foz with 3,000 tonnes of bagged cement. Below you can see her turning into Brightlingsea Creek.



She would depart the following day in ballast for Antwerp. Built in Bulgaria by the Rousse Shipyard in 2007 as ***“Pagnini”*** for Wessels. Changing name under the same company in 2014 she became ***“Wes Finja”***. In 2018 she was sold to Blue Six Navigation and placed under the management of Cyprus based Mastermind Shipmanagement. (Both photos by Ian Clarke)





Seen from Point Clear **“Eems Star”** enters Brightlingsea Creek with cement from Setubal on 26<sup>th</sup> October. After the usual quick discharge she left on the following tide for order and an anchorage off the French coast with nearest port being Le Havre. This was a least the second visit to Brightlingsea for this Vietnamese built ship, a product of Hong Ha, Shipyard Haiphong in 2008, built to a Dutch design. *(Photos by Mick Warrick)*



## Mistley Shipping



Now a very regular caller at Mistley **“RMS Laar”** approaches the berth on 29<sup>th</sup> September with her cargo of bricks from Aalst. She sailed for Bremen on 1<sup>st</sup> November. She arrived from Aalst again on 23<sup>rd</sup> October.  
*(Photo by Steve Cone)*





Another ship that has now made several calls at the port is “**RMS Duisburg**” seen here on the 9<sup>th</sup> October arriving from Aalst with more bricks. She set off for Rotterdam on the 11<sup>th</sup>. No doubt she will also return soon. *(Photo by Steve Cone)*



Here she is alongside at Mistley on the following day, discharging her cargo. *(Photo by Mick Warrick)*



Rounding the Beach End on 18<sup>th</sup> October inbound for Mistley **“CM Coast”** has come all the way from Gdansk to load malt for Scotland. She would depart for Buckie on the Moray Firth on the 21<sup>st</sup> and was approaching the Scottish port on the 24<sup>th</sup> as this was written. Built for van Lent-Gorissen by Ferus Smit, Westerbroek as **“Galaxa”**. Still with Dutch owners she became **“Galatea”** in 1992 and then went to Amasus as **“Eems Coast”**. In 2022 she changed to the flag of Liberia, with ownership by Original Corp and management by K&E Shipping Management of Maidstone. *(Photo by Derek Sands)*




## Blast From The Past

The wharves on the River Colne were still busy in the 1980s before coasters got too large (and waterside land values spiralled). Colchester itself was the first to close. This was followed a few years later by Wivenhoe and Rowhedge. Olivers Wharf at Brightlingsea being able to accommodate larger ships remains open.

Here we have some photos of coasters at Colchester mainly taken in the early eighties.


(All photos by Mick Warrick)



**“Cavima”** at Moler’s Wharf in 1982. Completed in 1957 as **“Elisabeth Broker”** by Holst, Hamburg. She was sold by her German owner to Ove Sorensen, Denmark in 1972 and renamed **“Carl Frigast”** and became a regular caller at Colchester. This continued when she was sold to Panamanian flag owners in 1982 and renamed **“Cavima”**. She collided in the Kieler Forde with the Bulgarian Bulk Carrier **“Koznitsa”** on 10<sup>th</sup> January 1986 when on passage from Wismar to Goole. She sank and two crew were lost. She was raised and broken up at Kiel 28<sup>th</sup> January 1986.

**“Karina L.”** under way in 1982.

Completed in 1960 by Freisland Shipyard, Lemmer as **“Berkelborg”** for Egbert Wagenborg, Delfzijl. In 1970 she was sold to Rederij Teekman of Delfzijl as **“Ali Teekman”** and moved to Kampen based J. Steenstra in 1974 as **“Luther”**. Four years later she hoisted the flag of Panama but was still Dutch owned by R. Duizendstra as **“Mevo”**. She moved back to the Dutch flag when she became **“Karina L”** in 1981 for P. H. van Lent of Rotterdam. Once again she moved on to Goedereede based



Dutch owners as **“Elvis”** in 1984 and four years later was under the Honduras flag under the same owners and without a change of name. She frequented Colchester many times under this name. Michael Bos of the Netherlands was her next owner but she retained the Honduras registry as **“Bosco”** in late 1988. In 1991 she went under the flag of St Vincent for unknown owners as **“April”**. 1993 saw her purchased by Mohammed B. Ali and renamed **“Amanda”** still under the St Vincent flag. Finally she was deleted in 2004 as existence was in doubt.



**“Maral R”** sailing from Colchester in 1980. She was completed by John Lewis, Aberdeen in January 1964 as **“Ortolan”** for General Steam Navigation. Ownership passed to P&O in 1976 and she was sold two years later. Boston Offshore Maintenance of London were her new owners and she was renamed as above in 1979. She had a fire on board when approximately ten miles east of Alnmouth, Northumberland on 26<sup>th</sup> August 1987 and was wrecked close to this location.



Having just completed her turn at the top of the Hythe, **“Margreet”** heads downriver in 1982. Completed as **“Schieborg”** in 1961 by Freisland, Lemmer for Egbert Wagenborg. E.J. Potkamp of Delfzijl acquired her in 1972 renaming her **“Bonny”**, and four years later she became **“Margreet”** for G. Broere also of Delfzijl. Hoisting the flag of the Dominican Republic in 1983 for M.F. Lopez as **“Mrs. White”** she gravitated to the Honduras flag in 1987 as **“Ellenaki”** then **“Helena Sea”** in 1989 and in 1997 **“Melinda D.”**. Deleted from registers in 2015.





About to berth in 1982 is **“Pavo”** built in 1960 by Fikkers, Foxhol as **“Pavonis”** for Salomons and Wildeman, Groningen. Her name was shortened as above when acquired by A. Brouwer, Meppel in 1975. Next she was registered in Groningen by D.J. Oosting in 1987, before being sold in 1992 She raised the flag of Belize and was renamed **“Phoenix”** and ten years later was deleted from registers.



East German coasters were frequent callers at Colchester. **“Satow”** had discharged her cargo in 1982 and is making for the top of the dock and the turning circle. Built in 1971 by VEB Elbwerften, Boizenburg and stated to be only 299 gross tons, however her deadweight was over 700 tons and later in her career she was remeasured as 398 gross tons. In 1991 she moved to Greece as **“Porfirios”** and in 1998 was registered in Phnom-Penh as **“Mermaid II”** initially and then **“Good Hope II”**. In 2002 she was renamed **“Hadil”** and later in the same year she swapped her Cambodian flag for that of Panama as **“Golden 1”**. The flag was changed to that of Georgia in 2004 and back to Panama in 2008 without a change of name. Her current status is unknown.



Over the years Effluent Services employed at least three different tankers at Colchester for dumping processed waste. **“Thruscross”** seen here in 1981 having completed her turn at the top of the dock is heading for her loading berth. Completed in May 1954 by Noord Nederlandse, Groningen for Dutch owner Redereij Theodora, Uithoorn as **“Stella Maris”**. In 1972 Tanker Transport Services of Rotterdam acquired her as **“Constance”**. In 1977 she passed to Effluent Services Ltd of Liverpool and was renamed as above. She reached the end of a long career in November 1988 when she was scrapped by K. & M. Davies at Milford Haven.



## LISBON SHIPPING NEWSLETTER

This newsletter describes one of the containerised services that calls at Lisbon at present. We refer to the shipowner **Melfi Marine** and the service: **Mediterraneo-Cuba-Canada** which makes a schedule of Mariel - Genoa - Barcelona - Valencia - Lisbon – Halifax. Since Melfi Marine does not have its own container ships, it usually charters vessels to carry out this service.



Container ship “X-Press Machu Picchu” (ex-“Constantin S”)



Container ship “X-Press Machu Picchu” (ex- “Constantin S”)

(Photos by Pedro Amaral)



Container ship “X-Press Machu Picchu” (ex-“Constantin S”)



Container ship “X-Press Machu Picchu” (ex-“Constantin S”)

(Photos by Pedro Amaral)



This service has 2 container ships: “X-Press Irazu”, “X-Press Machu Picchu” and adding one ship in case of need. The last one to be chartered was “Green Sea” (see below photo).



### **Port of Lisbon receives the sailing vessel Gotheborg**

From 5th to 9th of September, the Port of Lisbon hosted the Götheborg, the largest wooden sailing ship still sailing, and a unique replica of an 18th-century Swedish East India Company ship that sank outside Gothenburg in 1745.

Built in 2005, the Götheborg is 47 meters long, 11 meters wide, weighs 788 tons, has 20 cabins and 3 masts with 26 sails with a total area of 1,964 m<sup>2</sup>.

### **From Gotheborg to Shanghai**

Helsingborg, Sweden 14–17 June 2022    Helsinki, Finland 23–27 June 2022

Stockholm, Sweden 7–14 July 2022    Copenhagen, Denmark 21–24 July 2022

Oslo, Norway 28–31 July 2022    London, UK 8–12 August 2022

Bremerhaven, Germany 17–21 August 2022    Lisbon, Portugal 5–9 September 2022

Malaga, Spain 15–20 September 2022    Nice, France 29 September–4 October 2022

Monaco 4–6 October 2022    Valletta, Malta 14–18 October 2022

Barcelona, Spain - Winter stopover 27 October 2022–March 2023

## LISBON SHIPPING NEWSLETTER

In spring 2023 they will enter the Suez Canal towards the Red Sea and Djibouti. After crossing the Indian Ocean, the ship will arrive in India. Later she will visit Singapore, Vietnam, Hong Kong and finally Shanghai (September 2023)

Sailing ship "**Gotheborg**" (Photos by Pedro Amaral)



PEDRO AMARAL - "GOTHEBORG"



PEDRO AMARAL - "GOTHEBORG"





Sailing ship “**Gotheborg**”

(Photos by Pedro Amaral)

### **OTAN ships in Lisbon**

Following naval exercises carried out on the Portuguese coast, south of Lisbon, the ships participating in these exercises called Lisbon for supplies. The Lisbon Naval Base located on the south bank of Tagus River, in Alfeite, and the pier Rocha de Conde de Óbidos received, from 16 to 19 September 2022:

8 Naval Forces ships belonging to NATO: **6 ships from Standing NATO Mine Countermeasures Group 1 (SNMCMG1)** and **2 ships of Standing NATO Maritime Group 1 (SNMG1).**

SNMCMG1 is made up of:

2 German Navy ships **FGS “Mosel” A512** and **FGS “Homburg” M1069**

2 Royal Canadian Navy ships, **HMCS “Kingston” 700** and **HMCS “Summerside” 711**

1 Lithuanian Navy ship, **LNS “Kursis” M54**

1 UK Royal Navy ship, **HMS “Hurworth” M39**

Regarding the visit of the ships of Standing NATO Maritime Group 1 (SNMG1), the Lisbon Naval Base received the Danish Navy ship **HDMS “Esbern Snare” F342**

At the quay of Rocha Conde de Óbidos they docked:

3 Dutch Navy ships **HNMLS “Karol Doorman” A833**, **HNMLS “Rotterdam” L800** and **HNMLS “Tromp” F803**

1 German Navy Ship **FGS “Mecklenburg Vorpommern” F218**

1 Norwegian Navy ship **HNoM “Roald Amundsen” F311**

1 UK Royal Navy ship **HMS “Lancaster” F229**

1 Spanish Navy ships **ESPS “Audaz” P45** and **ESPS “Neptuno” A20**

1 Romanian Navy ship **RoS “Alexandru Catuneanu” 501.**



German Navy ship **FGS “Mosel” A512** (Photos by Pedro Amaral)



German Navy ship **FGS “Mosel” A512** (Photos by Pedro Amaral)





PEDRO AMARAL-FGS "HOMBURG" M1069

German Navy ship **FGS "Homburg" M1069**

(Photos by Pedro Amaral)



PEDRO AMARAL-HMCS "KINGSTON" 700

Royal Canadian Navy ship **HMCS "Kingston" 700**

(Photos by Pedro Amaral)



Royal Canadian Navy ship **HMCS “Summerside” 711** (Photos by Pedro Amaral)



Royal Canadian Navy ship **HMCS “Summerside” 711** (Photos by Pedro Amaral)





Lithuanian Navy ship, LNS **"Kursis"** M54 (Photos by Pedro Amaral)



UK Royal Navy ship, HMS **"Hurworth"** M39 (Photos by Pedro Amaral)

## LISBON SHIPPING NEWSLETTER



Danish Navy ship **HDMS “Esbern Snare” F342** (Photos by Pedro Amaral)



Dutch Navy ship **HNMLS “Karel Doorman” A833** (Photos by Pedro Amaral)



## LISBON SHIPPING NEWSLETTER



Dutch Navy ship **HNMLS "Rotterdam" L800** (Photos by Pedro Amaral)



Dutch Navy ship **HNMLS "Rotterdam" L800** (Photos by Pedro Amaral)

## LISBON SHIPPING NEWSLETTER



Dutch Navy ship **HNMLS “Tromp” F803**

(Photos by Pedro Amaral)



Dutch Navy ship **HNMLS “Tromp” F803**

(Photos by Pedro Amaral)



## LISBON SHIPPING NEWSLETTER



German Navy Ship **FGS “Mecklenburg Vorpommern” F218** (Photos by Pedro Amaral)



German Navy Ship **FGS “Mecklenburg Vorpommern” F218** (Photos by Pedro Amaral)

## LISBON SHIPPING NEWSLETTER



Norwegian Navy ship **HNoM “Roald Amundsen” F311** (Photos by Pedro Amaral)



Spanish Navy ship **ESPS “Audaz” P45** (Photos by Pedro Amaral)



## LISBON SHIPPING NEWSLETTER



Spanish Navy ship **ESPS “Neptuno” A20 P45** (Photos by Pedro Amaral)



Romanian Navy ship **RoS “Alexandru Catuneanu” 501** (Photos by Pedro Amaral)

## LISBON SHIPPING NEWSLETTER



Romanian Navy ship **RoS “Alexandru Catuneanu” 501** (Photos by Pedro Amaral)

### Silopor Trafaria Bulk Terminal



PEDRO AMARAL-“ELISA”

Bulker **“Elisa”** unloading at Silopor Trafaria Terminal (Photos by Pedro Amaral)



Located on the south bank of the River Tagus, near the entrance to the port of Lisbon, it is one of the most successful structures in the entire port of Lisbon. Used by ships from Brazil, Argentina, Canada and United States, where corn and soybeans are unloaded. It has a dock to unload two ships at the same time.

It also owns the Silopor Beato Bulk Terminal, located on the north bank, it is smaller, used to unload mainly barley, wheat and rye, coming from France and United Kingdom.



Bulker “**Ultra Wollongong**” unloading at Silopor Trafaria Terminal

Newsletter compiled by Derek Sands and edited by Neil Davidson.

Lisbon Newsletter compiled and edited by Pedro Amaral.

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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.

*Submissions of any material to Derek Sands by email please [dereksands54@gmail.com](mailto:dereksands54@gmail.com)*