



WORLD SHIP SOCIETY, HAVEN PORTS NEWSLETTER  
SEPTEMBER 2022

*(Photo by David Hazell)*

**A change to the advertised program for our next meeting**

**The September 8<sup>th</sup> meeting will be at the Seafarers Centre with start time of 7.30pm.**

**“Classic ship photos from my collection” by Derek Sands will replace the advertised WSS slide show.**

## Recent Callers



Arriving at Felixstowe on 26<sup>th</sup> July is “**MSC Samira III**” with the bright sun behind her. Her last port according to different sources was either Gothenburg or Bremerhaven! She would head across the Atlantic for Norfolk, Virginia the following day or to Le Havre, according to which source is accurate! Completed by Xiamen Shipbuilding in June 2009 as “**City of Hong Kong**” for German owners she went to MSC in 2021. This was her first call at Felixstowe (*Photos by Derek Sands*)





Passing Felixstowe outbound from Ipswich on 26<sup>th</sup> July **“Selenka”** after making her first call. She had arrived from Klaipeda the previous day and was now heading for Rotterdam. Typical of the output of Turkish yard Tersan, Tuzla she was completed in February 2009. The ship is managed from Hellevoetsluis in the Netherlands by Tune Tankers. *(Photo by Derek Sands)*



Catching the early morning sunlight after rounding the bend at the beach end in the channel, **“MSC Mumbai”** departs on 27<sup>th</sup> July. German owned and managed from Hamburg she was built by Daewoo, Okpo in 2005 as **“Houston Express”** for charter to Hapag-Lloyd. This finished in 2018 when she was renamed **“Northern Jade”** until MSC chartered her in 2021 and renamed her. *(Photo by Derek Sands)*





Arriving at Felixstowe from Valencia on 27<sup>th</sup> July is **“MSC Odessa”**. In these photos part of her previous name clearly shows on the port bow. Built for German owners by Hyundai, Samho as **“Rio Chicago”** and completed in April 2010, she became **“Schubert”** in 2014 and was chartered recently to MSC. She will soon bear the current name correctly on her bow on both sides as the starboard side is already correct. She sailed on 28<sup>th</sup> July for Antwerp, Rotterdam, Kulayyah (King Abdullah Port, Saudi Arabia) and is currently heading for Colombo. *(Photos by Derek Sands)*





Passing Harwich outbound on 1<sup>st</sup> August **“Lamentin”** listed as an LPG tanker is probably the first of her type to call at Parkeston Tanker Jetty. Although flying the Maltese flag she is owned in France. Another product of the Tersan yard at Tuzla, she was launched in July 2006 and completed in June 2007. Having arrived from Rotterdam on 31<sup>st</sup> July she was now heading for Amsterdam. (Photo by Derek Sands)



Having arrived earlier in the day from Antwerp **“MSC Isabella”** is berthed at Trinity seven, Felixstowe on 1<sup>st</sup> August. This 400 metre vessel was completed in August 2019 by Daewoo, Okpo. She departed for Zeebrugge on 4<sup>th</sup> August and after a call at Tanger Med, Morocco on 11th/12th she headed for Singapore with an ETA of 29<sup>th</sup> August. (Photo by Derek Sands)





Arriving at Felixstowe on 2<sup>nd</sup> August from Gothenburg for possibly her first call is **“MSC Shirley”**. She headed across the Atlantic the following day bound for Norfolk, Philadelphia and New York. Built in 2000 by Stocznia, Gdynia as **“Clivia”** for German owner Dauelsberg and chartered by Lykes as **“Lykes Eagle”** in the same year. Acquired by CP Ships in 2005 as **“CP Eagle”** ownership passed to Hapag-Lloyd in 2006 on acquisition of CP Ships and she was renamed **“Canberra Express”**. In 2015 she was renamed **“MSC Shirley”** but this appears to be only a charter. (Photos by Derek Sands)





Dwarfed by the Evergreen vessel berthed at Felixstowe, **“Frakt Sund”** is outbound from Ipswich for La Coruna on 5<sup>th</sup> August. She had arrived in ballast from Hartlepool to load grain two days previously. A product of the Chowgule Shipyard, Goa, she was completed in July 2009 as **“Union Diamond”** for Union Transport. In 2013 she went to Norwegian owners firstly as **“Favourite Diamond”** and the following year gained her present name. (Photo by Derek Sands)



**“Karl-Jakob K.”** outbound for Rotterdam from Ipswich on 5<sup>th</sup> August. She would return again on 9<sup>th</sup> August and leave two days later for Amsterdam. Although her keel was laid in June 1998 she was not launched until December 2005 and completed in January 2006 by Rousse Shipyard, Bulgaria. She is owned in the Netherlands and managed from the village of Farmsum in Groningen province. (Photo by Derek Sands)





Arriving at Ipswich on 5<sup>th</sup> August from Ghent is “**Manisa Greta**”. She will load grain for La Coruna in Northern Spain where she arrived on 10<sup>th</sup> August after departing Ipswich on 7<sup>th</sup> August. Completed by Jiangsu Yangzijiang, Jiangyin in December 2007 for Carisbrooke Shipping of Cowes as “**Shirkan C**”. In 2017 she was acquired by Bea Shipping (GRS Rohden) Germany. Chartered to Naples based Manisa Bulk she was renamed “**Manisa Greta**” at the same time.  
(Photos by Derek Sands)







Just becoming daylight at 05.29am 6<sup>th</sup> August as “**Wilson Nanjing**” exits the River Orwell and passes Felixstowe outbound. She had arrived from Immingham three days earlier to load for Marin, Spain. She was completed by Yichang Shipyard, China in January 2012 although her keel was laid in December 2008! *(Photos by Derek Sands)*





Two more early morning photos taken before 6am on 6<sup>th</sup> August. Above is **“MSC Ingrid”** previously a regular at Felixstowe, which has recently begun calling again. Built for the Saudi National Line in 1999 by Samsung, Koje as **“Saudi Jeddah”**. Acquired and renamed as above by MSC in 2002.



**“MSC Melatilde”** at number eight berth, Felixstowe. She would leave just after 6.30am for Le Havre, Algeciras and Singapore. This 365 metre long ship was built in 2010 by Daewoo, Okpo. (Photos by Derek Sands)





Seen inbound on the River Orwell **“Arklow Cove”** will soon arrive at Ipswich on 8<sup>th</sup> August for her first call at the port. She was only launched at Westerbroek by Ferus Smit on 11<sup>th</sup> June, the ninth ship of a series of ten. With a cargo of cement from Bilbao to be discharged at Cliff Quay, she would leave in ballast for Antwerp on 10<sup>th</sup> August. *(Photo by Martin Klingsick)*



Acquired in 2017 by Aasen of Norway **“Aasvik”** was formerly Arklow Shipping’s **“Arklow Bridge”**. She was completed in 2011 by Bodewes, Hoogezand with a deadweight of 7,400. Engaged in the bulk trades primarily stone from Norway, Aasen ships are suitable for scrap and other commodities. **“Aasvik”** delivered a cargo to Purfleet before making the short voyage in ballast to Ipswich to load scrap metal for Avonmouth. *(Photo by Mick Warrick)*



Seen off Harwich on 9<sup>th</sup> August preserved fishing smack **“Pioneer”**. Built at Rowhedge in 1864 she has featured in the newsletter before. (Photo by Derek Sands)



Cosco charter **“AS Constantina”** departing Felixstowe on 9<sup>th</sup> August for Hamburg, Antwerp, Piraeus, El Dekheila (Egypt) and Haifa. Built in two different shipyards in 2005, forepart by Aker, Warnemunde operations, Rostock and after part by Aker MTW, Wismar. Originally **“Cape Melville”** she was chartered by Cosco in the same year as **“Cosco Melbourne”**, reverting to **“Cape Melville”** in 2010. In 2017 she gained her present name and apparently remains German owned despite the Portuguese (Madeira) flag. (Photo by Martin Klingsick)





**“Ever Arm”** arriving at Felixstowe from Rotterdam on 10<sup>th</sup> August. One of the largest container ships in the world (23,992 teu) when completed in in March 2022 by Samsung, Koje. She departed for Rotterdam on 12<sup>th</sup> August and is currently in the Mediterranean heading for Suez.  
(Photos by Mick Warrick)





**“TS Jack Petchey”** outbound from Ipswich for Great Yarmouth on 10<sup>th</sup> August. As can be seen she is run by the Sea Cadets Corps and is part of their offshore fleet of five vessels. She was built in 2010 by the Bridgend Boat Company, Plymouth. *(Photo by Mick Warrick)*



Seen from the end of the Stone Pier, Harwich is **“Patria”** heading for Ipswich to load grain on 10<sup>th</sup> August. She has come from Hamburg and would sail fully laden for Rouen on the 12<sup>th</sup>. Wearing the colours of her owners, Interscan of Hamburg she currently flies the flag of Cyprus. Completed by the well renowned shipyard of Hugo Peters, Wewelsfleth in December 1995. *(Photo by Derek Sands)*





A regular at Felixstowe over the years since she was built “**MSC Loretta**” departs for Antwerp on 10<sup>th</sup> August. From there she would call at Sines (Portugal), Piraeus, and three ports in Turkey. Measuring 304 metres overall and 73,819 gt she is small compared to today’s giants in the MSC fleet. Completed in July 2002 by Hyundai, Ulsan she is of handy size for trading into the Mediterranean. *(Photos by Derek Sands)*





Obvious from her colour scheme **“Astrid Erika”** now Norwegian owned is a former Arklow Shipping vessel. Built in 2005 as **“Arklow Rebel”** one of a series of twelve she was constructed by Barmejier, Stroobos. Seen here in the mouth of the River Orwell outbound on 12<sup>th</sup> August for Pasajes, Spain. (Photo by Derek Sands)



**“Zim China”** berthing at Felixstowe at low tide on 14<sup>th</sup> August. She would sail the following day for Rotterdam, Hamburg, Antwerp and Mersin (Turkey). Built by Samsung, Koje in 2008 as **“Hanjin Kingston”**. When Hanjin went into liquidation she was briefly owned by Seaspan as **“Seaspan Kenya”** in 2017, and the Asiatic Lloyd of Germany later the same year as **“ALS Fauna”**. Her registered owner became Zim China LP in 2022 when she changed to her present name. (Photo by Derek Sands)





Arriving at Ipswich from Bilbao with a cement cargo on 14<sup>th</sup> August is 2017 built **“Arklow Clan”**. She is the third ship in a series being built by Ferus Smit, Westerbroek. After loading a grain cargo for Marin, Spain she sailed on 19<sup>th</sup> August and arrived there on the 24<sup>th</sup>. (Photo by Derek Sands)



**“Aastind”** passing Felixstowe on 15<sup>th</sup> August, inbound for Ipswich with stone from Eikefet, Norway. She departed the following day for Cuxhaven. Completed in November 1997 as **“Viscount”** for Groningen based Beck’s Scheepvaart by Niestern Sander, Delfzijl. Acquired by Carisbrooke in 2004 as **“Vectis Harrier”** she was equipped with two cranes mounted on the starboard side, having previously been gearless. In 2007 she passed to Napoli based Euronavi as **“Alida S”** and in 2019 Aasen of Norway bought her and had the cranes removed and installed a travelling excavator for independent discharge. (Photo by Mick Warrick)



“**Magpie S.**” passes Harwich’s Stone Pier breakwater on 16<sup>th</sup> August inbound from Hull with a part cargo originally from Derince, Turkey. Built by Bulyard, Varna as “**Tangra**” and completed in January 2007 for what appears to be Bulgarian owners. Turkish owners acquired her in 2020 and renamed her as above. Although built with pedestals for cranes these have never been installed. Below she is seen at Ipswich discharging on the 17<sup>th</sup> August, she sailed later in the day for the Bawdsey anchorage where she was still awaiting orders on 25<sup>th</sup> August. (Photos by Derek Sands)







A brief visit by **“Vos Star”** as she passes Harwich on 16<sup>th</sup> August at 13.38hrs. She has come from the Galloper Wind Farm where she is working. In the lower photo she can be seen departing again at 15.17hrs on the same day after her call at Parkeston Quay for an unknown reason. Once again she is heading out to the Galloper Wind Farm. A diving support vessel built in China by Fujian Southeast SY, Fuzhou in 2016, she is owned by financially troubled Vroon of the Netherlands. *(Photos by Alex Dace)*





**“Sand Falcon”** berthed at Navyard Wharf, Harwich on 17<sup>th</sup> August. Normally engaged in dredging aggregate from the seabed, she has spent a lot of time recently on the River Seine. Working between Radicatel and Le Havre she passed Port Jerome on 25<sup>th</sup> August bound for Southampton. Completed for South Coast Shipping in April 1998 by De Merwede, Hardinxveld. She was lengthened in 2003 by 18 metres, and ownership passed to CEMEX UK.  
(Photo by Derek Sands taken from the sailing barge “Thistle”)



Regular caller **“OOCL Scandinavia”** at number nine berth Felixstowe, as seen from the sailing barge **“Thistle”** on 17<sup>th</sup> August. A 400 metre vessel constructed in South Korea by Samsung, Koje in 2017. (Photo by Derek Sands)





Also a regular caller in the past “**Marchen Maersk**” at number eight berth Felixstowe, as seen from sailing barge “**Thistle**” on 17<sup>th</sup> August. Completed in May 2015 by Daewoo, Okpo and 400 metres long. She had arrived from Morocco’s Tanger Med port on 15<sup>th</sup> August and would sail for Antwerp on the 19<sup>th</sup>. (Photo by Mick Warrick)



Attracting the attention of only one crane as we sail past on “**Thistle**” is Chinese built “**Venta Maersk**” one of seven sister vessels built for Maersk by Cosco Zhoushan, she was fourth in the series, completed in July 2018. (Photo by Mick Warrick)



Next in line at Trinity terminal was **“Navios Vermilion”** chartered by COSCO she has been to Felixstowe several times now. Owned in Greece by Navios Partners she was originally **“Vicki Rickmers”** and built in China by Dalian SB in 2007. Chartered by Australian National Line shortly after and renamed **“ANL Warringa”**. ANL was established by the Australian Government in 1956 but acquired by CMA CGM in 1998. Navios became owners in 2017 and changed her name to the present one. (Photo by Derek Sands)



Just before we entered the River Orwell on **“Thistle”** we passed **“MSC Michelle”** at Trinity seven berth. Completed in August 2021 by Daewoo, Okpo the 400 metre ship had arrived from Antwerp on 15<sup>th</sup> August and would sail on the 18<sup>th</sup> for Zeebrugge, Tanger Med and Egypt. (Photo by Mick Warrick)





Having sailed up the Orwell we came upon the autonomous survey vessel **“Fugro Kwilena”** undergoing some maintenance just before the bridge. Venturing back on deck after two very heavy rain showers to get a photo. She has featured in the newsletter before. *(Photo by Derek Sands)*



Having passed **“Magpie S”** at the old Power Station berth (seen earlier in the newsletter), there were three ships at Cliff Quay, Ipswich. **“Antje K”** has become something of a regular recently. She had arrived from Rotterdam on 16<sup>th</sup> August and would leave for the same port on the 18<sup>th</sup>. Another product of the Rousse yard in Bulgaria being completed in July 2002. *(Photo by Derek Sands)*



Having passed “**Arklow Clan**” which was pictured arriving earlier in the newsletter, next was larger fleet mate “**Arklow Artist**”. She had arrived from Antwerp on 13<sup>th</sup> August and would not leave until the 20<sup>th</sup> after loading for Seville. She was completed by Ferus Smit, Westerbroek in June 2021 and is one of the larger units in the fleet. *(Photo by Derek Sands)*



Turning to berth at Felixstowe with tug assistance is Zim Charter, “**TRF Partici**” on 19<sup>th</sup> August. Owned in Germany she was built in China by Shanghai & Chengxi and completed in June 2010 as “**Partici**”. She gained the prefix to her name in 2017. She left later the same day for Rotterdam, Hamburg and Antwerp. Thence on to Le Havre, Valencia, Ashdod and Mersin and due in Port Said on 10<sup>th</sup> September. *(Photo by Derek Sands)*





Arriving before daylight on 18<sup>th</sup> August for her maiden voyage is “**Ever Alot**”. Presently the world’s largest container ship with a TEU of just over 24,000. She had come from Yantian, China and Tanjung Pelapas, Malaysia via Rotterdam. Completed in June 2022 by Shanghai Jiangnan Changxing SB. Her departure was delayed by strike action at Felixstowe until 26<sup>th</sup> August. Her next port is Hamburg but due to previous industrial action and congestion problems at the German port she cannot be accepted until 27<sup>th</sup> September! (*Photos by Jeff Welch*)





In this image taken from the end of Harwich's Stone Pier on 19<sup>th</sup> August, "**Hav Vestlandia**" turns into the harbour bound for Ipswich. Having loaded stone at Myre in Norway she will discharge herself using the excavator on deck and departed for Rotterdam the following day. A former unit of Erwin Stralhmänn's liquidated fleet she was completed in Slovakia by Slovenske Lodenice at Komarno in 2005. Now sailing under the flag of the Faroe Islands since early 2021 when she changed her name and ownership and acquired her travelling excavator.

*(Photo by Derek Sands)*



A unit of the Faversham Ships fleet since March this year is "**Celebrity**" about to pass Felixstowe on her way to Ipswich on 21<sup>st</sup> August. Her hull was launched into the Dnieper river in the Ukraine by Lenina Kuznya, Kiev in July 2007 and completed by FN Marin, Spain in the following April. Owned by Banco Espirito Santo, Portugal and managed by Naviero as "**Penafiel**". Scot Line acquired her in 2014 as "**Scot Trader**" until she moved on to her present owner. Arriving from La Pallice in this photo she would discharge at Cliff Quay and then load at the old Power Station berth for the Santander, Northern Spain and depart on 26<sup>th</sup> August. *(Photo by Derek Sands)* (26)





Alongside Cliff Quay, Ipswich on 22<sup>nd</sup> August with discharge looking to be completed is **“Wilson Police”**. Completed in Spain by Friere, Vigo in 2007 as **“Victoria C”** for Carisbrooke and acquired by Wilson in September 2021. She had arrived earlier in the day from Belfast. Antwerp would be her next port when she departed the following day. *(Photo contributed)*



Having left Abu Qir in Egypt on 27<sup>th</sup> July with a cargo of ammonia fertiliser **“Senata”** arrived at Ipswich on 19<sup>th</sup> August, for her first visit to the port. She is seen here discharging at Cliff Quay on the 22<sup>nd</sup> and would sail for Immingham on 23<sup>rd</sup> August. Flying the flag of land locked Luxembourg, she appears to be owned in Austria. Completed as **“Aspen”** in March 2008 by Linhai Hangchang SB and of 13,300 dwt and 140 metres in length, she gained her present name in 2013. *(Photo contributed)*



**“Bon Vivant”** discharges the last of her cargo at Ipswich on 22<sup>nd</sup> of August, she would sail later for Ghent, having arrived from Amsterdam on the 20<sup>th</sup>. Built in 1993 by Bijlsma, Wartena (est. 1903) for Dutch owners as **“Nescio”**. She passed to other Dutch owners in 2001 as **“Lotus”** and in 2011 to Norwegian owners but still managed from the Netherlands as **“Vestfjord”**. In 2017 Latvian owners based in Liepaja acquired her and gave the present name to her. *(Photo contributed)*



Loading for Santander at the Old Power Station berth, Ipswich **“Celebrity”** was seen arriving earlier in the newsletter. *(Photo contributed)*





Having arrived earlier in the day at Cliff Quay, **“Sea Melody”** is part discharged already on 24<sup>th</sup> August. She would sail two days later for Vlissingen. Launched by Daewoo-Mangalia in June 2001 she was completed by Damen, Bergum in December as Dutch owned **“Oosterbrug”**. She became **“HC Freya”** in 2004 and switched to Antigua and Barbuda registration. This changed back to Netherlands in 2007 when she was renamed **“Yvonne K.”**. Her registered owners since 2021 are old established Gillie and Blair of Newcastle but flying the flag of Barbados and renamed **“Sea Melody”**. (Photo contributed)



Loading at the Ipswich grain terminal on 24<sup>th</sup> August is **“Hermas”**, she had arrived earlier on the 24<sup>th</sup> from New Holland on the Humber. Sailing in the evening of 24<sup>th</sup> for Belfast. Built by Pattje, Waterhuizen in 2000 for Italian owners as **“Sider Venus”**, she was acquired by Arklow in 2005 as **“Arklow Venus”**. Sold in 2015 to Hermann Lohmann, Germany she was renamed as above. (Photo contributed)





Carisbrooke's "**Kitty C.**" sails down the Orwell on 24<sup>th</sup> of August bound for Ghent, having arrived at Ipswich three days previously from Belfast. Built in China in 2011 by Jiangsu Yangzijiang, Jiangyin, she is 4,151gt. She has been managed from the Netherlands since March 2021 by Vertom of Rhon. This may explain her change of hull colour from grey normally worn by Carisbrooke ships? *(Both photos contributed)*





Unloading molasses at Trinity terminal, Felixstowe, **“RF Alice”** is making her first visit to the port on 25<sup>th</sup> August. She arrived from the Scottish port of Grangemouth earlier in the day this photo was taken. Completed at Busan by Jinse SB in March 2008 for Blue Mountain Tankers of Oslo as **“Oceanic Crimson”**. She is still owned in Norway by RF Tankers A/S and changed name in 2020 to her present one. *(Photo contributed)*



After discharging cement from Bilbao at Cliff Quay with which she arrived on 23<sup>rd</sup> August, **“Arklow Coast”** sails for Dover on 26<sup>th</sup> August. One of a series being built by Ferus Smit, Westerbroek, she was completed in May 2022. This was probably her first visit to the port. *(Photo contributed)*





Stern view of “**Arklow Coast**” as she makes her way down the Orwell. *(Photo contributed)*



Wearing the funnel colours of Interscan of Hamburg “**Indi**” sails from Ipswich on 26<sup>th</sup> August. She had arrived from Northfleet near Gravesend on the 24<sup>th</sup> to load for Liverpool. Launched into the Dnieper river in June 2008 by Leninska Kuznya, Kiev, she was completed as “**Claire Christine**” by Damen, Bergum in January 2009. Initial owners were Wolfgang Grimpe, of Bruchhausen-Vilsen, Germany. Interscan acquired her in 2016 and she gained her present name. *(Photo contributed)*





After sporadic loading whilst she was at the berth during the industrial action of the dockers, **“Ever Alot”** sails from Felixstowe on 26<sup>th</sup> August for Hamburg. She is presently anchored off the Elbe as the German port is suffering from congestion problems and the aftermath of a strike. Due to berth on 19<sup>th</sup> September, she was initially given a slot of the 30<sup>th</sup> September!  
(Both photos contributed)





Also sailing on 26<sup>th</sup> for Hamburg is Maersk charter **“George Washington Bridge”**. Familiar here in her earlier days running for K line, she was built by Hyundai at Ulsan in 2006.  
(Photos contributed)



## Brightlingsea Shipping



Flanked by pilot boat **“Dracula”** and interim patrol boat **“Reveller”** as she enters the creek, **“Fluvius Axe”** arrives from Setubal on 31<sup>st</sup> July, with a cargo of cement. As is usual at Olivers Wharf, she was unloaded to sail for Rotterdam on

the next tide. Completed in March 1998 by Barkmeijer, Stroobos as **“Arklow Sea”**. Sold out of the fleet she became **“BBS Sea”** in 2012 then **“PS Sea”** two years later, changing later the same year to her current name for Amasus.

Passing the floating finger jetty as she approaches the berth.

(All photos by Derek Sands)





**“Margot”** enters the creek on 1<sup>st</sup> August having waited outside for the previous ship to vacate the berth. She has come from Flixborough in ballast to load scrap metal for Casablanca. She departed for the Moroccan port on 3<sup>rd</sup> August and arrived there on 10<sup>th</sup> August. After a swift discharge she left on the 11<sup>th</sup> for the Spanish port of Marin.

Having passed the floating jetty from where these photos were taken she utilised the turning basin to be head out on the berth and can be seen approaching Olivers Wharf in the third photo. Previously the **“Arlau”** of Erwin Strahlmann she was built in 2004 by Slovenske Lodenice, Komarno, Slovakia. She was sold to Antwerp based Boeckmans Shipping in 2021, and flies the Belgian Flag.

*(All photos by Derek Sands)*

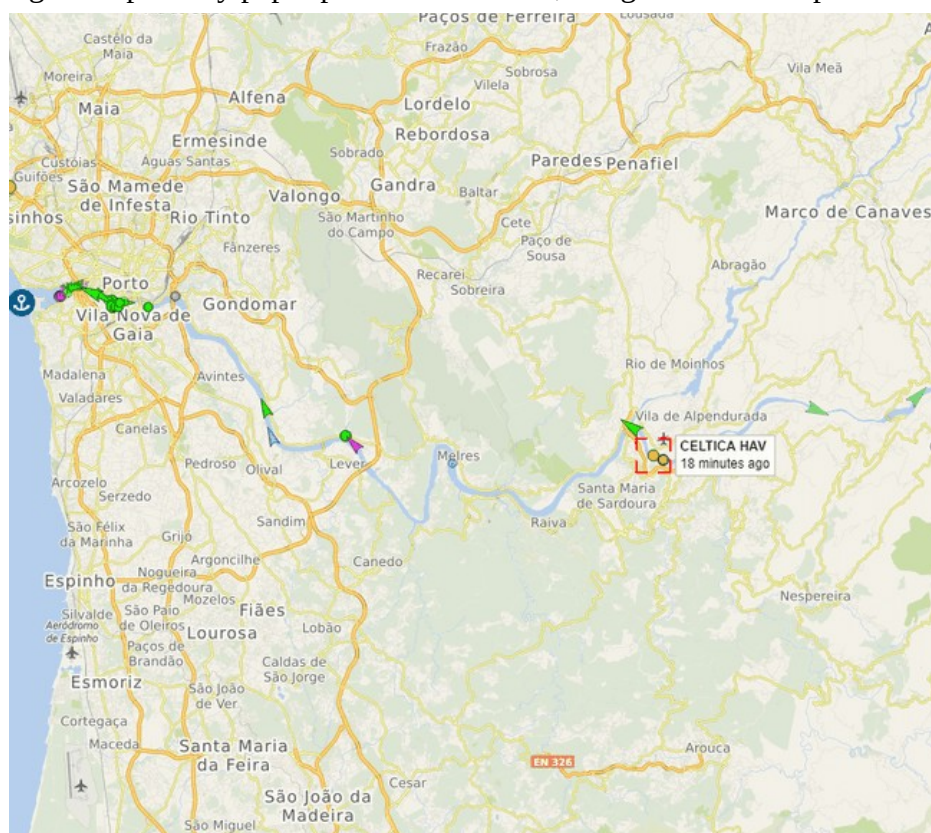






Seen here on the River Stour inbound for Mistley in 2021 **“Celtica Hav”** was the next caller at Brightlingsea. She arrived on 18<sup>th</sup> August from Setubal with cement and sailed on the next tide for Rotterdam. *(Photo by Derek Sands)*

Before this she was widely travelled and visited a Portuguese port which rarely see coasters these days. She left Southwick, Sunderland on 12<sup>th</sup> July for Dunkirk where she spent two days before sailing for Muuga in Estonia via the Kiel Canal. She arrived Muuga on 21<sup>st</sup> July and left the following day for Uddevalla, Sweden. Spending two days there she next headed for Varzea in Portugal. Cargo was possibly paper products or timber, but grain is also exported from Uddevalla.



As can be seen here Varzea is far inland on the River Douro and the crew of **“Celtica Hav”** must have had a great view as they passed under the seven bridges of Oporto. I have only observed one other coaster in Varzea and that was some time ago. A fleet of three dredgers appear to be based there, keeping the Douro clear for the many river cruise vessels that ply their trade. Details of **“Celtica Hav”** can be found in previous newsletters. (37)

## Mistley Shipping



**“RMS Cuxhaven”** arrives at Mistley from Aalst on 2<sup>nd</sup> August with a cargo of bricks. She as appeared in the newsletter on numerous occasions. She arrived again from Aalst on 19<sup>th</sup> August.

*(Photo by Steve Cone)*





**“Christine”** turns just off the berth as she arrives at Mistley on 8<sup>th</sup> August. She has come from Whitstable in ballast to load malt for Buckie.



(Photos by Steve Cone)

Leaving for Buckie the following evening.

Built as **“Willy”** for Dutch owners based in Texel in 1986 by Ferus Smit, Foxhol. She changed her port of registry to Heerveen in 2001 when acquired by other Dutch owners who renamed her **“Anna”**. In 2004 she became **“Christine Y”** now flying the Bahamas flag and registered in Nassau. Faversham ships acquired her in 2011 and Bridgetown, Barbados was now on the stern. Her name had the **“Y”** deleted in 2015 when ownership passed to Christine Maritime of Liberia.

After leaving Buckie she went to Baltasound on Unst, Shetlands. Talc is mined nearby at Cunningsburgh Talc Quarry and its presumed she loaded this for her next port of Middleborough where she arrived on August 19<sup>th</sup>.



Arriving shortly before 23.00 hours on 26<sup>th</sup> from Rouen and making her first visit is Latvian flagged **“Troubadour”**. Launched in Vietnam as **“Hanoi”** for Brieze Schiffahrts in October 2009, she was completed by Damen, Bergum in January 2011. Acquired by Baltnautic of Klaipeda, Lithuania in 2019 and renamed as above. *(Photo by Steve Cone)*

## Errant Buoy Captured



Seen alongside Trinity House Pier Harwich on 9<sup>th</sup> August **“THV Alert”** has the ‘Sunk East 2’ buoy alongside. She spent the previous evening towing it back after it broke free and went adrift from its normal position. *(Photo by Alex Dace)*



## LISBON SHIPPING NEWSLETTER

First of all, I want to thank my friend Derek Sands for his friendship and support, an honour for me, I repeat, being able to participate in this newsletter.

On the 5th of July, Lisbon saw the arrival of two passenger / Ro-Ro vessels, just acquired by Gambia Ferries Services, Co. from Norwegian shipowners Fjord 1 and Norled for Banjul-Barra service. They scheduled a Lisbon call, coming from Norway, changing the names respectively to “**Dem**” (former “Romsdal”, built in 1984) and “**Oba**” (former “Gloppen” and “Bergen” built in 1988).



PEDRO AMARAL-"DEM"

Passenger Ro-Ro cargo "Dem"

(Photo by Pedro Amaral)



PEDRO AMARAL-"OBA"

Passenger Ro-Ro cargo "Oba"

(photo by Pedro Amaral)

The cargo ship "**Coherence**" (4,591 gt / year of construction 2010, former "Esbjerg") after a machine malfunction, was left adrift, and was abandoned by the captain and the entire crew.

The shipowner hired the tug "**Christos XXIV**" (859 gt / year of construction 1971), towing her to Pointe Noire, where she did not carry out any type of repair and defined Lisbon as its destination, where all 200 containers on board would be unloaded.

Since the 17th of July, the ship and the trailer have been waiting for authorisation to enter the port of Lisbon off the Portuguese coast. According to the latest information, the ship would go to Piraeus, to be dismantled.



*Cargo ship "Coherence" towed by tug "Christos XXIV"*

*(photo by Pedro Amaral)*





*Tug "Christos XXIV"*

*(photo by Pedro Amaral)*



*Cargo ship "Coherence" towed by "Christos XXIV"*

*(photo by Pedro Amaral)*

## Cruise ships` Lisbon first call

In April and May of this year, there were some inaugural schedules at the port of Lisbon. We registered the first call of the following ships: two Princess Cruise ships: "**Sky Princess**" and "**Enchanted Princess**", both from Class Royal, built respectively in 2019 and 2020, at Fincantieri Shipyards.



PEDRO AMARAL-"SKY PRINCESS"  
"Sky Princess"

(photo by Pedro Amaral)



"Enchanted Princess"

(photo by Pedro Amaral)



The first presence here in Lisbon of the following ships was also recorded: Ponant's "**Le Dumont d'Urville**", Scenic Group's "**Scenic Eclipse**", Seabourn Cruise Line's "**Seabourne Encore**" and Silver Cruises' "**Silver Dawn**"



PEDRO AMARAL "Le Dumont d'Urville"

"Le Dumont d'Urville"

(photo by Pedro Amaral)



"Scenic Eclipse"

(photo by Pedro Amaral)



PEDRO AMARAL "SEABOURN ENCORE"

*"Seabourn Encore"*

*(photo by Pedro Amaral)*



PEDRO AMARAL "SILVER DAWN"

*"Silver Dawn"*

*(photo by Pedro Amaral)*



## **POLSTEAM - Polska Zegluga Morska (Polish Steamship Co.)**

The Polish shipowner **Polsteam**, with a current fleet of 50 ships, can be considered a presence with some frequency here in Lisbon.

These 50 ships constitute the 3 types of ships that make up this shipowner's fleet (26 Handysize, 16 Laker and 8 Kamsarmax), they call Lisbon for two reasons, grain unloading and bunkering, namely when they make the voyage Casablanca/Jorf Lasfar to Rouen.



PEDRO AMARAL "KURPIE"

*"Kurpie"*

*(photo by Pedro Amaral)*

On 23 April of this year, "Kurpie" arrived in Lisbon from Rouen to bunkers for 12 hours, then headed to Casablanca.

All 26 handysize type are "Armia

Krajowa", "Drawno", "Gdynia", "Karlino", "Kaszuby", "Kociewie"

"Koszalin", "Kujawy", "LegionPolskie", "Mazowsze", "Mazury", "Orawa", "Podhale", "Podlasie", "Polesie", "Pomorze", "Puck", "Rostocze", "Solidarnosc", "Sopot", "SzareSzereg", "Szczecin", "Tczen" "Wadowice II" and "Warnia"

On 6 July of this year, "Narie" arrived in Lisbon from Jorf Lasfar to bunkers for 6 hours, then headed to Rouen.

The 16 Laker-type ships are

"Drawsko", "Gardno", "Irma", "Iryda", "Isa", "Isadora", "Isolda", "Jamno", "Juno", "Lubie" "Mamry" "Miedwie", "Narie", "Resko", "Solina" and "Wicko"



PEDRO AMARAL-"NARIE"

"Narie"

(photo by Pedro Amaral)



PEDRO AMARAL-"GIEWONT"

"Giewont"

(photo by Pedro Amaral)

"Giewont" scheduled in Lisbon for 3 days, from 10/5/2022, to unload soy from Itacoatiara, then heading to Bilbao. The 8 Kamsarmax-type ships are:  
 "Beskidy", "Giewont", "Jawmor", "Karpaty", "Ornak", "Rysy", "Sudety" and "Tatry"



## Louis Dreyfus sisters in Lisbon

It is not very often to witness the arrival of two sisters in such a short space of days. On the 4th and 23rd of April, the two sisters, "**Ville de Bordeaux**" and "**City of Hamburg**" called at the port of Lisbon, both to bunkers, on voyage from Montoir (France) to Mobile (USA).



PEDRO AMARAL "VILLE DE BORDEAUX"  
"Ville de Bordeaux"

(photo by Pedro Amaral)



PEDRO AMARAL "CITY OF HAMBURG"  
"City of Hamburg"

(photo by Pedro Amaral)

## Portuguese News

The last acquisition for the services between mainland Portugal and the archipelagos of the Azores and Madeira was the feeder "**Ilha da Madeira**" (ex-“Conmar Najade”, “DS Blue Ocean” and “RBD Constantia”) chartered by the Portuguese Transinsular to the Conmar Shipping with a capacity of 698 TEU, built in 2007, with 7,545 gt.



In May, tug "**Pegaso**", from Leixões port, came to Lisbon, for repairs at the Estaleitos Navais da Rocha.



## Turkish Arkas container ships “Emma A” and “Diane A”

First call of “Emma A” and “Diane A” chartered by Maersk to Green Cape Service.



“Emma A” and “Diane A”

(photo by Pedro Amaral)



Newsletter compiled and edited by Pedro Amaral. Any mistakes or inaccuracies are unintended.

## Dredging



**“Vox Amalia”** started work in early July in tandem with the other dredger **“Rotterdam”**. Getting photos of her as she rarely ventured into the harbour was difficult. Seen here on 8<sup>th</sup> July with tug **“Buzzard”** in attendance. She left around the 26<sup>th</sup> August for Rotterdam. Completed in March 2020 by Norte CN, Vizcaya, Spain she is owned by Banco de Sabadell, Alicante and managed by Van Oord, Netherlands. *(Photo by Jeff Welch)*



**“Siskin”** working hard on 8<sup>th</sup> August, as seen in previous newsletters. *(Photo by Mick Warrick)*





Bradwell based tug **“Jean T”** seen “ploughing” at Mistley on 11<sup>th</sup> August.  
(Photo by Steve Cone)

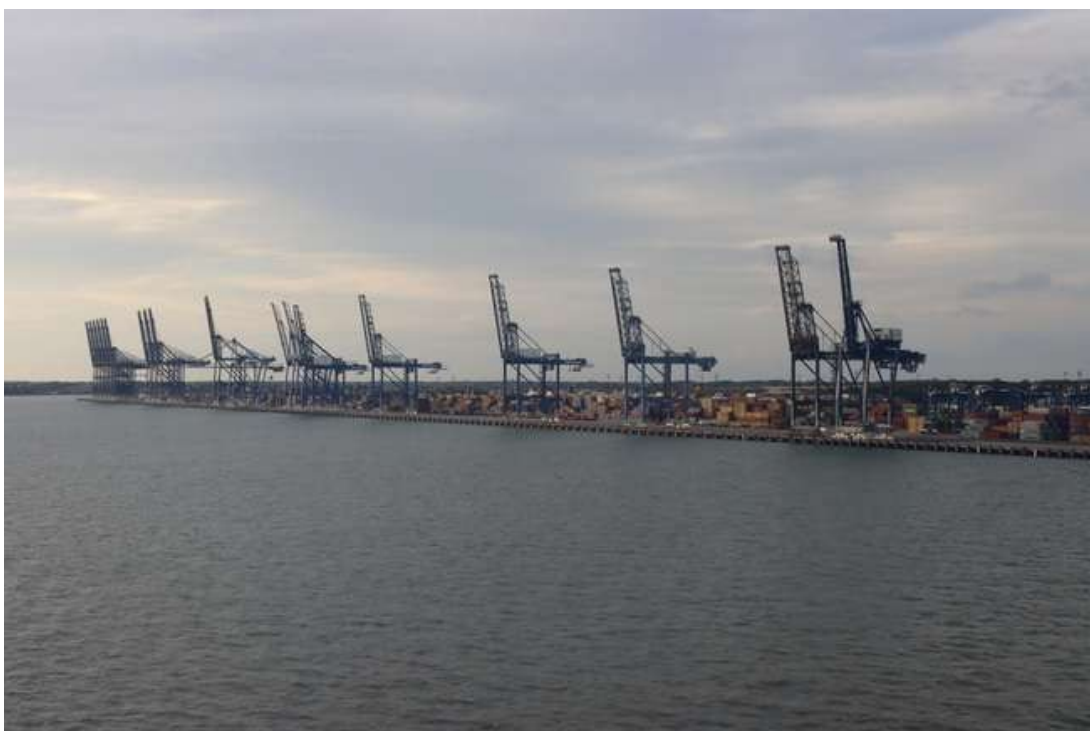


The following day she is working just off Harwich Quay. Launched by Polish shipyard Wroclawska, she was completed by Damen, Gorincham as **“Guy James”** in 1995. Originally working on ship towage at Portsmouth, she was acquired by Portflair Ltd in 2015 and renamed as above. (Photo by Derek Sands)



Seen here on 21<sup>st</sup> August in the approach channel to Harwich Harbour and engaged on plough and bed levelling is “**Lev Twister**”. She arrived on 9<sup>th</sup> August but spent time anchored off the port at Bawdsey before commencing operations on or about the 16<sup>th</sup> August. Completed in May 1984 by Hellesoy, Lofallstrand after her launch by Hasund MV, Ulsteinvik as “**Viking Queen**”. Owned in Norway she continued under the Norwegian flag for her next owners who renamed her “**Ocean King**”. German owner Innoven acquired her in 2017 and renamed her “**Lev Twister**”. The large “A” frame for towing ploughs and other equipment and for lifting such, was installed at an unknown date but after August 2021 as it’s not evident in photos taken on that date. *(Photo contributed)*

### **Sad to see the port’s Trinity Terminal empty**



Strike bound scene on 21<sup>st</sup> August *(Photo contributed)*

(54)



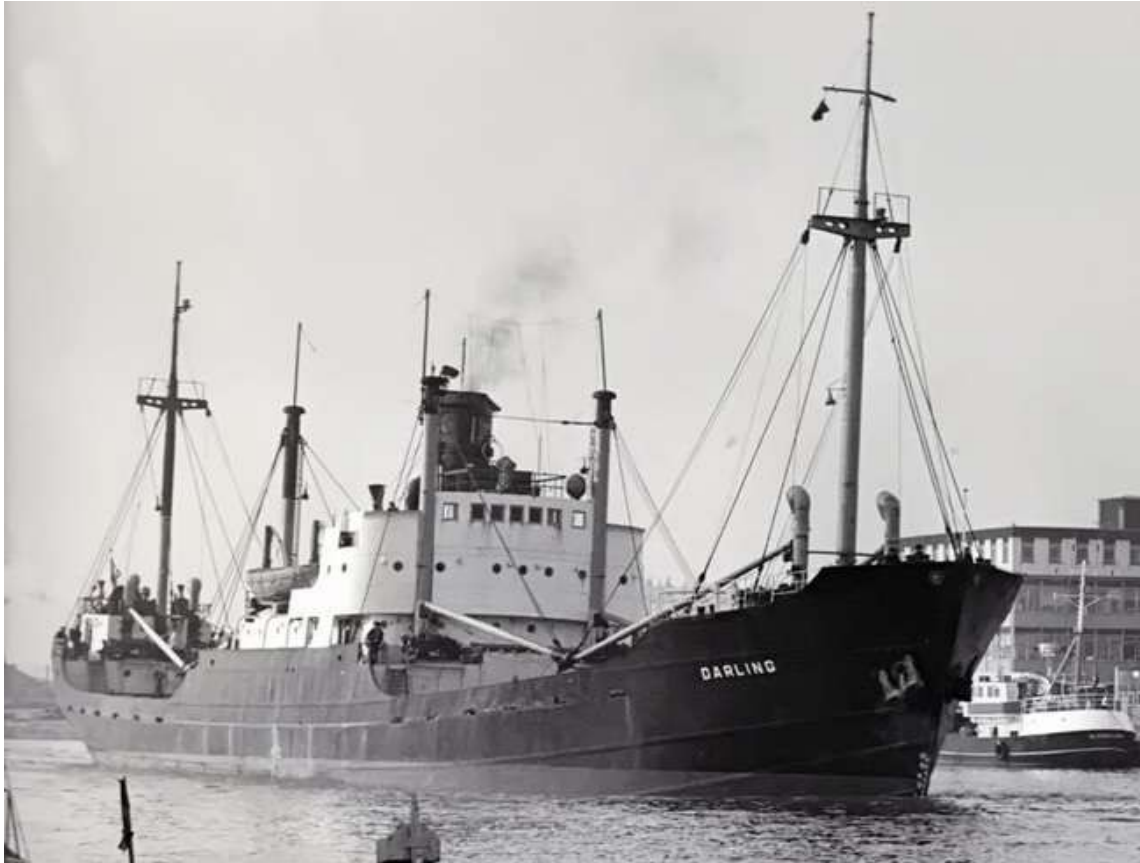


**“Ever Alot” and “George Washington Bridge”** at Felixstowe on 21<sup>st</sup> August. Both received sporadic loading of containers up until 26<sup>th</sup> August when both sailed from the port for Hamburg. *(Photo contributed)*

## Blast From The Past



Seen at Gasworks Quay, Colchester date unknown but before August 1961, is Everard’s **“Frivolity”**. Coal was unloaded here for Colchester Gas Works situated just across the road from the berth. The gas works supplied all of Colchester at the time. **“Frivolity”** was built by Goole SB and completed as **“Empire Fashion”** in August 1944. She had been launched as **“Chant 32”** and was sold to Everards in 1946 and renamed as above. She was broken up on the Thames at Grays in August 1961 by T.W. Ward. *(Image internet sourced)*



Seen here exiting the port of Great Yarmouth is **“Darling”**, she called at Ipswich once in the late sixties. Ordered by the German Navy during WW2 the order was cancelled and she was launched on 1<sup>st</sup> December 1945 without a name. Purchased by Finska Angfartygs in March 1947 and completed as **“Bjarmia”** in August. Sold to Spyros Ladas and Co, Piraeus in 1967 and renamed **“Darling”**. In 1968 Antonios Panagakos acquired her without name change and she was laid up at Piraeus on 20<sup>th</sup> July 1972. Istanbul breakers took her in June 1973. *(Photo from the internet and information credit Timo Sylvanne, [www.aanimeri.fi](http://www.aanimeri.fi))*

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, Jeff Welch, Pedro Amaral, Alex Dace, Martin Klingsick 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.

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