

WORLD SHIP SOCIETY HAVEN PORTS NEWSLETTER

NOVEMBER 2025



(Photo by Alex Dace)

Haven Ports Branch AGM is on 20th November at the Felixstowe Museum, start time 7.30pm. Afterwards a digi projector will be available for members to bring images on flash drives/memory sticks if you would like to.

The AGM will be particularly important this year as we discuss if we want to continue to hold meetings in 2026 due to falling attendances. Please come along if you can.

Recent Callers



Sailing on 29th September for Rotterdam's number 3 North Anchorage to await a berth **"One Trust"** had arrived at Felixstowe direct from Singapore on the 27th. Owned by Mitsui OSK Lines of Tokyo, she was built by Samsung Heavy Industries, Koje in 2015. *(Photos contributed)*





Heading down the River Orwell after a call at Ipswich “**Donau**”, making for Dunkirk on 29th September. She had arrived from Newport on the 28th. Completed in Bulgaria by the Rousse Shipyard in March 2011. Flying the Dutch flag she is owned by Wanmar Rederij of Barendrecht, she is managed from Groningen by Longship BV.
(Photos contributed)





Now wearing the black hull of her owner Seaspan **“Cosco Fortune”** still had Cosco’s grey hull last time she was here. She is long term chartered and was completed as **“Cosco Fortune”** by Hyundai, Ulsan in 2012, capable of approximately 13,100 TEU. She arrived from Zeebrugge on 28th September, seen her at Trinity Seven the next day, she departed for Port Klang, Malaysia on 1st October. *(Photo contributed)*



Passing through the harbour on 2nd October is **“Haven Seariser 4”** a platform belonging to Red 7 Marine. She has been brought from Lowestoft by **“Sophia D”** (which has been joined by local tug **“Joanna D”** on the bow) and is now pushing from the stern. **“Sophia D”** left for London on the 3rd. She is owned by Thamescraft Dry Docking Services of Greenwich and was built in 1994.



Cliff Quay, Ipswich with “**Scot Leader**” alongside on 2nd October. She had arrived on the 1st from Riga, probably with a timber cargo. She spent four days in Ipswich before departing for Rotterdam. She was built in the Netherlands by Royal Bodewes, Foxhol and was sideways launched into the Winschoterdiep on 31st May 2024. Completion was reached on 23rd July 2024. *(Photos contributed)*





On charter to Coscon “**Navios Vermilion**” arrives at Felixstowe on 3rd October, this is at least her fourth call. She set off from Paranagua, Brazil on September 16th and called at Algeciras, Spain on the 27th before leaving for Felixstowe the next day. She also only spent one day at Felixstowe before leaving for Rotterdam’s number 4 West Anchorage. Built in China by Dalian Shipbuilding as “**Vicki Rickmers**” in 2006 she spent some time as “**ANL Warringa**” before reverting to her first name in 2016. Navios acquired her in 2017. (Photo by Derek Sands)



“**Triton**” arriving from Ijmuiden on 3rd October to help out with departure and arrival of ultra large container ships in the prevailing strong winds. Built in Turkey by Dearsan Shipyard, Istanbul in 2008. She would depart when her duties had finished back to Ijmuiden. (Photo by Mick Warrick)



It's a mystery why bulk carrier **"Elena"** is inbound for Harwich Navyard Wharf on 3rd October. She had arrived at Northfleet on the Thames on 10th September to load scrap metal. She had spent the previous ten days at the Tongue Deep Water Anchorage. After nearly 13 days at Northfleet she left for the Tongue Deep Water Anchorage again. She left the anchorage on October 3rd bound for Harwich. During her two days at Navyard no cargo operations were observed and she left for the Tongue Anchorage again and arrived there on 5th October. Owned by Ership Internacional SA of Spain she flies the Portuguese flag. Cicek Tersanesi, Tulza completed her as **"Bulk Rose"** in December 2012 for Turkish owners. In 2016 she was operating for Arka Global Marine Services of Dubai as **"Lila I"**. Ership acquired her in 2017 and gave her the present name. (Photo by Derek Sands)



Departing Navyard in very windy conditions on 5th October. (Photo by Alex Dace)



“**Svitzer Sky**” working hard to turn her round for departure, and below both tugs straining at the lines to complete the turn safely. She remains at the Tongue anchorage as this is written on 30th October! *(Photos by Alex Dace)*





Turn completed she is heading out of the harbour. Below a superb shot of the bow tug “**Svitzer Vidar**” working hard in the initial undocking of the ship. (Photos Alex Dace)





With a mixture mainly consisting of MSC and ONE containers, “**MSC Rome**” is at Trinity Terminal, Felixstowe on 5th October. She would head to Bremerhaven on the next day, subsequently visiting Hamburg, Sines and Las Palmas. She was completed by Hyundai, Samho in June 2024 and is 366 metres long with a maximum draft of 18.5 metres. *(Photo contributed)*



Ocean Network Express vessels are now calling regularly and this is “**One Innovation**”, seen here at number eight berth on 7th November. She had arrived direct from Singapore with a world record load of 22,233 TEU on the 5th and would sail for Rotterdam on the 8th. She was completed in June 2023 by Japan Marine United Corporation, Kure, for Shoeni Kisen KK. *(Photo contributed)*



“MSC Darlene” making what is believed to be her first call at Felixstowe. Seen here on the 7th October she had arrived the previous day direct from Singapore. She would leave her berth at Trinity Seven on the 10th for Bremerhaven. Arriving there on the 12th, she is currently heading across the Atlantic for New York. Her keel was laid in February 2023 and she was completed by Daewoo Shipbuilding, Okpo in August. *(Photos contributed)*





Passing Felixstowe inbound for Ipswich on 8th October is **“Arklow Guard”**. She has come from Bilbao with cement and would sail for Londonderry on the 14th with grain. She arrived at the Northern Irish port on the 20th and sailed for Lerwick on the 22nd. Completed in May 2024 she was the final one of five vessels in her class built by Ferus Smit, Westerbroek. *(Photo by Mick Warrick)*



Arriving direct from the Far East is **“MSC Milan”** for her second visit to Felixstowe, on 8th October. After two days in port she set off for Bremerhaven, Hamburg, Antwerp and Le Havre. She is on MSC’s Lion service and is due in Abu Dhabi on 22nd November. Construction was by Hyundai Samho and was finished in October 2024. *(Photo by Derek Sands)*



Unloading her bulk cargo from Fredriksvaerk, Denmark, at Cliff Quay, Ipswich on 8th October, “**Haafjell**” had arrived on the 7th and would depart for Calais on the 9th where she loaded for Nakskov, Denmark. Built in the Netherlands for Dutch owners in 1999 as “**Polar Star**” by Peters, Kampen. Staying with Dutch owners she changed her name to “**Baltic Shamrock**” in 2002 and “**Merwekreek**” in 2005. The following year German owner Kalus Eilbrecht acquired her and renamed her “**Osterems**” under the Cypriot flag. Whilst still owned by Eilbrecht she changed flag frequently, hoisting the German, Gibraltar, Antigua and Latvian flag in succession. 2019 saw her sold to Aat Shipinvest AS, Flekkefjord, Norway and she got her current name. *(Photos contributed)*





Although she has been to London Gateway Port, this is “**MSC Clea**” making her first visit to Felixstowe on 9th October we believe. She is on MSC’s Levante Express service. She left later on the 9th for Bremerhaven, Antwerp, Valencia and Abu Qir, Egypt. Shanghai Jiangnan Changxing were her builders in 2016, she is just under 300 metres in length. *(Photo contributed)*



Heading to Turkey on 10th October as she departs Felixstowe on MSC’s Turkiye-Marmara service is “**MSC Matilde V**”. Built in 1999 as “**Saudi Jubail**” by Samsung Koje for National Shipping Co of Saudi Arabia. She entered the MSC fleet in 2002 as “**MSC Matilde**” the suffix was added in 2023. *(Photo contributed)* (14)



Her retro fitted exhaust scrubber is prominent in this view as she departs. Unfortunately it does not seem to eliminate everything as seen in the photo below. *(Photos contributed)*



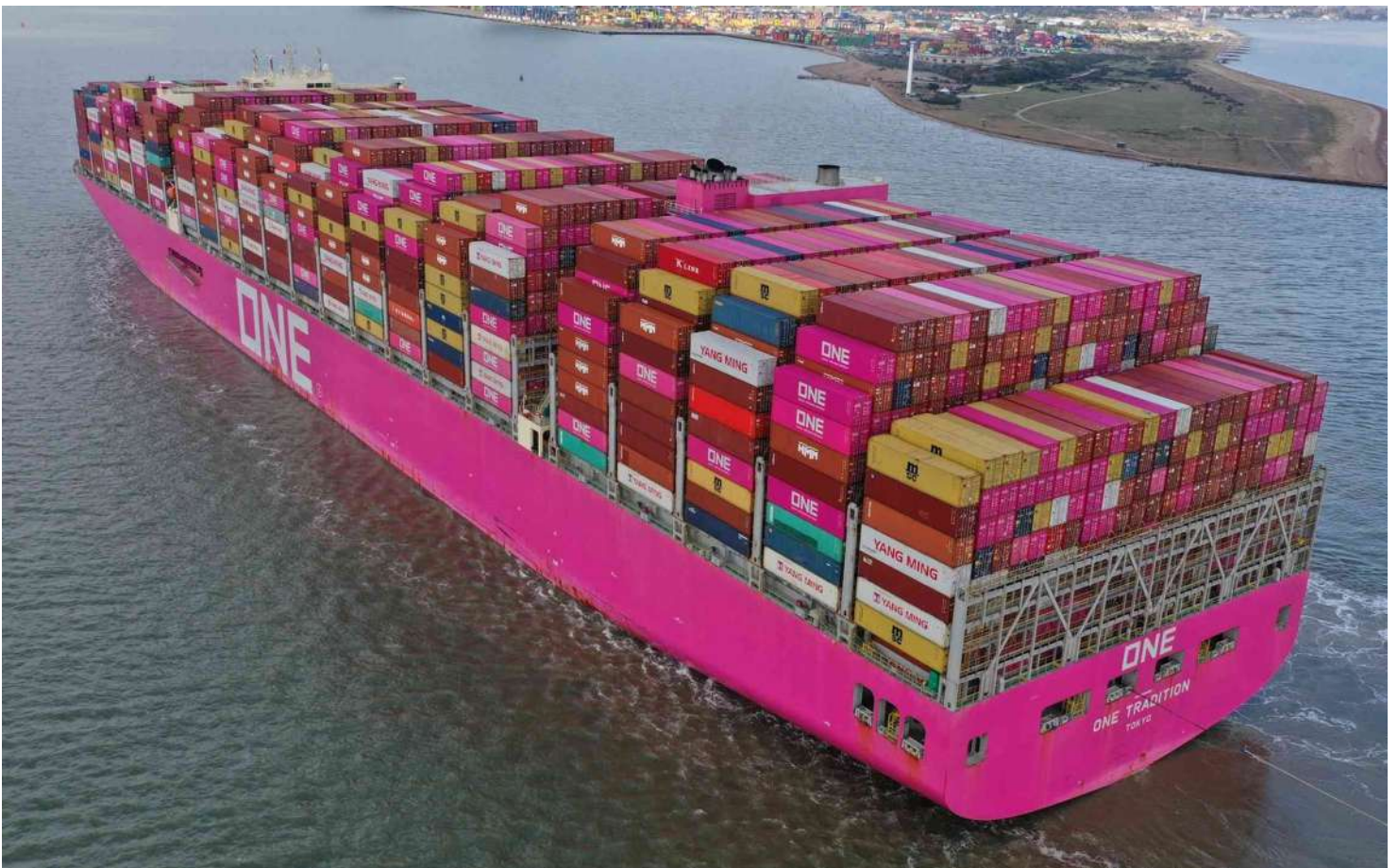


Heading for the Beach End turn in the harbour approach channel on 10th October and below having completed the turn entering the harbour, “**One Tradition**” has come direct from Singapore, she would depart for Rotterdam on the 12th. She was launched on 17th June 2017 and completed in August by Samsung H.I, Geoje for Miyabi Ship Holding (Mitsui OSK). Management is by Bernhard Schulte, Hong Kong. *(Photos by Derek Sands)*





Two superb views as she enters the harbour, the wind shield was fitted in March 2023 to improve aerodynamics and save fuel. **“One Tradition”** is capable of 21,700 TEU and is just a few centimetres under 400 metres long. *(Photos contributed)*





A first visit to Felixstowe by “**MSC Catania**” seen here at number nine berth on 12th October. She sailed in the very early morning of the following day bound for Antwerp. She is on MSC’s Britannia service and by 24th October was in Gdansk. The 366 metre ship was built in South Korea by Hyundai Samho, being completed by 11th December 2024. *(Photos contributed)*





A reasonably regular caller “**MSC Alicante**” arrives on 13th October from Asyaport, Turkey. After sailing from Felixstowe on the 14th for Antwerp, she left the Belgian port on the 19th for Gebze, Turkey. Built in Romania by Daewoo-Mangalia in 2011 for Clause-Peter Offen as “**CPO Alicante**”. She was long term chartered to MSC in 2011 under her current name. She has over seven hundred reefer points. *(Photos contributed)*





With “**Svitzer Kent**” on the stern conducting indirect towing and “**Svitzer Deben**” pushing hard from the other side, “**Svitzer Vidar**” has the bow rope already attached, as they coax “**One Integrity**” round the Beach End turn on 13th October. *(Photos by Alex Dace)*





“One Ingenuity” looking splendid in these aerial views as she enters the harbour direct from Singapore. Built in Japan by Imabari Shipbuilding at Marugame, she was delivered to her owners Shoen Kisen Kaisha in December 2023. *(Photos contributed)*





Having turned around off the berth she is being checked by “**Svitzer Vidar**” on the bow rope and eased alongside by “**Svitzer Deben** and **Svitzer Sky**”. (Photo by David Hazell)



“**Istanbul Express**” leaves Felixstowe for Hamburg on 14th October. The Chinese owned ship is very much in the news having completed a transit of the Northern Sea Route around the top of Russia. Having left Ningbo on 22nd September she transited the Bering Strait on or about the 24th. Taking just twenty days to arrive in Felixstowe, a normal transit via Suez could take between forty and fifty days (and via the Cape of Good Hope longer still). Being ice class the vessel sailed unescorted as there was little ice encountered this time of year.

(Photo contributed)



Sailing out with two hatch covers missing at the stern! She was completed by Hyundai Heavy Industries in October 2000 and is capable of 4,843 TEU. She was built for Costamare of Greece as ***“Kuala Lumpur Express”*** for charter to Hapag-Lloyd. Her name changed to ***“Oakland Express”*** in 2008 and just ***“Oakland”*** when the charter ended in 2021. Sold and renamed ***“Flying Fish 1”*** in 2023 she was renamed ***“Istanbul Bridge”*** in 2024. Her registered owner is based in the British Virgin Islands at Tortola, but management is from Qingdao in China. (Photo contributed)



Leaving in drizzle and dull conditions to make it difficult for photographers! (Photo by Derek Sands)

(23)



Destined for Tilbury is self elevating platform **“Haven Seariser 4”** owned by Red 7 Marine. She had been laying by in Ipswich for some time. **“Paul D”** of Thamescraft is providing the motive power, she was built in the Netherlands by Damen at Hardinxveld in 2025. *(Photo contributed)*



“Artemis” heading for Ipswich on 16th October, she was built in Norway by Nylands Versted, Oslo in 1926 as a whalecatcher named **“Pol II”** for Havlfangerselskap Polaris A/S, Larvik Norway. In 1948 she hoisted the Swedish flag as **“Lister”** for Adolf Hedberg of Djupekas and was converted to a cargo ship with a diesel engine installed. Lengthened in 1951, she was sold to Danish owners based at Marstal in 1966 and renamed **“Artemis”**. Refitted and converted to a barque rig in 2000/2001, her owners are now the Frisian Tallship Company of Harlingen. *(Photo contributed)*



Two more photos showing her beautiful lines, she can carry 120 passengers in comfort. *(Photos contributed)*





Working for Unifeeder, **“Elbwave”** enters the harbour on 18th October. Chinese builders Jiangdong at Wuhu launched her in December 2009 as **“Amisia J”** but completed her as **“Wes Carina”** for Wessels Reederei in May 2011. She moved to Elbdeich Bereederungs in 2021 and gained her current name. She is in Hamburg as this is written, loading for Riga. *(Photos contributed)*





Arriving to load empty containers for the Far East on 22nd October, “**JPO Libra**” is currently chartered by Maersk. She is owned by Schiffahrtsgesellschaft Oltman of Stade, a family owned company established in 1836 by Jurgen Oltmann, the seventh generation Lukas Oltmann has been managing director since 2017. Built by Hyundai Samho in 2005 as “**JPO Libra**”, she was immediately chartered as “**P&O Nedlloyd Carolinas**”. Following Maersk’s acquisition of P&O Nedlloyd she was renamed “**Maersk Dunbar**” in 2006. At the end of the charter she gained her present name in 2013. *(Photos contributed)*





Being turned to berth at Trinity number four, she would have to wait for crane availability to start loading.
(Photo contributed)

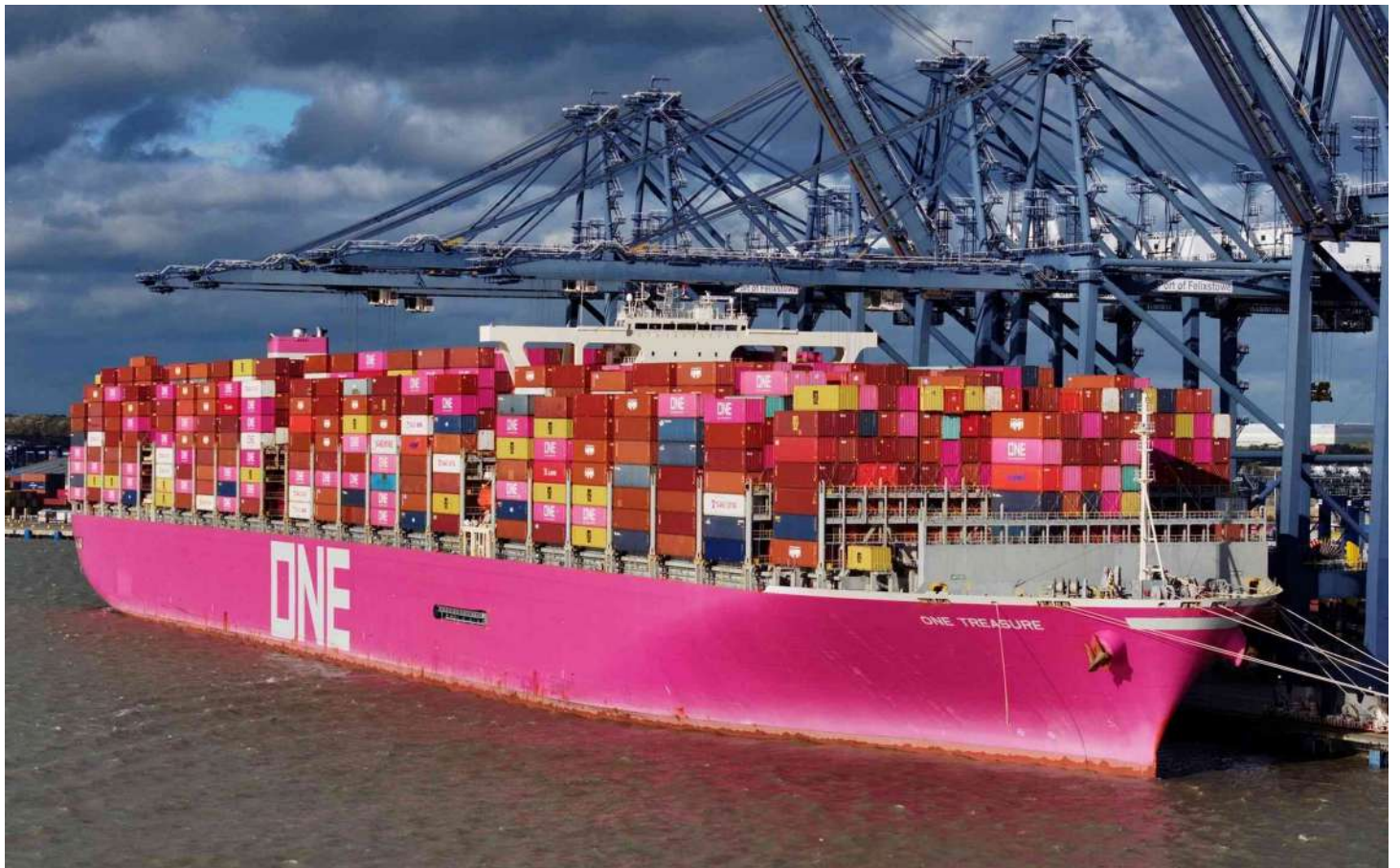


Leaving on 24th October for Tanger Med to load more empties, she is scheduled to arrive in Ningbo on 28th November. (Photo by Derek Sands)



Another visit to Parkeston Tanker Jetty by “**Trans Sea**” as she passes Harwich inbound on 22nd October. She has come from the Italian port of Genoa and would leave for Antwerp on the following day. Owned in Japan she wears the colours of Stodig Ship Management AS of Norway and flies the Panamanian flag. Launched in July 2023 she was completed in October by Kitanihon Shipbuilding, Hachinoe. With the refining of gas condensate ending soon at Haltermann Carless’ Parkeston Refinery we will have to see what effect this has on tankers visiting. The current rail services delivering gas condensate from North Walsham will obviously end, this service is the last rail borne traffic to the refinery. *(Photos by Derek Sands)*





Lighting conditions have allowed a striking photo of **“One Treasure”** to be taken at number eight berth on 24th October. She arrived direct from Singapore on 22nd October and would leave on the 25th for Rotterdam. Due to the current congestion and some strike action at the Dutch port she was still meandering about the North Sea awaiting a berth on 27th October and will not be accommodated until around 4th of November! Built by Imabari Shipbuilding, Marugame in 2018 as **“MOL Treasure”** for Shoei Kisen Kaisha of Marugame. She has had her current name since May 2023. *(Photograph contributed)*



Svitzer’s **“Ormesby Cross”** arrived from Hull on 22nd October and has not yet been witnessed working as far as we know. She was built in Spain by Zamakona, Santurzi in 2000. She left for Hull on the 28th. *(Photo contributed)*



The majority of her cargo consisting of Hapag-Lloyd reefer containers, **“Cape Corfu”** arrives on 21st October. Her last port was Antwerp and she would leave Felixstowe on the 22nd for Hamburg and Saint John, New Brunswick, Canada. She is on charter from Cape Shipping of Greece and was built in 2021 by Guangzhou Wenchong, China. *(Photo by Alex Dace)*



Making what's believed to be her third and final call at Felixstowe, **“Puerto Limon Express”** arrives from the Caribbean on 24th of October. Hapag-Lloyd are closing their Caribbean service due to poor returns making it unsustainable. No doubt chartered vessels like this one will be either redeployed or returned to their owners. A product of Hyundai Heavy Industries, Ulsan she was completed in 2009. *(Photo by Alex Dace)*



Twice previous to this visit “**Sacura**” had arrived at Ipswich with a fertiliser cargo from Egypt. This time she has come from Dumyat (Damietta) and is seen here on the River Orwell inbound on 25th October. Deep drafted she came upriver on the top of the tide with tug assistance from Felixstowe based Svitzer tugs. Owned by Ukrainian company Intresco, she is flagged in Liberia and managed from the British Virgin Islands by Intresco Tortola. Built 2011 in China by CYC Shipping Group, Zhenjiang. Her eight cylinder engine was built under licence by Qingdao Zichu Boyang Diesel engine company, and gives a speed of twelve knots. She left Dumyat on October 9th and came direct as she had previously bunkered at Malta on her way to load in Egypt. She has two previous names having been built as “**Sunrose E**” and changing to “**MBC Rose**” in 2016. Her present owners acquired her in 2021 and she was renamed “**Sacura**”. (Photo by Alex Dace)

Floating Pipelines Arrive At Harwich



Danish tug **"Thor"** enters the harbour towing three 800 metre pipelines from Hantsholm. They will be stored at an anchorage in the River Stour until required. Information as to their future use would be welcome. The tug was built in 1998 by Hvinde Sande Skibs in Denmark for Hantsholm Towing Company.



"C-Odyssey" looking after the tail end accompanied by **"Kirkwall Bay"** on the right. *(Photos contributed)*



“Thor” (Photos contributed)





“C-Odyssey” built by Den Breejen at Hardinxveld in 2011 and owned by Leask Marine, Kirkwall, Orkney Islands. *(Photos contributed)*





“Paul D” owned by Thamescraft, built 2025 by Damen, Hardinxveld. *(Photo contributed)*



(Photo by Alex Dace)



“Kirkwall Bay” (Photo contributed)



“Thor” passing Harwich. (Photo by Alex Dace)

Brightlingsea Shipping



Making a repeat visit to Olivers Wharf is “**RMS Ratingen**” seen here about to enter the creek in September 2023. This time she arrived from Setubal with her cargo of bagged cement. She left the Portuguese port on 3rd October but spent until early on the 6th sheltering just outside the port from the strong winds prevailing. She resumed her voyage at just past 3am on the 6th. She arrived at Brightlingsea on the 11th and departed for London on the following tide. Built to the RiverCarrier 2700 design, her hull came from Romania’s Daewoo-Mangalia in January 2002. Completion was done in the Netherlands by Bodewes, Foxhol in May 2002.
(Photos by Derek Sands)





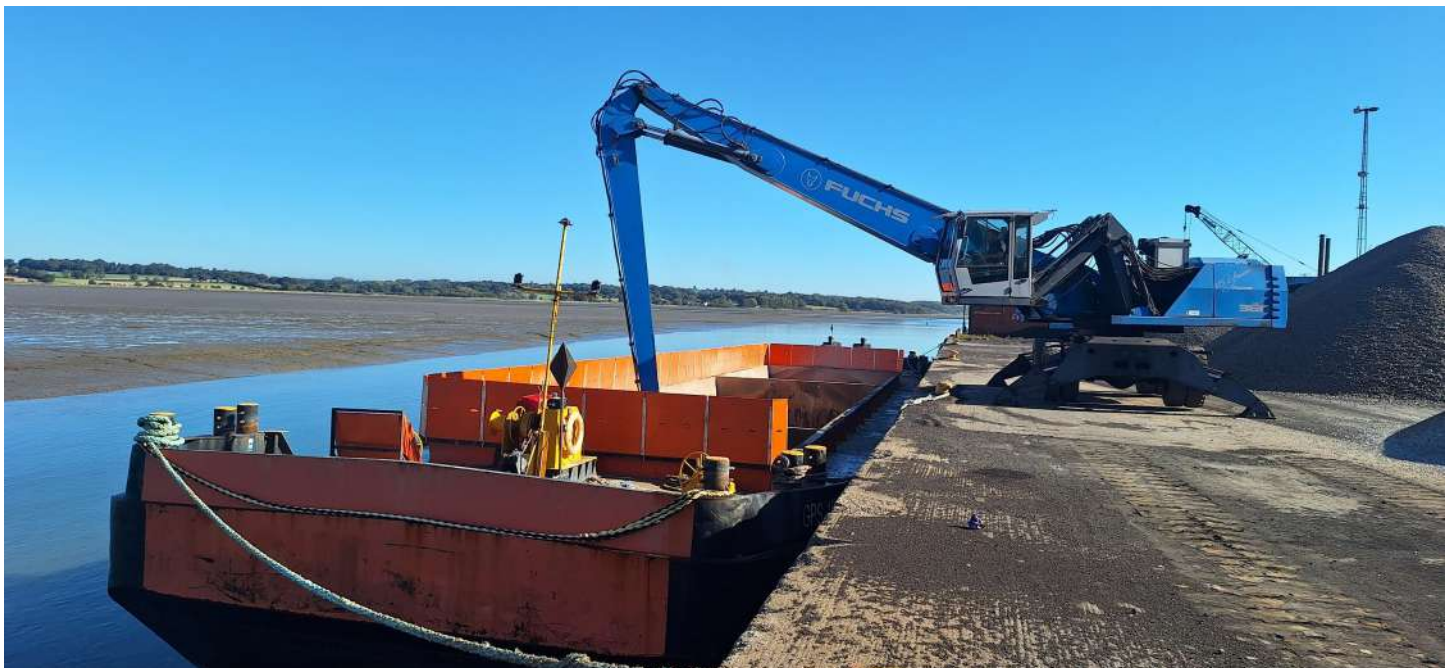
Turning into Brightlingsea Creek on 18th October **“Bellingshausen”** has come from Flixborough on the River Trent. She will load scrap metal for Setubal and sailed on the 22nd. She spent two days anchored of Brightlingsea due to expected very strong winds and finally departed late evening of the 24th. Built in Slovakia by Slovenske Lodenice, Komarno, she was launched in August 2002 and completed in the following February as **“Gretchen Muller”**. She was soon renamed **“Eider”** in the same year by Erwin Strahlmann. She moved to Mosetal Schiffahrts (Wessels Managers) as **“Mosetal”** in 2021 after Strahlmann’s financial problems. In 2022 she was acquired by Waterway Shipping of Klaipeda (Baltnautic Managers) and renamed **“Bellingshausen”**.
(Photos by Derek Sands)



Mistley Shipping



Making her umpteenth visit to Mistley with bricks from Aalst **“Allora”** arrives on 28th September. She left for Rotterdam on the 30th. (Photo by Steve Cone)



Stone being unloaded from barge **“GPS 1504”** on 29th September. The barge with her attendant tug **“GPS Arcadia”** have made three visits since the last newsletter on 29th September, 1st and 3rd of October. **“GPS Arcadia”** left on the 6th for Lowestoft and returned to collect her barge on the 8th and both sailed to the Medway on the next tide. (Photo by Steve Cone)



Discharging the last of the stone cargo loaded in Dordrecht, **“Helene-B”** alongside on the 7th October. She had arrived from the Dutch port the previous day. Her hull came from Daewoo-Mangalia in December 2000 and she was completed in the Netherlands by Pattje, Waterhuizen in June 2001 as **“Aramis”** for Briese Shipping BV. In 2004 owners became Gerdes Bereederungs and she was renamed **“Helene G”**. Her name was altered at a stoke, to the current one in 2024 when JEB Bereederungs of Elsfleth acquired her. (Photo by Derek Sands)



“Helene-B” sails for Kings Lynn on the 8th October.
(Photo by Steve Cone)



Now passing Harwich outbound to load at Kings Lynn for Terneuzen. *(Photos by Derek Sands)*

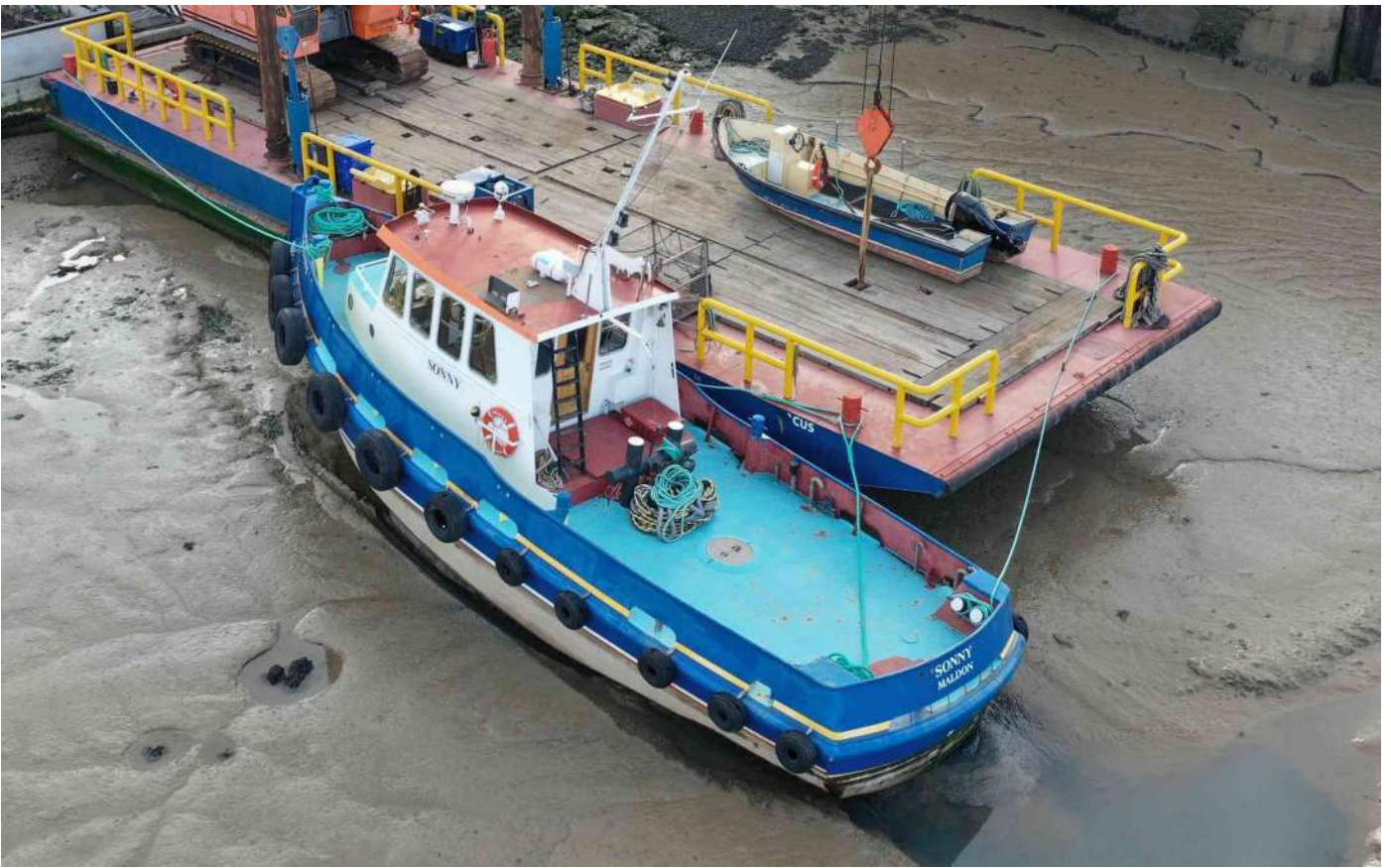




After yet another arrival at Mistley on the 10th October from Isle of Grain “GPS Arcadia” and the barge “GPS 1504” leave on the next tide for the Medway. Both are becoming very regular callers and details can be found in previous newsletters. *(Photo by Steve Cone)*

Below they can be seen passing through the harbour heading for the Medusa Channel across the bay between Dovercourt and Walton and onwards to the Medway. *(Photo by Derek Sands)*





Maldon registered tug “**Sonny**” alongside barge “**Sparticus**” at Mistley on 7th. It is believed the tug is owned by Nod Tugs (Nigel Cardy) of Maldon. No further details of her at the moment or of the barge which is owned by Mistley Marine. *(Photos contributed)*



Blast From The Past



“Venture” leaves Mistley in 1971 assisted by Horlock’s 1924 built tug **“Rebel”**. **“Venture”** was eventually bound across the Atlantic at the end of her days. (Photo by Keith Garwood)

Below is a photo of **“Rebel”** at Harwich in August 1984 with a new wheelhouse and funnel. Her fate is unknown. (Photo by Mick Warrick)



As for **“Venture”** she was built at Birkenhead by Cammell, Laird in 1954 for Coast Lines as **“Cheshire Coast”**



“Cheshire Coast” at Liverpool. (Web sourced image). In early 1967 she was chartered for a few months by Brocklebank as **“Malabar”**. Then between 1967 and 1971 she was chartered by Prince line as **“Spartan Prince”**.



Here is **“Spartan Prince”** seen in Bristol City Docks in December 1968. (Photo by Malcolm Cranfield)

Reverting to **“Cheshire Coast”** at the end of her Prince Line Charter in 1971 she was quickly renamed **“Venture”** when sold to Cypriot flag owners Amanda Shipping of Famagusta.



“Venture” seen here passing Rozenburg inbound for Rotterdam on 21st May 1972. In 1974 she went to Skiros Shipping, Limassol as **“Azelia”**. In 1980 she arrived for breaking up at Cartagena, Colombia, work was completed by 1st July 1980. (Photo by Malcolm Cranfield)



“Talavera” passing Felixstowe outbound from Parkeston Quay on 3rd June 1980. She was built in 1961 by Kieler Howaldtswerke, Kiel as **“Nopal Star”** for Norwegian owners. In 1977 she was acquired by Arrow Line (Intermar Mundail Armadora SA, Greece). Spanish Breakers at San Esteban de Pravia took her in June 1984. (Photo by Derek Sands)



Alongside number eight berth, Parkeston Quay in August 1979 is reefer **"Antarctic"**. Built in 1970 by Drammen Slip and Verksted, Drammen for Intermare KG, Hamburg as **"Antarcticore"**. She is wearing the funnel colours of her charterer, Sven Salen of Sweden. Intermare flagged her out to Panama in 1979 and in 1986 sold her to Reefskyth Shipping of Piraeus who renamed her **"Nissos Skiathos"**. Two years later she was **"Skiathos Reefer"** for Magna Cia Naviera of Piraeus. She collided with **"Tai Wu Shan"** in the Nantong River, Shanghai on 7th July 1993 and sank. See below. (Photo from the late Malcolm Cornes Collection and probably taken by the late John Hall).



"Tellus" on the Kiel Canal in 1968. Built for Finska Angfartygs Ab, Helsinki in 1960 by Rauma-Repola, Rauma. She was lengthened in 1970 and sold in 1977 to Yick Fung Shipping, Panama (a Chinese front company) and renamed **"Chengpa Shan"**. Transferred to China Ocean Shipping in 1980 and renamed **"Tai Wu Shan"**. There is no record on Miramar of her collision with **"Skiathos Reefer"**. She was deleted in June 2012 as existence in doubt. (Photo by Hans-Willem Delfs, Shipspotting.com)

Newsletter compiled by Derek Sands and proofed by Neil Davidson.

With thanks to the following for all their contributions: David Hazell, Mick Warrick, Alex Dace, Keith Garwood, Steve Cone, Malcolm Cranfield, Hans-Willem Delfs, the late Malcolm Cornes, the late John Hall 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
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