

SUPPLEMENT TO MARCH 2023 HAVEN PORTS NEWSLETTER

Due to the large amount of material available for the March edition this one off supplement has been produced.

Dredging



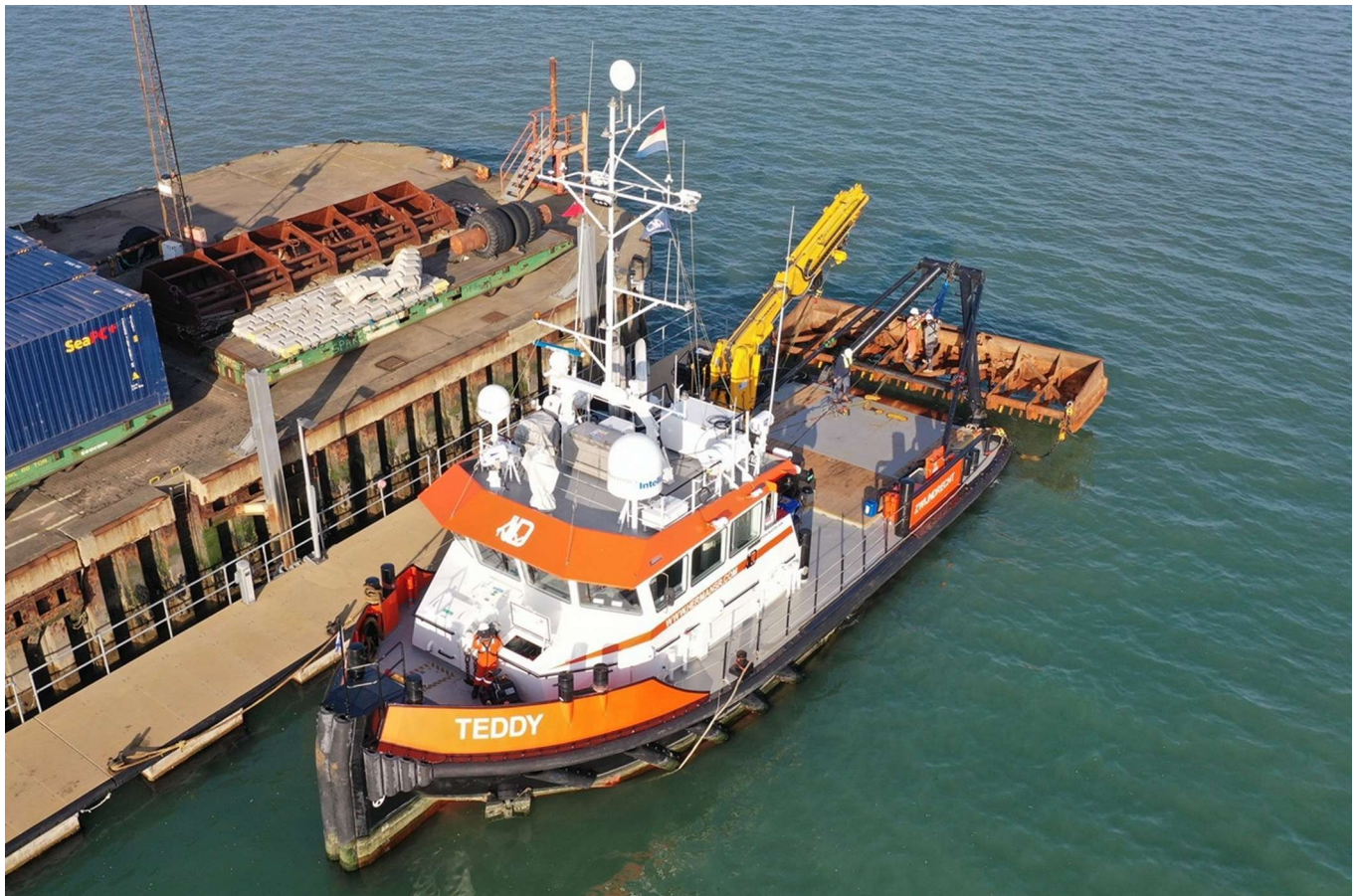
“Ham 316” began a maintenance dredging program in early February and is seen here on the 4th, fully engaged in operations in the main harbour channel. Registered in the Netherlands and operated by Van Oord, she was also built in the Netherlands by Verolme, Heusden in 1998. *(Photos contributed)*



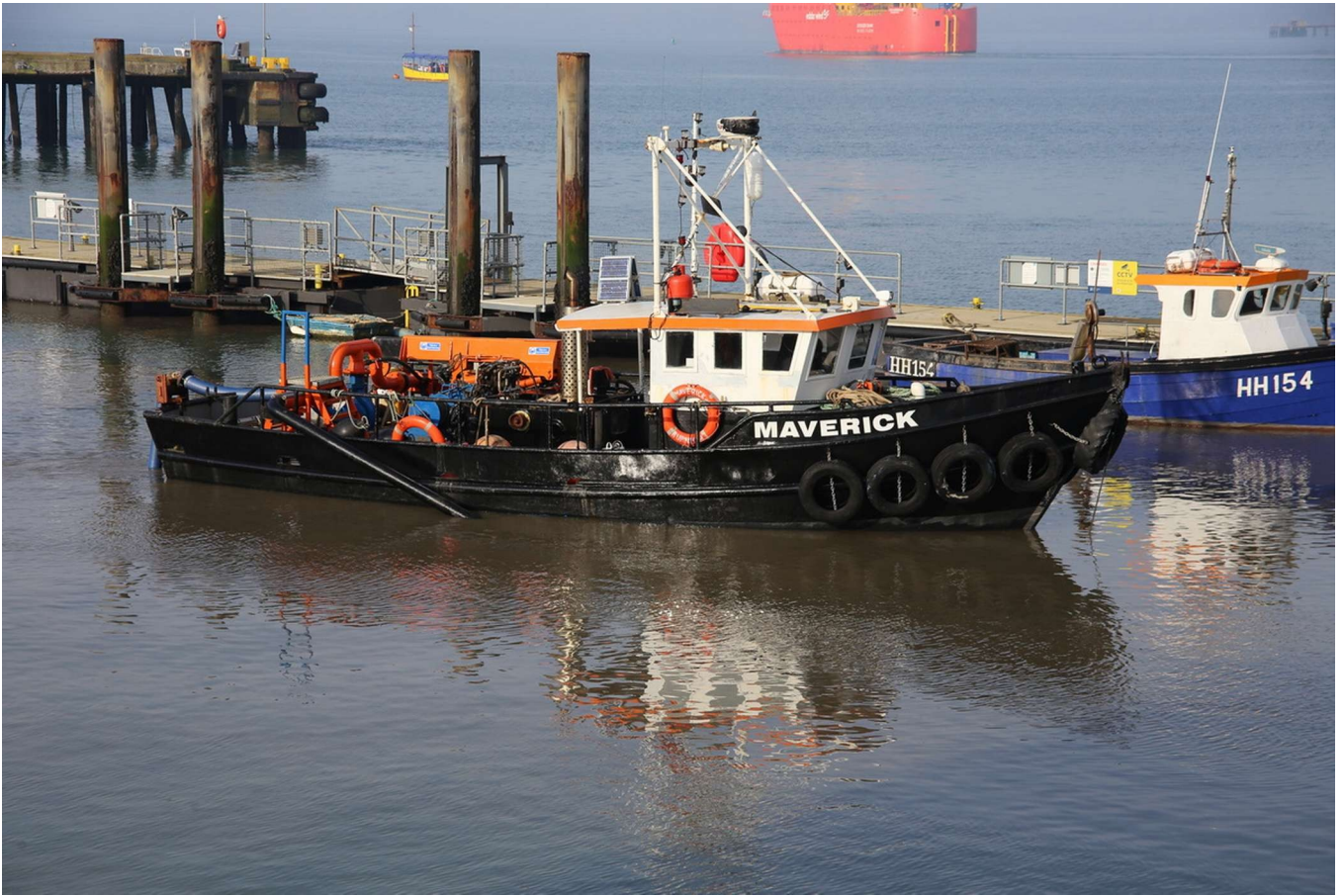
Supporting the dredger was Hermann Snr owned tug “**Teddy**” seen below on 24th February plough dredging.



Built in Poland by Dame Kozle, Kedzierzyn-Kozle and completed in April 2019 to the Shoalbuster design.
(Photo by David Hazell)



Here she can be seen preparing her plough for another days works on 15th February. (Photo contributed)



Acquired in April 2022, Brightlingsea based Colne Dredging's "**Maverick**" water injection dredging at Harwich. She will be working in and around many areas until approximately 15th March. This will include Ha'penny Pier, Harbour Master's pier, Fishermen's Moorings, Harwich and Dovercourt Yacht Club entrance, Shotley Channel and Mistley Channel. *(Photo by Derek Sands)*

Other scheduled operations are being carried out by Van Oord's "**Rotterdam**" from 4th March. Boskalis's "**Sospan Dau**" will also return from 28th February for approximately three days. She in fact left on 3rd March for Fawley on Southampton Water.

More wrecks and relics from Pin Mill

A further look at the past and present scene at Pin Mill with information and all photos provided by Phil Simons of South Coast Branch, unless otherwise credited.



The hulk of a former motor minesweeper, thought to be one of the 126ft class and rumoured to be one of the Canadian built examples. Seen here in May 1999 she has deteriorated greatly since then. Her wheelhouse was removed and used as a shed in the boatyard behind Pin Mill, see lower photo.





“212 (A)” formerly NA212 built by J. Bolson, Poole in 1946. Sold out of service in 1994 and seen here on 19th June 1999.



“212(A)” with more accommodation and different colour scheme on 10th May 2008.



Former Harwich to Shotley and Felixstowe ferry **“Hainault”** seen on 19th June 1999. She was built for the Great Eastern Railway in 1914 by Vosper, Portsmouth and was 21gt. She was in military service 1914 to 1918. In 1923 her owners became The London and North Eastern Railway and in 1948 British Transport Commission. In 1963 her owners were restyled as British Railways Board, who sold her in the following year. It’s not known when she arrived at Pin Mill. In the photo below taken on 10th May 2008, she is fast disintegrating.





Cut down and in use as a dry dock is a former lighter, possibly one of the type in use by the admiralty. Nothing further is known about her and she is seen on 19th June 1999.



Seen also on 19th June 1999 is what is believed to be an ex Humber Keel, with substantial accommodation on deck.



Seen above and below on 19th June 1999 is former Medium Speed Picket Boat known only as “The Vernon” when seen. No formal identity is known but she resembles a class of faster craft of this type built for the wartime Navy by Thornycroft.





“1003 (U)” built as a 1000 series dumb stores lighter and originally named **“1003(S)”**. She came from the Wivenhoe yard of James Cook in 1964 as their yard number 1266. Sold out of service to A. J. Pratt in November 1997 she was a houseboat at Pin Mill by May 1998.



“Wynstay” a former Landing Craft Assault of 41ft 6in length seen in May 1999 but had been removed by May 2008.



Previously featured in the newsletter here is another view of **“Lock”** a former tug seen on 19th June 1999.



“Zamanis” in a previous colour scheme and seen here on 10th May 2008, she has also featured previously in the newsletter.



“Resolute” a Broads ferry built for W.C. Harrison of Gt. Yarmouth by Edwards & Co (y/n 508), Cubitt Town, Millwall in 1903. 73ft, 71grt, 2cyl steam engine. By 1920: Yarmouth & Gorleston Steamboat Co. Ltd., Yarmouth. 06/05/1946: Eric William Jackson, Oulton Broad. 01/11/1946: Pleasure Steamers Ltd., Great Yarmouth. 29/05/1970: Veteran Steamship Society Ltd., Dunmow. 06/1981: Private owner. Seen at Pin Mill 19/6/99. (Photo by the late Nick Hall)



The same ship now seen on 10th May 2008 with accommodation built on deck.



Sailing barge hulks 1) **Venture of London**, o.n. 112769, 58grt built at Ipswich by Shrubsall in 1900 - 2) **Waterlily** of Maldon, re-registered London 1912. O.n. 114334 58grt 82ft, built at Rochester by Gill & Son in 1902 -3) un-named barge.



A swimhead lighter, concrete lighter and barge cut down to dry dock in the jumbled view taken 10th May 2008.



“Cyril Langer” ex Colchester Fishing Vessel CK 298. No other details



“Sea Pigeon” ex Royal Army Service Corps. HL101 - 107 & 111 - 112 class built by the Army Fleet Repair Branch between 1956 & 1966. Both photos taken on 10th May 2008.



“Melissa” of London, 85.3ft sailing barge, o.n.110078, 57grt, built Harwich, J&H Cann, in 1899. Photo taken on 10th May 2008.

Below seen under sail in the River Stour in July 2017. (*Photo by Derek Sands*)



Another blast from the past



Seen at Felixstowe on 27th May 1975 is Lloyd Brasileiro reefer **"Lloyd Bage"** displaying the funnel mark of the company's previous livery which would be superseded by an image of the company house flag on the funnel. Launched as **"Bage"** she was completed in November 1973 as **"Lloyd Bage"** by Caneco, Rio de Janeiro. Remaining with the Brazilian company all her life she was scrapped in December 1998 at Niteroi, which is just across the Guanabara Bay and is connected to Rio de Janeiro by an 8.26 mile concrete bridge, one of the longest in the world. *(Photo by the late Malcolm Cornes scanned and processed by Derek Sands)*

Thanks to Philip Simons, the late Nick Hall, the late Malcolm Cornes and David Hazell for the contributions to this supplement.

Compiled by Derek Sands and Edited by Neil Davidson