



*(Photo by Alex Dace)*

**This month's newsletter is devoid of some information that is normally provided. Partly this is due to the absence of the compiler for nearly two weeks on a cruise and other commitments during the rest of September.**

**Our October meeting is a presentation by John Cole of photos he took whilst at sea and in Dubai (Port Rashid and Jebel Ali). Start time as usual 7.30pm at the Felixstowe Museum on Thursday the 9<sup>th</sup>.**

## Recent Callers



Setting off from Singapore on 16<sup>th</sup> July with a call at Colombo before arriving at Felixstowe on 24<sup>th</sup> August as seen here, “**MSC America**” left on the 26<sup>th</sup> for Rotterdam’s Maasvlakte arriving on 27<sup>th</sup> and departing next day for Deurganckdok, Antwerp. She will return to Felixstowe from there to load on the Britannia service for Singapore, Vietnam and China. She was built by Hanwha Ocean, Geoje (formerly known as Daewoo Shipbuilding) and completed in July 2025. *(Photos by Martin Klingsick)*





Getting the attention of five cranes at Trinity Seven is “**CSCL Saturn**” on 23<sup>rd</sup> August. She had arrived from Singapore via Rotterdam, Hamburg and Zeebrugge on the 22<sup>nd</sup>. Sailing on the 24<sup>th</sup> direct to Port Klang, Malaysia, (previously known as Port Swettenham). She was launched by Samsung, Koje in October 2011 and completed in December. *(Photo by Derek Sands)*

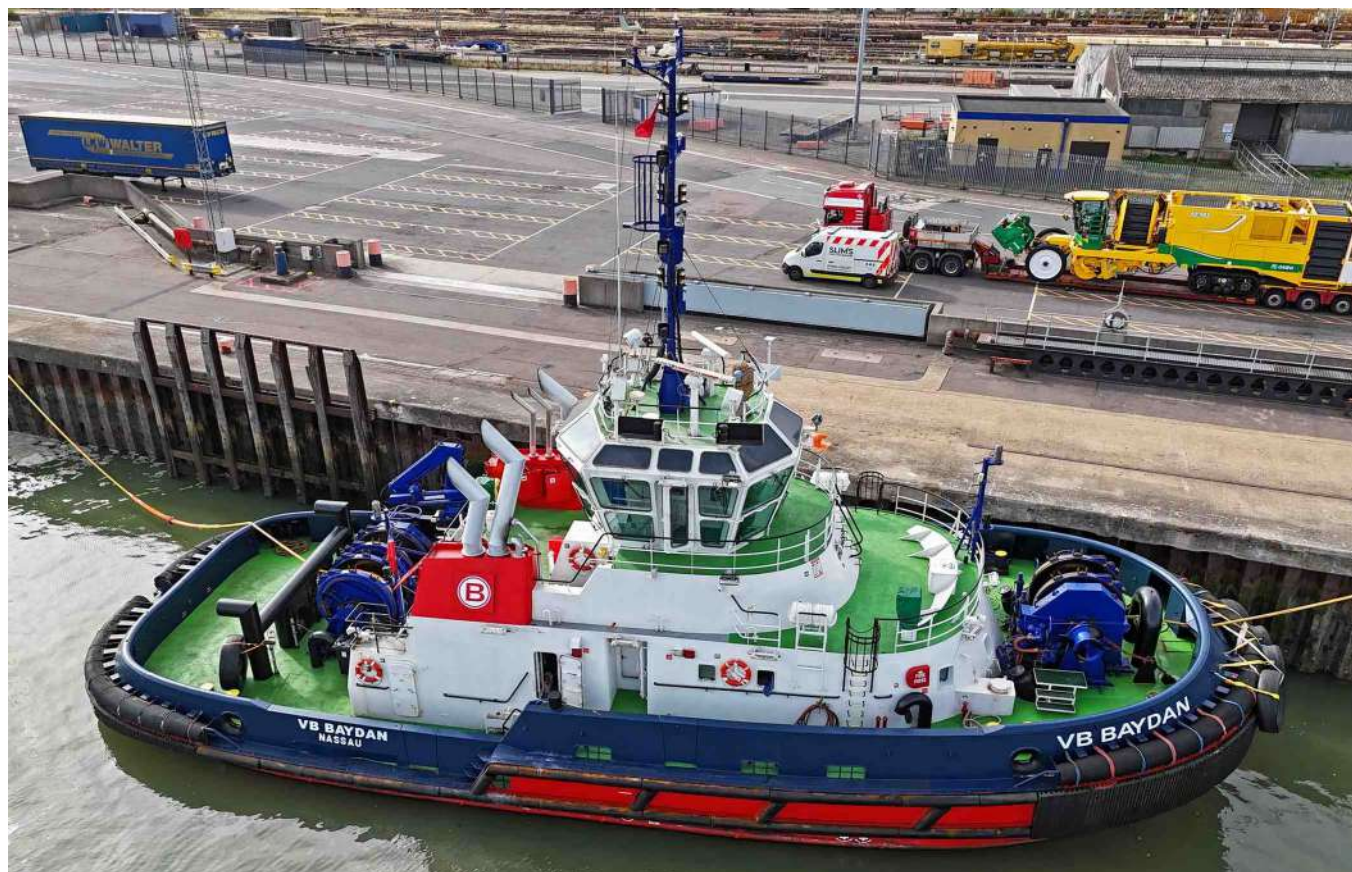


Outbound passing the berths at Trinity terminal, Felixstowe on 26<sup>th</sup> August, “**Arklow Guard**” had delivered a cargo of cement at Ipswich from Bilbao. With no further orders she is heading for the Bawdsey anchorage. She was built by Ferus Smit, Westerbroek in 2024, the last one of a series of five for Arklow’s Dutch subsidiary. She has a Caterpillar diesel built under licence. *(Photo by Derek Sands)* (3)



Passing Felixstowe on 26<sup>th</sup> August “**VB Baydan**” has come from Immingham. She is heading for Trinity Seven, spending some time there before heading for Parkeston Quay number three berth. She left for Tilbury on the 29<sup>th</sup>. Built as “**RT Eduard**” by Niigata Shipbuilding in 2010 she has recently acquired her current name in July 2025. (Photo by Derek Sands)

Below she is seen at Parkeston Quay. (Photo by Martin Klingsick)





**“One Truth”** in the approach channel for Harwich Harbour, bound for Felixstowe on 26<sup>th</sup> August for her first call. She left the following day for Singapore, via Hamburg, Le Havre and Algeciras. She was completed by Imabari Zosen, Saijo in 2017 as **“MOL Truth”** for Shoen Kisen and in 2023 renamed **“One Truth”**. Ocean Network Express (ONE) is a joint venture of Nippon Yusen Kaisha (NYK), Mitsui OSK Lines (MOL) and Kawasaki Kisen Kaisha (K Line). (Photos by Derek Sands)





“One Truth” at number nine berth on 27<sup>th</sup> August, with three cranes in attendance. (Photos by Martin Klingsick)





Leaving her berth at Felixstowe on 26<sup>th</sup> August is Cosco's "**Xin Chong Qing**" with an ultimate destination of Brazilian ports. One of a number of sisters or very similar vessels she was launched on 4<sup>th</sup> April 2003 and completed in August by Hudong, Shanghai. (Photo by Derek Sands)



Seen here inbound on the New Waterway on 22<sup>nd</sup> August, heading for Rotterdam, "**Esprit**" would discharge and then load for Ipswich, where she arrived on 28<sup>th</sup> August. She sailed in ballast from the Suffolk port bound for Hull on the 2<sup>nd</sup> September. Owned by Valparola Esprit of Rhoon, Netherlands she is managed by Vertom. Her builders were the Chowgule Shipyard in Goa, she was launched in January 2010 and completed in June 2011. (Photo by Anton de Kreiger)



The early morning arrival from Ijmuiden of **“Triton”** on 30<sup>th</sup> August. She will make the fifth tug for the next departure of an Ultra Large Container Ship and return to Ijmuiden later the same day. She was launched as **“Pilar”** and completed as **“Triton”** by Dearsan Gemi, Tuzla in 2008. *(Photo by Derek Sands)*

Below she can be seen at the tug pontoon Felixstowe awaiting her call to duty with her fleet mates. She had been to Felixstowe previously in 2021 and 2023. *(Photo by Justin Thyme)*





Berthed at Trinity Seven on 30<sup>th</sup> August, “**CSCL Venus**” had arrived from Zeebrugge the previous day. She set off for the long voyage direct to Malaysia’s Port Klang on the 1<sup>st</sup> September. She was built to the Samsung design 13300 at their Kojie yard in 2011. *(Photo by Martin Klingsick)*



Occupying number nine berth “**MSC Emanuela**” has tanker “**Anafi**” alongside on 30<sup>th</sup> August. After leaving Felixstowe later on the 30<sup>th</sup> she did several port calls including Gdansk, Gdynia, Antwerp and London Gateway before heading south for Las Palmas, arriving there on 23<sup>rd</sup> September. She is a product of Samsung, Kojie to their 14000 design, and was completed in September 2010. *(Photo by Justin Thyme)* (9)



With “**Anafi**” arriving very light, it would appear that she is taking a discharge of sludge aboard rather than bunkering “**MSC Emanuela**” with fuel. *(Photos by Justin Thyme)*





Having completed her operation “**Anafi**” backs away from “**MSC Emanuela**” later on the 30<sup>th</sup> August. She is heading for Zeebrugge once she has taken her Yokohama fenders onboard. Launched as “**Sifnos**” she was completed by Chinese builder, Fujian Southeast, Fuzhou as “**Anafi**” in April 2011. (Photos by Martin Klingsick)





“**Amaranth**” makes her way past Felixstowe inbound for Ipswich on 30<sup>th</sup> August. She has come from Gdynia and her cargo is probably liquid urea. Leaving for Immingham on the 31<sup>st</sup>, where she loaded for Paldiski, Estonia. Operated by Unibaltic she was built as “**Nafto Tank 1**” by Istanbul Dockyard, Tuzla in 2008. Sold to Turkish owners in 2009 as “**Defne-S**” in 2009, she came into Unibaltic’s fleet in 2019 and gained her current name. (Photo by Justin Thyme)



At number nine berth, Felixstowe on 31<sup>st</sup> August is “**MSC Simona**”. She had arrived from Colombo via Las Palmas earlier in the day. She left for Port Louis, Mauritius on 2<sup>nd</sup> September via Bremerhaven, Antwerp, Le Havre and London Gateway. One of several sisters or very similar ships built in China by Jiangsu Yangzi Xinfu, she was completed in August 2024. (Photo by Derek Sands) (12)



A replica of Christopher Columbus' ship the **"Nao Santa Maria"** inbound in the River Orwell for a visit to Ipswich on 1<sup>st</sup> September. She was built by Spanish Master Shipwrights using 15<sup>th</sup> century techniques working for the Nao Victoria Foundation and launched in 2018. She serves as a floating museum touring ports and offering public visits. *(Photo by Michael Warrick)*



Proceeding past Felixstowe on 2<sup>nd</sup> September “**Stolt Auk**” is inbound for Parkeston Tanker Jetty. She has come from Rouen and would depart for Ghent the next day. Built in the Netherlands by YVC Ysselwerf, Capelle in 2001 as “**Trans Alina**” she was “**Nst Alina**” in 2011 and just “**Alina**” in 2012. Stolt acquired her in 2014 and renamed her. (Photo by Mick Warrick)

Below she can be seen passing Harwich. (Photo by Derek Sands)





Passenger ships are not common on the Orwell but “**Hebridean Sky**” seen here on 4<sup>th</sup> September has been before. Her last call was in 2023, and was successful enough to warrant another visit this year. She is approaching the veteran stage now as she was built in Italy in 1999 by Nuovi Cant Apunia, Marina di Carrara as “**Renaissance Seven**”. She then had another seven names before her current name was bestowed on her in 2016. Just over 100 passengers are accommodated in fifty nine suites. Most of her cruises up to the middle of 2026 are already sold out despite the substantial cost of them. *(Photos by Justin Thyme)*





An early morning arrival for “**MSC Savannah**” in indifferent light on 4<sup>th</sup> September. She is on MSC’s Nwc-To Ipak service. She departed for Rotterdam, Gdynia, Bremerhaven, Antwerp, Le Havre, London Gateway and Port Louis (Mauritius). She was completed by Jiangsu Yangzi Xinfu in July 2024. (Photo by Derek Sands)



Operating for Hapag-Lloyd the chartered “**Puerto Limon Express**”, makes her second arrival at Felixstowe on 4<sup>th</sup> September. Completed for the charter market in 2009 as “**Maersk Niteroi**” by Hyundai, Ulsan, for Kowa Kaiun of Japan, she changed charter to Hapag-Lloyd in 2021 receiving her current name. She is managed from Paisley, Scotland by Songa Shipmanagement, part of the Blystad Group of Norway. (Photo by Derek Sands) (16)



Fire, Fire! Well maybe not, but a very smoky departure by “**MSC Vilda X**” on 4<sup>th</sup> September. She is on MSC’s India service and had arrived from Hazira and Mundra, via Rotterdam on the 2<sup>nd</sup>. Originally the “**Sofie Maersk**” one of several sisters she was built by Odense Staalskibs, Odense in 1998. She entered the MSC fleet in 2021 as “**MSC Vilda**” with the “X” suffix added a year later. (Photos by Derek Sands)



The exhaust scrubber working overtime it seems!



Passing Landguard Fort outbound from Ipswich on 4<sup>th</sup> September **“Lucky Sea”** is heading for Dumyat (Damietta) Egypt. She bunkered at Ceuta on the 13<sup>th</sup> and arrived in Dumyat on the 24<sup>th</sup>. Built in Slovakia by the prolific Slovenske Lodenice, Komarno in 1994 as **“Pamir”** for Wessels Rederei. Arundo AS of Norway acquired her in 2015 and renamed her **“Ingeborg Pilot”** and placed her under the St Vincent flag. This was retained when she went to Argo Shipping Group of the Ukraine in 2023 as **“Asg Anna Vovchuk”**. Gravitating to the Palau flag in 2025 as **“Lucky Sea”** under the same owners, she is managed from Varna, Bulgaria. (Photo by Derek Sands)



A few minutes later **“Ampere”** followed, also a departure from Ipswich. She had arrived from Tonnay-Charente, France on the 2<sup>nd</sup> September, and was now bound for the Waalhaven, Rotterdam to load for Nordenham. As this is written she is currently in Sliedrecht. The Latvian flagged coaster is in the Baltnautic fleet having joined in 2022. Formerly **“Tharsis”** built in 2012 by Scheepswerf de Kaap, Meppel. (Photo by Derek Sands)



**“One Triumph”** departs Felixstowe on 7<sup>th</sup> September after her first call. She had arrived direct from Singapore on the 6<sup>th</sup> and was now heading for Rotterdam. After calls in Hamburg and Le Havre she left for Singapore with an ETA of November 4<sup>th</sup>. Owned by Tokei Kaiun of Imabari, Japan she was completed in South Korea in March 2017 by Samsung Heavy Industries. Her stated capacity is 20,170 TEU. *(Photos by Derek Sands)*





Having arrived on the 6<sup>th</sup> of September from Rio de Janeiro, Brazil via Algeciras **“Seattle C”** is now outbound on the 7<sup>th</sup> for Rotterdam, Hamburg, Antwerp, Lisbon, Algeciras and Santos. Owned by Danaos of Greece, she was built as **“YM Seattle”** by Samsung, Kojima. Four years later she was chartered by Hapag-Lloyd as **“Taiwan Express”**, but reverted to **“YM Seattle”** the next year. She became **“Seattle C”** in 2019 and appears to be chartered by Cosco. (Photos by Derek Sands)





Sporting a wind deflector on her bow “**MSC Annamaria**” departs Felixstowe for Port Klang on 7<sup>th</sup> September. One of many similar or sister vessels built by Jiangsu Yangzi Xinfu, she was completed in March 2025. She is heading direct to Malaysian hub port, Port Klang with an ETA of 6<sup>th</sup> October. *(Photos by Derek Sands)*





Red Seven Marine's jack up **"Haven Seariser 4"** towed by **"CT Prenton"** passes Felixstowe inbound for Ipswich on 9<sup>th</sup> September. They have come a long way from Sumburgh in the Shetland Islands. The tug is owned by Carmet Tug Co., of Bromborough. Built by Damen at Hardinxveld in the Netherlands and completed in April 2004 as **"DMS Blackbird"**, she was renamed just a month later by Herman Senior BV as **"Tarka"**. It would seem she went to the Far East and Australia as **"PMG Tarka"** for Pacific Marine Group. There are photos of her in Sydney, Melbourne and Mackay. Carmet became owners in April 2025. **"Haven Seariser 4"** was built by Dutch builder Ravenstein, Deest in 2014. (Photos by Mick Warrick)





**“CT Prenton”** and **“Haven Seariser 4”** just arriving at Ipswich Shipyard later on the 9<sup>th</sup>.  
 (Photo by Justin Thyme)



Wijnne Barends was founded in 1855 in Groningen and since 2003 is part of the Spliethoff Group. They had a series of twelve ships of this type built by the GS Yard at Waterhuizen. **“Lady Adele”** was the fifth one launched of the series and was completed in May 2015. She conforms to the Sea River 3700 design with a deadweight of 3,700 and she is eighty eight metres overall with a beam of nearly thirteen and a half metres. She has an eight cylinder main engine with a fixed propeller and is capable of ten knots. She is seen here inbound for Ipswich on 11<sup>th</sup> September. She sailed the following day for orders and stayed at the Cork anchorage for 5 days until leaving for Amsterdam. (Photo by Mick Warrick)



Becoming a regular caller as most of her class are now **“Ever Acme”** sets off for Hamburg on 12<sup>th</sup> September. She would not berth at Hamburg until the 24<sup>th</sup> however due to berth congestion at the German port. She had arrived at Felixstowe on the 8<sup>th</sup> from Singapore via Rotterdam. Hudong Zhonghua launched her on 23<sup>rd</sup> September 2022 and she was completed in December. *(Photo by Mick Warrick)*

Bound for Rotterdam as she leaves Felixstowe on 13<sup>th</sup> September, **“Xin Nan Tong”** was built in 2003 by Hudong-Zhonghua. After Rotterdam she set off for Hamburg, Antwerp and Piraeus. *(Photo by Martin Klingsick)*





Forging her way up the Orwell bound for Ipswich, **“Rix Explorer”** on 16<sup>th</sup> September. She has come from Rotterdam and would leave on the 19<sup>th</sup> for the Norwegian port of Fredrikstad to load for Bayonne. She was launched by Galati SN, Romania in September 1997 and completed as **“Kopenhagen”** by Damen, Foxhol in the following March. Her first owners were Bojen of Neermoor, Germany. In 2001 she was under the Gibraltar flag as **“Hagen”**. She became **“Rover”** in 2015 and hoisted the flag of Barbados. Rix acquired her in 2020 and she gained her current name and switched flag to that of Cyprus. She looks to be on charter to Baltic Shipping of Denmark. (Photos by Martin Klingsick)





It's believed **"OOCL Korea"** is one of a class of ship from OOCL that has never been to Felixstowe previously. Here she is seen arriving on 18<sup>th</sup> September and being turned before being towed stern first for her berth at Trinity Seven. One of ten in her class she was completed by Samsung Heavy Industries in 2014.  
*(Photos by Martin Klingsick)*





Now safely berthed at Trinity Seven on the following day. **“OOCL Korea”** would leave on the 20<sup>th</sup> direct to Port Klang, Malaysia. *(Photo contributed)*



Seacat Services latest offshore energy support craft **“Seacat Mayflower”**, seen on 19<sup>th</sup> September. Currently servicing the Inner and Outer Gabbard windfarms situated thirty miles off Harwich. She only entered service in July this year and was built by Diverse Marine, Medina Shipyard, Isle of Wight. *(Photo contributed)*



At Trinity Six is “**Sofia Express**” making her first call at Felixstowe on 19<sup>th</sup> September. She sailed for Antwerp and Piraeus on the 20<sup>th</sup>. One of a series of similar ships built by Hyundai, Ulsan for Hapag-Lloyd, she was completed in June 2010. *(Photos contributed)*





Working hard in the harbour to maintain charted depths, **“Gateway”** was deployed for just a few days recently. She is seen here on the 19<sup>th</sup> with her dredge pipe lowered. Owned by Dutch company Boskalis, she is however registered in Limassol, Cyprus. Built by De Merwede, Hardinxveld in 2010 she has a deadweight of 21,200 tonnes. *(Photos contributed)*





Setting out from her berth in Vlaardingen for Felixstowe is “**Botnia Seaways**” on 23<sup>rd</sup> September. As she arrives and leaves in the dark at Felixstowe, capturing her in the harbour is unlikely. She is currently the third ship on the Felixstowe-Vlaardingen route replacing “**Suecia Seaways**” which has been laying by in Vlaardingen since her last arrival from Felixstowe on 23<sup>rd</sup> August. Built in China by Jinling Shipyard, Nanjing as “**Finnmaster**” in 2000 for Finnlines. She became “**Tor Botnia**” in 2009 and in 2013 “**Botnia Seaways**” and now owned by DFDS. (Photos by Alex Dace)



Inbound on the New Waterway on 24<sup>th</sup> September.



Inbound on the River Orwell **“Celtic Raider”** for Ipswich. It is believed this is her first call under her current name. She was acquired by Charles Willie of Cardiff and renamed in 2020. Built by Ferus Smit. Westerbroek for Flinter Shipping as **“Flinterfury”** in 2007. Flinter Shipping ran into financial difficulties and was liquidated in late 2016. Keeping the Dutch flag and Harlingen as her port of registry, she was sold to Rivermaas and renamed **“Norr fury”**. Acquired by Cobelfret BV in 2017 as **“Pagadder”** she was placed under the Belgian flag with management by Boeckmans of Antwerp. She is flying the red duster under Willie’s ownership and management, being registered in Cardiff. (Photos by Martin Klingsick)





Now seen fully discharged of her cement cargo from Bilbao on 23<sup>th</sup> September. She appears to be taking bunkers from a road tanker. She would leave the following day for Warrentpoint in Ireland and was transiting the Pentland Firth on the 28<sup>th</sup> bound for Hargshamn, Sweden. *(Photos contributed)*





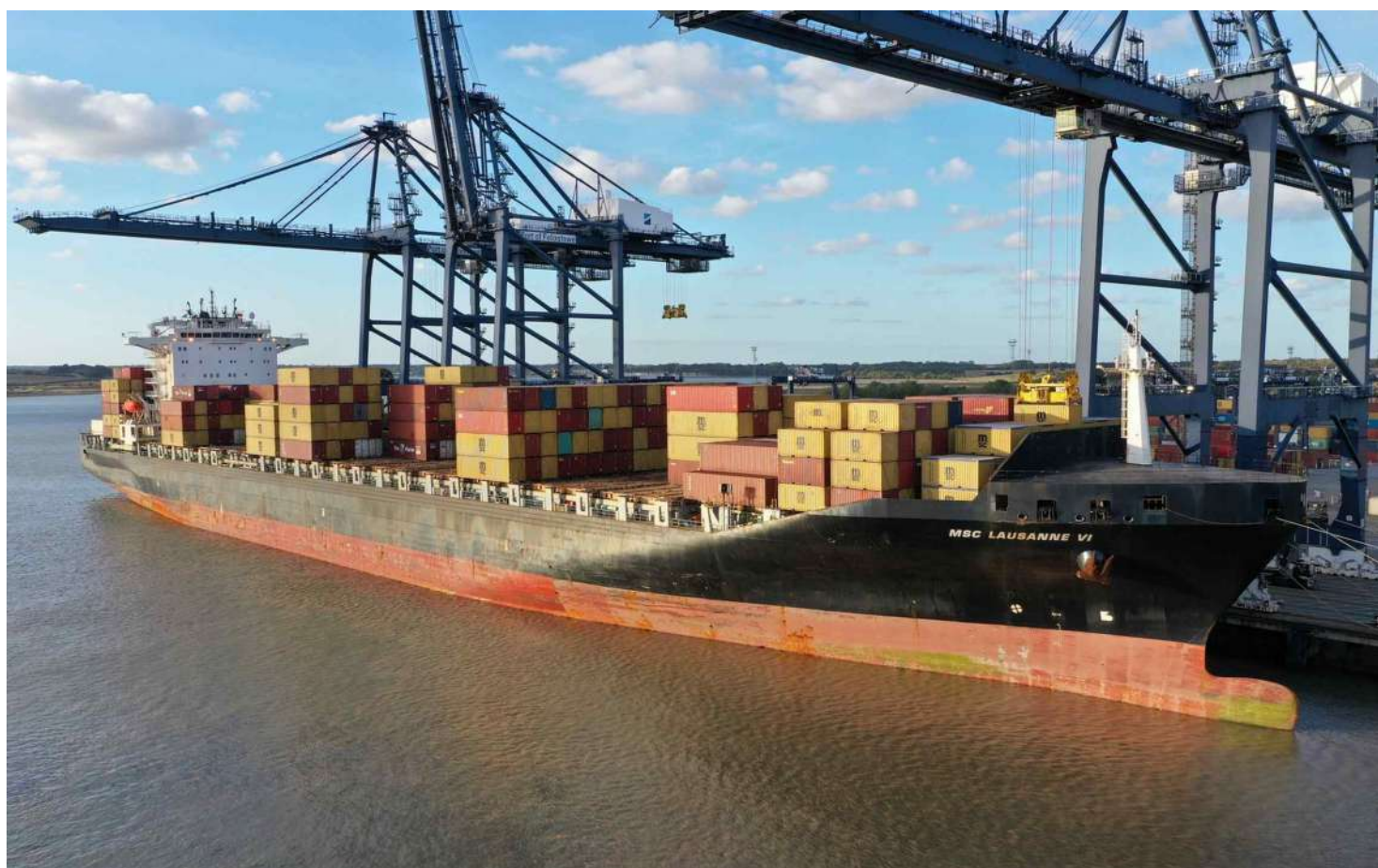
Alongside Cliff Quay, Ipswich on 25<sup>th</sup> September “**Eastern Vanquish**” had arrived from Rouen the previous day. Her hull arrived in the Netherlands for completion by Veka, Lemmer and she entered service in August 2012. She had been launched by NSC Marine, China in November 2009 and had probably arrived in Rotterdam via a heavy lift barge or ship. Her first owners were Dutch and she was named “**Bijlberg**” on completion. Her registered owner became Eastern Shipping in 2015 and she was renamed “**Eastern Vanquish**” with management by Longship BV. Scotline became managers in 2019 and she spent this period working for them on their trades including woodchips from Inverness to Mistley. Faversham Ships became managers in 2023 and owners in 2025. she flies the Isle of Man flag. *(Photos contributed)*



She departed for Hull on the 26<sup>th</sup>.



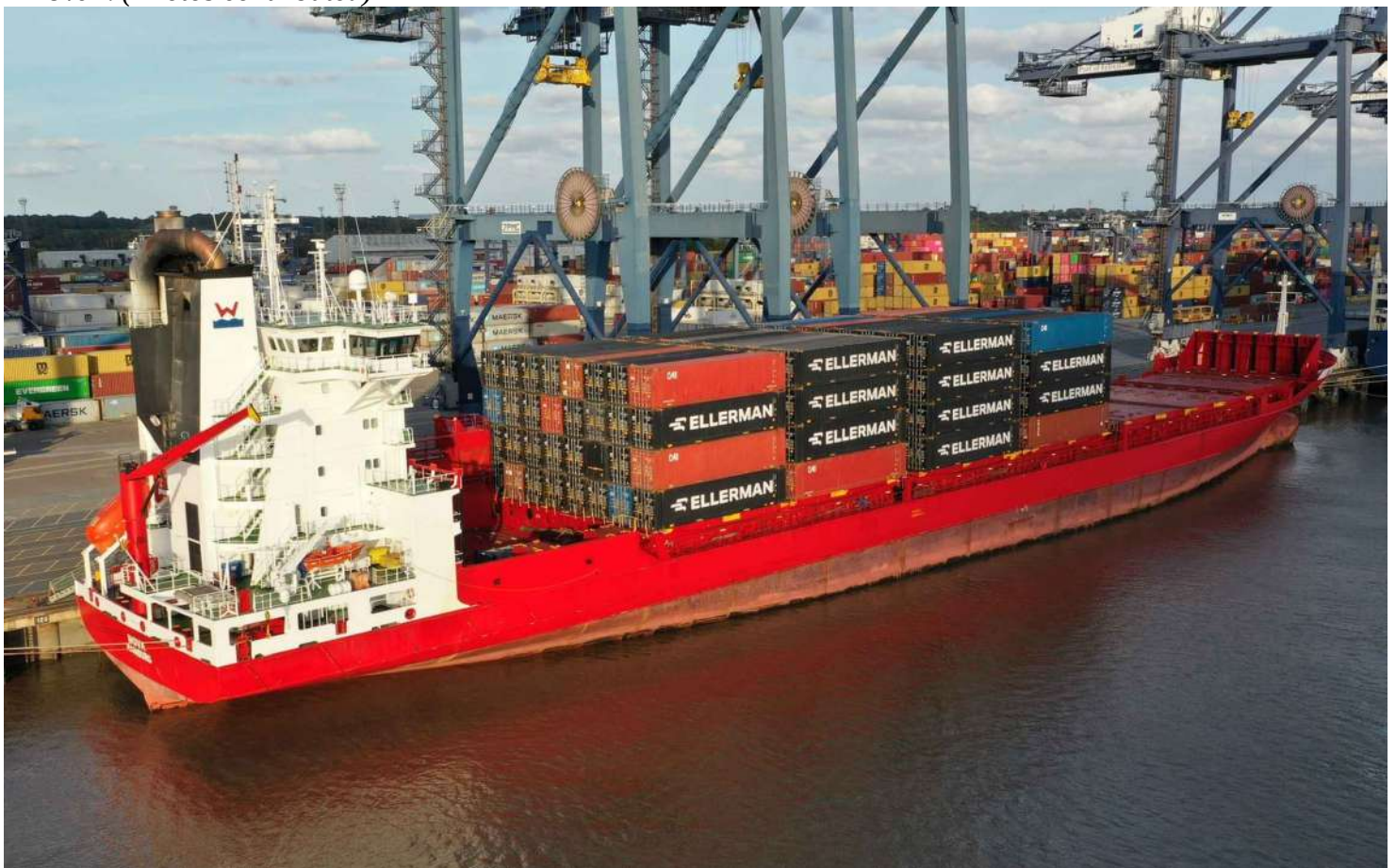
Waiting to load at Ipswich Grain Terminal on 25<sup>th</sup> September is **“Fatih”** which had arrived from Lorient on the 24<sup>th</sup>. A well known profile indicates her builders were Tianjin Xinhe of China. She was launched as **“Transitorius”** and completed as **“SCL Elise”** for Liberian flag owners, reputed to be based in Switzerland. In 2015 she went to Turkish owners after being sold in Tuzla and was renamed **“Y. Dadayli”**. 2022 saw her renamed **“5<sup>th</sup> Falcon”** by Samtex Alliance of Majuro, Marshall Islands although Ukraine principles appeared to be actual owners. She reverted to Turkish ownership in 2023 and was renamed **“Fatih”**. (Photo contributed)



A Felixstowe regular before the suffix was added to her name, **“MSC Lausanne VI”** is alongside Trinity seven on 25<sup>th</sup> September. Built 2005 by Daewoo, Okpo she was lengthened and widened in 2015. She departed for Hamburg later on the 25<sup>th</sup>. (Photo contributed)



“**Nova**” waiting to start loading at Trinity Terminal on 25<sup>th</sup> September. She had arrived from Tilbury where she had loaded the Ellerman containers. Built by J.J. Sietas, Neuenfelde, Hamburg in 2002 as “**Containerships VII**” for Finnish owners. Retrofitted with an exhaust scrubber in 2011 she went to German flagged operators in 2022 as “**Nova**”. (Photos contributed)





Departing for Gdynia on 26<sup>th</sup> September, “**Nova**” has gained some empty reefer boxes mostly belonging to Hapag-Lloyd. (Photos by Derek Sands)





Making a second appearance at Felixstowe is “**CMA CGM Khao Sok**” on 25<sup>th</sup> September. She arrived from Malta Freeport via Tanger Med and would sail for Hamburg on the 26<sup>th</sup>. Built at Qingdao, China by China Shipbuilding she has a MAN main engine built under licence in China. She entered service in October 2023.  
(Photos contributed)



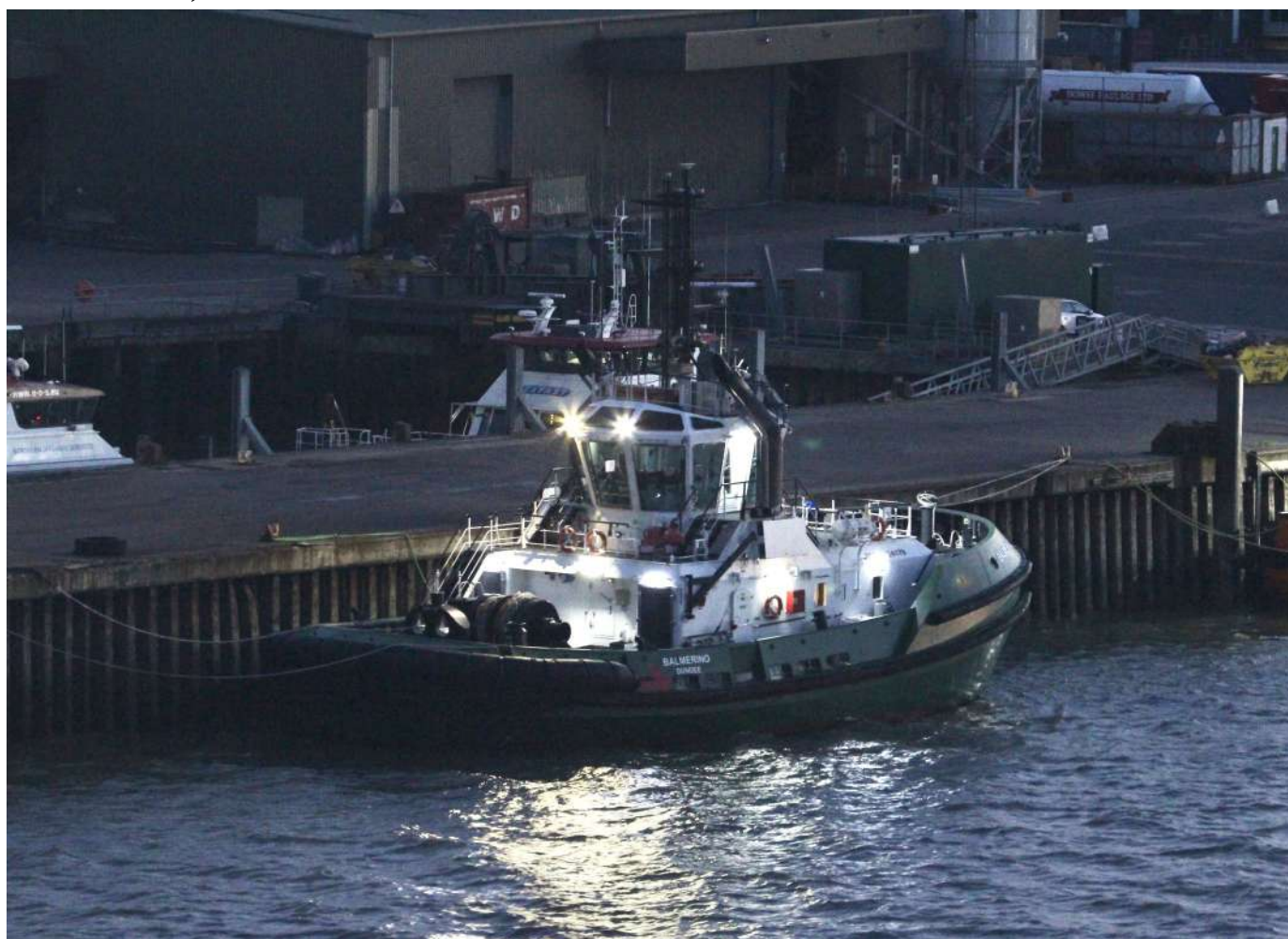


Being launched on 7<sup>th</sup> December 2007 and completed on 21<sup>st</sup> January 2008 by Hyundai, Ulsan “**NYK Diana**” had arrived at Felixstowe from Rotterdam on 25<sup>th</sup> December and sailed for Hamburg on the following day. With a capacity of 4,888 TEU she has 330 reefer plugs. This is believed to be her first call at Felixstowe.  
(Photos contributed)





Dundee's Targe towing are the owners of **"Balmerino"** seen here at Harwich, Navyard Wharf on 25<sup>th</sup> September. Built in Turkey by Sanmar Denizcilik as **"Delicay IV"** for their own account. Acquired in 2023 by Targe Towing and renamed. She has been hopping between Harwich and Gt. Yarmouth recently and left Harwich on the 29<sup>th</sup> for Gt Yarmouth to assist with the arrival of the bulk carrier **"Yeoman Bridge"** in the outer harbour.  
(Photo contributed)



An evening view of **"Balmerino"** taken from the passing Hook of Holland to Harwich ferry.  
(Photo by Alex Dace)

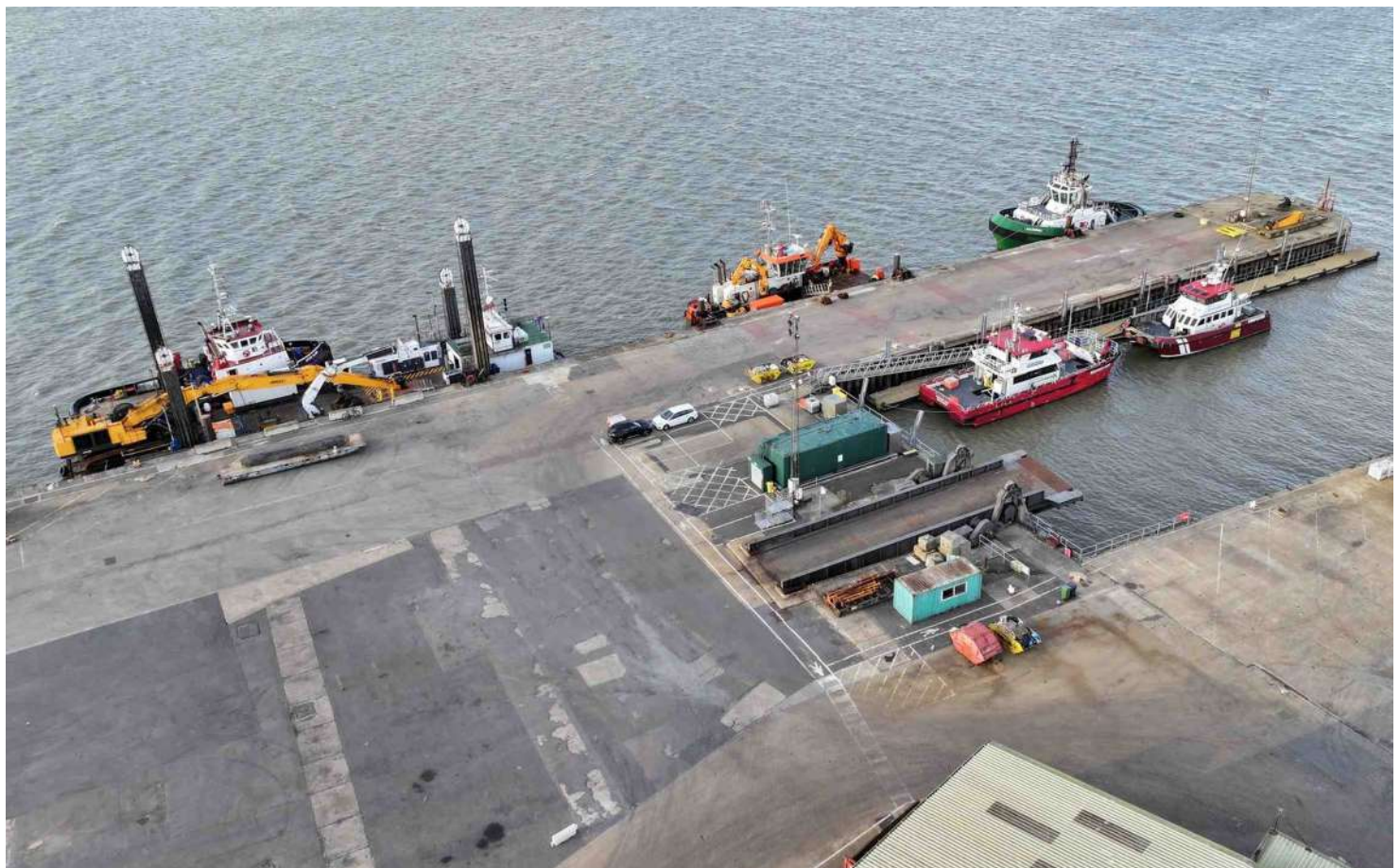


Leask Marine's utility vessel "**C-Odyssey**" at Navyard Wharf, Harwich on 25<sup>th</sup> September. She had arrived the previous day from her Kirkwall base via Peterhead and the Tyne. Built in 2011 in the Netherlands by Den Breen & Zonen, Hardinxveld. *(Photos contributed)*





Also seen at Navyard on the 25<sup>th</sup> September is “**Completer**” currently working in the Gunfleet Sands wind farm off Clacton. Built in 2012 by South Boats Special Projects, Cowes as “*Mareel Scarlett*” for Mareel Ltd part of the Northern Offshore Group of Sweden. *(Photo Contributed)*

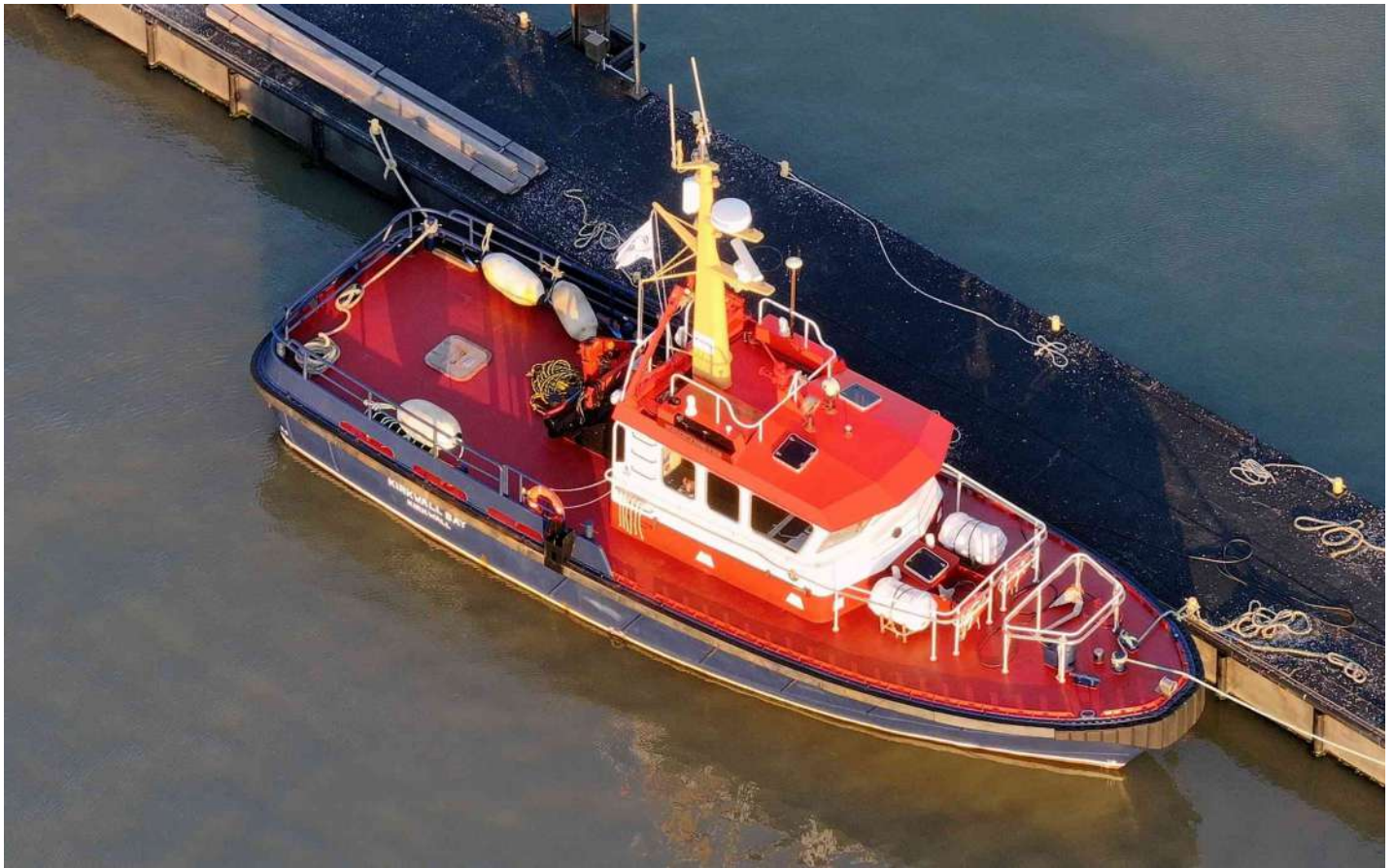


An assortment of craft using Navyard as a base seen here on 25<sup>th</sup> September. Sadly except for the cement traffic from Lisbon, arriving in Belgian flag coasters, there are currently no other commercial operations from the wharf since the relocation of the RoRo service operated by Mann Lines. *(Photo contributed)*



Basking in the early evening sun “**One Integrity**” at number nine berth Felixstowe on 27<sup>th</sup> September. She had arrived from Rotterdam on the 25<sup>th</sup> and would sail later on the 27<sup>th</sup> for Hamburg. Imabari Shipbuilding completed her in July 2023 for Shoei Kisen K.K. of Japan.





Seen at a jetty in the harbourmaster's pound is **"Kirkwall Bay"** on 27<sup>th</sup> September. Used in Orkney as a workboat and pilot cutter she was advertised for sale by Orkney Islands Council in March 2025 with a reserve of £175,000. She was built in 1992 by Jones, Buckie and has a Volvo Penta engine, capable of 12 knots. She arrived from Kirkwall via Eyemouth and Hartlepool. No further information on her future use.

*(Photo contributed)*



Currently operating for Hapag-Lloyd, **"Acheloos"** leaves Felixstowe for Hamburg on 27<sup>th</sup> September. Owned in Greece by Evangelos Marinakis (Capital Container Ships) and flagged in the Marshall Islands. She was built by Hyundai Mipo and entered service in May 2024. *(Photo by Derek Sands)*

## Brightlingsea Shipping



Seen from Brightlingsea promenade **“Nordica Hav”** enters Brightlingsea Creek on 26<sup>th</sup> August with cement from Setubal. The “Hav” vessels are regular callers with cement from Portugal, the above last called in January this year. The second vessel in the Hav Bulk fleet to bear this name she was built by Hugo Peters, Wewelsfleth in 1983 as **“Sabine L”** for Gerhard Lange KG. One of a series of sister and very similar ships of this type with a hydraulic bridge which can be lowered for river passages. In 1992 she was chartered to RMS as **“RMS Germania”** reverting to **“Sabine L”** three years later. Sold to Provence Nav. of Limassol in 2013 as **“Peikko”**, she was acquired by Hav Bulk in 2018 and renamed. (Photos by Martyn Hunt)





Seen on a previous visit in July this year, “**Icelandica Hav**” made another visit to Olivers Wharf on 5<sup>th</sup> September. She arrived from Setubal with cement and after a swift discharge left the following day for Bremen.  
(Photos by Derek Sands)





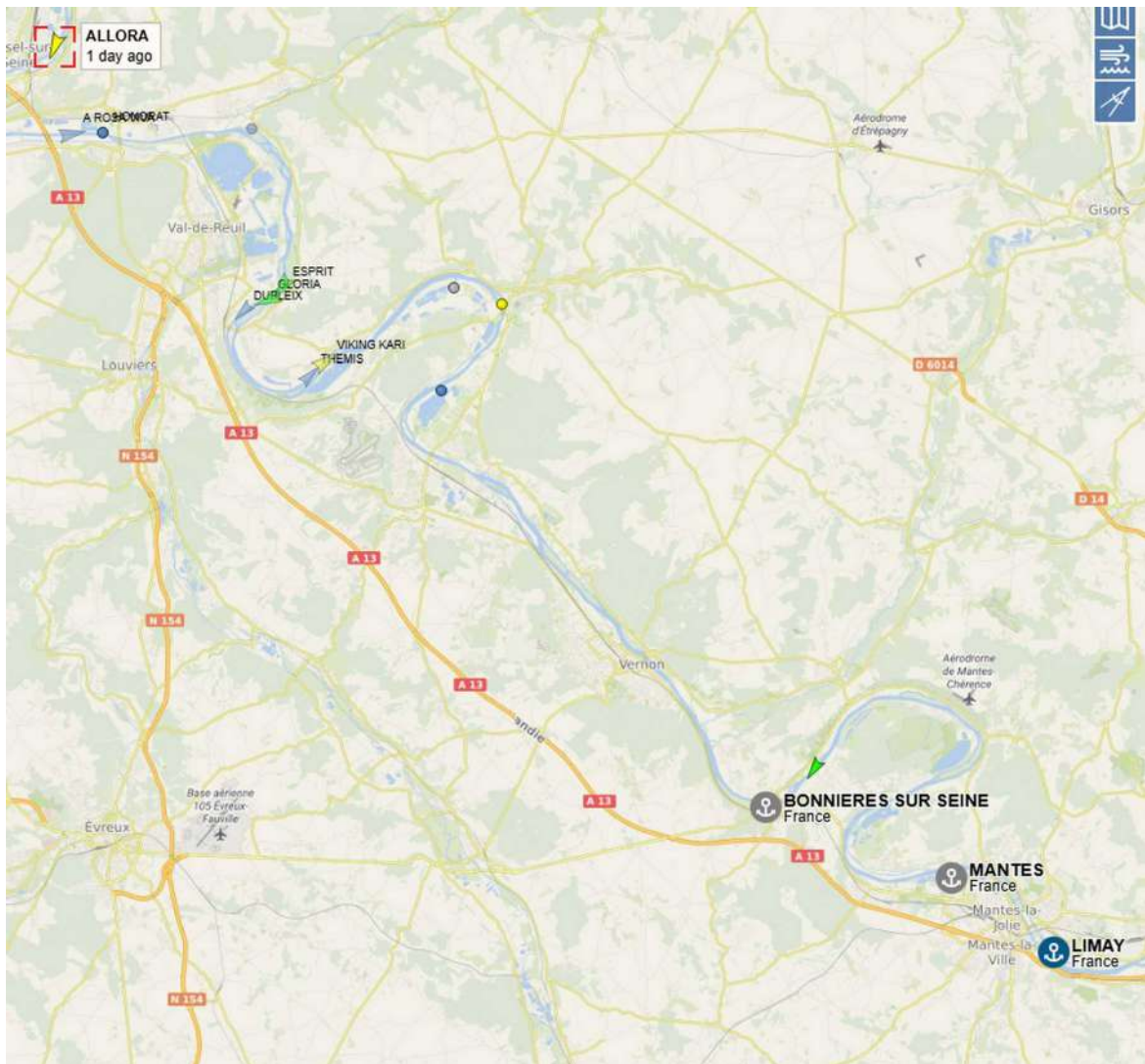
Arriving to load scrap metal at Olivers Wharf is “**Wilson Liverpool**” on 23<sup>rd</sup> of September. She had come from the Schouwenbank anchorage off the Dutch coast and would sail for Setubal on the 24<sup>th</sup> arriving on the 29<sup>th</sup>. Built in Slovakia by Slovenske Lodnice, Komarno in 2011 as “**RMS Rotterdam**” for Rhenus Maritime Services of Germany. She was chartered by Wilson in 2017 and renamed as above, they became owners in 2022.  
(Photos by Derek Sands)



## Mistley Shipping

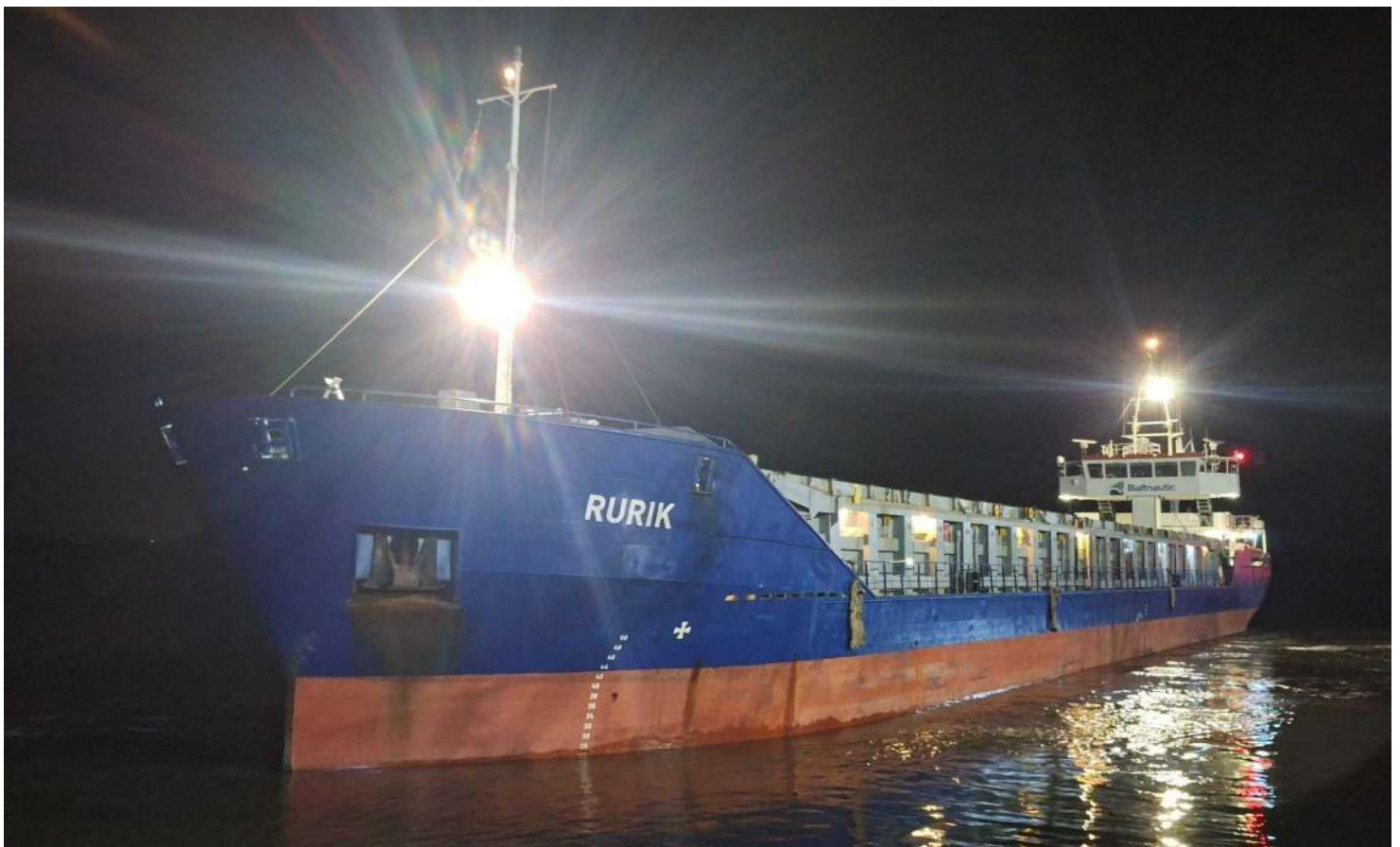


The one and only! **“Allora”** departs on 26<sup>th</sup> August after delivering another cargo of bricks from Aalst. She had arrived on the 24<sup>th</sup> and was now off to Aalst again to load for Sutton Bridge. Her details can be found in previous newsletters. She arrived again on the 14<sup>th</sup> of September from Aalst and departed on the 16<sup>th</sup> for Sutton Bridge to load. She headed for the River Seine and the industrial town of Bonnières Sur Seine situated 19 miles upstream from Rouen and a total of 94 miles inland from the mouth of the river. She arrived in Rouen on the 21<sup>st</sup> of September and waited five hours for enough water to enable her to sail up to her destination. Ships of the size of **“Allora”** rarely venture to Paris another forty one miles upstream. *(Photo by Steve Cone)*





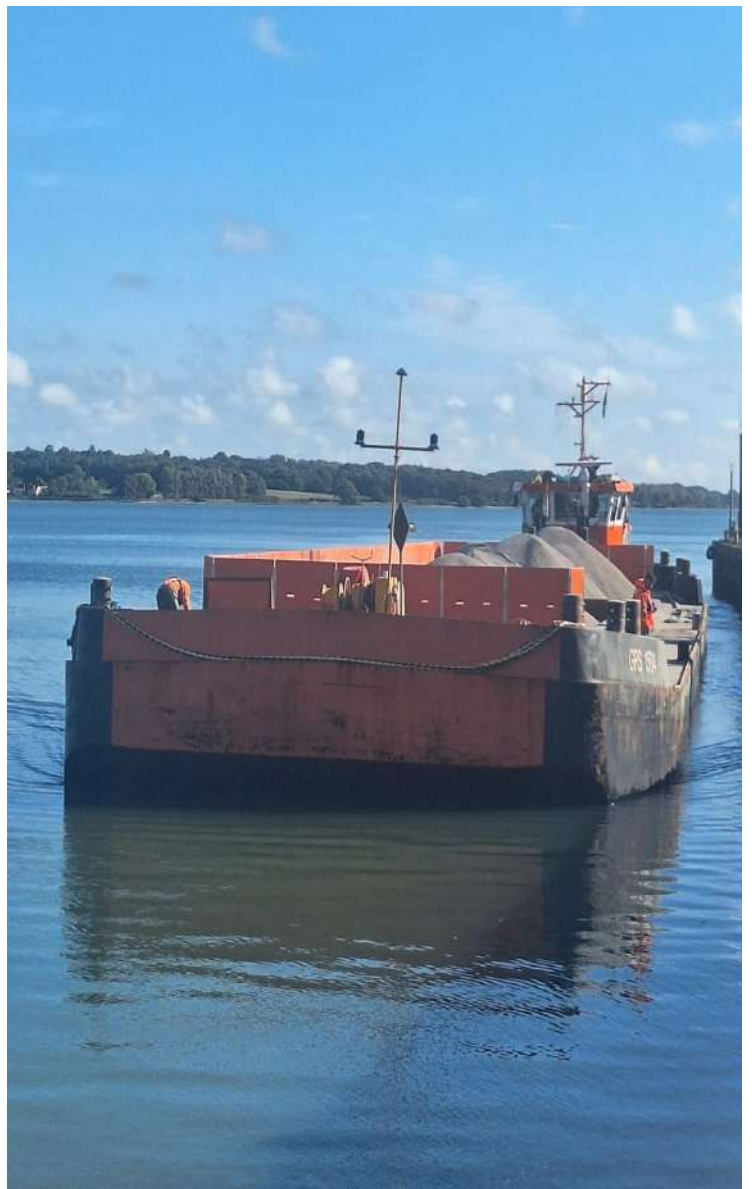
Arriving on the 12<sup>th</sup> of September is “**Rurik**” from Drammen, Norway with a stone cargo. After a rapid discharge she left the following day. Built for German owners as “**Rorichmoor**” in 2006 by Slovenske Lodenice, Komarno. She was acquired in 2019 by Baltnautic of Klaipeda, Lithuania, but flies the Latvian flag. (Photos by Steve Cone)

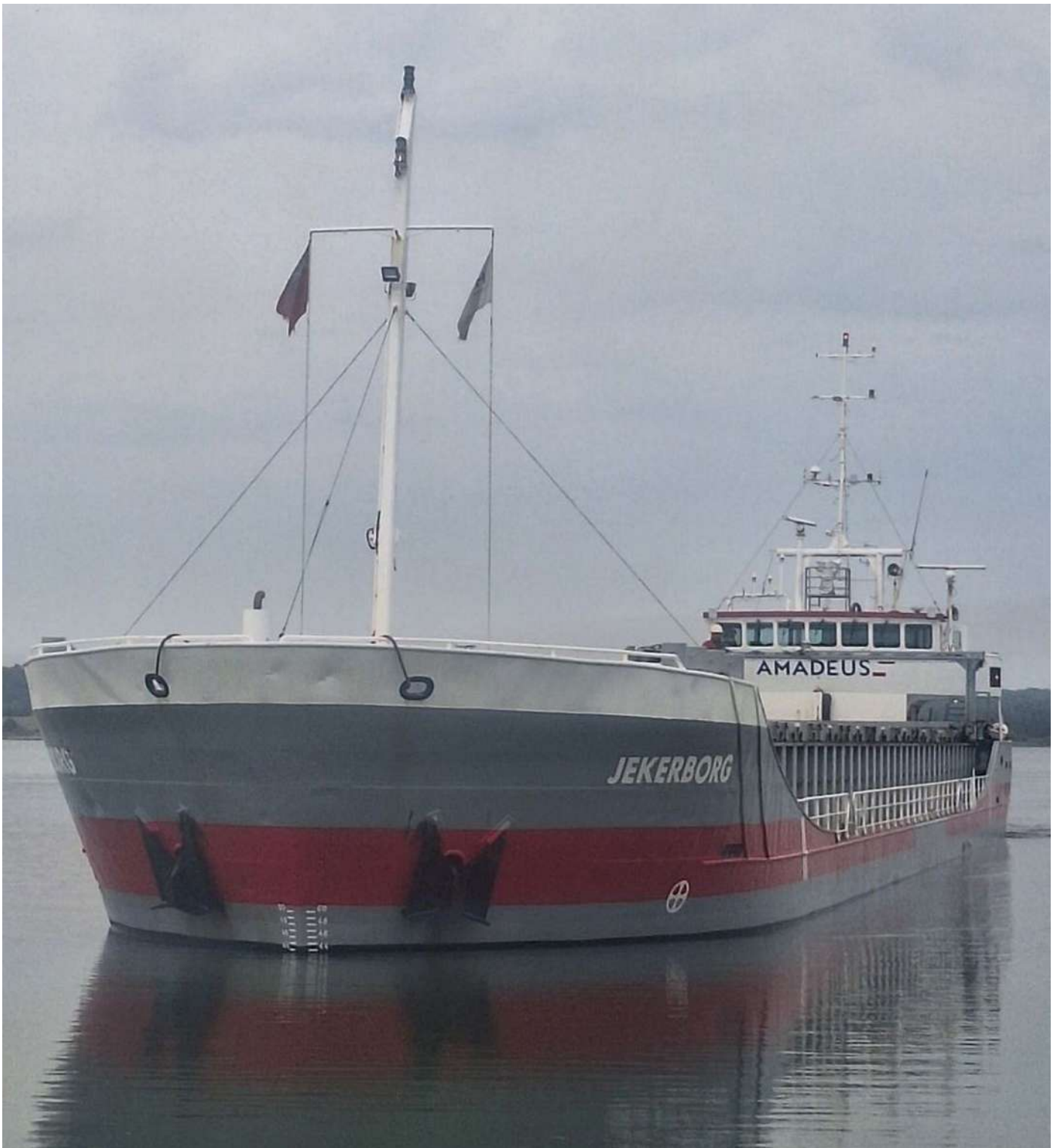


Above she departs for Saint Malo, France to load for Setubal.



**“GPS 1504”** being unloaded on 17<sup>th</sup> of September. She was to leave with her tug later in the day and return on the 19<sup>th</sup> with another load as seen below. She left later in the day for the Medway. *(Photos by Steve Cone)*





Making a repeat visit from Kruibeke on the Scheldt with expanded clay is “**Jekerborg**”, seen here arriving on the 20<sup>th</sup> September. She has called at Mistley under both her previous names of “**Hydra**” and “**Ashley**”. She was renamed to her current one in 2022 by Wagonborg of Delfzijl. Her hull came from the CSPL Yard at Decin, Czech Republic and she was completed in July 2000 by Scheepswerf Peters at Kampen, Netherlands. She departed for orders on the 23<sup>rd</sup>. (Photo by Steve Cone)

## Blast From The Past



Seen at Eagle Mill, Ipswich on 23<sup>rd</sup> March 1981 is veteran coaster **“Contact”**. Built in 1950 by Worst and Dutmer, Mepple as **“Gesina”** for W. Fortuin of Delfzijl, she was renamed **“Contact”** in 1952. R. Laphorn acquired her in 1970 as **“Hootact”** and nine years later her owner became B.T. Cuckow of London without a change of name. Cuckow changed her name to **“Contact”** in 1980 and she was sold to R.G. Mullet in 1981. Irongable Ltd of Southampton became owners in 1983 still without a change of name. In 1985 she crossed the Atlantic by then owned by Caribbean Island Shipping of Willemstad. She was deleted in 1988/9 as existence in doubt. *(From the Malcolm Cornes collection, with John Hall the likely photographer)*



Passing Harwich outbound from Parkeston Quay with a cargo of grain in 1997 is **“Audacious”**. Built in 1977 by Austin and Pickersgill as **“Welsh Voyager”** for Welsh Ore Carriers, Newport. In 1982 she was renamed **“London Voyager”** by London and Overseas Freighters, London, (Mavroleon Brothers). Just a year later she was renamed **“Olympic Leader”** by Rosario Shipping and Trading (Onassis). In 1992 she was acquired by Pysos Managing Company (John Xylas) and renamed **“Audacious”**. She grounded on Keleman Island, Indonesia on 2<sup>nd</sup> November 2001 but was refloated and towed to Singapore. Badly damaged she went to Alang breakers in April 2002.  
(Photo by Malcolm Cornes)



“**City of Barcelona**” outbound passing Harwich in 1994, she has probably been anchored off Parkeston Quay awaiting a berth at Felixstowe. Built in Japan by Shin Kurushima at Akitsu in 1993, she was sold to Freesia Shipping in 2020 and renamed “**Freesia**” and converted to a livestock carrier. She is currently trading between Brazil and Turkey and arrived at Iskenderun on 29<sup>th</sup> September. Apart from a grey hull she is little different externally from when she was a car carrier. (Photo by Malcolm Cornes)



In the days before AIS and port websites, you had to snatch your photos when you could, not being aware of pilot on board or sailing times! A well loaded “**Bravo Katerina**” passes Harwich outbound from Parkeston Quay in 1981. Built for Dutch owners NV Koninklijke Nederlandsche Stoomboot Mij, Amsterdam, as “**Palamedes**” in 1961 by Van der Giessen, Krimpen. She had some reefer capacity and is equipped with heavy lift derricks. In 1979 she went to Greek owners Cova Maritime of Piraeus and was renamed “**Bravo Katerina**”. They got eight years service from her before she went to Aliaga breakers on 31<sup>st</sup> December 1987. (Photo by Malcolm Cornes)

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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.

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