



(Photo by David Hazell)

Haven Ports Branch of the World Ship Society



Join us for our monthly interactive Zoom meetings online
Every 2nd Thursday of the Month

For more information, contact our
branch secretary
dorekandss4@gmail.com

The March meeting will be held at the Seafarers Centre.

Recent Callers



"CMA CGM Abu Dhabi" at Trinity number 5 berth, Felixstowe on 1st February. Purchased by CMA CGM in 2021 from Nord Reederei (Klaus Oldendorff) she was originally the **"Nordmarsh"** and built in China by AVIC Weihai and 28,433gt. She left for Dunkirk on 3rd February leaving there on the 5th for Le Havre, then New York, Savannah and Kingston which she left on 24th February heading for Papeete in French Polynesia.
(Photo contributed)



Sailing from Felixstowe on 2nd February is **"Santa Ursula"** after making her first call at the port. She had arrived from London Gateway on 31st January and is sailing direct from Felixstowe for Nansha in China and arrived there on 26th February. She is a product of South Korean Shipyard, Daewoo at Okpo, being completed in March 2012. (Photo contributed)



The movement of two of Maersk's Triple "E" class giants occurred on the same day on 2nd February. Above **"Manila Maersk"** is seen leaving Felixstowe's number eight berth and **"Munkebo Maersk"** below, arrived just under two hours later. The former was heading for Tanger Med, Morocco and then Singapore. The latter's last port was Le Havre, she would leave Felixstowe on the 8th for Rotterdam, Algeciras and Singapore. Both are 399 metre long vessels built by Daewoo, Okpo in 2018 and 2014 respectively. **"Manila Maersk"** has her bridge located further forward to increase vision, a feature of the later Triple "E"s.

(Photos contributed)





Passing Harwich inbound for Parkeston Quay on 2nd February is patrol vessel **“HMS Mersey”**. She has become a frequent recent visitor calling at least three times. Whilst at Parkeston she was visited by pupils from the Royal Hospital School, Holbrook. Her main function is fishery patrol although her present deployment is to assist UK and French authorities dealing with illegal immigrant crossings to the UK. Launched by Vosper Thornycroft in June 2003 she was commissioned in November. She has also served in the Caribbean from January 2016 and was relieved by **“Wave Knight”** in July when she deployed to the Aegean on migrant patrols. She eventually returned to Portsmouth in February 2017. *(Photo by Mick Marshall)*



Here she is departing for patrol on 4th February. Due to windy conditions she had the assistance of **“Gray Test”** when leaving the berth at Parkeston. *(Photo by Derek Sands)*



Seen discharging her cargo from Riga at Cliff Quay Ipswich on 3rd February is “**Tarzan**”. The Gdansk registered ship arrived the previous day. Completed in July 1995 by Pattje, Waterhuizen as “**Reitdiep**” for Dutch owners she was almost immediately renamed “**Mercator**”, but reverted to her first name in 1998. In 2003 she went to German owners but was not renamed until Gibraltar registered Skaggerak Shipping acquired her in 2008 becoming “**Reymar**”. In 2016 Misje A/S of Norway became owners and renamed her “**Starmi**”, finally Polish owners acquired her in 2020 and gave her a rather quaint name. *(Photo contributed)*



On the following day she set off for Montrose and is seen here exiting the River Orwell and about to pass the quays at Felixstowe. *(Photo Derek Sands)*



GEFO tanker's **"Verdi"** passing Harwich fully laden after a call at Parkeston Tanker Jetty on 6th February. She had arrived from Rotterdam the previous day and was now en route to Antwerp. Launched on 10th December 1998 by Czech yard, Ceske Lodenice at Ust nad Labem, a city of 92,000, it stands at the confluence of the Bilina and Elbe rivers and is an important river port and railway junction. The ship was completed in June 1999 by Damen, Hardixveld. *(Photo by Derek Sands)*



Arriving at Ipswich from Belfast on 7th February and probably with a stone cargo is **"Baltiyskiy Bereg"**. Making what is probably her first call she departed on the 9th for orders and arrived in Brake, Germany on the 11th. Completed in July 2005 as **"Ulus Sky"** by Ceksan, Tuzla for Russian owners, she was renamed **"Nevada-33"** in 2017 and got her current name in 2020. *(Photo contributed)*



Looking quite different in this view “**Baltiyskiy Bereg**” passes Felixstowe’s Landguard Fort outbound on 9th February. (*Photo by Mick Marshall*)



The former “**Flinter Arctic**” of the liquidated Netherlands based company Flinter Group, “**Arklow Dale**”, had the name “**Arctic**” in 2017 before Arklow acquired her the following year. She was built in 2010 by Ferus Smit, Westerbroek. Seen here on 9th February she had arrived earlier in the day from Amsterdam, and would depart for Archangel two days later. (*Photo contributed*)



Charles Willie's "**Celtic Warrior**" alongside Cliff Quay, Ipswich on 10th February. She had arrived from Kotka in Finland the previous day, and would sail for Tilbury on the 11th. Built in 1996 as "**Thule**" by Bodewes Volharding, Foxhol, for German owners based in Haren/Ems, Charles Willie acquired her in 2014. Although she had been to Mistley and Ipswich under her former name, this is believed to be her first visit since her name change. *(Photo contributed)*



"**CSCL Brisbane**" is captured under darkening skies as she leave Felixstowe on 14th February after her second visit to the port. Chartered at present to COSCO by her owners Seaspac Corporation of Canada and built in 2005 by Samsung, Koje. Her next port will be Hamburg, followed by Antwerp, Rotterdam and then on to Piraeus.



Shortly to pass under the Orwell Bridge as she arrives at Ipswich from Belfast on 22nd February is Faversham Ships' **"Conformity"**. Sailing the following day for Rotterdam, she would return from there on 27th February, and depart once again for Rotterdam on 1st March. Launched into the Dnieper by Leninska Kuznya, Kyiv in August 2006, she was completed as **"Blue Dragon"** by Damen, Bergum in July the following year for Otto A. Muller. Hermann Lohmann acquired her and renamed her **"Nataly"** in 2016. In 2021 Faversham Ships renamed her **"Conformity"** upon her acquisition. *(Photo contributed)*



Bound for Hamburg as she sails from Felixstowe after her third visit is **"Jazan"** on 23rd February. Built for the United Arab Shipping Company in 2008 by Hyundai, Ulsan, she gained her Hapag-Lloyd colours when her company was acquired by them in 2017. *(Photo contributed)*



Two views from Shotley of “**APL Gwangyang**” making her first call at Felixstowe. Seen here on the 22nd February she had arrived the previous day from Liverpool and would sail late on 22nd to Antwerp. The 349 metre vessel was built by Hyundai, Ulsan in 2011. *(Photo contributed)*



One of ten sisters built by Royal Bodewes, Hoogezand, “**Arklow Venture**” was completed in 2017. She is seen here arriving at Ipswich from Bilbao with a cement cargo on 25th February. She did not sail for Belfast until 1st March. *(Photo by Mick Warrick)*



Seen alongside Cliff Quay, Ipswich on 25th February is “**Dagna**” having arrived from Bilbao on the 23rd. Owned by Van Dijk of Westerbork, she is managed by Wagenborg of Delzijl, Netherlands. Built in 2005 by Ferus Smit, Westebroek and of 3,999gt, she sailed for the Kiel Canal on 26th February. *(Photo contributed)*



Making a somewhat rare visit to Felixstowe is “**MSC Diana**” seen here at number eight berth on 24th February. She had arrived from Tanjung Pelepas, Malaysia the previous day and would sail to Klaipeda at around 02.00 hrs on 26th February. It’s thought her last visit here may have been in 2018 as seen below. At 399.9 metres long she came from the South Korean yard of Samsung, Koje in 2016. *(Photo contributed)*



Alongside number nine berth on 4th June 2018 and seen from the passing ferry to Hook of Holland. *(Photo by Derek Sands)*



Arriving for the first time at Felixstowe from the Portuguese port of Sines, on 26th February is “**MSC Aliya**”. She is destined for Trinity number six berth. Her retro fitted exhaust scrubber can be seen prominently in obvious use as she prepares to swing around to berth. She certainly did not look like this when built in 2019 by Hyundai, Ulsan. *(Photo by Martyn Hunt)*



The port swing begins *(Photo contributed)*



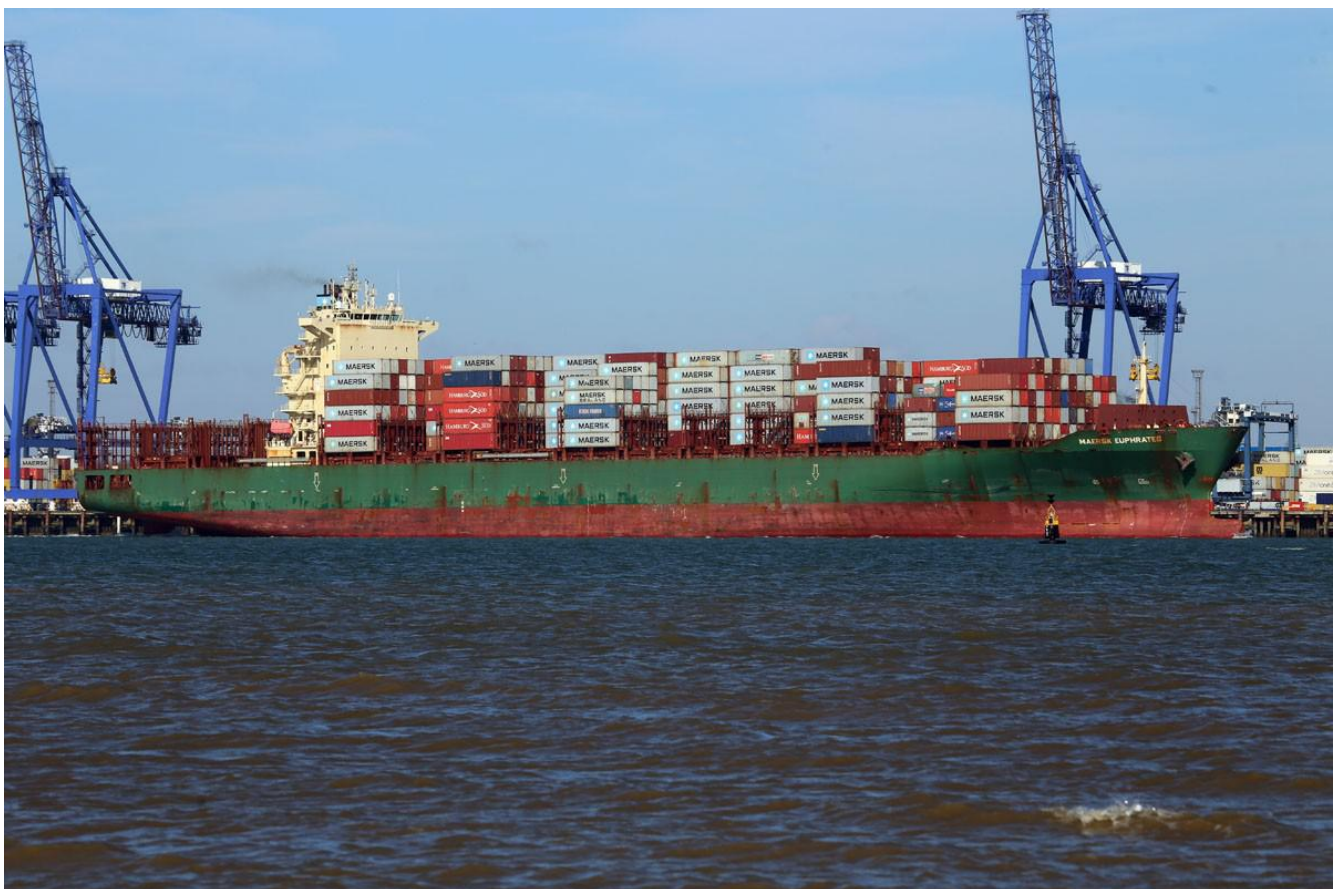
Now being towed stern first to the berth after completing her swing. *(Photo contributed)*



“MSC Jade” alongside Trinity Seven, Felixstowe on 26th February. She had arrived from Zeebrugge on the 23rd and would not sail for Tanger Med until 28th February. She was built in 2016 by Daewoo, Okpo and is a fairly regular caller at Felixstowe. *(Photo contributed)*



Still displaying an indentation on her starboard bow acquired some while ago, “**Pluto**” sets off for Teesport on 26th February. She is working for Unifeeder and carrying some fairly anonymous containers amongst her cargo! Her details are in previous newsletters she is on her eighth name since her launch in 2008 by Sainty Jiangdu of China. *(Photo by Derek Sands)*

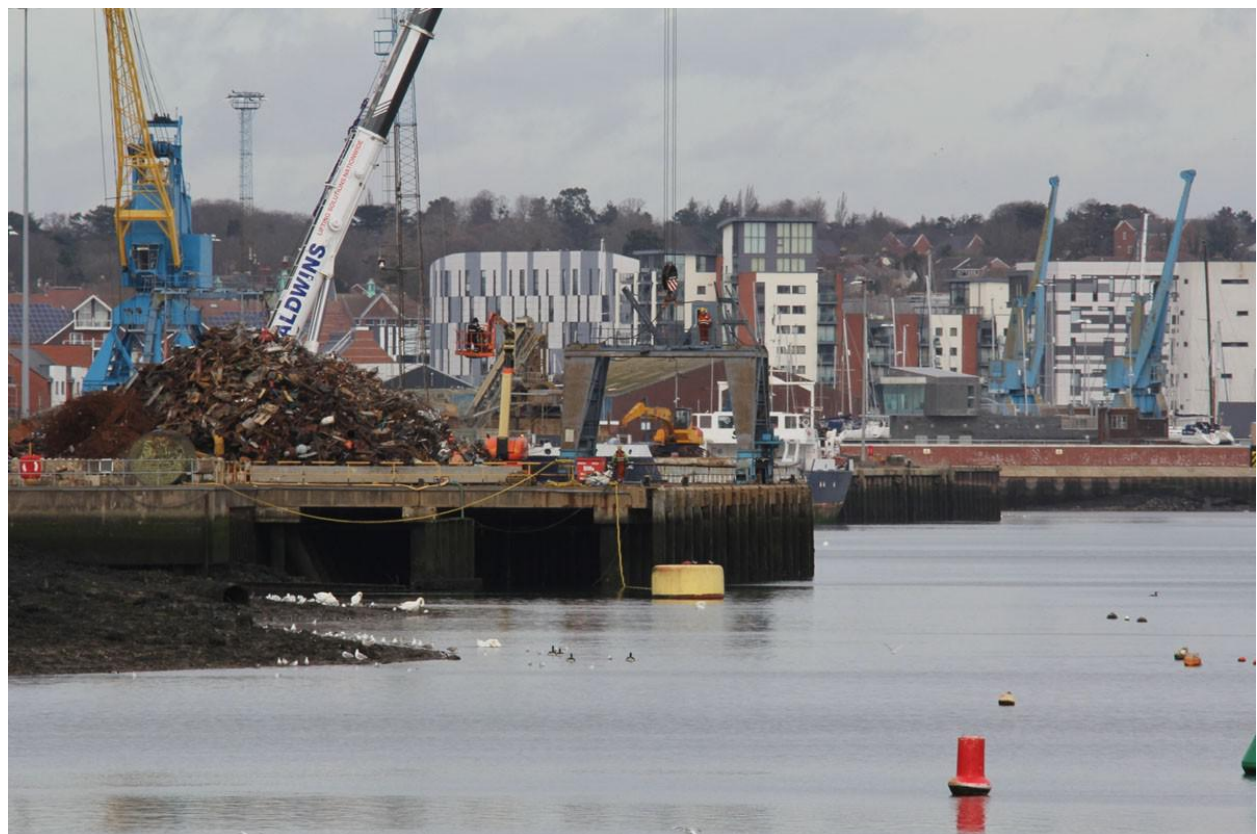


“**Maersk Euphrates**” departs Felixstowe for Wilhelmshaven on 26th February. Launched as “**Wide Bravo**” by HHIC-Phil, Subic, Philippines in May 2014 she was completed as “**Maersk Euphrates**” in November. *(Photo by Derek Sands)*

Crane Demolition at Ipswich



Work well under way to demolish the redundant ship to shore crane on the old CAST berth at Ipswich West Bank. This photo taken on the 9th February shows the top half of the former container handling crane being removed, the crane jib having previously being dismantled. The photo below taken the following day details the progress being made, as not much is left to be demolished now. It is not known at present what cranes will be provided at the berth in future which is used for handling scrap metal. ABP, the ports owner, has some electric hydraulic cranes on order from Cooper Specialised Handling. The order worth £4 million was placed in November 2021. *(Both photos contributed)*



Lifeboat Exercise



Spotted in the River Stour on 6th February is Walton and Frinton's Lifeboat "**RNLB Irene Muriel Rees**" a Tamar class boat (above). Below is "**RNLB Duke of Kent**" a Severn Class boat which is in the relief fleet. She was probably on the Harwich station as the allocated boat was not seen. *(Photos by Derek Sands)*



Sailing in high winds required five tugs



“MSC Michelle” leaving Felixstowe’s number eight berth in high winds. Five tugs were employed for sailing with the four local Svitzer tugs augmented by **“Multratug 18”** which arrived from Ghent to help. She can be seen as the middle one of the five alongside the ship. Below she can be seen cast off and rushing around to the port side to push, after the head tug **“Svitzer Deben”** on the right of the photo lost her gear under the strain. After an attempt by **“Gray Test”** to recover the gear it was hauled aboard the **“MSC Michelle”**. **“Multratug 18”** sailed later for Vlissingen. *(Photos by Derek Sands)*



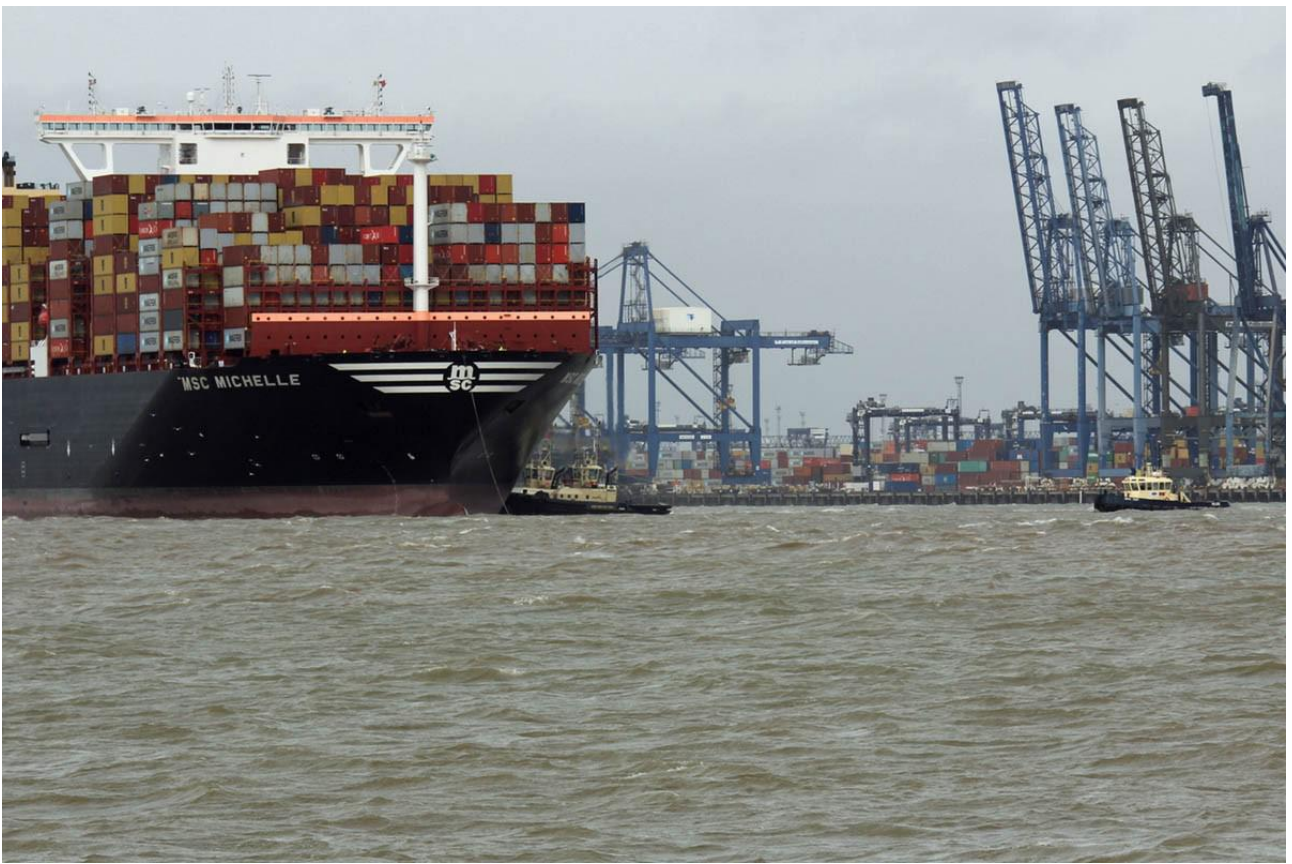
Some more views seen from the Felixstowe side



The five tugs line up for the pull!



“Multratug 18” letting go and backing away. *(Both photos contributed)*

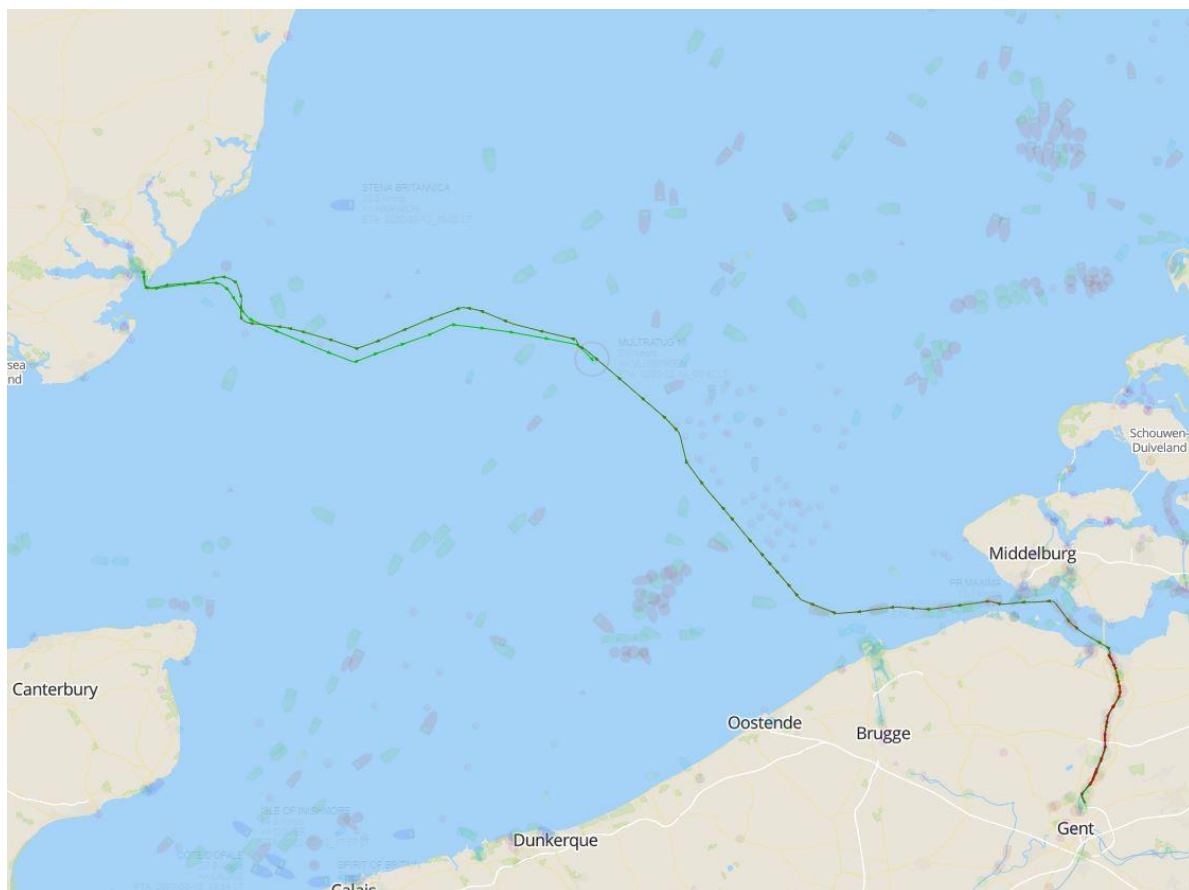


“Gray Test” closes in to try to recover Svitzer Deben’s gear, which was eventually hauled aboard by the **“MSC Michelle”** deck crew. Below now safely away **“MSC Michelle”** heads for Le Havre.
(Both photos contributed)





Heading back to the Netherlands after what must have been an expensive hire!
(Photo and screenshot contributed)



Brightlingsea Shipping



“Eems Dart” is led into Brightlingsea Creek by harbour launch **“Dracula”** as she arrives on 3rd February from Setubal, with 3,200 tonnes of cement, passing close by the finger pier as she approaches the berth. Launched as **“Esperance”** in July 2000 by Daewoo-Mangalia. she was not completed until March 2002 by Damen, Bergum. She became **“Amny Dollard”** in 2007 and **“Eems Dart”** in 2012. (Photos by Derek Sands)





Caught in the act! Derek Sands on Brightlingsea harbour finger pier with camera in hand as “**Eems Dart**” passes close by. Below she cautiously approaches the berth at 13.40 hrs. She departed for Southampton only 13 hours and 12 minutes later, in ballast. (*Photos by Martyn Hunt*)



After a protracted voyage from Setubal “**Danica Hav**” eventually arrived at Olivers Wharf at 03.00 on 22nd February. Having left Setubal with her cement cargo on 12th February she was due at Brightlingsea on the 19th. After battling up the English Channel in increasing winds and poor weather, she was unable to access the River Colne due to the conditions. She spent time sheltering in the lee of the land off Southwold and also stooging up and down off the coast at 4 knots. The master and crew were probably relieved when she was berthed but she would not stay long, leaving on the following tide for Ghent! Your compiler was prevented from getting to Brightlingsea for her sailing by emergency eye surgery at Colchester on the same day! So the photo below will have to suffice taken as she passed the Hook of Holland 16th June 2007.



(Photo by Derek Sands)

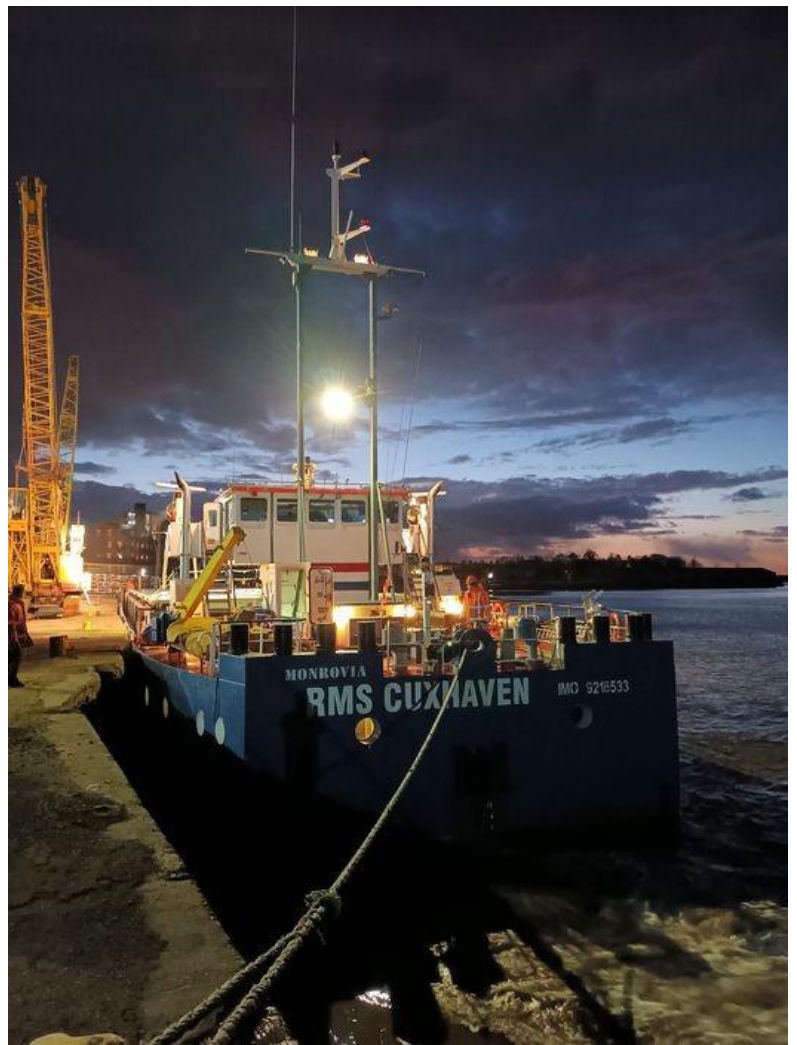
Mistley Shipping



“**RMS Duisburg**” makes another call at Mistley on 3rd February as she arrives with bricks from Aalst. She would depart for Rotterdam on 7th February. Leaving Rotterdam for Goole 11th February she arrived at Goole on the 12th. *(Photo by Steve Cone)*

Another regular caller “**RMS Cuxhaven**” is seen having just berthed on 10th February. She had also come from Aalst with more bricks. Sailing for Rotterdam on the 12th it would seem that she returned to Aalst for more bricks for Poole and due there on 15th February. However she was noted sheltering off Margate on 21st February due to adverse weather. *(Photo by Steve Cone)*

(Details for both ships can be found in previous newsletters.)





“Scot Pioneer” arrives from Inverness with a cargo of wood pellets on 14th February. In the photo below she can be seen going astern from the quay as she departs for Iggesund in Sweden on 19th February. Despite the strong winds she entered the Kiel Canal at around 18.00hrs on 20th February and left Holtenau locks at around 03.50 the next day. She had an ETA at Iggesund of 23rd February.

Launched in July 2006 as **“Harns”** by the Leda Shipyard, Korcula, Croatia, she was completed by the Ducth shipyard of Peters at Kampen in December. Scot Line acquired and renamed her in 2008.

(Photos by Steve Cone)



Making her way downriver in poor weather as she passes Wrabness outbound. *(Photo by Graham Lee)*

The Harwich-built Indiaman Suffolk

By John Collins

Suffolk 377⁷⁰/₉₄tOM square sterned, two deck, ship with quarter and forecastle decks. Woman figurehead. 109'0"x28'7"x5'1". Copper sheathed on wood planks. 12-18pdr guns and 8-12pdr carronades. Classed A1 at Lloyd's. Completed 1800 by **Joseph Graham** at the **Navy Yard, Harwich**. (*Lloyd's Register 1800*). Voyage: London to Cape of Good Hope. 1800 Copper sheathed over wood planks. Armed with 14--18pdr short guns. 12/1800 Chartered to the Honourable East India Co. for a voyage to Bengal. 28/2/1802 Driven ashore near St Ives, Cornwall and badly damaged. One life lost. Sold and repaired as a 369¹⁵/₉₄tOM West Indiaman. 1803 Owned by John Robinson (mariner), the Rt. Hon. Joshua Lord Huntingfield, John Draper, Francis Robinson & Samuel Higham all in the County of Suffolk, London. (*Lloyd's Register 1805*) Voyage 10/1804: London to St Vincent. *Lloyd's List* 14/6/1805, reported that, "The **Suffolk**, Murray, from St Vincent's to London, was taken 21st May by the *Vangalore* Spanish Privateer of 16 guns, in Lat. 48. 30. Long. 16. 50." 1807 Official 'Custom House' Registry closed, "Taken by the French on passage from St Vincent to London."

*Puzzle Corner; was she taken by the French or the Spanish? Perhaps she was taken by a Spanish ship but sold in a French port, but what became of her after that? Could she have eventually become the **Wilhelmina Gustaff**, listed in *Lloyd's Register 1816* as a 395tOM ship built in 1800 at Harwich, and owned in by Inkell & Co. (Aridins master)? Unfortunately, *Lloyd's Register* did not state the flag country or home port in those days. There are no reports on the movements of **Wilhelmina Gustaff** in *Lloyd's List*.*

(Photo below of a similar sized East Indiaman)



More Photos of the “Brightlingsea”

Now residing in Australia, former branch member Roger Hurcombe has sent more memories of the former harbour ferry “**Brightlingsea**”. *(All photos by Roger Hurcombe)*



Entering Felixstowe dock basin in June 1985. With an “Essberger” tanker at the tanker jetty in the background.

Alongside the pontoon at Ha’penny Pier, Harwich in July 1985, with the “**Orwell Searcher**” alongside.



Departing the dock basin on 10th June 1993 with “Jebsens” “**Frines**” in the background.



Dredging News



“**Sospan Dau**” seen working on the latest round of maintenance dredging in the harbour on 13th February. She had arrived earlier in the day from Cardiff. After disposing of dredged material in beneficial sites in both the Orwell and Stour, she departed for Shoreham on 19th February. As a frequent visitor to the harbour her details can be found in previous Haven Ports newsletters. *(Photo by Derek Sands)*

Due to begin boulder removal operations the following day was small Danish grab dredger “**Aase Madsen**” as seen below. Built 1977 as “*Aase Hoj*” by Bogense Skipsvaerft.



However she seems to have been weather bound on the Tyne and not yet completed her work there. She is still on the River Tyne as this is written on 2nd March.
(Photo credit HHA)



Seen here working on the New Waterway in January 2022, **“Noordstroom”** arrived at Harwich on 1st March, contracted by Van Oord/ Boskalis to plough dredge in the main channel leading to Harwich Harbour for around thirty days. She is wielding an eight metre wide heavy plough for bed levelling. **“Noordstroom”** is owned by Van Wijngarden Marine services of Hardinxveld-Giessendam, a family firm founded in 1974. She was built by the Safe Shipyard at Gdynia in 2016 to the Shoalbuster 3512 design and is multifunction including towing, pushing, mooring, anchor handling, plough dredging etc. She can carry a crew of eleven.
(Photo by Anton De Kreiger)

During the operation the above has been supported by survey vessel **“Patriot”** seen below.



Here she is approaching the Harbourmaster’s Pier at Harwich on 26th February, with a hardy crew member in his shorts on deck! She was built 2017 by Javelin, Urk, Netherlands, for Braveheart Marine.
(Photo by Derek Sands)

Southampton Shipping by Mick Warrick

On two trips to Southampton, October 1979 and May 1980, I found a variety of vessels listed below. Plenty of Bowker & King bunker tankers were also around the port areas, and Argentinean vessels were quite common at this time.

October 1979

Kareliya - Ru,76, 16,631grt, Passenger ship
Tertre Rouge - Fr,76, 1,591grt, Vehicle carrier
Pamir II - Du,57, 496grt, Coaster
C.S. Iris - Gb,76, 3,874grt, Cable ship
C.S. Monarch - Gb,75, 3,874grt, Cable ship
Rio Parana - Ar,71, 10,409grt, General cargo
Dolly Skou - Da,74, 9,623grt, General cargo
Salviscount - Sg,71, 2,041grt, Supply tug

May 1980

Oriana - Gb,60, 41,923grt, Passenger ship
Maksim Gorkiy - Ru,69, 25,022grt,
Passenger ship
S.A. Waterberg - Za,79, 53,050grt, Container
ship
Mistral Universal - GB,67, 10,059grt,
Reefer ship
Rio Corrientes - Ar,63, 8,482grt, General
cargo
Regine - Deu,76, 1,599grt, General cargo
Birte Ritscher - Deu,73, 500grt, Coaster
Dart Europe - Be,70, 31,611grt, Container
ship
Dart America - Gb,70, 31,036grt, Container
ship
Tokyo Bay - Gb,72, 58,889grt, Container ship
C.S. Alert - Gb,61, 6,083grt Cable ship
Earl William - Gb,64, 3,670grt, Ferry
Marcel Bayard – Fr,61, 4,892grt, Cable ship



“Oriana”



Blast From The Past



“Japan Totara” departs Otago, New Zealand in November 1977 ten years after she was built by Ishikawajima Harima at Aioi. She appeared in last month’s newsletter as **“Kronos”** alongside Parkeston Quay in July 1978.

(Photo by Garry Bain)



Despite the shocking condition of her hull, Taiwan flagged **“Fu Chiao”** would trade for a further three years after this photo was taken of her passing Harwich outbound on 5th June 1976. Built in 1960 as **“Horndeich”** for Horn Linie of Germany by Deutsche Werft, Finkenwerder, Hamburg, she was sold to her Taiwanese owners in 1969 and would give them ten years service before going to breakers in Kaohsiung in August 1979.

(Photo by Malcolm Cornes)



Having been built as a general cargo ship, with a bridge amidships and capable of carrying twelve passengers, **“Domburgh”** looks very different after her conversion to a container ship in 1969. Built for Wm. Muller, Rotterdam in 1949 by De Noord, Alblasserdam, she was lengthened in 1962 before her major conversion in 1969 when the bridge was moved to a position over the stern accommodation. She was chartered to Zeeland Shipping to carry containers from Rotterdam to Parkeston Quay from 1968 until 1972. Sold in 1973 to Trincargo of St Vincent she retained her name until 1975 and sale to Magic City Corp. of Panama, when she was renamed **“Fowarder”**. They transferred her to the Honduras flag in 1983 and renamed her **“Nuevo Rio”**. Finally she was scuttled as a reef off the coast of Florida in March 1986. Photographed here off the Hook of Holland in January 1969 wearing the funnel colours of Zeeland Shipping. *(Photo by Malcolm Cornes)*.

In the photograph below, taken on the Thames. She can be seen as built as a smart looking general cargo, passenger ship. *(Photo by the late Ken Smith)*





WILMA - IMO : 5418367

Built 1958, by J. Bodewes, Hoogezand, Netherlands (Yard # 84) as VIOD

GRT : 398 / DWT : 610

Overall Length : 50.5 metres x Beam 9.3 metres.

Machinery : 1 shaft driven by an Appingedammer Brons- 4 stroke single acting 6 cylinder oil engine

Speed : 10.0 knots

History *POR = Port of Registry*

- 1958: VIOD : K.Groen : POR Groningen
- 1963: VIOLA : NV Wijnne & Barends: POR ??
- 1973: WILMA : W.Visser : POR Slidrecht
- 1980: WILMA : W.Visser : POR Panama
- 1982: FRANCISCA : F.J.P.Kruyt Feitsma : POR ?? Netherlands
- 1983: VIOLA : Barimar Shipping & Trading BV: POR San Lorenzo
- 1985: HERMES : Hermes Shipping Co Ltd: POR Valletta
- 1992: JUSTINE : Justine Holdings Ltd: POR Kingstown
- 1995: ANNE J.CARIDA : Justine Holdings Ltd: POR San Lorenzo
- **2002: Deleted from Lloyds Register : Existence in doubt**



WILMA
*photographed
 on 21 September
 1980 at
 Colchester
 (Photo and
 information by
 Tim Webb)*



Built 1965, by N.V.Scheepswerf Appingedam v/h A. Apol C.V., Appingedam, Netherlands (Yard # 199) as SAMBRE
GRT : 299 / DWT : 452

Overall Length : 46.4 metres x Beam 7.6 metres.

Machinery : 1 shaft driven by a Kromhout Motorenfabrik –
4 stroke single acting 5 cylinder oil engine

Speed : 9.5 knots

History

POR = Port of Registry

- 1965: SAMBRE : Rederij "Sambre" : POR Groningen.
- 1974: SAMBRE : Cia naviera Castora SA: POR Panama
- 1982: JELETA : Trans-Bahama Sg Ltd: POR Nassau
- 1985: MISS BJ : Bannaman Shipping Co Ltd: POR Nassau
- 1991: MISS BJ : Trans-Bahama Shipping Ltd: POR Nassau
- **1999: 22 June : Deliberately scuttled off Nassau on 22 June 1999. According to "What's On Bahamas" is now a dive site and wreck off the coast of Atoll Island / Cay northeast of Nassau**

SAMBRE photographed on 21 September 1980 at Colchester

(Photo and information by Tim Webb)

Newsletter compiled by Derek Sands and edited by Neil Davidson.

With grateful thanks to David Hazell for all his contributions.

Also thanks to the following: Malcolm Cornes, Tim Webb, Geoff Cone, Steve Cone, Mick Warrick, Roger Hurcombe, Graham Lee, Anton de Kreiger, Mick Marshall, Garry Bain, John Collins 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 dereksands54@gmail.com