

WORLD SHIP SOCIETY, HAVEN PORTS BRANCH

AUGUST 2022



(Photo by Derek Sands)

The branch is meeting informally at Shotley in August at 2pm on Sunday 21st, wives, partners and guests welcome.

More information from dereksands54@gmail.com or 07930177096.

A new feature of the newsletter this month is a report from a correspondent in Lisbon. I am fortunate enough to call Pedro Amaral a friend, and have met him each time our cruises call at Lisbon.

Recent Callers



“Arklow Rogue” passes Felixstowe inbound for Ipswich from Bilbao on 28th June. Having discharged her cargo of cement she left Ipswich for Barking on 30th June. The last one of a series built for Arklow by Barkemeijer, Stroobos that numbered fifteen ships in total, the first three being built by Bijlsma, Lemmer. Now **“Arklow Rogue”** is one of only four of the series left in Arklow’s hands the rest having been sold. She was built in 2007. *(Photo by Mick Warrick)*



Attended by three tugs as she arrives on 28th June is **“OOCL Japan”**. At 399.9 metres she is amongst the largest callers at Felixstowe. Built 2017 by Samsung, Kojé, her capacity is 21,413 teu. *(Photo by Mick Warrick)*



Vertom's "**Antwerp**" is outbound for Cowes from Ipswich on 28th June. She had arrived from Rouen the previous day. Launched in April 2008 by Slovenske Lodenice, Komarno as "**Sibet Attena**" named after an East Frisian Chieftain who died around c 1410, she was completed for charter to Wilson Line as "**Wilson Antwerp**" in July 2008. The charter ended in 2011 and she was renamed as above by her owner Bojen. Vertom took over management in 2015. (Photo by Mick Warrick)



"**Celtic Ambassador**" about to pass Felixstowe on her way to Ipswich in the last of the daylight on 28th June. She had come from Belfast with probably a stone cargo. Launched by Maritim Shipyard, Gdansk in September 2005, she was completed as "**Farina**" for Intersee Schiffahrts by Niestern Sander, Delzijl in the December. Sold in 2006 to Dutch owners and renamed "**Aurora**" and then acquired by Erwin Strahlmann of Brunsbittel in 2013 as "**Frontera**". After financial problems forced Strahlmann to sell his fleet Charles Willie of Cardiff added her to their fleet in 2021 as the third ship in his fleet to be named "**Celtic Ambassador**". (Photo by Derek Sands)



Making her first call at Felixstowe on 29th June is “**MSC Daisy**” passing the viewing area at Felixstowe before 5am. Her previous ports were Klaipeda, Gdansk, Gothenburg and Bremerhaven and she would sail later on 29th June for Le Havre. Hanjin Heavy Industries of Busan completed her for German owners as “**Charles Dickens**” in 2005. She went on charter to Maersk in the same year as “**Maersk Danbury**” until 2013 when the charter ended. Reverting to her launch name two years later she became “**Texas Trader**” for UK based but Greek owned Lomar Shipping. They chartered her out to MSC in 2020 although the owner now appears to be Reederei Karl Schluter. *(Photos contributed)*





Arriving from Le Havre on 30th June for her first call is **“APL Temasek”**. She would depart just under 24 hours later for Tanger Med, Morocco. She was 368.8 metres long when completed by Hyundai Samho in 2013. Sent to China for lengthening in 2018 to 397.6 metres her gross tonnage increased from 151,963 to 167,658. *(Photos contributed)*





Arriving from Teesport on 1st July with her tow of “**Haven Seariser 4**” (seen below) is “**MTS Valour**” of MTS Group, Falmouth. She is now managed from the Netherlands by Seacontractors BV of Middelburg. Launched in June 2006 as “**DMS Osprey**” by Kozle Serwis, Kedzierzyn-Kozle, Poland. She was completed by Damen, Hardinxveld in November and shortly after renamed as above. *(Photos contributed)*



In the harbour the tow was joined by small tug “**Taska 1**” as it progressed towards the River Orwell destined Ipswich. She is owned by Taska Marine, Ipswich. *(Photo by Derek Sands)*

(6)





A fairly frequent visitor to Parkeston tanker Jetty, **“Laura-H”** passes Felixstowe inbound from Vlissingen on 1st July. She would leave for Immingham later the same day. She has been busy since then trading between Vlissingen and Le Havre. Launched by Navol, Oltenita, Romania in June 2001 and completed in the Netherlands at Sas van Gent by De Schroef, she is owned by Bibutank SA and managed by Lauranne Shipping of Sas van Gent, the flag of Gibraltar flies at her stern. *(Photo contributed)*



Caught between the Beach End and NW Beach buoys as she heads from Amsterdam to Ipswich on 2nd July is **“Amadeus Diamond”** *(Photo by Derek Sands)* and..... (7)



.....she arrives at Ipswich probably with a soya cargo transhipped from a bulker in Amsterdam. Her hull was built in the Czech Republic at Decin by the CSPL yard and launched as **“Panda”** in April 2001. Completed in the July by Peters, Kampen, her current owners are Amadeus Silver BV and she is managed by De Bock of Alkmaar. She sailed for Dordrecht on 5th July. *(Photos contributed)*





The 150 metre **“Ata”** makes an impressive sight as she enters the harbour bound for Ipswich on 2nd July. With a deadweight of 17,795 tonnes she is near to the navigational limit for Ipswich. Built in China by Linai Hongsheng SB in 2009 as **“Obahan C.”**, her Turkish owners Canbaz renamed her **“Ata”** in 2013.
(Photo by Derek Sands)

In the photo below she can be seen heading for the River Orwell, soon to be joined by a tug on the stern.



(Photo by Mick Warrick)



Now nearing the end of her voyage from Abu Qir, Egypt as she approaches the Orwell Bridge (above), and passes into the port, she is off the Old Power Station berth. After an extended stay she departed for the Spanish port of Tarragona on 13th July. This was her first call at the port. *(Photos contributed)*





Zim charter **“Bach”** sails from Felixstowe bound for Rotterdam on 4th July, having arrived from Valencia the previous day. After leaving Rotterdam she called at Hamburg, Antwerp and Le Havre before heading for Ashdod. Completed as **“Gustav Schulte”** for Bernhard Schulte by Shanghai & Chengxi Shipbuilding in September 2009, remaining under German ownership when her name changed to **“Circular Quay”** in 2014. Ownership is now registered as Bomar Kilo LLC and she is managed from London by Borealis Maritime founded by Christain F. Toepfer the present CEO. *(Photo contributed)*



Arriving at Ipswich on 4th July from Belfast with a stone cargo is **“Nicole”**. Despite her Portuguese flag (Madeira) she is managed from Germany by Dutch company Vertom. Formerly the **“Narwa”** of the liquidated Strahlmann fleet she was sold to present owner in December 2020. Launched in April 2008 by Jiangsu Changbo, Jingjiang as **“Alwis”** for German owner Draxl. Completion was by Volharding, Foxhol in January 2009. Strahlmann acquired her in 2013. *(Photo contributed)*



“MSC Ornella” sailing from Felixstowe on 6th July after making her first visit for some time. She is heading for Le Havre and then Antwerp before crossing the Atlantic for Norfolk (Virginia), Philadelphia and New York. Completed by Hanjin Heavy Industries, Busan in April 2004 for a Panamanian flag company controlled by MSC. *(Photo contributed)*



Formerly a regular caller at Felixstowe, **“MSC Sarah”** sails on 7th July outbound to Antwerp. After leaving the Belgian port on 9th July she called at four ports in Turkey (Ambarli, Diliskelesi, Gemlik and Asyaport), before heading for Malaga. Built in 2000 for the National Shipping Company of Saudi Arabia as **“Saudi Yanbu”** by Samsung, Koje, she was acquired by MSC in 2002. *(Photo by Derek Sands)*



Approaching the Port of Ipswich on 9th July at the end of a voyage from Gdynia with liquid urea is **“Amaranth”**. Built in Turkey by Istanbul Dockyard, Tuzla in 2008 as **“Naftotank 1”**, she took the name **“Defne-S.”** the following year. Unibaltic took her into their fleet in 2019 to replace an older vessel of the same name. She sailed for Sluiskil the following day. *(Photo contributed)*



Making her first visit for a while is **“MSC Anya”** seen here alongside Trinity Terminal, Felixstowe on 9th July. Her retro fitted exhaust scrubber is much in evidence in this view, being fitted sometime before August 2020. The ship itself was completed in June 2005 for Claus-Peter Offen as **“Santa Pelagia”** and immediately renamed **“Maersk Detriot”** for her first charter employment. In 2010 the charter to Maersk finished and she briefly got her launch name back, and then had a two year charter to Hamburg Sud as **“Cap Serrat”**. When this finished she had two years as **“Santa Pelagia”** before MSC acquired her in 2014 and she gained her present name. *(Photo contributed)*



Having arrived from Turkey via Hull with a part cargo of fertiliser on the previous day, the 8,000 dwt **“Altay”** is captured outbound from Ipswich on the River Orwell on 9th July. She is heading for the French port of Lorient and after bunkering at Ceuta departed for Aliaga, Turkey. Completed in September 2006 by Ningbo Xinle, Xiangshan County, China as **“Sider Sky”**, she was renamed just **“Sky”** in the same year. In 2007 she took the name **“Geestedijk”** and was managed from the Netherlands but later the same year she changed again to **“Global Hera”** and was managed from Germany. 2011 saw her name become **“Tiverton”** and five years later management passed to Torbulk Ltd of Market Rasen and she was renamed **“Dawpool”**. Turkish owners acquired her in 2017 and renamed her **“Altay”**. (Photo contributed)





Two photos now of Zim Lines charter **“Tongala”**. The first is taken just after 4am on 12th July as she departs Felixstowe for Rotterdam, she had arrived from Valencia the previous day. *(Photo contributed)*

She returned from Rotterdam on the 16th July and is seen below leaving the harbour after sailing on the 17th for Antwerp at the more reasonable time of 11am. Now owned by Danaos of Greece, a long list of charters have meant many name changes. She came from the Kojima Yard of Samsung in 2004 as **“P&O Nedlloyd Caribbean”** the next charterers can be worked out by the name changes! **“Maersk Deva”** in 2005, the next year **“Vancouver Express”** and **“Maersk Deva”** again in 2007. **“Bunga Raya Tujuh”** was her name in 2009 followed by just **“Deva”** in 2010. **“ANL Tongala”** was painted on her bow and stern in 2018 and this was shortened to **“Tongala”** in 2021. *(Photo by Derek Sands)*





Making her first visit to Felixstowe on 12th July is **“MSC Nora”**. She had called at Klaipeda, Gdynia and Gothenburg before arriving at Felixstowe. After just over sixteen hours in port she left for Le Havre and Norfolk, Virginia. Looking at her draft it appears she is only carrying empty containers. Built in Poland at Gdynia as **“Uranus”** and completed in February 1999, she was chartered as **“Alianca Antuerpia”** in 2001 but reverted to **“Uranus”** the following year. A charter to Hamburg Sud in 2006 saw her renamed **“Cap van Diemen”** until 2009 when she became **“Uranus”** again. In 2014 she came under the control of MSC and was renamed. At some time recently she was fitted with an exhaust scrubber. *(Photos contributed)*





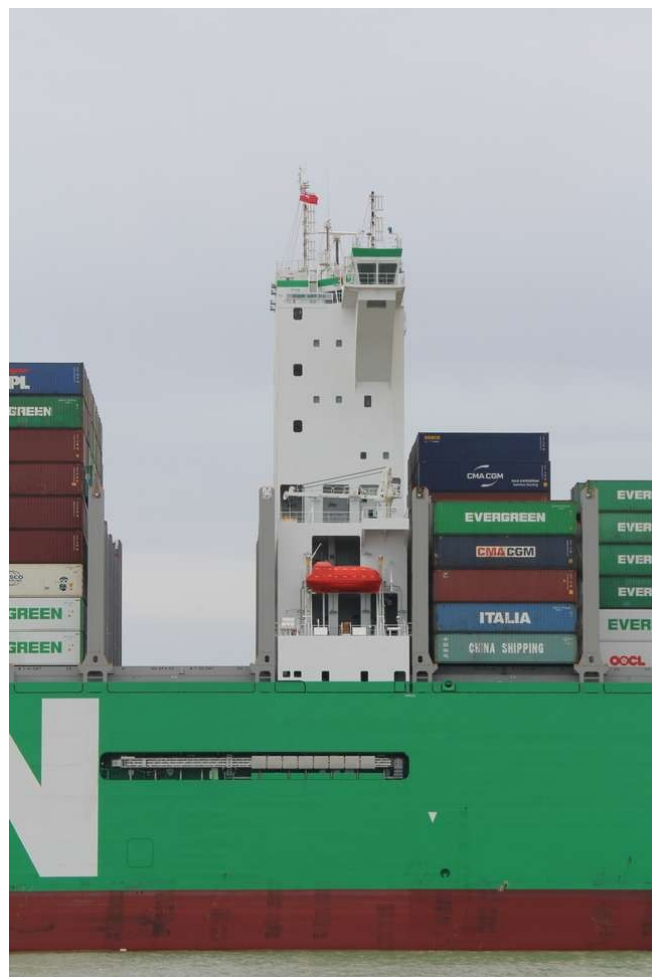
Passing Felixstowe on 12th July bound for Ipswich and following “*MSC Nora*” in cautiously, “**Arklow Viking**” has come from Middlesbrough to load scrap for Avonmouth. She would leave the following day. She is the ninth ship in a series of ten constructed by Royal Bodewes, Hoogezand, and was completed in April 2018. *(Photo contributed)*



Another vessel heading for Ipswich on 12th July was “**Aldebaran**”, seen here passing Felixstowe inbound from Hamburg. Built for Dutch owners in 2001 by Barkmeijer, Stroobos as “*Emuna*”, she was acquired by other Dutch owners in 2007 who renamed her “**Aldebaran**”. Latvian owners Baltnautic did not feel it necessary to change her name when they became her owners in 2021. *(Photo contributed)* (17)



12th July was also the day of the maiden arrival of **“Ever Art”** the latest Evergreen vessel into service to call at Felixstowe. One of a series building in China and South Korea, **“Ever Art”** was completed in May 2022 by Samsung, Koje, South Korea. Just a few centimetres short of an overall length of 400 metres she is capable of carrying 23,992 teu. The accommodation block below the bridge does not seem to have very much room for many crew ! *(Photos contributed)*





Despite her size the local tugs managed to berth her without incident displaying their usual efficiency. She departed for Hamburg on 14th July but due to congestion problems there she is still anchored off the Elbe awaiting a berth. *(Both photos contributed)*



Seen loading at Ipswich Grain Terminal on 13th of July “**Manisa Kristin**” had arrived earlier in the day from Rotterdam in ballast. She had called at Ipswich previously as “**Zeus**” when managed by Wagenborg for Dutch owners. She was completed by Ferus Smit, Westerbroek for them in April 2000. In 2008 registered owners became Norwegian company BBS Bulk. Her name was not changed however until 2017 when she became “**Longnes**”. A charter to Manisa of Napoli began in 2018 when she got her present name. *(Photo contributed)*



Another product of Ferus Smit, Westerbroek, seen at Cliff Quay, Ipswich also on 13th July is “**Arklow Abbey**”. She was completed in September 2019 and has five sisters so far. Having arrived from Rotterdam on 10th July she departed for Huelva, Spain later on 13th July. *(Photo contributed)* (20)



Completely discharged and outbound for Tarragona on 13th July “**Ata**” passes under the Orwell Bridge and makes her way downriver at low tide with one of the Felixstowe based Svitzer tugs on her stern to assist steering as she takes the numerous bends in the channel. (*Photos contributed*)





Arriving at Felixstowe on 15th July from ports in Turkey, it's some while since **"MSC Sena"** was last here. Launched as **"Zim Sydney"** for German owner Friedrich Detjen by Halla, Inchon in January 1996 she was completed in March by Halla, Samho. Remaining under Detjen's ownership she changed name to **"Rhein"** in 2000. Two years later she was acquired by E.R. Schiffahrts (Erck Rickmers) as **"E.R. Albany"**. Then followed a two year charter as **"CMA CGM Egypt"** in 2004 and then one year as **"Macandrews America"** in 2006. She was back to **"E.R. Albany"** in 2007 until coming under MSC as **"MSC Sena"** in 2013. After leaving Felixstowe on 16th July for Antwerp and then Le Havre, she sailed for Montreal. *(Photos contributed)*





Sailing from Ipswich on 15th July after her first call to discharge sea dredged aggregate “**Anchorage**” makes a fine sight. Owned by Terneuzen based 347 Exploitatie BV., she was completed in June 2020 by Barkmeijer, Stroobos. *(Photos contributed)*





Having arrived in ballast the previous day from New Holland on the Humber, “**RDJ Johanna**” departs Ipswich for Leith on 15th July. Her cargo of grain will be for the mill in Leith docks. She is managed by RDJ Shipmanagment BV, Winschoten, Netherlands. Her hull was launched as “**Athos**” by Daewoo, Mangalia in February 2001 and she was completed in the September by Dutch shipyard, Pattje, Waterhuizen. In 2005 she was renamed “**Korsar**” and later the same year “**Nordic Bianca**”. She became “**Thea Marieke**” in 2007 and made several visits to Ipswich under that name. Her current name was acquired in August 2021.
(Photos by Mick Warrick)





“Beaumaiden” leaves Ipswich in ballast for Vlissingen on 15th July, having arrived from Belfast the previous day. Her hull was constructed in Serbia by the Sava Yard at Macvanska Mitrovica and launched in December 2007. Completion in the Netherlands by Damen, Bergum was in July 2008. Originally owned by Unisea BV, she remains under the Dutch flag, but is managed by the German branch of the Dutch company Vertom.
(Photos by Mick Warrick)





Imports of cement from Bilbao are mainly handled by ships from the Arklow fleet but on 16th July we see **“Maratona”** arriving at Ipswich with a cement cargo from the Spanish port. She was built by Ferus Smit, Foxhol for Dutch owners as **“Katja”** in 1999. In 2004 her registered owner became Arklow Shipping Nederland BV. In the following year she changed name and owners becoming **“Helia”** for Tallinn based Intermar Prosperity Shipping. The name was shortened to **“Heli”** by other Estonian owners Skovales Ltd. in 2008. Her name changed to **“Arkonia”** in 2012 for Ocean Verge Ltd of Dublin, and she flew the flag of the Marshall Islands. She made many journeys up the Manchester Ship Canal with cement for Weaste during her time as **“Arkonia”**. There are lots of photos and videos of her in the Manchester Ship Canal Group on Facebook. Straway Ltd also of Dublin put her under the Panama flag when they acquired her in 2021 and changed her name to **“Maratona”**. She departed for Drogheda on 18th July arrived there on the 21st and departed the following day for Northfleet, this would appear to be another cement cargo from the Plantin based Irish Cement company. The factory is situated only two miles from Drogheda port.
(Photo contributed)



“Arklow Vanguard” arriving at Ipswich from Rotterdam on 16th July, probably with a soya cargo. She would depart for Tilbury three days later. One of a series of ten ships constructed by Royal Bodewes, Hoogezand she was sixth to be completed in 2017. *(Photo contributed)*



Making her second call at Ipswich to load grain is **“Manisa Emy”** seen here approaching Ipswich on 16th July. She has come in ballast from Rouen and would load grain for La Coruna, sailing for the Spanish port on 19th July. She has been on charter to Manisa Bulk of Naples since 2018. Originally the **“Leuvediep”** built for Dutch owners in 2008 by Nanjing Huatai, China, she was acquired by Wagenborg in 2016 as **“Leuveborg”**. *(Photo contributed)*



Passing Felixstowe inbound for Ipswich on 14th July with a cargo of bricks “**Lady Anna**” has come from Klaipeda. (Photo by Mick Marshall)



In this photo she is alongside Cliff Quay on 16th July. She is discharged and waiting for her next order and would depart for Hartlepool on the 18th. She was built as the first in a series of twelve by the Groningen Shipyard in 2012, and they also constructed three more of the series, with the rest coming from the GS Yard in Waterhuizen. (Photo contributed)



It's been a long while since the last time a tanker of the size of **"Champion Ebony"** (47,000 dwt) was seen in the harbour. Arriving on 17th July from Montoir, near St Nazaire on the Loire, she has a part cargo of molasses. She spent just over two days berthed at Felixstowe, where discharge is into road tankers. Leaving on 19th July for Bremen. Completed in December 2004 by 3 Maj Brodogradiliste, Rijeka as **"Ebony Point"**, her name changed to just **"Ebony"** in 2010 and she was acquired by Champion Tankers of Norway two years later and gained her present name. This was her first visit to the harbour. *(Photos contributed)*





Chinese built **“Naomi-B”** passes Felixstowe inbound on 17th July. Destined for Ipswich she has come from Ghent in Belgium and would sail back to the same port on 20th July. Launched by Wuxue Kaiyangxing as **“Fehn Chelsea”** she was completed in March 2013 as **“Rhine Express 1”**. In 2014 Fehn GMBH renamed her **“Fehn Caledonia”** and she passed to another German owner JEB Bereederungs in 2022 who renamed her **“Naomi-B”**. (Photo contributed)



Regular caller **“Shannon Fisher”** passes Felixstowe outbound for Immingham from Parkeston Tanker Jetty on 17th July. She had arrived from Aberdeen the previous day. Launched into the Danube by Damen, Galati in September 2005, she was completed the following January by Damen, Bergum, for James Fisher, Barrow. She flies the Bahamas flag. (Photo contributed)



With Harwich's St Nicholas Church in the background, "**Champion Ebony**" makes a fine sight as she leaves Felixstowe for Bremen on 19th July. (Photos by Mick Warrick)





Sailing from Ipswich on 19th July for Eemshaven, Netherlands is “**Tjonger**”, she had arrived on the 16th from Belfast. She is probably named after the river in the Friesland area of the Netherlands. Her hull was built in the Ukraine at Mykolayiv by Chernomorski SZ in April 2012, and she was completed by Damen, Bergum in October the same year. Her owners Stobbbehoek BV, Groningen. *(Photo contributed)*



“**Kelt**” passing Felixstowe outbound from Ipswich for Vlissingen on 21st July. She had arrived from Ghent three days previously. After loading at Vlissingen she sailed north through the Kiel Canal for Jatterson in Sweden arriving on 30th July. This smart looking coaster was launched in Croatia by Leda, Korcula in March 2009. She was completed in the Netherlands by Peters, Kampen, for Van Der Velde Coasting of Groningen. *(Photo by Mick Marshall)*



“MSC Lauren” turning to berth at Trinity seven, Felixstowe with the aid of two tugs on 21st July. She has come from Sines in Portugal, and would depart for Rotterdam on the 24th July. This 366 metre vessel was built in 2011 in South Korea by STX SB Co., Jinhae. Her teu is quoted as 12,400 and she looks well laden here. *(Photo by Derek Sands)*



Rolling around in choppy conditions on 21st July is Dutch sailing vessel **“Johanna”**. She is bound for Ipswich from Gravesend. Obviously of significant age and previously named **“Elvira”** further details are unknown. *(Photo Derek Sands)*



Bound for Ipswich as she enters the harbour on 21st July to load grain for Lisbon, **“Manisa Silvana”** has come from the Dutch inland port of Moerdijk. Built at Jingjiang in China in 2005 for Peter Doehle of Germany as **“Cindia”**, in 2015 she was renamed **“Honor”** by Krabbekholmen Shipping, Limassol. Then in 2021 she went to German owners, Manisa Bulk Hamburg and was registered under the flag of Madeira (Portugal). Manisa Bulk are headquartered in Naples and have a large fleet of mainly chartered vessels. (Photo by Derek Sands)



Leaving the River Orwell in fading daylight on 21st July **“Fri River”** is heading for the River Seine and the port of Rouen. Built in 2000 for Navigia as **“Lingedijk”**, she went to Flinter group as **“Flinterlinge”** in 2005. Faversham Ships acquired her in 2013 as **“Velox”** when Flinter collapsed with financial problems. She was sold to Kopervik Shipping AS of Norway in 2017 and became **“Fri River”** under the Bahamas flag. (Photo by Derek Sands)



Following ***“Fri River”*** was ***“Wilson Hook”*** as daylight was almost over! Having arrived from Rotterdam on 19th July she was now en route to Dublin. Launched in March 2003 in Serbia by the Sava Shipyard, Macvanska Mitrovica, for Wessels as ***“Lena Katherina”***, she never seems to have traded under this name. She was completed in November 2013 and was acquired by Wilson in 2004 as ***“Wilson Hook”***
(Photo by Derek Sands)



An evening arrival from Tanjung Pelapas and Rotterdam at Felixstowe for ***“Conti Canberra”***, making what is believed to be her first call under this name on 24th July. She was completed by Hanjin Heavy Industries, Busan as ***“Hanjin Amsterdam”*** in November 1999, having been launched as ***“Conti Canberra”***. Her owners have always been Conti Calla Schiffahrts and when Hanjin got into financial difficulties she returned to her launch name in 2015. She had made several calls at Felixstowe under her Hanjin name. (35)



Passing Felixstowe inbound to load at Ipswich on 27th July, **“Wilson Dunmore”** has come from Terneuzen. She departed for Reykjavik on 29th July with an ETA at the Icelandic capital of 3rd August. Built for Wessels as **“Argos”** by Slovenske Lodenice, Komarno, Slovakia in 2007. She was chartered by Wilson in 2014 as **“Wilson Dunmore”** reverting to **“Argos”** in 2016. In 2020 she was chartered again and in 2022 it appears Wilson acquired her. (Photo by Mick Marshall)



Making for Dover on 28th July is the tug **“Pullmoor”** which had collected her tow **“Haven Seariser 7”** from Ipswich. Owned by Whitstable Marine Services since 2020, she was built for Thomas Louis, Rouen in 1984 at Lorient in France as **“Bon Secours V.”** (Photo by Allan Holmes)

Veteran Cranes Being Demolished



Seen here on the 14th and 16th of July three cranes at Ipswich Cliff Quay appear to have reached the end of their working lives. With the arrival of new mobile Mantsinen cranes, these veteran Stothert and Pitt models are surplus to requirements. They probably date from the 1950s and hopefully someone will know when they were erected. *(Photos contributed)*



Original RoRo Berth at Orwell Quay, Ipswich



Seen here on 14th July and dating from the late 1960's this small RoRo bridge was soon much too small as were the vessels it served. The West Bank of the river was developed with the first stage completed in 1973. This was followed by further expansion in 1977, 1979 and 1998. West Bank provided two RoRo terminals allowing much bigger vessels access. *(Photo contributed)*

Below can be seen one of the Argo Line vessels that used the berth, but it's not known when its use ceased.



(Photo web sourced)

Lifeboat Exercise



Harwich lifeboats exercising with the Coastguard Leonardo AW189 type helicopter on 17th July.
(Photo contributed)

Dredging



“Siskin” seen here on 17th July recently began agitation dredging and ploughing in the harbour. Owned by Hermann Senior of Barendrecht, she was launched in August 2009 by Polish shipyard Damen Kozle, Kedzierzyn-Kozle. Completion was done in June 2011 by Damen, Hardinxveld. (Photo contributed) (39)

Brightlingsea Shipping



Arriving on 27th June with cement from Setubal is Vietnamese built **“Eems Star”**. Of the Tille Trader 3300 design, her builders Hong Ha of Haiphong completed her in November 2008 for Dutch owners. She sailed on the next tide to Teesport. *(Photo by Jim Griffiths)*



Waiting patiently to tie up **“Pregol Hav”** approaches Olivers Wharf on 13th July. With the usual cargo of cement from Setubal, she would be discharged in time to sail in ballast to Antwerp on the next tide. A product of the Hugo Peters Shipyard at Wewelsfleth she was completed in December 1985 as one of many of this type, most of which are just as long lived! **“Kurt Jensen”** was her first name followed by **“Sea Thames”**, **“Explorer”** and **“Tansa”** before she was acquired by present owner Hav Shipping as **“Pregol Hav”** in 2013. *(Photo by Jim Griffiths)*



“Amadeus” enters the creek and proceeds to the berth on 25th July with more cement from Setubal which was discharged in time for her to sail on the next tide for Aviles. She is presently doing another fairly lengthy voyage as she left Aviles, Spain on 31st July for Vaasa in Finland.

Launched as **“Hansa Lyon”** for Dutch owners based in Delfzijl by Yantar, Kaliningrad in December 2000, she was completed by Peters, Kampen in the following March. In 2005 she was sold and renamed **“Zeeland”** by Dutch owners based in Goes.

Eurice Shipping are her present owners having bought her in 2009 and placed her under the management of Baltnautic of Klaipeda. She is registered in Kingstown St Vincent and Grenadines.
(Photos by Derek Sands)



Mistley Shipping



“Haven Hornbill” doing some maintenance dredging of Mistley Quay on 29th June 2022. Owned by Harwich Haven Authority, she was built at Portchester by Halmatic in 2008.
(Photo by Steve Cone)



Regular caller **“RMS Laar”** makes her most recent arrival on 1st July. Her cargo of bricks from Aalst in the Netherlands can be seen in her hold in the following photograph. (Both photos by Steve Cone)



“Scot Venture” arriving from Inverness on 5th July, she would sail for Rotterdam the next day. The normal cargo from Inverness is wood pellets. Built to the Tille Trader 3300 design by Tille SY at Kootstertille in 2002.
(Photo by Steve Cone)



Having recently been to Ipswich the twenty eight year old **“Nina 1”** is seen arriving at Mistley on 6th July. She had made the short voyage from Barking in ballast and will load malt for Buckie. Ferus Smit, Foxhol completed her in December 1984 for Dutch owners as **“Vios”**. She was renamed **“Valhalis”** in 1997 and **“Nina”** three years later still retaining the Dutch flag for Rederij Teilmast. In 2004 she was acquired by Eurica Shipping of Klaipeda, for whom Baltnautic are managers and renamed **“Nina 1”**. She is registered in Kingstown St Vincent and Grenadines. (Photo by Steve Cone)



Now fully laden she sets off for Buckie on just after 6am on 7th July. (Photo by Steve Cone)



Arriving on 13th July from Aalst with another cargo of bricks is “**Sea Charente**”. Launched in November 1995 by Rechytskyi SZ, Rechytsa, Belarus, and completed by Damen, Bergum in September 1996 as “**Fisker**” for Scheepvaart Fisker of Lemmer, Friesland, North Netherlands.

In June 2002 she had a minor collision in the lower Elbe with the bulker “**Peene Ore**” with little damage resulting. Owners are noted as Sea Charente BV in 2006 of Lemmer. Two years later a small change to Charente Shipping BV also of Lemmer.

On 2nd October 2009 she was off the south coast of UK en route to Scotland with a cargo of corn gluten pellets. Smoke was spotted coming from the cargo and UK Coastguard was notified and sent a response team to the ship by helicopter. The team successfully contained the fire.

(Photo by Steve Cone)



After discharge of her cargo she is seen passing Harwich outbound on 15th July, for further orders.
(Photo by Derek Sands)



“Fehn Courage” arriving on 16th July with fertiliser from Moerdijk. She has at least one other visit to Mistley in October 2018.



Seen here awaiting transport for discharge to continue on 18th July. She sailed on 20th of July to Le Havre.

Completed in China in December 2010 by Wuxue Kaiyangxing. Her registered owners is Fehn Shipmanagement of Leer, Germany.

(Photos by Steve Cone)

Floating Crane Arrives



Contracted to recover a lost dredge pipe which was obstructing the channel into Harwich Harbour, **“Hebo- Lift 9”** arrives from Tilbury under tow of tug **“Isa”** on 30th July. The floating sheerlegs has a maximum lift of 800 tonnes and is owned by Hebo Maritiemservice and was refurbished in 2019. From 1998 to 2017 she was **“Samson”** until acquired by Hebo. *(Both photos by Jeff Welch)*





Seen here handling the recovered dredge pipe on 1st August. *(Photo by Derek Sands)*



Leaving for Rotterdam on 1st August, she is now berthed in the Eemhaven in Rotterdam port.
(Photo by Derek Sands)

The main source of this Lisbon newsletter is photos taken in Lisbon, as well as the mouth of the Tagus River and the bay of Cascais, where occasionally some ships anchor and wait for an available pier in the port of Lisbon, or await future services. By courtesy of Derek Sands, I could consider myself a Lisbon correspondent, for this publication of yours, promoting this hobby that we love so much.



(Photo by Pedro Amaral)

The Subsea 7 offshore support vessel “**Seven Pegasus**” on a trip from Rotterdam to Marsaxlokk, called here in Lisbon for a few hours for a bunkers. Usually the ships that call Lisbon, for bunkers, are anchored offshore, in the middle of the Tagus River.



“INS “Tarangini” (A75)
This representative Indian Navy Ship (INS), with the tack number A75, whose name “Tarangini” in Indian means waves, made another short schedule of a few days, here in Lisbon. This ship, which can be considered the sister of the English “Lord Nelson”, is currently on a 15-month circumnavigation voyage.

(Photo by Pedro Amaral)



March 1st of this year we can see at the Alcântara advanced pier, the Greek, bulk carrier "**Sea Champion**" (28,717 gt/ completed in 2005), unloading sugar (from Maputo, Mozambique), having taken 19 days here in Lisbon, all being unloaded. After unloading, the ship went to the Turkish port of Yalova.

Leaving from the pier of the Alcântara Container Terminal, LISCONT, the container ship "**Visitor**" (9,990 gt / completed in 2004). Originally "**Sea Pioneer**", but the years chartered by Maersk Line, went well recorded by Maersk's light blue hull. During this period the ship was named "**Maersk Funchal**". Currently this feeder makes the connection: Algeciras - Bilbao - Ferrol - Leixões - Lisbon- Algeciras.

Cruiseships`Lisbon First Call

Lisbon first call of "**MSC Grandiosa**", "**Celebrity Beyond**", and "**Hanseatic Nature**".



On the 1st and 2nd of May, the cruiseships "MSC Grandiosa" and "Celebrity Beyond" made schedules here in Lisbon for the first time. "Hanseatic Nature" came here for the first time on 24 th of April.

(photo by Pedro Amaral)

"**MSC Grandiosa**", was built at the Chantiers de L'Atlantique Shipyard in St. Nazaire, Nantes. She belongs to the Meraviglia class, consisting of 4 ships: "MSC Meraviglia", "MSC Belissima", "MSC Grandiosa" and "MSC Virtuosa"



(photo by Pedro Amaral)

“Celebrity Beyond” belongs to Celebrity Cruises, being the third of the Edge class. The two ships of this series are the "Celebrity Edge" and the "Celebrity Apex". They were built at the French shipyard Chantiers de L'Atlantique in St. Nazaire, Nantes.



(photo by Pedro Amaral)

“Hanseatic Nature” is one of three ships that make up Hapag Lloyd's trio of new ships. The other two ships are the "Hanseatic Inspiration" and the "Hanseatic Spirit".



(photo by Pedro Amaral)

Almost every year, dredging works are required in several places on the Tagus River, specifically on the North bank, Lisbon. Lately, the Spanish company Dravo has been winning the awards for these dredging. For two weeks, the Spanish dredger "**Costa Atlantica**" (2,587 gt / completed in 2009), carried out the dredging.



(photo by Pedro Amaral)

In the last two months, two ships that belonged to the Polsteam fleet called here in Lisbon, however sold to new shipowners, they are the sisters "**Univenture**" and "**Patagonman**" (both built in 2012, with 13,574 gt) as part of a series of 7 ships, named after Polish rivers: "Narew", "Raba", "Olza", "Prosna", "San", "Skawa" and "Ina". Being the "Univenture" (ex-"Prosna") and "Patagonman" (ex-"San").



"Patagonman"

(photo by Pedro Amaral)



PEDRO AMARAL: "BALTIC SHEARWATER"

(Photo by Pedro Amaral)

Feeders **"Baltic Shearwater"** above and **"Baltic Fulmar"**, (16,324 gt/ completed in 2005) chartered by Evergreen for an intra-Europe service (Rotterdam-Lisbon-Leixões-Vigo-Rotterdam).



PEDRO AMARAL "BALTIC FULMAR"

Here in the bay of Cascais, and throughout the south of Portugal, last March, an environmental phenomenon occurred, with these dimensions, very rare. The sands from the storms of the Moroccan desert, moved to the North, reaching this entire area of Lisbon. The atmosphere was charged with particles, from yellow to light brown tones, giving the appearance seen in the photo.

It gives us the feeling that we photographed with filters. On the 16th of March, three ships were anchored in the bay, one of them, the freighter "**Riwal**", (2,446 gt/ completed in 1992, ex-"Priwall"), being anchored closer, allowed this photographic record.



PEDRO AMARAL "RIWAL"

(photo by Pedro Amaral)

Lisbon Newsletter compiled and edited by Pedro Amaral, and added to Haven Ports newsletter by Derek Sands. Any mistakes or inaccuracies are unintended.

Blast From The Past



An undated image from the internet showing the new quay face being constructed at Harwich. **“Bore IX”** is berthed at Navyard Wharf. The year is around late 1968 as the ship in the background foundered in January 1969. **“Bore IX”** was completed in July 1967 by Laivateollisuus at Turku, Finland. She capsized and sank 14 nautical miles off Almagrundet Lighthouse, Stockholm archipelago on 19th January 1969. She was on her way from Kemi (Finland) to London with a cargo of cellulose. Sadly six of the crew were lost.

Newsletter compiled by Derek Sands and edited by Neil Davidson.

With thanks to David Hazell for his many contributions.

Also thanks to the following: The late Malcolm Cornes, Geoff Cone, Steve Cone, Mick Warrick, Allan Holmes, Jeff Welch, Pedro Amaral, Mick Marshall 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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