

WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER

APRIL 2022



(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
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Obituary



Malcolm Cornes

Former Haven Ports Branch Chairman from the forming of the branch in 1980/81 and veteran campaigner for the RNLI, Malcolm recently passed away suddenly, aged 82.

I first met him in 1965 in my first year at Sir Anthony Deane secondary school, Harwich. I was eleven and Malcolm a young teacher at the school. His primary subject being rural science, he also taught french and maths if memory serves me correctly. I soon found out we shared a lot of the same interests in music, ships and philately. Malcolm could be found at the school every evening organising after school activities including gardening club, stamp club and music evenings. He went on to form the dance group "Live Generation". He also played the drums and sang in an ad hoc band at lunch times with Dave Nash a colleague on guitar and various bass players. Later in his career he was very much a leading light in a local folk club where he played in an acoustic duo and sang. When asked by the then headmistress if he had ever married, Malcolm replied only to the school. He was later appointed head of house.

He took me on my first trip to the Thames in 1966 where we spent all day on Tilbury landing stage watching the shipping. In October 1974 he organised my first trip to the Hook of Holland for ship photography, I well remember the voyage over on the *St George* in a force 10 gale and the cold too!

Having taught both myself and my wife he was the obvious choice for best man at our wedding in 1976. On the occasion of our ruby wedding anniversary he joined us on a cruise on Fred Olsen's *Braemar*, Fred Olsen no doubt grateful for the increased bar profits over the period we were on board!

A keen sportsman over the years playing football and cricket, he had to have a hip replaced when still fairly young for such an operation, as he had managed to wear it out!

Most Sundays I would visit Malcolm at his home close to mine and more recently had been round to check up on him every day. Along with another regular visitor Mick Marshall, we will miss him greatly as a friend and mentor.

Derek Sands

Recent Callers



Making her first visit to Ipswich is aggregate carrier “**Aasfjell**”, arriving from Eikefjet, Norway on 2nd March. Built by Dutch shipbuilder Royal Bodewes in 2021 she is described as a hybrid, having an electric motor powered by batteries alongside her diesel engine. When in port she can run on battery only and the excavator for self discharge is electric and can run off battery or shore supply. The batteries can boost engine output when sailing in heavy seas, and also absorb power from the main engine when excess is available. She sailed for Montmorillon in France on 3rd March. *(Photos contributed)*



“**Wilson Dusavik**” at Cliff Quay, Ipswich on 2nd March. She had arrived from Vlissingen earlier in the day. She would spend 5 days in the port before leaving loaded with a cargo for Reykjavik. Built by the prolific shipyard of Slovenske Lodenice, Komarno, she was completed as “**Telamon**” for Wessels Rederei in June 2009. Wilson acquired her in 2020 and she was renamed as above. *(Photo contributed)*



Now fully laden “**Wilson Dusavik**” outbound in the mouth of the River Orwell, heading for Reykjavik on 7th March. *(Photo by Derek Sands)*



Heading up the River Stour to her berth at Parkeston tanker jetty on 2nd March is “**Nore**” arriving from Hull. This is believed to be her first visit. Launched by Dearsan Gemi, Tuzla in December 2006 she was completed as “**Samistal**” by Yardimci, Tuzla the following July. The following year she became “**CT Wexford**” and in 2011 “**RN Taurus**”. According to Equasis she was next named “**Nore**” in January 2018 followed by “**CL Aquarius**” in May the same year. She became “**Nore**” again in 2018. She is wearing the colours of her owners Besiktas of Turkey although flying the flag of Malta. *(Photo by Derek Sands)*



The next day she departed for Antwerp and is passing Harwich outbound in the photo above by *Alex Dace*.



Arriving at Ipswich on 4th of March from the North Sea dredging grounds is “**Sand Fulmar**”. She was completed in September 1998 by De Merwede, Hardinxveld and her current owners are British Dredging based in Cardiff. *(Photo by Paul Hiatt)*



Southend based small tug “**Assassin**” of Predator Charters arriving at Ipswich 4th March. She is a 1500 type Damen Pushycat, but her date of build is unknown. More will be seen of her later. *(Photo by Paul Hiatt)*



The early morning arrival of “**CMA CGM Aquila**” at Felixstowe on 6th March from Rotterdam. Although well loaded, the draft indicates a lot of empty boxes on board. The 363 metre ship was built by Hyundai, Ulsan in 2009. She departed the following day for Antwerp and is currently heading for Yangshan (Shanghai) in China with an ETA of 5th April. *(Both photos contributed)*



Discharging cement at Cliff Quay, Ipswich on 6th March is “**Arklow Clan**” having arrived from Bilbao on 4th March. She would depart for the same port on 7th March and then call at two ports in France. She is currently heading for Foynes on Ireland’s west coast. She is the third in a series of ships of this type being built by Ferus Smit, Westerbroek and was completed in May 2017. *(Photo contributed)*



Latvian owned “**Bonay**” at Cliff Quay, Ipswich on 6th March, having arrived from Ghent two days previously. Built in 1991 for Dutch owners as “**Willy II**” by compatriot shipyard Harlingen S&R and renamed “**Njordford**” in 2001, this was shortened to “**Nord**” in 2004 and by this time flying the flag of Curacao. Purchased in 2011 by Latvian owners she was renamed as seen above. *(Photo contributed)*



The fifth in a series of ships being built for Dutch owner Wijnne Barends now part of the Spliethoff Group, she was completed in July 2021 by the Chowgule Shipyard in Goa. “**Lady Habarka**” is seen above and below arriving at Ipswich for the first time from La Pallice on 6th March. *(Both photos contributed)*



Discharge is almost complete of “**Lady Habarka**” at the Old Power Station berth, Ipswich on 8th March.
(Photo by Mick Warrick)



Belfast having been her last port “**Jeanette**” arrives at Ipswich on 8th March, no doubt with a stone cargo. Built in Germany by Ferus Smit, Leer she was completed in May 2007 for Egbert Bos of Delfzijl as “**Anet**”. Remaining under Bos’ ownership when changing names to “**Jeannette**” in 2009 and amended to “**Jeanette**” in 2010 she is managed by Wagenborg. After a quick discharge she left Ipswich later on the 8th March for the Hamburg anchorage off the Elbe. Currently she is heading for the Swedish port of Ronnskar.
(Photo by Mick Warrick)



Passing under the Orwell Bridge as she arrives from Bilbao is “**Arklow Raven**” on 8th March. One of a series of 12 sisters built in the Netherlands by Barkmeijer, Stroobos, she is one of only four that have not been sold out of the company as yet. She was completed in June 2007 as the eleventh one of the series.

(Photo by Mick Warrick)



Seven days later here she is outbound, passing Felixstowe and heading for Londonderry with a grain cargo.

(Photo Derek Sands)



Passing Felixstowe inbound for Parkeston Quay on 8th March is “**Celtic**” which has come from Ayr. She will load second hand vehicles at number 4 berth through her stern door. Normally these are lifted by the crane at the eastern end of the quay, but most of the shipment was too heavy to be handled in that way. She left for Famagusta the following day after spending time at number 3 berth securing the load. She arrived at there on 23rd March and left the next day for Izmir. She was only completed in December 2021 by the Partner Shipyard in Police, Poland for Hartman Seatrade and is registered in Urk, Netherlands.

(Photo contributed)



Here she is on the River Stour heading for her berth at Parkeston Quay the stern door and gantry for lifting hatch covers much in evidence in this view. *(Photo by Derek Sands)*



Inbound in the lower reaches of the River Orwell on a courtesy visit to Ipswich is “HNLMS Willemstad” on 10th March. *(Photo by Dean Cable)*



Approaching the Orwell Bridge, designated as a minehunter she was built in the Netherlands in 1989 by Van der Geissen de Noord at Alblasserdam. *(Photo contributed)*



Passing under the Orwell Bridge and below heading for a berth on Orwell Quay in the Wet Dock.
(Both photos contributed)





Two views now of “**Vertom Meridiaan**” arriving at Ipswich on 11th March for her first visit after a very recent name change. Having come from Belfast her cargo is likely to be stone, she would depart in ballast on 14th March for Rotterdam. Built by the Bulgarian Shipyard at Rousse in 2010 for Dutch owners Ancor BV and managed by Wagenborg, Vertom acquired her in January 2022 and she hoisted the Luxembourg flag in place of the Dutch one.

(Both photos contributed)





Here is **“Sand Fulmar”** arriving again at Ipswich on 11th March, this time without a list to port! She is becoming somewhat regular into Ipswich with aggregate from the North Sea dredging grounds.
(Photo contributed)



Passing Felixstowe inbound from Rotterdam on 12th March for Parkeston Tanker Jetty is **“Wisby Teak”**. She would sail the following day for orders and arrived in Amsterdam a few days later. Built for Norwegian owners in 2011 by China’s Penglai Zhongbai Jinglu and 4,776 GT. *(Photo contributed)*



Here she is seen in the River Stour passing Harwich. Wisby Tankers of Oslo's funnel colours are simple but effective. (Photo by Derek Sands)



“**MSC Veracruz**” at Felixstowe on 15th March, she had arrived the previous day from Malaga. Recently acquired and renamed by MSC, she had been a regular caller as “**MP The Edelman**” previously. Starting life as “**Margrit Rickmers**” a name she had three times between charters as “**Maersk Dhaka**” and “**ANL Werribee**”, Hanjin Heavy Industries, Ulsan launched her in 2005 although the forepart was built by their Pusan yard. She sailed for Antwerp on 16th March and then on to Rotterdam, Piraeus and Izmir. (Photo by Derek Sands)



Photographed from a freezing cold “Guard” sandbank at low tide **“Malik Arctica”** sails from Trinity terminal, Felixstowe for Grangemouth. At this time she was working for Unifeeder and away from her usual haunts in Greenland, where she calls at various ports around the coast on her sailings from Denmark. She was built at Gdansk by the Remontowa Shipyard in 2007. *(Photos by Derek Sands)*





Passing Felixstowe's viewing area on a very dull and grey day is "**A La Marine**" on 16th March. She had arrived from Hamburg the previous day and was now heading for Antwerp, then direct to Malta. Working for CMA CGM she is probably collecting empty boxes for export. Completed in June 2009 as "**Nadine**" by Penne-Werft, Wolgast for Hong Kong Owners, she changed name in the same year to "**A La Marine**". She spent a year on charter in 2012 as "**OOCL Novgorod**" before reverting to "**A La Marine**". Her present owners are associated with CMB and she flies the Belgian flag. *(Photo contributed)*



Ready to load at Ipswich's Cliff Quay on 18th March is "**Maintal**", she had arrived in ballast from Erith earlier in the day. Once part of the Erwin Strahlmann fleet and built by Slovenske Lodenice, Komarno for Erwin in 2006 as "**Bramau**". When Strahlmann ran into financial difficulties and his fleet sold she became "**Maintal**" in 2020. Although flying the Portuguese (Madeira) flag she is still German owned by HS Bereederrungs of Haren/Ems. *(Photo contributed)*

In the photo below by (*Mick Marshall*) she is seen outbound for Rotterdam on 22nd March with a full load.



“Celtica Hav” at Ipswich on 21st March, she had arrived from Dordrecht two days previously and would sail to Antwerp on the 22nd. She is well known in the Haven ports as a regular caller and has also visited Brightlingsea. Somewhat of a veteran being completed in December 1984 by Hugo Peters, at Wewelsfleth Further details about her are in previous newsletters. (*Photo contributed*)



Discharging at Cliff Quay, Ipswich on 21st March is “**Alana Evita**”, having arrived from Hamburg on the 18th. She would depart later on 21st for Ijmuiden and berthed at Velsen Noord on the North Sea Canal the following day. Owned by De Jonge of Emmen with Wagenborg as managers, she was launched into the Elbe by Nova Melnik, Lodenice, Czech republic in June 2008 and completed by Dutch Shipyard Bijlsma, Lemmer in November the following year. *(Photo contributed)*



Also at Cliff Quay on 21st March was “**Fri Karmsund**” discharging timber from Riga. She had arrived on the 19th and would depart for Cork on 23rd March. Launched as “**Thor**” in November 1999 she was completed as “**River Tyne**” the following month by Pattje, Waterhuizen for German owners, who chartered her to Stephenson Clarke. At the end of the charter she became “**Blue River**” for the same owners, before sale to Kopervik of Norway in 2014 when she was renamed “**Fri Karmsund**”. *(Photo contributed)*



Completing the series of photos on 21st March at Ipswich is “**Proud**” discharging stone from Belfast at the Old Power Station berth. She sailed two days later for Antwerp in ballast. Completed by Peters at Kampen as “**CFL Proud**” for Groningen based Canada Feeder lines, she was sold to Vertom in 2019 when her name was amended and she swapped her white and green livery for dark blue. *(Photo contributed)*



Making what is believed to be her first call at Felixstowe is “**Pirita**”, which arrived on the Unifeeder service from Rotterdam on 21st March. She departed the following day for Teesport. After calling at Hamburg and Rotterdam she arrived back at Felixstowe on the 28th. Built by Sietas at Neuenfelde in 1995 as “**Nova**” she is currently on her seventh name change, having been “**Nova**” three times and “**Pirita**” twice. In 1996 she was chartered as “**Norasia Adria**” in 1999 as “**OOCL Neva**” and in 2009 as “**WEC Majorelle**”. *(Photo contributed)*



Making her first visit to Felixstowe on 21st March is “**MSC Azov**” which arrived from Suez. She sailed the following day for Antwerp as in the photo below. The 300 metre ship was built for Costamare of Greece by Chinese shipyard, Shanghai Jiangnan Changxing in 2014, her owner’s badge can be seen clearly on her bow. *(Both photos contributed)*





Danish flagged veteran coaster “**Saturn**” crosses the bay towards Dovercourt and the main shipping channel as she exits Hamford Water after leaving Great Oakley on 21st March. The Naze tower at Walton is visible in the background. She had arrived from Emden the previous day with containers of explosives. Now she was heading for Schiedam where she loaded a “Kolektor” transformer for Glasgow. She was completed in February 1966 as “**Wilma Frank**” by Vooruitgang, Foxhol for Konrad Frank, Germany. In 1972 P.L. Jensen of Hundested, Denmark acquired her and renamed her “**Douro Star**”. Hans Grube was her next owner as “**Dorca**” in 1979 and registered her at Marstal. Ten years later she passed to Poul and Jens Nordgaard Nielsen as “**Saturn**” and in 2007 Poul Nielsen was sole owner. Her current owners Saturn Norresundby ApS acquired her in 2010 and registered her at Norresundby. She has her own Facebook page regularly updated by the crew.
(Photo by Derek Sands)



The small launch/tug “**Fury**” had been assisting “**Saturn**” to turn off the berth in the narrow confines of Hamford Water. No information as to her owners and details or where she is based. *(Photo by Derek Sands)*



Making her first call at Felixstowe as “**MSC Cornelia**” on 22nd March as she passes the viewing area inbound from Asyaport, Turkey via Antwerp. Looking well loaded she would discharge at Trinity terminal before sailing for Klaipeda on the 24th March. Completed in July 2010 by Shanghai Jiangnan Changxing for German owners as “**RHL Fiducia**”, she called here when so named in October 2013. Sold to Greece based owners as “**Cornelia I**” in 2016 in November 2021 her owners are listed as Cornelius Shipping and managed by MSC with a subsequent name change. *(Both photos contributed)*





Having arrived at Felixstowe from Zeebrugge on 22nd March, “**Cosco Shipping Galaxy**” is berthing under the control of local tugs. She stayed for three days with no doubt a large number of containers exchanged whilst she was at number nine berth. She left for Gdynia. Chinese compatriot shipyard Shanghai Waigaoqiao completed the 400 metre vessel in 2019. *(Photo contributed)*



Alongside number eight berth Felixstowe for the first time is “**MSC Allegra**”, seen her on 22nd March. She had arrived the previous day from Antwerp. The 400 metre vessel was completed in October 2021 by Daewoo Shipbuilding at Okpo. Her stated capacity is 23,964 TEU. She sailed direct to Tanger Med on 25th March *(Photo by Mick Marshall)*



On the River Orwell approaching Ipswich at the end of a voyage from Lisbon is “**Frezya S.**” on 23rd March. Ningbo Xinle completed her in June 2005 for Monaco based, Gestion Maritime as “**Sider Sky**”. Later the same year she was “**Leonore**” for German owners, subsequent German based owners then renamed her as “**Global Hebe**”, “**Ocean Sirius**” and “**Sider Warrior**” before Turkish owners acquired her in 2015 and she gained her current name. She flies the Panama flag. *(Both photos contributed)*



A glimpse of the Orwell Bridge in the distance in this stern view.

The following day as she is alongside Cliff Quay, there is much evidence of her cargo of sand on the quayside.
(Photo contributed)



Passing Felixstowe in quiet conditions as she heads for Ipswich on 24th March, her last port being Amsterdam, “**RDJ Rijnstroom**” only acquired her latest name in February 2022 and this is her first call since, although she has already been to the port as *Barbarossa*. She was launched in September 1999 by Daewoo-Mangalia and completed as “*Flinthorn*” in February the following year by Pattje, Waterhuizen.



Here she is fully discharged alongside Cliff Quay on 27th March. She would sail for New Holland on the Humber the next day. *(Both photos contributed)*



Faversham Ships “**Ventura**” alongside Cliff Quay, Ipswich on 24th March. She had arrived the previous day from Amsterdam, and would sail later on the 24th for New Holland on the Humber. Launched by Daewoo, Mangalia in August 2000, she was completed as “**Sandra**” for German owners Intersee by Damen, Bergum, in December 2000. Sold to other German owners in 2011 as “**Hohegrund**” and the following year to Turkish principles as “**Lady Gul**”, she came under the UK flag in 2018 when purchased by Faversham Ships. *(Photo contributed)*



Looking well kept for her years Latvian flagged **“Delfin”** departs Ipswich for Husum on 24th March. She had arrived earlier in the day from Kaskinen in Finland via Boston with a part cargo of timber. Built in 1998 by Peters at Kampen as **“Lumare”** for Dutch owners based in Harlingen, her only name change came in 2005 when acquired by Heinz Corleis under first the German flag and then Gibraltar, the company switched her to the Latvian flag in 2020. *(Photo contributed)*



Photographed at Pinmill where she is a houseboat on 24th March is **“Sagitta”**. Built in 1924 as **“De Twee Gebroeders”** (The Two Brothers). In 1929 she became **“Liberte”** and had various Dutch owners under that name until sold to W. de Graf of Bruinisse in 1969 and named **“Albatros”**. Her last change of name came in 1984 when she passed to M.M. van Dorssen of Harkstede. Her current owners are based in Woodbridge. *(Photo contributed)*



Bunkering “*Vilnia Maersk*” on 24th March is “**Fortuna I**” she had arrived from Rotterdam and would depart later for her next job at Tilbury. Launched as “*Marsel*” she was completed as “*Trine Theresa*” in November 2007 by Yildirim, Tuzla. In 2013 she became “*Nordic Trine*” of Harbour Shipowning, Denmark. Moving on to Thun tankers in 2015 as “*Thun Greenwich*” and in December 2021 to Prax Shipping BV of Belgium and managed from Glasgow by V Ships, she flies the British Flag and was renamed “**Fortuna I**”.

(Photo by Derek Sands)



Passing Felixstowe on 26th March “**Feed Rogaland**” has come from Vierow with wheat for Ipswich. Familiar to many in the Haven Ports when she was owned by Arklow Shipping as “*Arklow Racer*”, this is her first visit since her sale and renaming. Acquired by Halten Bulk of Trondheim in 2019, she was launched as “*Arklow Rainbow*” but completed as “*Arklow Racer*” by Barkmeijer, Stroobos and one of twelve sisters.

(Photo contributed)



Normally reserved for 400 metre vessels Felixstowe's number nine berth is hosting "**MSC Leigh**" on a foggy 27th March. "**Ever Aim**" is berthed behind her on number eight, Evergreen vessels normally occupy number nine berth. Presumably this flexibility is due to the ongoing dredging work in the harbour. Launched as "**Buxtime**" she was completed two months later by Daewoo, Mangalia, Romania. Having arrived from Valencia on the 26th she would depart for Antwerp on the 28th March. *(Photos contributed)*



Making what is believed to be her first call at Felixstowe on 27th March is “**Vistula Maersk**” arriving from Rotterdam. She would sail for St Petersburg the following day to load empty containers stranded in Russia due to the war in Ukraine. She is one of seven sisters built by COSCO Zhoushan Shipyard, China and in her case completed in February 2018. *(Photo contributed)*



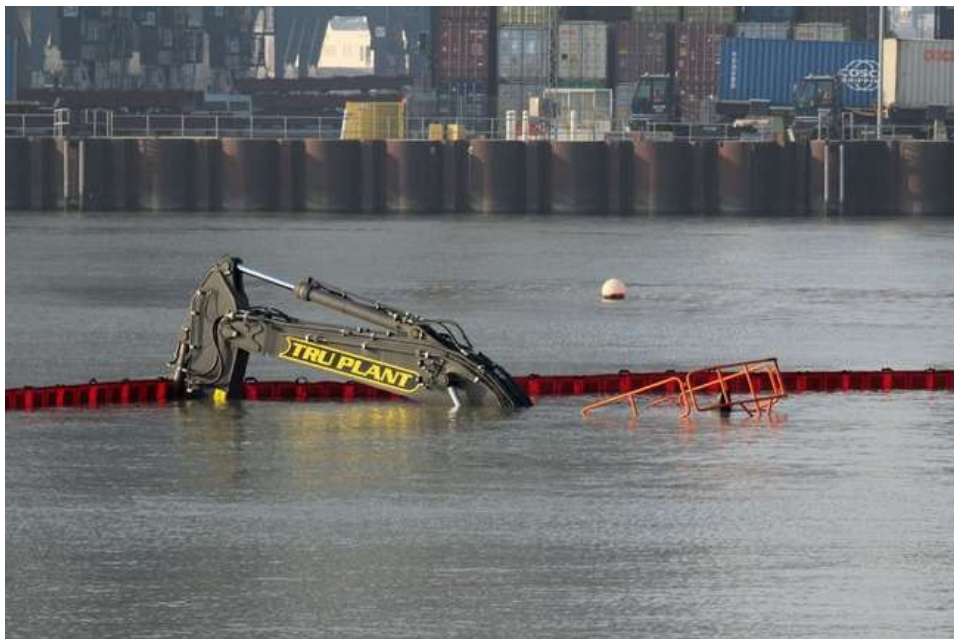
Arriving in a rare shaft of sunlight on a dull and foggy day is “**CMA CGM Lamartine**” on 27th March. Built for CMA CGM in 2010 by Hanjin Heavy Industries, Busan she is 73,779 GT. Her last port was Antwerp and she would leave for Southampton on the following day. *(Photo by Mick Warrick)*



Seen at Trinity Terminal Felixstowe on 27th March is MSC charter **“Seamax Bridgeport”**. She began her voyage to Felixstowe on 6th March when she left Mundra in Gujarat state, India. Next she made a short call at Salalah, Oman before transiting the Suez Canal on 15th March. She spent 36 hours anchored off Oran, Algeria, starting on 19th March before heading direct from there to Felixstowe. She departed for Hamburg on 28th March. Completed in June 2003 as **“OOCL Long Beach”** by Samsung Koje for an anonymous New Container No.12 Shipping but managed by OOCL, she was acquired by the Mitsubishi backed US investment company MC-Seamax Shipping in 2017 and renamed as above. *(Photo contributed)*

Come on in, the water's lovely !

During beach replenishment at Felixstowe, near the viewing area on 24th March one of the excavators became stuck and was engulfed by the incoming tide.





“Haven Hornbill” Harwich Harbour Authority’s utility vessel was soon on hand to lay out an anti-pollution boom.



Looking rather sorry for itself the digger was recovered the following day to be taken away by lorry and is probably only good for spares now.
(All photos contributed)

Autonomous survey vessel prototype



Seen at Fox's Marina, Ipswich on 8th March is Sea-Kits prototype unmanned survey vessel **"USV Maxlimer"**. Built in 2017 by Sea-Kits, Tollesbury she spent the first few months of her life conducting sea trials in the River Blackwater. Sea-Kits have since supplied Fugro with two similar vessels which are working on various projects and have been featured in previous newsletters. *(Photo by Mick Warrick)*



Seen in the River Orwell outbound on 24th March she seems to have acquired a crew! No doubt further trials taking place with observers on board studying the performance etc. *(Photo contributed)*



It's a long way from Dundalk

Seen at Ipswich's Fox's marina on 4th March and about to be lifted from the lorry that transported her is "**Mary Maria**". The vessel was formerly owned in Dundalk and has been purchased recently.



On her way to her new home at Burnham on Crouch on 4th March, assisted by "**Assassin**".

(All Photos by Mick Warrick)



Long time harbour resident “**Light Vessel 20**” with veteran tug “**Kingston**” alongside on 2nd March. The duo set off for Hull the following day before first light, arriving in Albert Dock, Hull in 4th March. Reportedly LV20 is to be towed across to New Holland on the south bank of the Humber to be scrapped there. The vessel was completed in September 1963 by Philip and Son, Dartmouth and served on many stations including Kentish Knock, North Goodwin, Channel, and Sandettie. The tug is a year older having been launched in December 1961 and completed the following June by James Pollock, Faversham, as SUNXXIV for W. H. J. Alexander (Sun tugs) of London. Sold to Griffin towage of Milton Abbas, Dorset in 1992 and renamed “**Kingston**”. The company has three other veteran tugs in its fleet. *(Photo by Derek Sands)*



Thruster Trouble

“**Galatea**” arriving at Harwich on 27th March. She has been having tug assistance recently due to bow thruster problems. Classed as a buoy/ lighthouse tender for Trinity House, her keel was laid in December 2005 and she was launched in July 2006, but not completed until July the following year by Remontowa, Gdansk. *(Photo by Alex Dace)*

Brightlingsea Shipping



Seen here arriving at Mistley in April 2018 **“Frisian Ino”** arrived at Olivers Wharf, Brightlingsea on 1st March. Her cargo of bagged cement from Setubal was unloaded smartly to enable her to depart for Sheerness the next day. Launched as **“CK Pearl”** by Thanh Long, Haiphong, Vietnam, she was completed by Damen, Bergum in September 2012, for Dutch owners United Shipholding. Staying with the Dutch flag under new owners Boomsma of Sneek in 2015 she gained her present name. *(Photo by Derek Sands)*



The next ship to arrive at Olivers Wharf was **“Eems Spring”** on 11th March, this was at least her second visit to the port. She is seen above arriving in Ipswich in August 2010. She was built in 2009 by 1-89 Enterprise, Haiphong to a Dutch design. She left for Ijmuiden on 14th March. *(Photo by Derek Sands)*



A somewhat surprising arrival at Olivers Wharf on 16th March was **“Sea Harmony”** seen here at Mistley in 2014. She came from Falmouth in ballast to load scrap metal for Tilbury. She was completed in May 1991 as **“Wannsee”** for German owners by Portuguese shipyard Viana do Castelo. Changing name for a charter in 1992 she became **“Medeur Terzo”** but reverted to her first name later in the same year. Next she was **“Intermodal Malta”** in 1994 and two years later **“MF Modal”**. In 2001 she was **“Nordstrand”** and four years later **“Graf Uko”**. Acquired by Torbulk of Market Rasen in 2013 she hoisted the flag of Barbados as **“Sea Harmony”** and is managed by long established ship owners and managers, Gillie and Blair based in Newcastle. (Photo by Derek Sands)



Seen here in the River Stour, **“Swedica Hav”** was the next arrival at Brightlingsea on 23rd March. She brought bagged cement from Figueira da Foz as there were problems with the cement plant at Setubal. She sailed to Rotterdam in ballast on the following tide. Built as **“Jan Meeder”** in 1986 by Hugo Peters, Wewelsfleth, she was **“Sea Weser”** for a charter in 1997 then **“Ophir”** before Hav Shipping acquired her in 2006 and she was renamed as above. (Photo by Derek Sands)



Alongside Olivers Wharf on 26th March is “**Meike-B**”, she had arrived from Goole the previous day. She is going to load the scrap metal that can be clearly seen on the quay beside her, destination Bayonne, France. This is believed to be her first visit to Brightlingsea. Although she was launched in May 2011 as “**Fehn Captain**” she was completed as “**Rhine Exress 2**” by Chinese builders Wuxue Kaiyangxing in March 2013. Renamed “**Fehn Companion**” in 2014, she only acquired her present name in March 2022 when sold to JEB Bereederungs, GMBH. (Photo by Derek Sands)

Apologies for the lack of photos actually taken in Brightlingsea due to circumstances beyond my control (Derek Sands)

Mistley Shipping



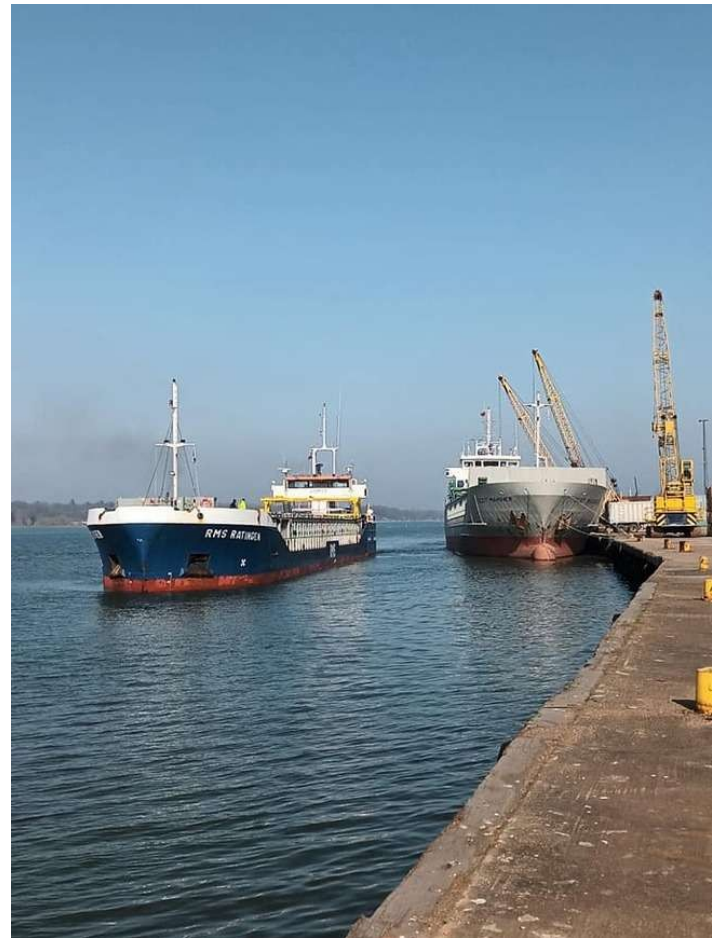
Regular caller “**RMS Duisburg**” arrives at Mistley on 7th March with another cargo of bricks from Aalst.
(Photo by Steve Cone)



Here she is sailing past Harwich the following day for Rotterdam. Her owners Rhenus Maritime was acquired in 2021 by Wilson Shipowning of Norway, Rhenus’ four ships and contract portfolio being part of the deal. Her details are in previous newsletters. (Photo by Derek Sands)



“Scot Mariner” arrives at Mistley on 23rd March from Inverness with wood pellets. She was completed in September 2009 by the Tille yard at Kootstertille, Netherlands, for Scot Line. *(Photo by Steve Cone)*



Arriving with more bricks from Aalst in the Netherlands is **“RMS Ratingen”**. Launched by Daewoo-Mangalia, Romania in January 2002, she was completed by Bodewes Volharding, Foxhol in the Netherlands in May the same year. *(Photos by Steve Cone)*

Wivenhoe owned brig “Viking” by John Collins



The brig “Viking” off Flushing in the River Scheldt

The *Viking* was a Scottish ship, completed at Aberdeen on 22nd May 1862 for John Birnie Adam (shipowner) 48/64s, James Hay Chalmers (advocate) 8/64s, both of Aberdeen & Thomas Adam (bank agent) of Banff 8/64s, Aberdeen. She had an elegant round counter stern and a clipper bow with a figurehead, presumably depicting a viking warrior. She was rigged as a brig, two masts, square rigged on both, and is reputed to have been a fast sailer. She measured 188.99 tons gross register, she was 103.35 feet long, 24.45 feet in beam, and her hold was 13.2 feet deep. These rather curious 'decimal feet' were introduced in 1836 to make the tonnage calculations simpler. Her official number in the Register was 44437.

In 1866 she was sold to William Emery Denton of Wivenhoe, and on 3rd March James John Ham was appointed master. William Denton must have been acting on behalf of friends as on 5th April that year he sold 13 shares each to William Buckingham Jones, Ebenezer James Penny, Edward Abraham Ham and James John Ham, all of Wivenhoe, keeping only 12 shares for himself. By law, ownership of a vessel had to be in 64 shares, but 64 is not divisible by five, hence the inequality. In November 1869 William Denton sold his shares to John Penny.

In December 1871 there was a general reshuffling of shares, William Buckingham Jones and Edward Abraham Ham taking 19 each, James John Ham having 20 and James Penny six, all these men were Wivenhoe residents. In July 1878 she was only sixteen years old, but was already an obsolescent technology, the steel steamers were making serious inroads into the shipping business. Quite possibly she was in need of some expensive repair work, but whatever the immediate reason she was sold to be broken up.

There is this pierhead style ship portrait in the Nottage collection which differs from most of the others in that it is in oils. It is also one of the largest paintings in the collection. This is a beautiful painting of the brig *Viking* and is signed by 'H. Loos, Anvers,' that is Henry Loos who was based in Antwerp, and shows the *Viking* in the estuary of the River Scheldt with the town of Flushing on the horizon. It was donated many years ago by the sons of James Ham, her master. This painting, with others, can be seen on the wall when the Nottage Maritime Institute is open to visitors on summer weekends. (See the website for times and dates.)

Dredging



Seen in the River Stour on 28th February with her plough rigged at the stern is **“Noordstroom”**. She apparently snapped a cable whilst ploughing in the main channel and lost the plough on 3rd March. She departed to Rotterdam the following day. *(Photo by Alex Dace)*

Below is Brightlingsea based Colne Maintenance Dredging’s water injection dredger **“Cathy Anne”** working in Harwich. Contracted by Harwich Harbour Authority for five weeks from around 25th February, she is working in the following areas: Harwich Ha’penny Pier and lifeboat pontoon, Harbour Master Pound pontoon, between Trinity House Pier and Train Ferry Pier, Shotley Marina channel and Mistley berths.



Working close to Ha’penny Pier on 2nd March.
(Photos by Derek Sands)



Jenkins Marine handy little dredger “**C.H. Horn**” completed its various jobs on the River Orwell and was towed away to Jenkins base at Poole on 4th March. Her details were given in a previous newsletter.
(Photo contributed)



Having arrived at Ipswich the previous day “**DMS Condor**” set off for Poole with the above dredger on 4th March. She seems to have not been spotted by any of our contributors. Jenkins purchased this Damen Shoalbuster type in July 2021. She was launched by Kozle Serwis, Kedzierzyn-Kozle, Poland as “**Camperduin**” in 2001. Completed in May 2001 by Damen Hardinxveld. She changed name to her present one in 2004, so far Jenkins have not renamed her. *(Image web sourced)*



Arriving here later than originally programmed “**Aase Madsen**” passes Harwich on 16th March. She had been delayed on the Tyne when completion of her work there was hampered by bad weather. Completed as the cargo ship “**Aase Hoj**” by Bogense Skibs in 1977 she was converted to a dredger in 2009 having been renamed previously in 2001. Her primary objective is to remove large boulders from the dredged channel. *(Photo by Mick Marshall)*



Arriving in the harbour on 11th March to commence plough dredging “**Teddy**” is seen here at work on 16th March. Owned by Herman Senior, she was built in Poland by Damen-Kozle in 2019. She left fro Antwerp on 28th March. *(Photo contributed)*



Turning to berth at Harwich Navyard Wharf on 16th March **“Rotterdam”** makes an impressive sight. At 38,000 DWT she is one of the largest dredgers ever to visit the harbour, she is working in the harbour and also the approach channel deepening. Launched by Van Der Giessen-de Noord in December 2000, she was completed for Van Oord in June 2001 by IHC Dredgers, Kinderdijk. *(Photo by Derek Sands)*



Seen here in action on 21st March dredging near Trinity Terminal. *(Photo contributed)*



Van Oord owned backhoe dredger **“Goliath”** arrives on the 16th March towed by **“Noordstroom”**. The dredger was built in 2009 by De Donge, Nieuwdorp. She was upgraded in 2012 by Western Shipyard, Kalipeda, and her breadth increased from 18 to 23 metres.

“Noordstroom” was built for Wijngarden Marine in 2016 by Safe Shipyard, Gydnia
(All photos contributed)





Supporting **“Goliath”** are two hopper barges the **“Boussole”** and the **“Pieter Caland”** seen above during a pilot training exercise on 22nd March. Owned by Van Oord she launched as **“Lorentz”**, but completed with her current name by Dalian Liaonan, China in 2010. *(Photo contributed)*

Below she can be seen returning to the harbour on 24th March. *(Photo by Mick Marshall)*





Working to deepen alongside number six berth Trinity Terminal is **"Odin"** seen above on 22nd March. This backhoe owned by Boskalis was built in 2008 by MWB Mortoren Werke, Bremerhaven.

Assisting **"Odin"** is Boskalis's trailing suction hopper dredger **"Freeway"**. Completed in 2014 by Shipkits BV she was launched by Polish shipyard Partner, Police.

Below they can be seen working in tandem on 27th March.
(All Photos contributed)





Supporting the **“Odin”** are two barge and tug combinations. The first of them seen here on a pilot training trip on 22nd March is **“Duchess”** with barge **“Terraferre 302”**. The tug is owned by the Ports of Jersey and was built by the Safe Shipyard, Gdynia in 2021. The barge was built in 2000 by Quality Shipyard Inc, Houma, Louisiana. *(Photos contributed)*



The second supporting pair is tug/utility vessel **“Terramare 1”** seen here nicely fitted into the stern notch on barge **“Terraferre 301”**. The tug is a product of the Safe Shipyard in Gdynia being completed in 2012 for Boskalis. The barge like her sister was completed in 2000 by Quality Shipyard Inc, Houma, Louisiana, USA. Fully laden on 27th March they are heading for the spoil grounds.



Captured on the 25th March doing some ploughing when not required with her barge is “**Duchess**”.
(Photo contributed)

Blast From The Past



“Miriam” in Harwich’s Gashouse Creek 7th March 1976. Built 1956 by Vos, Groningen as **“Geert”** for H. Nienhuis, Winschoten, in 1973 she was acquired by Commercial Ferries Ltd, Panama and renamed **“Diamond Trader”**. They changed her name to **“Miriam”** in 1975 and re-flagged her in Ireland. Vincent Nolan was her next owner in 1976 when her flag was again changed to Panama, but she was not renamed. The following years her owner became Lark Transport and Trading and she was renamed **“Duly”**. After suffering engine failure in June 1979 she was stripped at Kralingen and then broken up at Hendrik-Ido-Ambacht in 1987.
(Photo by the late Malcolm Cornes)



A wintry view of London and Rochester Trading’s **“Stridence”** anchored off Parkeston Quay on 2nd March 1986. Built 1983 at Selby by Cochrane, her owners were restyled as Crescent Shipping in 1987 and she went under the flag of Bahamas in 1992. In 2000 her owners were Clipper Wonsild tankers UK Ltd. In 2002 they sold her to Muriel Ltd, Bahamas and she was renamed **“Muriel”**. Renamed **“Tramontane”** in 2008 by a company of the same name, she then swapped the Bahamas flag for that of Sierra Leone when purchased by Tamara Shipping and renamed **“Tamara C”**. The following year she gained her final name of **“Defne K.”** for Defne Shipping of Panama. Turkish breakers at Aliaga claimed her in December 2013.
(Photo by Derek Sands)



SVANUR photographed on 4 April 1981 on the River Colne at Rowhedge

IMO : 7220178

Built 1972, by Fiskerstrand Verft AS, Fiskarstrand , Norway (Yard # 22) as BLUE GIRL

GRT : 778 / DWT : 965

Overall Length : 60.8 metres x Beam 9.5 metres.

Machinery : 1 Screw driven by a Motorenw MannhelmAG(MWM): 4-stroke single acting 8-cylinder oil engine
Speed : 11.0 knots

History: POR = Port of Registry

1972: BLUE GIRL : Skibs A/S Blue Nor : POR Tromso

1974: SVANUR : Nes H/f: POR ??, Iceland

1995: CHRISTIE MARE : Christie Shipping S de RL : POR ?? Honduras

1996: FIANDARA : Istramineral d.o.o. : POR ?? Croatia

2002: FIANDARA : Highlights Co : POR Moroni

2005: 16 Jan: foundered in the Black Sea on account of bad weather. The crew were all rescued. She was on passage from Varna bound for Turkey with timber and steel products.

(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: The late Malcolm Cornes, Tim Webb, Geoff Cone, Steve Cone, Alex Dace, Mick Warrick, Mick Marshall, Paul Hiett, Dean Cable, John Collins, John Willis 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